

**FINAL MASTER  
ENVIRONMENTAL IMPACT REPORT  
for the  
CITY OF SANTEE GENERAL PLAN UPDATE**

**SCH No. 2002071113**

**Prepared for:**

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**ADDITIONAL INFORMATION STATEMENT  
FOR THE  
SANTEE GENERAL PLAN UPDATE MEIR**

**SCH: No. 2002071113**

**A. INTRODUCTION**

In response to comments made during the public review period for the Draft EIR, the City of Santee has made several modifications to the proposed General Plan. This Additional Information Statement is intended to describe the modifications which have occurred and compare the environmental effects with the conclusions drawn in the Draft EIR dated March 10, 2003.

In addition to changes in the proposed General Plan, changes and additions have occurred to the Draft EIR in response to comments made during public review as well as to accommodate the proposed changes to the proposed General Plan.

Based on the information contained in this document, no conditions exist which would warrant recirculation of the Draft EIR in accordance with Section 15088.5 of the California Environmental Quality Act Guidelines. As discussed below, the modifications proposed to the project would not result in: (1) a new significant impact, or (2) substantial increase in the severity of an impact identified in the original Draft EIR. No new feasible alternatives were identified during public review. Furthermore, the City has not declined to implement any mitigation measures identified during public review which were considerably different from those identified in the Draft EIR and which would clearly lessen the environmental impacts.

**B. PROJECT DESCRIPTION**

The changes in the project which have occurred subsequent to the circulation of the Draft EIR are related to two primary areas. First, the City has eliminated all new proposed prezones. Second, the City has modified and/or added policies identified in the various Elements of the General Plan to clarify their intent as well as supplement the originally-proposed policies in response to public comment.

**Prezone Areas**

The City has decided to defer pursuing new prezone proposals for the three areas identified in Figure 4.2-3 of the Draft EIR to a later date in order to allow more time for evaluating all of the aspects associated with pre-zoning. More specifically, deferring the pre-zoning proposals will allow time to prepare a Municipal Services Review for the City of Santee, as recommended in the comment letter received from the San Diego Local Agency Formation Commission.

The existing prezone designation for the portion of the Carlton Hills Country Club which lies within the jurisdiction of the City of San Diego would remain its current prezoned designation as Park/Open Space.

### General Plan Policies and Illustrations

The following General Plan text or illustrations have been modified or added in response to public comment:

Figure 1-1 of the Land Use Element has been amended to reflect the fact that the three new prezone proposals in the East Elliott area are no longer being pursued by the City as part of the General Plan Update.

Figure 1-3 of the Land Use Element has been amended to identify designate the brown areas as multiple-family residential and the yellow areas as single-family residential. This figure has also been updated to show CalTrans ownership where the existing uses have been removed.

Policy 10.1 of the Land Use Element has been amended to read: “The City should actively pursue a Municipal Service Review by the Local Agency Formation Commission for the City of Santee and nearby surrounding areas.”

Section 8.4 of the Land Use Element – Pre-zoning, is amended to read: “The City’s Land Use Map identifies one prezone designation for an area in the City of San Diego. This property forms an island of land along the San Diego River from West Hills Parkway to SR 125.”

Policy 3.6 has been added to the Land Use Element and reads as follows: “Development projects shall be reviewed to ensure that all necessary utilities are available to serve the project and that any land use incompatibilities or impacts resulting from public utilities shall be mitigated to the maximum extent possible.”

Policy 2.6 of the Circulation Element has been amended to read: “The City should encourage the incorporation of pedestrian-friendly design concepts including separated sidewalks *and bikeways*, landscaped parkways, traffic calming measures, safe intersection designs and access to transit facilities and services into both public and private developments.”

Figure 3-1 of the Circulation Element has been amended to delete River Park Drive between Cuyamaca Street and Cottonwood Avenue.

The Circulation Element has been amended to delete the following sentence: “As of 2002, both of these freeway projects are fully funded.”

Section 4.1 of the Circulation Element has been amended to read: “The portion of the freeway in *and near* Santee carries 41,500 to 71,000 average daily trips.”

Objective 10.0 of the Conservation Element has been amended to read: Preserve significant natural resources, such as mineral deposits, biological resources, watercourses, *groundwater*, hills, canyons, and major rock outcroppings, as part of a Citywide open space system.”

Policy 9.6 of the Trails Element has been added and reads as follows: “Avoid conflicts with key movement routes utilized by wildlife to the maximum extent possible.”

Section 5.1, California Department of Transportation (Caltrans) – Freeway Impact of the Housing Element has been amended to read: “The mobile home park will lose *a number of* coaches with bisection of the park (Source: Caltrans, January 2003).”

## C. DRAFT EIR MODIFICATIONS

The following changes have been made to the Draft EIR and reflected in the attached Final EIR.

Tables 1-1 and 1-2 have been revised in the Final EIR to correct an error related to cumulative traffic impacts. Although the text of the Draft EIR concludes that cumulative traffic impacts associated with the proposed General Plan would result in a significant but mitigated impacts, Table 1-1 inaccurately indicates that the cumulative traffic impact would remain significant after application of General Plan policies and mitigation measures. Similarly, Table 1-2 incorrectly identifies cumulative traffic impacts of the proposed General Plan as well as the alternatives as significant and not mitigable. Each of these tables has been revised to conclude that cumulative traffic impacts would be significant but mitigable.

In response to comment D.5 from the Department of Transportation, Division of Aeronautics, a statement indicating that future development or structure within the Airport Influence Area of Gillespie Field may require approval from the Federal Aviation Agency (FAA) has been added on page 5.14-8 of the Final EIR.

In response to comment L.1 from the San Diego County Archaeological Society, an additional mitigation measure has been added to assure consideration of historic structures as new development occurs. The new mitigation measure reads as follows:

***Mitigation Measure 5.12-3:*** An historic evaluation of any structure more than 45 years old would be required prior to issuance of a permit which could result in an adverse impact on these structures. The evaluation shall be based on the criteria identified in Section 15064.5 of the CEQA Guidelines. The evaluation shall determine if the effect on an historic structure would be significant. If so, the evaluation shall recommend measures to be taken to reduce the impact on significant historic structures.



In response to comment M.26 from Preserve Wild Santee, mitigation measures 5.2-12 and 5.8-9 have been revised to reflect the City's plans to create separated bikeways on roadways. Mitigation Measure 4.2-12 has been revised as follows. The wording for Mitigation Measure 5.8-9 is identical to 5.2-12.

***Mitigation Measure 5.2-12:*** The City should encourage the incorporation of pedestrian-friendly design concepts including separated sidewalks and bikeways, landscaped parkways, traffic calming measures, safe intersection designs and access to transit facilities and services into both public and private developments. (Circulation Element, Policy 2.6)

In response to comment M.22 from Preserve Wild Santee, Figure 4.2-2 of the Final EIR has been modified to indicate that the new Circulation Element would delete River Park Drive between Cottonwood Avenue and Cuyamaca Street as indicated in the text of the Draft EIR. In addition, Table 4.2-3 of the Final EIR has been modified to refer to this roadway as River Park Drive rather than Riverside Drive.

In reviewing the Draft EIR during preparation of the responses to comments, it was noticed that the representation of the existing General Plan was inaccurate. The map in the Draft EIR depicted the General Plan, as it existed in 1984. Figure 5.1-8 has been revised to show the most recent Land Use Map for the adopted General Plan.

## **D. ENVIRONMENTAL EFFECTS**

The changes which have occurred in response to public comments would not result in any new or increased severity of environmental impacts identified in the Draft EIR. The elimination of all of the proposed prezones would not affect the conclusions of the Draft EIR. The land use assumptions for impact analysis (e.g. traffic) were based on the land uses which could occur on these properties in accordance with the City of San Diego's General Plan to assure a worst-case analysis. Thus, the removal of the proposed Open Space/Park prezone would not alter the impact assumptions of the Draft EIR.

The proposed modifications of several of the General Plan policies would have a positive effect on the environment by strengthening environmental protection. The addition of Policy 9.6 regarding avoiding conflicts with wildlife movement would reduce biological impacts. The addition of Policy 3.6 would assure that that all necessary utilities are available to serve a proposed project and that any land use incompatibilities or impacts resulting from public utilities would be mitigated to the maximum extent possible. The amendment to Objective 10.0 would extend protection to groundwater resources as well as other physical resources. The new Policy 10.1 would not have an adverse impact because it would assure adequate public services as development occurs. The amendment to Policy 2.6 to specify that separated bikeways be provided along roadways would improve the safety of bicyclists within the City.

## **Conclusions**

The changes to the proposed General Plan and the Draft EIR after public review do not result in any new significant impacts or any significant increase in the severity of the impacts warranting recirculation of the Draft EIR pursuant to Section 15088.5 of the CEQA Guidelines. In addition no new feasible alternatives have been identified and the City has agreed to include additional mitigation measures identified during public review.

As discussed above, the elimination of East Elliott from prezone consideration would maintain the status quo. Furthermore, the baseline conditions used for evaluating impacts of the proposed General Plan were based on the land use assumptions under the City of San Diego's existing General Plan.

The modification or addition of General Plan policies would not have an adverse impact on the environment. In fact, several of the changes would have a positive impact by strengthening environmental resource preservation.

Lastly, the modification or addition of mitigation measures contained in the Draft EIR are proposed by the City and would serve to further reduce potential environmental impacts associated with future development in accordance with the proposed General Plan.

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# **CHAPTER 1.0**

## **EXECUTIVE SUMMARY**

### **1.1 INTRODUCTION**

This summary provides a brief synopsis of the project description, project alternatives considered and the results of the environmental analysis contained within this Environmental Impact Report (EIR). By necessity, this summary does not contain the extensive background and analysis found in the document. Therefore, the reader should review the entire document to fully understand the project and its environmental consequences.

### **1.2 PROJECT LOCATION**

The City of Santee (City) is located within the County of San Diego, approximately 20 miles east of the Pacific Ocean. Access to the City is primarily provided by State Route (SR) 52, SR 125, SR 67, and Mission Gorge Road. The City is generally located within Township 15 South and Range 1 West on the USGS El Cajon Quadrangle Map.

### **1.3 PROJECT DESCRIPTION**

The proposed project is an update of the City's General Plan. The primary objective of the General Plan update process is to undertake a comprehensive revision of the document to enable it to serve as a guide through the year 2020. The overall goal of the update is to establish strategies that will ensure an appropriate balance between housing, employment, retail, circulation, recreation and open space within the City.

The General Plan is the primary policy document for the City and is the basis for all decisions regarding the physical development of the City. It expresses the community's vision of its future and is a guide for both long-term and day-to-day decisions and actions of the City. The City's current General Plan was adopted in 1984. Since that time, independent amendments have been

made to the various Elements that comprise the Plan; however, the General Plan has not been comprehensively updated since it was adopted in 1984.

The proposed General Plan update would accomplish several goals. The overall goal of the update is to establish strategies that will ensure an appropriate balance of land uses in the City. The proposed changes to the General Plan are more of an evaluation and adjustment of City goals and policies rather than a completely new vision for the City's future. The update would also bring the various Elements of the General Plan into conformance with current State regulations and state of the art techniques for accommodating growth and maintaining a high quality of life. Lastly, the update is intended to take into account the current conditions within and around the City of Santee (e.g. traffic, housing/employment, biological resources, community character, etc.).

The goals of the General Plan update would be achieved through the proposed changes and refinements to each of the nine Elements that comprise the General Plan. In some cases, the changes are minor while in others the changes are more extensive.

## **1.4 ENVIRONMENTAL ANALYSIS**

Based on the analysis contained in Chapter 5.0 of this EIR, adoption of the proposed General Plan update would result in significant unmitigated land use, public safety, and noise impacts in the vicinity of Gillespie Field; all other impacts would be mitigated to below a level of significance. The EIR addresses the following issues: Land Use; Traffic/Circulation; Population/Housing; Public Facilities, Services, and Utilities; Parks and Recreation; Biological Resources; Noise; Air Quality; Visual Quality/Aesthetics; Geology/Soils; Hydrology/Water Quality; Cultural Resources; Paleontological Resources; and Public Health and Safety.

Table 1-1 briefly summarizes the environmental impacts associated with the proposed General Plan. The table identifies whether the impact would be significant and unmitigated (SNM), significant but mitigable (SM), or not significant (NS). The NS category includes issues where there would be no impacts as well as where impacts would be adverse but less than significant. The following provides a summary of the environmental analysis:

### **1.4.1 LAND USE**

#### **1.4.1.1 Development Pattern**

The overall development pattern in the already developed areas of the City would not drastically change from the existing conditions with implementation of the proposed General Plan update. However, there would be the development of approximately 1,000 acres of currently vacant lands. The most significant of these vacant lands, which are briefly discussed below, are the Town Center along the San Diego River, the Fanita Ranch and the North Magnolia Area in the north, and Rattlesnake Mountain in the southeastern portion of the City.

### **1.4.1.2 Land Use Compatibility**

To minimize land use conflicts, the General Plan update states that land uses must be located in a pattern that considers generic land use characteristics, limitations and requirements such as traffic and access, noise, public services, siting and visual appearance, and public safety. Land uses that exist in a potentially incompatible situation would be considered for relocation or remedial setback and/or buffering treatments.

The Land Use Element of the General Plan update proposes to enhance compatibility between land uses by locating uses together that have similar or compatible public service and site planning needs. Mixed use development such as residential with commercial is encouraged to take advantage of differing peak hour parking demands and/or availability of transit services.

### **1.4.1.3 Conformance with Applicable Plans and Policies**

#### **Multiple Species Conservation Program**

The proposed General Plan anticipated, and does not preclude the preparation of a subarea plan as part of the implementation of the Multiple Species Conservation Program. In fact, a draft subarea plan has been prepared by the City and will be considered for adoption in the near future. The environmental impacts of the City's subarea plan are not evaluated in this document.

#### **Gillespie Field Comprehensive Land Use Plan**

The proposed General Plan would conflict several of the Runway Protection Zone and Inner Approach/Departure Zone identified in the Gillespie Field Comprehensive Land Use Plan because some of the future development in accordance with proposed land use designations would be incompatible. In addition, future residential would be impacted by future noise levels of 65 dBA DNL (CNEL) or greater.

#### **NAS Miramar Comprehensive Land Use Plan**

Since neither the 60 dBA CNEL contour nor any of the accident potential zones penetrate the City of Santee, the proposed General Plan update would not result in any land uses incompatible with the operations at NAS Miramar (now MCAS Miramar).

#### **Cities/County Population and Housing Forecast**

Based on the land use allocations of the proposed Land Use Plan, it is projected that the General Plan update will result in a population of 67,463 in the year 2020. This projection assumes future residential project develop at the mid-range of the density scale. This is generally consistent with the SANDAG forecast of 67,703 in the year 2020.

## **1.4.2 TRAFFIC CIRCULATION**

The majority of the circulation element roadways are calculated to operate at Level of Service C or better with the proposed General Plan traffic volumes; only the following three segments would operate at an unacceptable LOS F under the proposed General Plan:

1. Fanita Parkway from Mast Boulevard to Lake Canyon Road (LOS F) – 2-Lane
2. Mission Gorge Road from SR 125 to Fanita Drive (LOS F)
3. Mission Gorge Road from Fanita Drive to Carlton Hills Boulevard (LOS F)

All key intersections are calculated to operate at LOS D or better with Proposed General Plan volumes and network assumptions (Fanita Parkway and Magnolia Avenue extended into Fanita Ranch) except for Mast Boulevard/West Hills Parkway and Mission Gorge Road/Fanita Drive, which calculate at worse than LOS D. Levels of Service improve to better than LOS D at these intersections, with additional recommended lanes.

An analysis of freeway operations was conducted. According to the analysis, all freeway segments within the project area would operate at the same LOS under either the existing General Plan or the proposed General Plan.

Implementation of General Plan policies, which are reiterated as mitigation measures in the EIR, would reduce circulation impacts to below a level of significance.

## **1.4.3 POPULATION/HOUSING**

The City's 2020 population projection for the proposed General Plan would be slightly less than the projections in the Preliminary 2030 Cities/County Forecast. The difference of 240 residents represents a 0.3 percent decrease, which is not significant and does not substantially deviate from the regional forecast.

The buildout dwelling unit projection for the proposed General Plan would be slightly less than the 2030 Cities/County Forecast. By 2020, development within the proposed General Plan would be 110 units less than SANDAG's 2030 Cities/County Forecast, which represents a reduction of less than one-half of one percent. The General Plan includes a number of policies to ensure an adequate supply of housing; these policies are also included as mitigation measures in the EIR.

## **1.4.4 PUBLIC FACILITIES, SERVICES AND UTILITIES**

Buildout of the proposed General Plan would result in the need for expanded public facilities, services and utilities including schools, libraries, fire protection/emergency medical, law enforcement, water, wastewater, solid waste, electricity and natural gas. The General Plan includes a number of policies to ensure adequate public facilities, services and utilities; these policies are also included as mitigation measures in the EIR.

## **1.4.5 PARKS AND RECREATION**

Implementation of the policies of the proposed Recreation Element as well as the City's requirements for dedication of parkland or "in-lieu of" fees would assure that sufficient park and recreation facilities would be available at buildout. However, due to delays associated with collecting sufficient funding to acquire, plan and construct recreation facilities, short-term parks and recreation shortages may occur. With implementation of the mitigation measures identified in the proposed General Plan, impacts related to parks and recreation would be reduced to below a level of significance.

## **1.4.6 BIOLOGICAL RESOURCES**

Assuming buildout of the General Plan, there would be a net loss approximately 1,800 acres of natural habitat. With implementation of the mitigation measures identified in the proposed General Plan and adherence to other state and federal regulations, impacts related to biological resources would be reduced to below a level of significance.

## **1.4.7 NOISE**

Future traffic on SR 52, SR 67, SR 125, Mission Gorge Road, and portions of Cuyamaca Street, Magnolia Avenue, Mast Boulevard and Woodside Avenue, Carlton Hill and Prospect Avenue would generate levels of noise in excess of 70 dBA Ldn along these roadways. Significant traffic noise levels (greater than 65 dBA Ldn) would occur along Carlton Oaks, Riverpark Drive, Town Center Parkway, Graves Avenue, and portions of Cuyamaca Street, Fanita Parkway, Magnolia Avenue, Mast Boulevard, Prospect Avenue, El Nopal, Fanita Parkway and Woodside Avenue.

Increases of 3 dB or more are considered significant when they occur in areas where the noise levels are already in excess of 65 dBA Ldn. SR 67 and SR 125 are the only areas that currently have noise levels in excess of 65 dBA Ldn that will experience a 3 dB increase. The increase in noise levels at these locations is also considered significant.

As referenced above in Section 1.4.3.3, residential uses would still be permitted within areas that would be impacted by future noise levels of 65 dBA CNEL or greater in the vicinity of Gillespie Field.

The General Plan includes policies that will reduce noise impacts from traffic and non-residential uses to below a level of significance, and these policies are also included as mitigation measures in the EIR. However, impacts with respect to Gillespie Field would remain significant and unmitigable.

## **1.4.8 AIR QUALITY**

As discussed in Section 5.8, Air Quality, future emissions associated with the proposed General Plan would not create a significant impact. Buildout of the proposed General Plan would result

in higher vehicle miles traveled (VMT). However, the higher VMT would be offset by the fact that future emissions factors are predicted to be much lower (due to cleaner fuel burning vehicles and local, State, and Federal requirements to continue to promote low emission vehicles). All criteria pollutants analyzed, save sulfur dioxide (SO<sub>x</sub>), would be reduced in the future. SO<sub>x</sub> would increase (an additional 34 lbs/day) but would remain well below the 150 lbs/day currently allowed. Basin-wide, emissions generated from the buildout of the proposed General Plan would account for about 1 percent of the carbon monoxide (CO) emissions, about 8.5 percent of the SO<sub>x</sub> emissions and less than 1 percent of the remaining emissions of criteria pollutants (reactive organic gases, oxides of nitrogen, and particulate matter).

Localized CO concentrations were modeled at three intersections with heavy automobile traffic. The results concluded that no localized CO emissions or “hot spots” would result with implementation of the proposed project.

Lastly, there is the potential for short-term construction-related impacts resulting from implementation of the proposed General Plan. However, with implementation of the mitigation measures included as part of the proposed General Plan, potential impacts would be reduced to below a level of significance. The General Plan includes policies that are included as mitigation measures in the EIR that will further ensure that no air quality impacts would result with implementation of the proposed General Plan.

### **1.4.9 VISUAL QUALITY/AESTHETICS**

The greatest impact would result from development of large vacant areas, particularly the larger vacant land areas such as the Fanita Ranch, and Rattlesnake Mountain, which could be developed with homes, employment centers and local-serving commercial uses. Potential impacts to visual quality, however, would be reduced through implementation of the City’s Grading Ordinance and Zoning Ordinance Hillside Development Guidelines that require hillside adaptive architecture, contour grading and slope revegetation to preserve natural slope appearance. In addition, due to the rugged topography of Fanita Ranch and Rattlesnake Mountain, steep slopes and high habitat values and functions, clustered development and siting for avoidance of natural hazards and significant biological resources will be required to allow for the preservation of significant, unfragmented open space and habitat areas on these sites.

While there may be localized changes within the already urbanized areas, the overall visual character would not be substantially affected.

Policies of the General Plan that will ensure that the impacts to visual quality/aesthetics will be less than significant are also included as mitigation measures in the EIR.

### **1.4.10 GEOLOGY/SOILS**

Potential geologic hazard areas exist within the City. Areas that are underlain by the Friars Formation are potentially susceptible to landslide or debris flow. Other areas are overlain by alluvial soils and are susceptible to liquefaction. Seismic activity is also considered to be a

hazardous geologic condition in the City. However, since the City is located far from any major active faults, the potential for landsliding caused by earthquakes is considered to be low.

Potential impacts to future development would be reduced to below a level of significance through implementation of policies contained in the Safety Element including the application of remedial measures identified in the geotechnical investigations, which are required by the Grading Ordinance, for all new development within the City. In addition, conformance to building construction standards for seismic safety within the Uniform Building Code (UBC) would assure that new structures would be able to withstand anticipated seismic events within the City. The policies are also included in the EIR as mitigation measures.

## **1.4.11 HYDROLOGY/WATER QUALITY**

### **1.4.11.1 Hydrology**

The proposed General Plan would result in the development of approximately 1,800 acres of the vacant land within the City. Future development in accordance with the General Plan would result in increased impervious surfaces that could alter drainage patterns and reduce the amount of infiltration into the ground water table. Additionally, increases in impervious surfaces could also result in higher storm water velocities and potential flood hazards from surface water diversion. However, these potential impacts would be avoided through the implementation of drainage improvements identified in the City's drainage study (BSI Consultants, 1990). Additionally, the loss of ground water recharge is not considered significant as the City is not dependent on groundwater.

### **1.4.11.2 Water Quality**

Development in accordance with the proposed General Plan would result in the development of additional residential, commercial, and additional major point sources (e.g., industrial uses). The San Diego River, Sycamore Creek, and Forester Creek drainage basins are the three receptors of runoff within the City. Direct runoff to the drainage basins would be increased and would contain increased levels of pollutants such as sediment, pathogens, heavy metals, petroleum products, nutrients, and trash. In addition, grading and construction activities could also generate sediments as well as oil and grease which could enter surface waters. These non-point source pollutants would enter one of the three drainages within the City and incrementally decrease water quality and impair the beneficial uses of surface waters. Compliance with City's Jurisdictional Urban Runoff Water Management Plan, General Municipal Permit, The City of Santee Standard Urban Stormwater Mitigation Plan and National Pollutant Discharge Elimination System General Construction and Industrial Permits would ensure that potential water quality impacts associated with development under the proposed General Plan would be below significant levels.

## **1.4.12 CULTURAL RESOURCES**

While the majority of the City is developed, there is the potential to encounter prehistoric resources in certain undeveloped areas of the City. Given the character of the prehistoric environment, the potential for additional, as yet unidentified archaeological sites is considered moderate. If prehistoric resources occur in undeveloped areas, grading and excavation activities would impact resources. Impacts to these resources would be considered significant. There is also the potential to encounter significant historic resources in undeveloped areas of the City as well as where infill development could occur. With implementation of the mitigation measures and policies identified in the proposed General Plan, impacts related to Cultural Resources would be reduced. The ability of the measures to reduce impacts to below a level of significance is based on the nature of the resources. In some cases, the measures may not be able to reduce impacts to below a level of significance.

## **1.4.13 PALEONTOLOGICAL RESOURCES**

Implementation of the proposed General Plan update could significantly impact potentially occurring paleontological resources that occur in the Friars Formation and Stadium Conglomerate that cover a large portion of developable land in the City. With implementation of the mitigation measure identified in the EIR, impacts related to paleontological resources would be reduced to below a level of significance.

## **1.4.14 PUBLIC HEALTH AND SAFETY**

### **1.4.14.1 Flooding**

Implementation of the proposed General Plan update would not have a significant impact with respect to flooding. The potential for flooding impacts along major drainages would be limited to existing development which already occurs within the floodplains of the drainages. Floodplain regulations imposed by the City's Flood Damage Protection Ordinance would prevent new structures from being located in a manner which would expose any planned future structures to flood hazards and/or affect the ability of major drainages to convey flood waters. The potential for dam-related failure is so low as to not be considered significant. Similarly, the risk associated with above-ground reservoirs is considered to be low. The EIR also includes mitigation measures which minimizes the impact from flooding.

### **1.4.14.2 Wildland Fire Hazard**

Development in accordance with the proposed General Plan update would create additional wildland fire risk because future development would occur within areas containing significant tracts of chaparral and sage scrub vegetation which pose a significant wildland fire risk. Furthermore, implementation of the biological resource preserve areas in accordance with the updated Conservation Element would result in the long-term existence of potential sources of wildland fires due to limitation imposed on brush management within these preserve areas.



Implementation of the mitigation measures identified in the EIR would reduce the impact to below a level of significance.

#### **1.4.14.3 Hazardous Materials**

Future development on or near known contaminated sites could pose a risk to persons occupying these developments. In addition, improper use, storage, and disposal of hazardous materials by future development could pose a health and safety risk. This risk would be greatest for new industrial development because of the potential for the use of a variety and large quantities of hazardous materials. However, any increase in development would bring with it an increase in the potential for hazardous materials. Implementation of the mitigation measures identified in the EIR would reduce the impact to below a level of significance.

#### **1.4.14.4 Crime**

Buildout under the proposed General Plan would result in an increase in the incidence of crime in the City in proportion to the overall increase in population that would occur. This potential increase in crime incidents would create more demand for police protection services from the County Sheriff's Department. Buildout of the City, however, would not be expected to result in a significant crime impact. Increased tax revenues generated by new development would help fund additional personnel and equipment for the County Sheriff's Department to meet the increased demand. In addition, implementation of proactive policies contained in the proposed Safety Element, which are also included in the EIR as mitigation measures, would help to reduce the increased demand for police protection by incorporating crime prevention principles into the design of future developments.

#### **1.4.14.5 Emergency Preparedness**

As urbanization increases, the potential impacts of man-made or natural disaster could intensify. The ongoing implementation and updating of the City's own Emergency Operations Plan would assure adequate response to emergencies. In addition, the City would continue to cooperate with state and federal emergency preparedness agencies. In particular, the City would continue to participate in the Unified San Diego County Emergency Services Organization to assure regional cooperation and assistance with emergencies within the City. The City would also continue to conduct drills and training simulations for the emergency operations center to assure improved operation in the event of an actual disaster. The policies of the General Plan are included in the EIR as mitigation measures.

#### **1.4.14.6 Airport Safety**

Based on an analysis conducted in accordance with the California Airport Land Use Planning Handbook, the proposed General Plan would allow incompatible land uses within the Gillespie Field Runway Protection Zone and Inner Approach/Departure Zone. While mitigation measures would reduce the potential conflicts, the impact cannot be reduced to below a level of significance.

#### **1.4.14.7 Geologic Hazards**

Of primary concern would be damage from landslides or debris flows, and to a lesser extent from seismic activity. The potential geologic risk to new development would be reduced by implementation of the policies contained within the proposed Safety Element as well as requirements of the Uniform Building Code and City's Grading Ordinance. The City's Grading Ordinance requires soil and geological reports for all grading permits. The General Plan policies are also included in the EIR as mitigation measures.

### **1.5 PROJECT ALTERNATIVES**

This EIR addresses the following alternatives: Existing General Plan Alternative (No Project); Gillespie Field Alternative Land Use Plan; Alternative General Plan Land Use Designations for Selected Sites; and four Circulation Alternatives. Table 1-2 contains a summary of the environmental impacts associated with project alternatives in comparison with the proposed General Plan.

#### **1.5.1 EXISTING GENERAL PLAN ALTERNATIVE (NO PROJECT)**

Under the existing General Plan Alternative, the City would continue to implement the existing General Plan that was adopted in 1984. A summary of the existing General Plan is included in Section 9.1. The EIR compares the impacts of the Existing General Plan with the impacts of the proposed General Plan on a plan-to-plan level. As discussed in detail in Section 9.1, there would not be a substantial difference in terms of environmental impacts between the existing General Plan and the proposed General Plan.

#### **1.5.2 GILLESPIE FIELD ALTERNATIVE LAND USE PLAN**

This alternative evaluates the impacts resulting from implementing the recommendation of the 1989 Gillespie Field Comprehensive Land Use Plan (CLUP) that the City of Santee "revise the residential plan and zoning currently within the 65-70dB CNEL contours and work with the airport operator to reduce the future 65 dB CNEL contour impact on residentially zoned areas, or revise the residentially planned and zoned areas impacted by the future 65 dB CNEL contours in order to be compatible with the CLUP". The intent of this alternative is to address the significant and unmitigable land use, noise and public safety impacts resulting from this conflict with the CLUP. It also is considered a means to reduce land use conflicts with the Runway Protection Zone and Inner Approach/Departure Zone associated with Gillespie Field.

The analysis concludes that if this area were changed to industrial, significant impacts relating to land use, noise, traffic circulation and public safety would occur. See Section 9.2 for details.

### **1.5.3 ALTERNATIVE GENERAL PLAN LAND USE DESIGNATIONS FOR SELECTED SITES**

The proposed General Plan recommends changes in the land use designations on approximately 60 sites throughout the City. Many of these sites, which often include multiple parcels and ownerships, are currently vacant or underutilized. Additionally, for 21 of these sites, more than one alternative land use designation was evaluated. The analysis concludes that the subsequent adoption of one or more of the alternative land use designations on these sites would not result in significant impacts in any category.

### **1.5.4 CIRCULATION ALTERNATIVES**

Four circulation network alternatives were analyzed for the purpose of determining the benefit or impact of additional changes to the circulation plan. The alternatives are as follows:

1. With Marrokal Lane Extension to Prospect Avenue;
2. With Graves Avenue Extension to Woodside Avenue South;
3. Without Magnolia Avenue Extension to Cuyamaca Street; and
4. Without Magnolia Avenue and Fanita Parkway Extensions to serve Fanita Ranch.

#### **1.5.4.1 Circulation Alternative 1 – With Marrokal Lane Extension**

Circulation Alternative 1 assumes the extension of Marrokal Lane from Mission Gorge Road to Prospect Avenue. The analysis concludes that even without the Marrokal Lane extension, the streets in this area would continue to operate at an acceptable LOS. Therefore, there is no substantial benefit in terms of circulation in extending Marrokal Lane. Moreover, the extension of Marrokal Lane would result in an adverse noise impact on existing and future adjacent residential properties.

#### **1.5.4.2 Circulation Alternative 2 - With Graves Road Extension**

Circulation Alternative 2 assumes the extension of Graves Avenue from Prospect Avenue to Woodside Avenue in the eastern portion of the City. Overall, the Graves Avenue extension would benefit the adjacent Circulation Element roadways by providing a direct connection between Graves Avenue and the SR57 / SR52 interchange, and Woodside Avenue. The extension of Graves Avenue, however, would result in adverse noise impacts on existing and planned residential properties. The extension would also impact sensitive Diegan coastal sage scrub habitat located south of the current terminus of Woodside Avenue. Cultural resources may also be impacted.

#### **1.5.4.3 Circulation Alternative 3 - Without Magnolia Avenue Extension to Cuyamaca Street**

Circulation Alternative 3 assumes that Magnolia Avenue would not be extended northward to Cuyamaca Street in the northern portion of the City to serve future development in the Fanita

Ranch. Significant traffic impacts would occur with the implementation of Circulation Alternative 3 on the local east-west streets south of Fanita Ranch, including Princess Joann Road, Woodglen Vista Drive and El Nopal as a result of traffic seeking an alternate route between Cuyamaca Street and Magnolia Avenue. Circulation Alternative 3 would result in adverse noise impacts to residential properties along Princess Joann Road, Woodglen Vista Drive and El Nopal.

#### **1.5.4.4 Circulation Alternative 4 - Without Magnolia Avenue and Fanita Parkway Extensions**

Circulation Alternative 4 assumes that in the future both Magnolia Avenue and Fanita Parkway would not be extended northward to serve future development in the Fanita Ranch. Under this alternative, Cuyamaca Street would be the sole access into, and out of, the Fanita Ranch. Significant traffic impacts would occur on Mast Boulevard west of Cuyamaca Street as a result of this alternative. Up to a 24,000 ADT increase would occur on segments of Cuyamaca Street since a majority of the Fanita Ranch traffic would come through the Mast Boulevard/Cuyamaca Street intersection. Similar to Circulation Alternative 3, significant traffic impacts would also occur to the aforementioned local east-west streets south of Fanita Ranch, as traffic would seek a route between Cuyamaca Street and Magnolia Avenue in the absence of the future extension of Magnolia Avenue. Circulation Alternative 4 would result in adverse noise impacts to residential properties along Princess Joann Road, Woodglen Vista Drive and El Nopal. Cultural resource impacts could also occur.

## **1.6 AREAS OF CONTROVERSY**

Ten agencies/organizations provided comments on the Notice of Preparation and recommended issues that should be discussed in the Draft EIR. None of the issues, however, could be considered to be Areas of Controversy.

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
<b>Land Use (Direct)</b>		
Potential conflict between land uses due to lighting, noise, hazardous materials and/or nature of uses.	<p><b>Mitigation Measure 5.1-1:</b> The City shall promote consolidation of industrial uses into comprehensively planned industrial parks. (Land Use Element, Policy 5.2)</p> <p><b>Mitigation Measure 5.1-2:</b> The City shall ensure that industrial development creates no significant off-site impacts concerning access and circulation, noise, dust, odors, visual features and hazardous materials, that cannot be adequately mitigated. (Land Use Element, Policy 5.3)</p> <p><b>Mitigation Measure 5.1-3:</b> The City shall, upon adoption of the updated General Plan, undertake a comprehensive review and revision of the existing Zoning Ordinance and related codes in a timely manner to ensure they are compatible with, and adequately implement, the General Plan. (Land Use Element, Policy 8.1)</p> <p><b>Mitigation Measure 5.1-4:</b> The City shall consider relocation of remedial buffering treatments for mitigating land use conflicts. (Land Use Element, Policy 8.2)</p> <p><b>Mitigation Measure 5.1-5:</b> The City shall consider the <u>Adjacent Land Use Compatibility Guide</u> chart to assist in an initial determination of overall land use compatibility for adjacent land uses. (Land Use Element, Policy 8.4)</p> <p><b>Mitigation Measure 5.1-6:</b> The City shall strive to minimize direct and indirect impacts on existing or planned preserved open space from adjacent development. (Land Use Element, Policy 8.5)</p> <p><b>Mitigation Measure 5.1-7:</b> The City should encourage the City of San Diego to protect vacant lands in the East Elliott area along the City's western boundary as part of a regional biological preserve system. (Land Use Element, Policy 9.1)</p> <p><b>Mitigation Measure 5.1-8:</b> The City should oppose any expansion or operational changes at the Sycamore Landfill that will result in increased land use compatibility impacts to the City unless they can be adequately mitigated. (Land Use Element, Policy 9.2)</p>	Not Significant

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i><b>Mitigation Measure 5.1-9:</b></i> The City should oppose any new mining operations or expansion of currently approved mining operations to the north and northeast of the City that could conflict with planned development in the Fanita Ranch. (Land Use Element, Policy 9.3)</p> <p><i><b>Mitigation Measure 5.1-10:</b></i> The City should not support the establishment of any regional authority or agency that does not provide adequate representation for either the City or East County region. (Land Use Element, Policy 9.4)</p> <p><i><b>Mitigation Measure 5.1-11:</b></i> The City should oppose the establishment of a regional airport on the Marine Corps Air Station Miramar or adjacent lands which would cause significant adverse compatibility impacts to existing or planned development in the City. (Land Use Element, Policy 9.5)</p> <p><i><b>Mitigation Measure 5.1-12:</b></i> The City shall oppose the establishment of an off-road vehicle park adjacent to or near the City that will result in significant compatibility impacts with existing or planned development in the City. (Land Use Element, Policy 9.7)</p>	
Potential non-conformance with Multiple Species Conservation Program.	<p><i><b>Mitigation Measure 5.1-13:</b></i> The City shall encourage the preservation and enhancement of significant biological resources in areas designated as permanent open space. (Conservation Element, Policy 7.1)</p> <p><i><b>Mitigation Measure 5.1-14:</b></i> The City shall require that all development proposals provide adequate mitigation measures for identified significant biological resources, including selective preservation, sensitive site planning techniques and mitigation for identified impacts. (Conservation Element, Policy 7.2)</p> <p><i><b>Mitigation Measure 5.1-15:</b></i> The City shall require that, for all development proposals involving the setting aside of land for permanent open space either on-site or off-site, provisions are in place to ensure the long term management of the open space and biological resources. (Conservation Element, Policy 7.3)</p> <p><i><b>Mitigation Measure 5.1-16:</b></i> The City shall complete an Multiple Species Conservation Program Subarea plan that conserves a minimum of 2,600 acres in the City as permanent open space for preservation of habitats and species. (Conservation Element, Policy 7.4)</p>	Not Significant

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
Potential incompatibility with the Gillespie Field Comprehensive Land Use Plan.	<p><b>Mitigation Measure 5.1-17:</b> The City should review all development proposed within the Gillespie Field Airport Influence Area to ensure that design features are incorporated into the site plan to address identified aircraft safety and noise hazards. (Safety Element, Policy 7.1)</p> <p><b>Mitigation Measure 5.1-18:</b> As recommended by the Gillespie Field Comprehensive Land Use Plan, the City of Santee shall work with the County of San Diego to reduce the future 65db CNEL noise contour impact on residentially zoned areas. (Noise Element, Policy 1.9)</p> <p><b>Mitigation Measure 5.1-19:</b> The City of Santee shall require single family detached residences located between the 65-70 dB CNEL contours for Gillespie Field to ensure that interior noise levels do not exceed 45dB Ldn. (Noise Element, Policy 1.10)</p> <p><b>Mitigation Measure 5.1-20:</b> The City should discourage the establishment of additional high-risk uses, including schools, hospitals, nursing homes and daycare centers (excluding residential care facilities and small family daycare) in the Runway Protection and Inner Approach / Departure Zones for Gillespie Field (Safety Element, Policy 7.2)</p>	Significant
<b>Traffic and Circulation (Direct and Cumulative)</b>		
Reduced level of service in street segments and intersections.	<p><b>Mitigation Measure 5.2-1:</b> Classify Fanita Parkway from Mast Boulevard to Lake Canyon Road as a Parkway (4 lanes recommended).</p> <p><b>Mitigation Measure 5.2-2:</b> Provide a third eastbound and westbound through-lane on Mast Boulevard between the SR 52 westbound ramps and the first driveway at West Hills High School.</p> <p><b>Mitigation Measure 5.2-3:</b> Reclassify Mission Gorge Road from SR 125 to Carlton Hills Boulevard as an 8-Lane Prime Arterial.</p> <p><b>Mitigation Measure 5.2-4:</b> The City shall proactively pursue local, state and federal funding for circulation related public improvement projects. (Circulation Element, Policy 1.6)</p> <p><b>Mitigation Measure 5.2-5:</b> The City should work with the region to develop traffic and congestion management programs to improve commute times and improve air quality. (Circulation Element, Policy 1.7)</p>	Not Significant (direct) <del>Significant</del> Not Significant (cumulative)

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i><b>Mitigation Measure 5.2-6:</b></i> The City shall encourage a Level of Service "C" on street segments and intersections throughout the circulation network. The Level of Service can be adjusted on specific roadways or intersections where appropriate mitigation measures have been applied to minimize effects and/or overriding social or economic benefits to the City can be identified. The City shall not approve any development that causes a drop in the level of service at an intersection to LOS "E" or "F", after mitigation, without overriding social or economic benefits. (Circulation Element, Policy 1.8)</p> <p><i><b>Mitigation Measure 5.2-7:</b></i> The City should promote the continued development of San Diego Trolley routes that benefit the residents of Santee. (Circulation Element, Policy 2.1)</p> <p><i><b>Mitigation Measure 5.2-8:</b></i> The City should work with the Metropolitan Transit Development Board to maintain a bus route network that provides the most benefit to the residents of Santee. (Circulation Element, Policy 2.2)</p> <p><i><b>Mitigation Measure 5.2-9:</b></i> The City should promote the development of hiking and bicycle trails along the San Diego River in conjunction with the San Diego River Plan. (Circulation Element, Policy 2.3)</p> <p><i><b>Mitigation Measure 5.2-10:</b></i> The City shall continue to implement and maintain a comprehensive bicycle route system, and to designate appropriate bikeways. (Circulation Element, Policy 2.4)</p> <p><i><b>Mitigation Measure 5.2-11:</b></i> The City shall encourage and provide for Ride Sharing, Park and Ride, and other similar commuter programs that eliminate vehicles from freeways and arterials. (Circulation Element, Policy 2.5)</p> <p><i><b>Mitigation Measure 5.2-12:</b></i> The City should encourage the incorporation of pedestrian-friendly design concepts including separated sidewalks, and bikeways, landscaped parkways, traffic calming measures, safe intersection designs and access to transit facilities and services into both public and private developments. (Circulation Element, Policy 2.6)</p> <p><i><b>Mitigation Measure 5.2-13:</b></i> The City shall encourage the development of improved signalization and intersection design. (Circulation Element, Policy 3.1)</p> <p><i><b>Mitigation Measure 5.2-14:</b></i> The City shall encourage new subdivision development be designed so that driveways do not take direct access from prime arterials, major roads or collector streets. (Circulation Element, Policy 4.1)</p>	



**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i><b>Mitigation Measure 5.2-15:</b></i> The City should require the use of Neighborhood Traffic Management controls to lower residential speeds and discourage through traffic. The controls should be limited to non-structural (e.g. signs, enforcement, education) controls as much as possible. Structural (e.g. speed humps, street closures, roundabouts) controls should only be used as a last resort. The City shall prepare a policy manual to guide City efforts in managing these neighborhood traffic safety concerns. (Circulation Element, Policy 4.2)</p> <p><i><b>Mitigation Measure 5.2-16:</b></i> The City shall promote design standards which allow for safe and efficient transport, delivery, loading and unloading of goods from service vehicles within commercial and industrial areas. (Circulation Element, Policy 4.3)</p> <p><i><b>Mitigation Measure 5.2-17:</b></i> The City should pursue minimizing the number of entrances and exits to strategic locations along major thoroughfares by requiring the establishment of shared driveways and reciprocal access between adjoining properties. (Circulation Element, Policy 4.4)</p> <p><i><b>Mitigation Measure 5.2-18:</b></i> The City should establish and implement appropriate setback and off-street parking requirements. (Circulation Element, Policy 4.5)</p> <p><i><b>Mitigation Measure 5.2-19:</b></i> Trails should be designed to facilitate bicycle riding by incorporating standards which would reduce slopes, sharp curves, and interference with vegetation, pedestrians, and traffic. (Trails Element, Policy 5.2)</p> <p><i><b>Mitigation Measure 5.2-20:</b></i> Bicycle paths should be incorporated into the design of community land use plans, Capital Improvement Projects, and in parks and open space as specified in the General Plan. (Trails Element, Policy 5.3)</p> <p><i><b>Mitigation Measure 5.2-21:</b></i> Encourage facilities such as lighting, benches, bathrooms and drinking fountains along trails where it is appropriate. (Trails Element, Policy 5.4)</p> <p><i><b>Mitigation Measure 5.2-22:</b></i> The City should ensure that land divisions and developments are approved within the City only when a project's improvements, dedications, fees and other revenues to the City and other agencies fully cover the project's incremental costs to the City and other agencies. These costs are for providing new or upgraded capital improvements and other public facilities and equipment resulting from, and attributable to the</p>	

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p>project, which are necessary to protect and promote the public's health, safety and welfare and to implement feasible mitigation measures. Such facilities include, but are not limited to: parks, bridges, major roads, traffic signals, street lights, drainage systems, sewers, water, flood control, fire, police, schools, hiking/bicycle trails and other related facilities. In calculating benefits of land divisions and developments, the City may consider other public objectives and goals including social, economic (job creation, secondary economic benefits, etc) and environmental factors. (Land Use Element, Policy 3.1)</p> <p><b>Mitigation Measure 5.2-23:</b> To help offset cumulative traffic impacts to the City-wide circulation network, Traffic Impact and Traffic Signal fees will be collected from future development.</p>	
<b>Population and Housing (Direct)</b>		
Potential for insufficient housing opportunities in terms of diversity of housing types as well as affordable housing.	<p><b>Mitigation Measure 5.3-1:</b> Provide a variety of residential development opportunities in the City, ranging in density from very low-density estate homes to medium-high density development. (Housing Element, Policy 1.1)</p> <p><b>Mitigation Measure 5.3-2:</b> Require that housing constructed expressly for low and moderate income households not be concentrated in any single area of Santee. (Housing Element, Policy 1.3)</p> <p><b>Mitigation Measure 5.3-3:</b> Respond to State-mandated requirements for the development of low and moderate income housing by allowing developers a 25 percent density bonus or other financial incentive for providing at least 25 percent of the units in a project for low and moderate income residents. Provide rental assistance vouchers, as available, for some or all of the affordable units provided. (Housing Element, Policy 1.5)</p> <p><b>Mitigation Measure 5.3-4:</b> Encourage the retention of existing single-family residential neighborhoods which are economically and physically sound, and monitor the effect of growth and change. (Housing Element, Policy 4.1)</p> <p><b>Mitigation Measure 5.3-5:</b> Encourage the retention of existing, viable mobile home parks which are economically and physically sound. (Housing Element, Policy 4.2)</p> <p><b>Mitigation Measure 5.3-6:</b> Encourage vigorous enforcement of existing building, safety, and housing codes to promote property maintenance. (Housing Element, Policy 4.4)</p>	Not Significant

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<i>Mitigation Measure 5.3-7:</i> The City should promote the use of innovative site planning techniques that contribute towards the provision of residential product styles and designs. (Land Use Element, Policy 2.1)	
<b>Public Facilities, Services, and Utilities (Direct)</b>		
Increase the demand for public facilities, services and utilities.	<i>Mitigation Measure 5.4-1:</i> The City should ensure that land divisions and developments are approved within the City only when a project's improvements, dedications, fees and other revenues to the City and other agencies fully cover the project's incremental costs to the City and other agencies. These costs are for providing new or upgraded capital improvements and other public facilities and equipment resulting from, and attributable to the project, which are necessary to protect and promote the public's health, safety and welfare and to implement feasible mitigation measures. Such facilities include, but are not limited to: parks, bridges, major roads, traffic signals, street lights, drainage systems, sewers, water, flood control, fire, police, schools, hiking/bicycle trails and other related facilities. In calculating benefits of land divisions and developments, the City may consider other public objectives and goals including social, economic (job creation, secondary economic benefits, etc) and environmental factors. (Land Use Element, Policy 3.1)  <i>Mitigation Measure 5.4-2:</i> The City shall continue to update and implement a five-year Capital Improvement Program to improve existing public facilities and develop necessary new public facilities. (Land Use Element, Policy 3.4)	Not Significant
Increase the demand for school services and facilities.	<i>Mitigation Measure 5.4-3:</i> The City shall help assess impacts to schools from new development projects and require developers to coordinate the payment of school impact fees with the school districts in accordance with State law.	Not Significant
Increase the demand for libraries.	<i>Mitigation Measure 5.4-4:</i> The City shall participate in San Diego County Library planning programs to ensure that the Santee Library is adequately furnished with books, facilities, state-of-the-art information services and informed staff. The City shall actively pursue funding for construction of a new library.	Not Significant
Increase the demand for fire and emergency services.	<i>Mitigation Measure 5.4-5:</i> Proposed developments should be approved only after it is determined that there will be adequate water pressure to maintain the required fire flow at the time of development. (Safety Element, Policy 4.1)	Not Significant

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i>Mitigation Measure 5.4-6:</i> The City should ensure that all new development meets established response time standards for fire and life safety services (Safety Element, Policy 4.2)</p> <p><i>Mitigation Measure 5.4-7:</i> The City should support the continuation of the existing weed abatement program. (Safety Element, Policy 4.6)</p> <p><i>Mitigation Measure 5.4-8:</i> Encourage and support the delivery of a high level of emergency services through cooperation with other agencies and use of available financial opportunities. (Safety Element, Policy 4.8)</p> <p><i>Mitigation Measure 5.4-9:</i> All proposed development shall satisfy the minimum structural fire protection standards contained in the adopted edition of the Uniform Fire and Building Codes; however, where deemed appropriate the City shall enhance the minimum standards to provide optimum protection. (Safety Element, Policy 4.9)</p> <p><i>Mitigation Measure 5.4-10:</i> Encourage the continued development, implementation, and public awareness of fire prevention programs. (Safety Element, Policy 4.10)</p> <p><i>Mitigation Measure 5.4-11:</i> In order to minimize fire hazards, the Santee Fire and Life Safety Department shall routinely be involved in the review of development applications. Considerations shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations and needed fire flow requirements. (Safety Element, Policy 4.11)</p> <p><i>Mitigation Measure 5.4-12:</i> The timing of additional fire station construction or renovation, or new services shall relate to the rise of service demand in the City and surrounding areas. (Safety Element, Policy 4.12)</p> <p><i>Mitigation Measure 5.4-13:</i> Support mutual aid agreements and communications links with County and the other municipalities participating in the Unified San Diego County Emergency Service Organization. (Safety Element, Policy 4.13)</p> <p><i>Mitigation Measure 5.4-14:</i> The City shall update its adopted emergency operations plan periodically to ensure the safety of residents, employees and visitors in times of man-made or natural disaster. (Safety Element, Policy 8.2)</p>	

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
Increase demand for law enforcement services.	<p>Mitigation would be achieved by the previously mentioned Mitigation Measure 5.4-13 in addition to the following:</p> <p><i>Mitigation Measure 5.4-15:</i> The City shall incorporate Crime Prevention Through Environmental Design (CPTED) principles into site planning for new developments and renovations of existing developments, taking into account the concepts of defensible space, surveillance, territoriality, access control and maintenance. (Safety Element, Policy 5.2)</p> <p><i>Mitigation Measure 5.4-16:</i> The City shall involve law enforcement personnel in the review of new development applications through participation in the Development Review process. (Safety Element, Policy 5.4)</p>	Not Significant
Increase the demand for water.	<p><i>Mitigation Measure 5.4-17:</i> The City should encourage the use of drought-resistant vegetation and encourage the use of recycled water for irrigation for both private development as well as public projects and facilities. (Conservation Element, Policy 3.1)</p> <p><i>Mitigation Measure 5.4-18:</i> The City shall encourage the development and utilization of innovative water conservation measures in all proposed developments. (Conservation Element, Policy 3.2)</p> <p><i>Mitigation Measure 5.4-19:</i> The City should continue to support the Padre Dam Municipal Water District in expanding the water reclamation facility to its ultimate capacity and support the expansion of recycled water infrastructure. (Conservation Element, Policy 3.3)</p> <p><i>Mitigation Measure 5.4-20:</i> The City should encourage the Padre Dam Municipal Water District to satisfy both existing and planned potable water and recycled water demands within the City and District service area prior to considering out-of-district contracts and agreements. (Conservation Element, Policy 3.4)</p> <p><i>Mitigation Measure 5.4-21:</i> The City shall coordinate water supply planning with the San Diego County Water Authority and with the Metropolitan Water District. (Conservation Element, Implementation Measure 8.5 #8)</p> <p><i>Mitigation Measure 5.4-22:</i> The City shall actively support programs that promote water conservation throughout the City. (Conservation Element, Implementation Measure 8.5 #9)</p>	Not Significant

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
Increase demand on the wastewater system.	<p><b>Mitigation Measure 5.4-23:</b> The City shall continue to evaluate the City's water system facilities periodically to accommodate changes in water demand resulting from technological developments, population trends and new land use patterns. (Conservation Element, Implementation Measure 8.5 #10)</p> <p>Mitigation would be achieved by the previously mentioned Mitigation Measure 5.4-19 in addition to the following:</p> <p><b>Mitigation Measure 5.4-24:</b> For proposed development and redevelopment projects, the City shall require developers to coordinate with PDMWD to determine the wastewater service demand, and the necessary infrastructure improvements and/or new facilities.</p> <p><b>Mitigation Measure 5.4-25:</b> The City should encourage the development and use of recycled water for appropriate land uses to encourage the conservation of, and reduced demand for, potable water. (Land Use Element, Policy 3.2)</p>	Not Significant
Increase demand on solid waste facilities.	<p><b>Mitigation Measure 5.4-26:</b> The City shall maintain regular solid waste collection services to safeguard public health and local aesthetics by contracting with a suitable service provider. The City shall monitor the provider's activities and request service modifications to serve the community's changing needs, stemming from demographic, economic, regulatory, or business fluctuations.</p> <p><b>Mitigation Measure 5.4-27:</b> The City shall strive to achieve the 50-percent waste reduction goal established by AB 939.</p>	Not Significant
<b>Parks and Recreation</b>		
Potential deficit of park and recreation opportunities.	<p><b>Mitigation Measure 5.5-1:</b> Provide a minimum of 10 acres of park and recreational facilities for every 1,000 population in Santee. These 10 acres could include a combination of local parks, trails, school playgrounds and other public facilities which meet part of the need for local recreational facilities. (Recreation Element, Objective 1.0)</p> <p><b>Mitigation Measure 5.5-2:</b> The City shall increase the amount of park and recreational facility acreage in Santee to more closely conform to the local parkland standard. (Recreation Element, Policy 1.1)</p>	Not Significant

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i>Mitigation Measure 5.5-3:</i> The City shall base the fees paid in lieu of dedication of parkland on the fair market value of land according to the formula established in the Park Lands Dedication Ordinance. (Recreation Element, Policy 1.6)</p> <p><i>Mitigation Measure 5.5-4:</i> The City shall not permit the payment of in-lieu fees for developments of 50 lots or more, unless the City Council finds there are no suitable lands available for parkland dedication. (Recreation Element, Policy 1.7)</p> <p><i>Mitigation Measure 5.5-5:</i> The City shall aggressively pursue the development of additional publicly owned parks and recreation facilities which are distributed throughout the City to meet the needs of all residents. (Recreation Element, Policy 2.6)</p> <p><i>Mitigation Measure 5.5-6:</i> The City shall acquire sites and develop facilities to provide for special recreation needs. (Recreation Element, Policy 3.1)</p> <p><i>Mitigation Measure 5.5-7:</i> The City shall utilize a wide array of funding sources for City recreational needs including public and private grants and funding sources as well as private contributions. (Recreation Element, Policy 4.2)</p> <p><i>Mitigation Measure 5.5-8:</i> Acquire land through the use of Quimby Act dedications or in-lieu fees for the development of parks and recreational facilities in areas of the City which are currently lacking them or show a deficit based on the local park standard or service areas. (Recreation Element, Implementation Measure 6.1)</p> <p><i>Mitigation Measure 5.5-9:</i> Develop a future system of trails on the Fanita Ranch site as well as throughout the City's future Multiple Species Conservation Program Preserve Planning Area. Priority shall be given to using existing trail alignments whenever feasible. (Trails Element, Policy 6.2)</p> <p><i>Mitigation Measure 5.5-10:</i> New development shall dedicate park land or pay in-lieu fees in accordance with the City's Park Land Dedication Ordinance.</p> <p><i>Mitigation Measure 5.5-11:</i> Periodically update the City's Parks and Recreation Facilities Master Plan to guide discussions related to park siting,</p>	



**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	funding, development, and recreational programming. (Recreation Element, Implementation 8.9)	
<b>Biological Resource (Direct)</b>		
Potential inconsistency with the Multiple Species Conservation Program.	<i>Mitigation Measure 5.6-1:</i> The City shall encourage the preservation and enhancement of significant biological resources in areas designated as permanent open space. (Conservation Element, Policy 7.1)	Not Significant
Potential loss of sensitive species, natural habitats and wildlife corridors.	Mitigation would be achieved by the previously mentioned Mitigation Measure 5.1-6 in addition to the following:	Not Significant
	<i>Mitigation Measure 5.6-2:</i> The City shall require that all development proposals provide adequate mitigation measures for identified significant biological resources, including selective preservation, sensitive site planning techniques and mitigation for identified impacts. (Conservation Element, Policy 7.2)	
	<i>Mitigation Measure 5.6-3:</i> The City shall require that, for all development proposals involving the setting aside of land for permanent open space either on-site or off-site, provisions are in place to ensure the long term management of the open space and biological resources. (Conservation Element, Policy 7.3)	
	<i>Mitigation Measure 5.6-4:</i> The City shall use the environmental review process to identify, conserve and enhance unique natural, biological and cultural resources, to ensure the preservation of significant natural resources and features, to regulate and condition development within areas susceptible to natural hazards and to ensure the preservation of significant biological resources, historical resources or archaeological sites. (Conservation Element, Other Implementation Measures)	
	<i>Mitigation Measure 5.6-5:</i> The City shall utilize the mapped information on Figure 6-1, <u>Hydrology</u> , Figure 6-2, <u>Cultural Resources</u> and Figure 6-3, <u>Biological Resources</u> , during the Development Review process in order to identify significant resource areas that the proposed development may affect, and to determine the appropriate mitigation measures required. (Conservation Element, Other Implementation Measures)	



**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i><b>Mitigation Measure 5.6-6:</b></i> Wildlife Conservation Board funds will be continuously appropriated for the “acquisition, development, rehabilitation, restoration, and protection of habitat that promotes the recovery of threatened and endangered species, that provides corridors linking separate habitat areas to prevent fragmentation, and that protects significant natural landscapes and ecosystems such as old growth redwoods and oak woodlands and other significant habitat areas.” Some funds will be appropriated for specific projects while other aspects will be competitive. (Conservation Element, Park and Open Space Funding and Acquisition)</p> <p><i><b>Mitigation Measure 5.6-7:</b></i> The City shall encourage the protection of the San Diego River Corridor and all other City water corridors to reduce flood hazards, protect significant biological resources and scenic values, and to provide for appropriate recreational uses. (Conservation Element, Policy 2.1)</p> <p><i><b>Mitigation Measure 5.6-8:</b></i> The City shall evaluate the impacts of noise on sensitive habitats and species adjacent to major roadways and provide appropriate mitigation for identified impacts.</p>	
<b>Noise (Direct and Cumulative)</b>		
Potential for traffic noise to exceed acceptable levels in existing and future noise-sensitive areas.	<p><i><b>Mitigation Measure 5.7-2:</b></i> The City shall utilize noise studies and noise contour maps when evaluating development proposals during the discretionary review process. (Noise Element, Policy 1.2)</p> <p><i><b>Mitigation Measure 5.7-3:</b></i> The City shall enforce motor vehicle laws and standards as appropriate, related to traffic flow and speed, in an effort to reduce noise along roadways experiencing high noise levels. (Noise Element, Policy 1.3)</p> <p><i><b>Mitigation Measure 5.7-4:</b></i> The City shall promote alternative sound attenuation measures rather than traditional wall barriers wherever feasible; these may include plexiglass, berms, landscaping, and the siting of noise-sensitive uses on a parcel away from the roadway or other noise source. (Noise Element, Policy 1.4)</p> <p><i><b>Mitigation Measure 5.7-11:</b></i> The City shall encourage Caltrans to recognize and implement the City’s noise standards for planned and future freeway projects in the City. (Noise Element, Policy 1.15)</p>	Significant (Direct and Cumulative)

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i><b>Mitigation Measure 5.7-14:</b></i> The City shall adhere to planning guidelines and building codes which include noise control for the exterior and interior living space of all new residential developments within noise impacted areas. (Noise Element, Policy 2.1)</p> <p><i><b>Mitigation Measure 5.7-15:</b></i> The City should require new development to mitigate noise impacts to existing uses resulting from new development when: 1) such development adds traffic to existing City streets that necessitates the widening of the street; <u>and</u> 2) the additional traffic generated by the new development causes the noise standard or significance thresholds to be exceeded. (Noise Element, Policy 2.2)</p>	
<p>Potential for non-residential uses other than Gillespie Field to cause noise levels within adjacent noise sensitive areas to exceed acceptable noise levels.</p>	<p><i><b>Mitigation Measure 5.7-1:</b></i> The City shall support a coordinated program to protect and improve the acoustical environment of the City including development review for new public and private development and code compliance for existing development. (Noise Element, Policy 1.1)</p> <p><i><b>Mitigation Measure 5.7-5:</b></i> The City shall review future projects with particular scrutiny regarding the reduction of unnecessary noise near noise-sensitive areas such as hospitals, schools, parks, etc. (Noise Element, Policy 1.5)</p> <p><i><b>Mitigation Measure 5.7-6:</b></i> The City shall continue to monitor noise throughout Santee and enforce the standards and regulations of the City's Noise Ordinance. (Noise Element, Policy 1.6)</p> <p><i><b>Mitigation Measure 5.7-9:</b></i> The City shall continue to monitor helicopter routes from MCAS Miramar to ensure approved routes are adhered to and shall oppose any realignment of existing routes or establishment of new routes that would result in increased noise impacts to the City. (Noise Element, Policy 1.13)</p> <p><i><b>Mitigation Measure 5.7-10:</b></i> The City shall, whenever feasible, take noise generation into consideration for new equipment purchases for the City. (Noise Element, Policy 1.14)</p> <p><i><b>Mitigation Measure 5.7-12:</b></i> The City shall ensure that appropriate regulations and standards are incorporated into the City's development policies and ordinances, including the use of noise evaluations in Environmental Impact</p>	<p>Not Significant</p>

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p>Reports and statements, which take all aspects of noise into consideration. (Noise Element, Policy 1.16)</p> <p><b>Mitigation Measure 5.7-13:</b> The City shall officially support the control of noise through legal regulations and cooperative government efforts. (Noise Element, Policy 1.17)</p> <p><b>Mitigation Measure 5.7-16:</b> The City shall ensure compliance with the limited construction hours and sound level standards specified by the City of Santee Noise Abatement and Control Ordinance (Section 8.12.290) of the City of Santee Municipal Code.</p> <p><b>Mitigation Measure 5.7-17:</b> The City shall continue to regulate stationary noise sources such as existing outdoor manufacturing operations and commercial loading dock and delivery activities in accordance with the City's Noise Abatement and Control Ordinance (Section 8.12 of the Santee Municipal Code).</p> <p><b>Mitigation Measure 5.7-18:</b> In accordance with the Zoning Code, the City should continue to require any intensive outdoor uses to obtain approval of a Conditional Use Permit as a means of allowing the City to place appropriate conditions on the use to ensure that it is compatible with adjacent land uses. Appropriate conditions could include restrictions on the hours of operation or conditions requiring the implementation of sound attenuation measures.</p> <p><b>Mitigation Measure 5.7-19:</b> The City shall continue to actively enforce violations of the Noise Abatement and Control Ordinance through the Sheriff's Department and City Code Compliance program.</p>	
Potential for Gillespie Field to cause noise levels within adjacent noise sensitive areas to exceed acceptable levels.	<p><b>Mitigation Measure 5.7-7:</b> The City shall discourage any future expansion of the facilities of Gillespie Field or intensification of operation, other than what has been already planned in the airport's master plan, that would result in greater noise impacts to the City. (Noise Element, Policy 1.7)</p> <p><b>Mitigation Measure 5.7-8:</b> The City shall encourage the implementation of noise control procedures by Gillespie Field to minimize noise exposure caused by aircraft flyovers within the City. (Noise Element, Policy 1.8)</p>	Significant

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i>Mitigation Measure 5.7-20:</i> The City should review all development proposed within the Gillespie Field Airport Influence Area to ensure that design features are incorporated into the site plan to addresses airport safety and noise hazards. (Safety Element, Policy 7.1)</p> <p><i>Mitigation Measure 5.7-21:</i> The City shall require the recordation of avigation easements for new development proposed within the 65-70dB noise contours and the Runway Protection and Inner Approach / Departure zones for Gillespie Field. (Noise Element, Policy 1.12)</p> <p><i>Mitigation Measure 5.7-22:</i> The City shall require disclosure of airport noise impacts as a condition of all future residential development in the 65-70dB noise contours. (Noise Element, Policy 1.11)</p> <p><i>Mitigation Measure 5.7-23:</i> As recommended by the Gillespie Field Comprehensive Land Use Plan, the City of Santee shall work with the County of San Diego to reduce the future 60 dB CNEL noise contour impact on residentially zoned areas. (Noise Element, Policy 1.9)</p> <p><i>Mitigation Measure 5.7-24:</i> The City of Santee shall require single-family residences located between the 60-70 dB CNEL contours for Gillespie Field to ensure that interior noise levels do not exceed 45 dB Ldn. (Noise Element, Policy 1.10)</p>	
<b>Air Quality (Direct)</b>		
Short-term air quality impacts due to pollutant emissions from construction activities.	<p><i>Mitigation Measure 5.8-1:</i> Construction-related emissions would be reduced to below a level of significance with implementation of the following:</p> <ul style="list-style-type: none"> <li>• Use water trucks to keep all areas where vehicles move damp enough to prevent dust raised when traveling on the site;</li> <li>• Wet down the site in the late morning and after work is completed for the day;</li> <li>• After construction, wet inactive areas down to reduce windblown dust;</li> <li>• Employ street sweeping, should silt be carried over to adjacent public roadways;</li> <li>• Wash off trucks leaving the site;</li> <li>• Reestablish ground cover on construction site through seeding and watering on portions of the site that will not be disturbed for lengthy periods (such as two months or more);</li> </ul>	Not Significant

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
<p>Long term air quality impacts due to increased vehicular travel, or stationary scale emissions.</p>	<ul style="list-style-type: none"> <li>• Maintain construction equipment engines by keeping them tuned; and</li> <li>• Reduce traffic speeds on all unpaved road surfaces to 15 miles per hour or less.</li> </ul> <p><b>Mitigation Measure 5.8-2:</b> The City shall ensure that industrial development creates no significant off-site impacts concerning access and circulation, noise, dust, odors, visual features and hazardous materials, that cannot be adequately mitigated. (Land Use Element, Policy 5.3 )</p> <p><b>Mitigation Measure 5.8-3:</b> The City should work with the region to develop traffic and congestion management programs to improve commute times and improve air quality. (Circulation Element, Policy 1.7)</p> <p><b>Mitigation Measure 5.8-4:</b> The City should promote the continued development of San Diego Trolley routes that benefit the residents of Santee. (Circulation Element, Policy 2.1)</p> <p><b>Mitigation Measure 5.8-5:</b> The City should work with the Metropolitan Transit Development Board to maintain a bus route network that provides the most benefit to the residents of Santee. (Circulation Element, Policy 2.2)</p> <p><b>Mitigation Measure 5.8-6:</b> The City should promote the development of hiking and bicycle trails along the San Diego River in conjunction with the San Diego River Plan. (Circulation Element, Policy 2.3)</p> <p><b>Mitigation Measure 5.8-7:</b> The City shall continue to implement and maintain a comprehensive bicycle route system, and to designate appropriate bikeways. (Circulation Element, Policy 2.4)</p> <p><b>Mitigation Measure 5.8-8:</b> The City shall encourage and provide for Ride Sharing, Park and Ride, and other similar commuter programs that eliminate vehicles from freeways and arterials. (Circulation Element, Policy 2.5)</p> <p><b>Mitigation Measure 5.8-9:</b> The City should encourage the incorporation of pedestrian-friendly design concepts including separated sidewalks, and <u>bikeways</u>, landscaped parkways, traffic calming measures, safe intersection designs and access to transit facilities and services. into both public and private developments. (Circulation Element, Policy 2.6)</p> <p><b>Mitigation Measure 5.8-10:</b> The City shall encourage the development of improved signalization and intersection design. (Circulation Element, Policy 3.1)</p>	<p>Not Significant</p>

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i>Mitigation Measure 5.8-11:</i> The City should work with the Metropolitan Transit Development Board to provide accessibility to the San Diego Trolley and Metropolitan Transit System buses. (Circulation Element, Policy 5.2)</p> <p><i>Mitigation Measure 5.8-12:</i> The City supports the connection of CalTrans traffic signals on City streets to the City's interconnected traffic signal system to maintain traffic flow. (Circulation Element, Policy 6.6)</p>	
<b>Visual Quality/Aesthetics (Direct)</b>		
Potential Impacts to the visual character/scenic resources and vistas from future development associated with the proposed General Plan.	<p><i>Mitigation Measure 5.9-1:</i> The City shall encourage that significant natural landforms be maintained during development whenever possible. (Conservation Element, Policy 1.1)</p> <p><i>Mitigation Measure 5.9-2:</i> To protect and wisely manage hillsides and topographic resources, the City shall use the following hillside development guidelines. (Conservation Element, Policy 1.3):</p> <p><b>Percent Natural Slope Guideline</b></p> <p><b>Less than 10%</b> This is not a hillside condition. Conventional grading techniques are acceptable</p> <p><b>10% - 19.9%</b> Development with grading will occur in this zone, but existing landforms should retain their natural character. Padded building sites are permitted on these slopes, but contour grading, split level architectural prototypes, with stacking and clustering is expected.</p> <p><b>20% and over</b> Special hillside grading, architectural and site design techniques are expected, and architectural prototypes should conform to the natural landform. Compact development plans should be used to minimize grading footprints.</p> <p><i>Mitigation Measure 5.9-3:</i> The City should encourage the preservation of significant natural features, such as watercourses, ridgelines, steep canyons, and major rock outcroppings through the Development Review process. (Conservation Element, Policy 10.2)</p>	Not Significant.

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i><b>Mitigation Measure 5.9-4:</b></i> The City should encourage the preservation of appropriate open space in the Town Center area for recreational and open space purposes as part of the overall Specific Plan. (Conservation Element, Policy 10.3)</p> <p><i><b>Mitigation Measure 5.9-5:</b></i> The City shall encourage compact development plans when appropriate to maximize the preservation of open spaces. (Conservation Element, Policy 11.5)</p> <p><i><b>Mitigation Measure 5.9-6:</b></i> The City shall promote introduction of distinctive landscape treatments, signage, entry statements, etc., in residential areas. (Community Enhancement Element, Policy 2.1)</p> <p><i><b>Mitigation Measure 5.9-7:</b></i> The City shall encourage the use of existing natural features (river, hillsides, etc.) as character/theme sources for new residential development. (Community Enhancement Element, Policy 2.2)</p> <p><i><b>Mitigation Measure 5.9-8:</b></i> The City should encourage the strengthening of neighborhood edges through strategic location of open space/ recreational buffers, use of distinctive street tree/streetscape designs and changes in residential products/forms. (Community Enhancement Element, Policy 2.3)</p> <p><i><b>Mitigation Measure 5.9-9:</b></i> The City shall encourage adaptive housing products and siting treatments in hillsides and along the river corridor that respect and enhance the features of the natural environment. (Community Enhancement Element, Policy 3.5)</p> <p><i><b>Mitigation Measure 5.9-10:</b></i> The City shall develop a neighborhood revitalization program that brings together City resources, the resources of other agencies and residents to voluntarily improve the appearance and safety of their neighborhoods. (Community Enhancement Element, Policy 5.1)</p> <p><i><b>Mitigation Measure 5.9-11:</b></i> The City shall promote coordinated structure setbacks, re-orientation of business entrances, coordinated thematic landscaping, minimizing curb cuts and consolidation of entrance/exist locations during rehabilitation or redevelopment of commercial areas. (Community Enhancement Element, Policy 7.2)</p> <p><i><b>Mitigation Measure 5.9-12:</b></i> The City shall ensure that all industrial development is attractive and of high quality design to enhance the image of the City. (Community Enhancement Element, Policy 8.4)</p>	



**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i><b>Mitigation Measure 5.9-13:</b></i> The City shall preserve high quality scenic views from the western entry along Mission Gorge Road and State Route 52. (Community Enhancement Element, Policy 10.1)</p> <p><i><b>Mitigation Measure 5.9-14:</b></i> The City shall maintain distinctive signage, accent plantings and paving materials for entries from the east and south. (Community Enhancement Element, Policy 10.2)</p> <p><i><b>Mitigation Measure 5.9-15:</b></i> The City shall pursue the undergrounding of utilities and/or the relocation of overhead utility lines to enhance road corridors. (Community Enhancement Element, Policy 11.1)</p> <p><i><b>Mitigation Measure 5.9-16:</b></i> The City shall ensure all signs are compatible with the overall streetscape design and pursue the consolidation or redesign/removal of those signs which are disruptive elements. (Community Enhancement Element, Policy 11.2)</p> <p><i><b>Mitigation Measure 5.9-17:</b></i> The City shall ensure the provision of open space which provides adequate visual relief from developed portions of the City. (Community Enhancement Element, Policy 13.1)</p> <p><i><b>Mitigation Measure 5.9-18:</b></i> The City shall ensure that adequate amounts of open space are located along the San Diego River and its tributaries, to protect and enhance the river character. (Community Enhancement Element, Policy 13.2)</p> <p><i><b>Mitigation Measure 5.9-19:</b></i> The City shall ensure that open space is provided in hillside areas proposed for development that performs multiple functions of view maintenance, resource protection and hazard avoidance. (Community Enhancement Element, Policy 13.3)</p> <p><i><b>Mitigation Measure 5.9-20:</b></i> The City shall encourage and coordinate with developers to minimize grading for new development throughout the City. (Community Enhancement Element, Policy 14.1)</p> <p><i><b>Mitigation Measure 5.9-21:</b></i> The City shall ensure that development is oriented along natural terrain contours to the extent possible to maintain landform integrity. (Community Enhancement Element, Policy 14.2)</p>	



**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i>Mitigation Measure 5.9-22:</i> The City shall require use of contour grading techniques, whenever possible, to maintain the natural appearance of manufactured slopes. (Community Enhancement Element, Policy 14.3)</p> <p><i>Mitigation Measure 5.9-23:</i> The City shall encourage the protection of prominent ridgelines whenever feasible. This shall be accomplished by siting development below ridgelines in such a manner that permits the ridgeline to remain visible. (Community Enhancement Element, Policy 14.5)</p> <p><i>Mitigation Measure 5.9-24:</i> The City shall require revegetation of graded slopes with indigenous plant materials, where feasible, to maintain scenic views and assist in slope stabilization. (Community Enhancement Element, Policy 15.1)</p> <p><i>Mitigation Measure 5.9-25:</i> The City should provide for the maintenance of view opportunities to surrounding hillsides by ensuring proposed structures do not significantly impact existing community-level viewsheds. (Community Enhancement Element, Policy 15.2)</p> <p><i>Mitigation Measure 5.9-26:</i> The City should encourage the preservation of the biological and visual resources of the San Diego River as part of any development in the Town Center area. (Land Use Element, Policy 1.3)</p> <p><i>Mitigation Measure 5.9-27:</i> The City should encourage the City of San Diego to protect vacant lands in the East Elliot area along the City's western boundary as part of a regional biological preserve system. (Land Use Element, Policy 9.1)</p> <p><i>Mitigation Measure 5.9-28:</i> The City shall ensure that any projects affected by the Town Center Specific Plan, Mission Gorge Road Design Standards, the Zoning Ordinance Hillside Overlay District Guidelines (Hillside Development Guidelines), or the City's Grading Ordinance, follow all regulations to protect visual quality.</p> <p><i>Mitigation Measure 5.9-29:</i> The City shall utilize the environmental and Development Review process to ensure that grading practices used within the City minimized potential safety hazards while maintaining aesthetic qualities and natural landforms. (Conservation Element, Implementation Measure 8.5 #6)</p>	

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
<p><b>Geology/Soils (Direct)</b></p> <p>Potential impacts to future development from seismic activity, landslides, liquefaction, landslides and debris flows.</p>	<p><i><b>Mitigation Measure 5.10-1:</b></i> The City should utilize existing and evolving geologic, geophysical and engineering knowledge to distinguish and delineate those areas which are particularly susceptible to damage from seismic and other geologic conditions. (Safety Element, Policy 2.1)</p> <p><i><b>Mitigation Measure 5.10-2:</b></i> The City should ensure that if a project is proposed in an area identified herein as seismically and/or geologically hazardous, the proposal shall demonstrate through appropriate geologic studies and investigations that either the unfavorable conditions do not exist in the specific area in question or that they may be avoided or mitigated through proper site planning, design and construction. (Safety Element, Policy 2.2)</p> <p><i><b>Mitigation Measure 5.10-3:</b></i> The City shall require that all potential geotechnical and soil hazards be fully investigated at the environmental review stage prior to project approval. Such investigations shall include those identified by Table 9.1, <u>Determination of Geotechnical Studies Required</u> and such soil studies as may be warranted by results of the Initial Environmental Study. (Safety Element, Policy 2.3)</p>	<p>Not Significant</p>
<p><b>Hydrology/Water Quality (Direct)</b></p> <p>Impacts to the hydrology of the area (i.e., drainages, runoff) as well as to the water quality both in the City and downstream.</p>	<p><i><b>Mitigation Measure 5.11-1:</b></i> The City should ensure that land divisions and developments are approved within the City only when a project's improvements, dedications, fees and other revenues to the City and other agencies fully cover the project's incremental costs to the City and other agencies. These costs are for providing new or upgraded capital improvements and other public facilities and equipment resulting from, and attributable to the project, which are necessary to protect and promote the public's health, safety and welfare and to implement feasible mitigation measures. Such facilities include, but are not limited to: parks, bridges, major roads, traffic signals, street lights, drainage systems, sewers, water, flood control, fire, police, schools, hiking/bicycle trails and other related facilities. In calculating benefits of land divisions and developments, the City may consider other public objectives and goals including social, economic (job creation, secondary economic benefits, etc) and environmental factors. (Land Use Element Policy 3.1)</p> <p><i><b>Mitigation Measure 5.11-2:</b></i> The City shall continue to update and implement a 5-year Capital Improvement Program to improve existing public facilities and develop necessary new public facilities (Land Use Element Policy 3.4.)</p>	<p>Not Significant</p>

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i><b>Mitigation Measure 5.11-3:</b></i> The City shall use careful planning and review to identify and eliminate urban runoff problems before development is approved. (Conservation Element, Policy 9.1)</p> <p><i><b>Mitigation Measure 5.11-4:</b></i> The City shall enforce the implementation of appropriate best management practices (BMPs) during construction projects. (Conservation Element, Policy 9.2)</p> <p><i><b>Mitigation Measure 5.11-5:</b></i> Reduce the discharge of pollutants into the storm drain system from existing municipal, industrial, and commercial facilities and residential areas to the maximum extent practicable. (Conservation Element, Policy 9.3)</p> <p><i><b>Mitigation Measure 5.11-6:</b></i> Actively seek and eliminate illicit discharges and connections to the storm water conveyance system. (Conservation Element, Policy 9.4)</p> <p><i><b>Mitigation Measure 5.11-7:</b></i> The City shall continue to coordinate water quality planning and implementation efforts with other cities. (Conservation Element, Policy 9.5)</p> <p><i><b>Mitigation Measure 5.11-8:</b></i> The City shall continue to enforce the Storm Water Management and Discharge Control Ordinance (Chapter 13.42 of the Santee Municipal Code) which prohibits non-stormwater discharge into the City of Santee MS4.</p> <p><i><b>Mitigation Measure 5.11-9:</b></i> The City shall continue to implement the adopted Standard Stormwater Mitigation Plan (SUSMP) to ensure to the maximum extent practicable that new development and significant re-development does not increase pollutant loads from a project site.</p> <p><i><b>Mitigation Measure 5.11-10:</b></i> The City shall continue to implement the adopted Jurisdictional Urban Runoff Management Plan (JURMP) including performing annual dry weather field screening and monitoring to identify pollutants of concern, and to characterize conveyances that are discharging elevated levels of pollutants to surface waters, coordination and implementation of community outreach and education efforts to bring awareness to water quality issues and the inspection and enforcement of local and State stormwater regulations at all construction, industrial, commercial, and municipal facilities within the City of Santee.</p>	

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
<p><b>Cultural Resources (Direct)</b></p> <p>Potential impacts to historic and prehistoric resources from development in accordance with the proposed General Plan.</p>	<p><b>Mitigation Measure 5.12-1:</b> The City shall require either the preservation of identified archaeological sites or the professional retrieval of artifacts prior to the development of a site consistent with the provisions of the California Environmental Quality Act. Preservation may include various measures including avoidance, preservation in place, incorporation into open space, or covering or capping. The type of preservation would depend upon the nature and significance of the archaeological resource and the practical requirements of the proposed land use. (Conservation Element, Policy 8.1)</p> <p><b>Mitigation Measure 5.12-2:</b> The City should require curation of any recovered artifacts as a condition of any cultural resources mitigation program. (Conservation Element, Policy 8.2)</p> <p><b>Mitigation Measure 5.12-3:</b> <u>An historic evaluation of any structure more than 45 years old would be required prior to issuance of a permit which could result in an adverse impact on these structures. The evaluation shall be based on the criteria identified in Section 15064.5 of the CEQA Guidelines. The evaluation shall determine if the effect on an historic structure would be significant. If so, the evaluation shall recommend measures to be taken to reduce the impact on significant historic structures.</u></p>	<p>Not Significant</p>
<p><b>Paleontological Resources (Direct)</b></p> <p>Potential impacts to paleontological resources resulting from development in accordance with the proposed General Plan.</p>	<p><b>Mitigation Measure 5.13-1:</b> For proposed new development or infill developments that occur within an area rated moderate or high for paleontological resources (i.e., Friars Formation and/or Stadium Conglomerate), the City shall require a monitor to be on-site during grading activities involving original cuts into those materials. If significant paleontological resources are discovered, mitigation in the form of research, recordation, data recovery and/or in-situ preservation shall be required. Fossil remains collected shall be cleaned, sorted, and catalogued, and then with the owner's permission, deposited in a scientific institution with paleontological collections.</p>	<p>Not Significant</p>

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
<b>Public Health and Safety</b>		
Potential increased flood risks associated with development in accordance with the proposed General Plan.	<p>Mitigation would be achieved by the previously mentioned Mitigation Measure 5.4-1 in addition to the following:</p> <p><i>Mitigation Measure 5.14-1:</i> All development proposed within a floodplain area shall be required by the City to utilize design and site planning techniques to ensure that structures are elevated at least one foot above the 100-year flood level. (Safety Element, Policy 1.2)</p> <p><i>Mitigation Measure 5.14-2:</i> All proposed projects which would modify the configuration of any of the three main waterways in Santee (San Diego River and Sycamore and Forester Creeks) shall be required to submit a report prepared by a registered hydrologist that analyzes potential effects of the project downstream as well as in the local vicinity. (Safety Element, Policy 1.3)</p> <p><i>Mitigation Measure 5.14-3:</i> The City should require a hydrologic study, including the analysis of effects on downstream and upstream properties and on the flood-carrying characteristics of the stream, for development proposed in the floodplain. (Safety Element, Policy 1.6)</p> <p><i>Mitigation Measure 5.14-4:</i> Development within the 100-year floodway shall be prohibited, subject to the provisions of the City's Flood Damage Prevention Ordinance. (Safety Element, Policy 1.9)</p> <p><i>Mitigation Measure 5.14-5:</i> In addition, all new development will be required to comply with other ordinances of the City, such as the Flood Damage Prevention Ordinance, which are intended to limit flood damage hazards.</p>	Not Significant
Wildland fire impacts associated with future development located adjacent to tracts of trees, shrubs, brush and grasslands.	<p>Mitigation would be achieved by the previously mentioned Mitigation Measures 5.4-5, 5.4-6, 5.4-7, 5.4-9, 5.4-11, 5.4-12 in addition to the following:</p> <p><i>Mitigation Measure 5.14-6:</i> The City shall require the installation of fire hydrants and establishment of emergency vehicle access, before construction with combustible materials can begin on an approved project. (Safety Element, Policy 4.3)</p> <p><i>Mitigation Measure 5.14-7:</i> The City shall require emergency access routes in all developments to be adequately wide to allow the entry and maneuvering of emergency vehicles. (Safety Element, Policy 4.4)</p>	Not Significant

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i>Mitigation Measure 5.14-8:</i> The City shall ensure that the distribution of fire hydrants and capacity of water liens is adequate through periodic review. (Safety Element, Policy 4.7)</p> <p>In addition, all new development will be required to comply with other ordinances of the City, such as the Fire Code, which are intended to limit fire hazards.</p>	
Impacts resulting from contaminated hazardous materials sites.	<p><i>Mitigation Measure 5.14-9:</i> The City shall continue to implement the County's Hazardous Waste Management Plan or develop and implement an equivalent plan. (Safety Element, Policy 3.1)</p> <p><i>Mitigation Measure 5.14-10:</i> The City shall continue to participate in the Hazardous Materials Incident Response Team in dealing with hazardous materials incidents. (Safety Element, Policy 3.2)</p> <p><i>Mitigation Measure 5.14-11:</i> The City shall review any proposed uses involving the use, transport, storage or handling of hazardous waste to ensure that such uses will not represent a significant risk to surrounding uses or the environment. (Safety Element, Policy 3.4)</p> <p><i>Mitigation Measure 5.14-12:</i> The City shall continue to provide for a household hazardous waste collection program for City residents as part of the contract with the City trash franchisee. (Safety Element, Policy 3.5)</p> <p><i>Mitigation Measure 5.14-13:</i> The City shall limit and control the location, manufacture, storage or use of hazardous materials in Santee through implementation of the Zoning Ordinance and the Development Review process. (Safety Element, Policy 8.1)</p> <p>In addition, all establishments that use hazardous materials in the City will be required to comply with other ordinances of the City which are intended to limit the health and safety risks associated with hazardous materials.</p>	Not Significant
Crime impacts associated with the population growth of the proposed General Plan.	<p><i>Mitigation Measure 5.14-14:</i> The City shall incorporate Crime Prevention Through Environmental Design (CPTED) principles into site planning for new developments and renovations of existing developments, taking into account the concepts of defensible space, surveillance, territoriality, access control and maintenance. (Safety Element, Policy 5.2)</p> <p><i>Mitigation Measure 5.14-15:</i> The City shall encourage the upgrading of building security requirements. (Safety Element, Policy 5.3)</p>	Not Significant

**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
Impacts to emergency preparedness resulting from increased urbanization within the City as well as an increase in population resulting from implementation of the proposed General Plan.	<p><i>Mitigation Measure 5.14-16:</i> The City shall involve law enforcement personnel in the review of new development applications through participation in the Development Review process. (Safety Element, Policy 5.4)</p> <p><i>Mitigation Measure 5.14-17:</i> All structures should be adequately identified by street address and be lighted sufficiently to deter criminal activity. (Safety Element, Policy 5.25)</p> <p><i>Mitigation Measure 5.14-18:</i> The City shall continue to hold periodic disaster exercises in cooperation with the appropriate State and Federal agencies. (Safety Element, Policy 8.1)</p> <p><i>Mitigation Measure 5.14-19:</i> The City shall update its adopted Emergency Operations Plan periodically to ensure the safety of residents, employees and visitors in times of man-made or natural disaster. (Safety Element, Policy 8.2)</p> <p><i>Mitigation Measure 5.14-20:</i> The City shall continue to hold periodic disaster exercises in cooperation with the appropriate State and Federal agencies. (Safety Element, Policy 9.1).</p> <p><i>Mitigation Measure 5.14-21:</i> Critical emergency uses (hospitals, fire stations, police stations, the Emergency Operations Center, public administration buildings and schools) shall not be located in flood hazard areas or in areas that would affect their ability to function in the event of a disaster. (Safety Element, Policy 1.7)</p>	Not Significant
Airport hazard impacts resulting from incompatible land uses associated with the proposed General Plan.	<p><i>Mitigation Measure 5.14-22:</i> The City should review all development proposed within the Gillespie Field Airport Influence Area to ensure that design features are incorporated into the site plan to address identified aircraft crash hazards. (Safety Element, Policy 7.1).</p> <p><i>Mitigation Measure 5.14-23:</i> The City shall require the recordation of aviation easements for new development proposed within the 65-70dB noise contours and the Runway Protection and Inner Approach/Departure zones for Gillespie Field. (Noise Element, Policy 1.2).</p> <p><i>Mitigation Measure 5.14-24:</i> The City should discourage the establishment of additional high-risk uses, including schools, hospitals, nursing homes and daycare centers (excluding residential care facilities and small family daycare) in the Runway Protection and Inner Approach/Departure zones for Gillespie Field. (Safety Element, Policy 7.2).</p>	Significant



**TABLE 1-1**  
**Significant Impacts and Proposed Mitigation**

IMPACT	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
Geologic hazard impacts resulting from the increased urbanization and population within the City.	Mitigation would be achieved by the previously mentioned Mitigation Measure 5.10-2 and Mitigation Measure 5.10-3 in Section 5.10.4.	Not Significant



**Table 1-2**  
**Comparison of Environmental Effects of the Proposed Project**  
**with Project Alternatives**

ENVIRONMENTAL ISSUE	PROPOSED PROJECT		NO PROJECT- EXISTING GENERAL PLAN		GILLESPIE FIELD ALTERNATIVE LAND USE PLAN <sup>3</sup>		GENERAL PLAN LAND USE ALTERNATIVES FOR SELECTED SITES <sup>3</sup>	
	DIRECT	CUMULATIVE	DIRECT	CUMULATIVE	DIRECT	CUMULATIVE	DIRECT	CUMULATIVE
Land Use	SNM <sup>1</sup>	NS	SNM <sup>1</sup>	NS	SNM	NS	SM	NS
Traffic Circulation	SM	SNMSM	SM	SNMSM	SM	SNMSM	SM	SNMSM
Population/Housing	SM	NS	SM	NS	NS	NS	SM	NS
Public Facilities, Services and Utilities	SM	SM	SM	SM	NS	NS	NS	NS
Parks and Recreation	SM	NS	SM	NS	NS	NS	NS	NS
Biological Resources	SM	SM	SM	SM	NS	NS	NS	NS
Noise	SNM <sup>2</sup>	SNM	SNM <sup>1</sup>	SNM	SM <sup>5</sup>	NS	SM	NS
Air Quality	SM	SM	SM	SM	NS	NS	NS	NS
Visual Quality/Aesthetics	SM	NS	NS	NS	NS	NS	SM	NS
Geology/Soils	SM	NS	SM	NS	NS	NS	NS	NS
Hydrology/Water Quality	SM	SM	SM	SM	NS	NS	NS	NS
Cultural Resources	SM	NS	SM	NS	NS	NS	NS	NS
Paleontological Resources	SNM <sup>4</sup>	SM	SM	SM	NS	NS	NS	NS
Public Health and Safety	SNM <sup>5</sup>	SM	SNM <sup>6</sup>	SM	SM <sup>7</sup>	NS	NS	NS

**Table 1-2  
Comparison of Environmental Effects of the Proposed Project  
with Project Alternatives (Continued)**

ENVIRONMENTAL ISSUE	CIRCULATION ALTERNATIVES <sup>2</sup>							
	ALT. 1—MARROKAL LANE EXTENSION		ALT. 2—GRAVES AVENUE EXTENSION		ALT. 3—DELETION OF MAGNOLIA AVENUE EXTENSION		ALT. 4—DELETION OF FANITA PARKWAY AND MAGNOLIA AVENUE EXTENSIONS	
	DIRECT	CUMULATIVE	DIRECT	CUMULATIVE	DIRECT	CUMULATIVE	DIRECT	CUMULATIVE
Land Use	NS	NS	SM	NS	NS	NS	NS	NS
Traffic Circulation	NS	SM	NS	SM	SM	SM	SM	SM
Population/Housing	NS	NS	NS	NS	NS	NS	NS	NS
Public Facilities, Services and Utilities	NS	NS	NS	NS	NS	NS	NS	NS
Parks and Recreation	NS	NS	NS	NS	NS	NS	NS	NS
Biological Resources	NS	NS	SM	NS	NS	NS	NS	NS
Noise	SM	NS	SM	NS	SM	SM	SM	NS
Air Quality	NS	NS	NS	NS	NS	NS	NS	NS
Visual Quality/Aesthetics	NS	NS	NS	NS	NS	NS	NS	NS
Geology/Soils	NS	NS	NS	NS	NS	NS	NS	NS
Hydrology/Water Quality	NS	NS	NS	NS	NS	NS	NS	NS
Cultural Resources	NS	NS	SNM <sup>4</sup>	NS	NS	NS	SNM <sup>4</sup>	NS
Paleontological Resources	NS	NS	NS	NS	NS	NS	SM	NS
Public Health and Safety	NS	NS	NS	NS	NS	NS	NS	NS

NS: Not Significant      SM: Significant but mitigable      SNM: Significant and not mitigable

<sup>1</sup> SNM with respect to Gillespie Field noise and airport approach zones. All other land use impacts would be mitigable.

<sup>2</sup> SNM with respect to Gillespie Field and traffic noise affecting existing noise sensitive areas.

<sup>3</sup> The conclusion of significance is focused on the potential effects associated with aspects of the specific alternative. A NS conclusion does not supercede the conclusion associated with the proposed General Plan.

<sup>4</sup> Impacts to high value cultural resources may not be fully mitigable.

<sup>5</sup> While this alternative would avoid significant noise impacts related to Gillespie Field operations, the location of office professional and industrial uses in and adjacent to existing residential units could result in significant noise impacts.

<sup>6</sup> Impacts with respect to Gillespie Field operations would be unmitigable. All other significant public safety impacts would be mitigable.

<sup>7</sup> While this alternative would avoid impacts to health and safety related to aircraft accident potential, the change in land use to office professional or industrial would increase the potential for hazardous materials use and possible spills.

# **CHAPTER 2.0**

## **INTRODUCTION**

### **2.1 THE PROPOSED ACTION**

The proposed action addressed by this Environmental Impact Report is the City of Santee General Plan update. See Section 4.3 for identification of all contemplated discretionary actions.

#### **2.1.1 GENERAL PLAN UPDATE**

The existing General Plan was adopted in 1984 following the City's incorporation in December 1980. The General Plan represents a comprehensive plan for the entire City and establishes strategies to achieve community goals pertaining to development and housing, circulation patterns, aesthetics, public health and safety, open space, and other civic matters. The overall goal of the update is to establish strategies that will ensure an appropriate balance between housing, employment, retail, recreation and open space within the City. The proposed changes to the General Plan are more of an evaluation and adjustment of City goals and policies rather than a completely new vision for the City's development. Once adopted, the updated General Plan will guide the decisions of elected officials and City staff when considering community development proposals, infrastructure improvements and public service expenditures.

### **2.2 CALIFORNIA ENVIRONMENTAL QUALITY ACT**

The California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code, §2100 et. seq.) requires the preparation of an EIR for any project that a Lead Agency determines may have a significant impact on the environment. The City is the Lead Agency for this EIR. This EIR has been prepared in accordance with the requirements of the City's CEQA Guidelines and complies with all criteria, standards and procedures of CEQA and the State CEQA Guidelines (California Code of Regulations, §1500, et. seq.)

## 2.3 **ENVIRONMENTAL REVIEW SCOPE**

The scope of the analysis for this EIR was determined by the City through a series of public workshops held during the period of July, 1999 through July, 2001 and the responses to a Notice of Preparation (NOP) (Appendix A) that was distributed on July 19, 2002. The public workshops and responses to the NOP indicated that adoption and subsequent implementation of the proposed General Plan might result in potentially significant adverse environmental impacts in the following areas:

- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology/Soils;
- Hydrology/Water Quality;
- Land Use;
- Noise;
- Paleontological Resources;
- Parks and Recreation;
- Population/Housing;
- Public Facilities, Services and Utilities;
- Public Health and Safety;
- Traffic/Circulation; and
- Visual Quality/Aesthetics.

The opportunity for further input to the environmental review was provided by an Agency scoping meeting conducted on October 23, 2002 pursuant to Section 21083.9(2) of CEQA.

The EIR addresses both “ground to plan” impacts as well as “plan to plan” impacts. The “ground to plan” analysis addresses the changes or impacts that will result from implementation of the proposed General Plan as compared to the existing conditions. The “plan to plan” analysis addresses the changes or impacts that will result from implementation of the proposed General Plan as compared to the current General Plan.

This EIR has been prepared as a Master EIR in accordance with Section 21157 of CEQA and Sections 15175 to 15179.5 of the State CEQA Guidelines. A Master EIR is intended to provide a program-level environmental review of plans and programs upon which the approval of subsequent, related, development proposals can be based.

As a Master EIR, the document is intended to serve two primary purposes. First, the document identifies the environmental effects and mitigation measures associated with the proposed update of the City’s General Plan. Second, the document is intended to reduce the environmental review required as subsequent development occurs. Through the initial study process, the City will review subsequent projects to determine whether the potential project impacts were anticipated in the Master EIR for the proposed General Plan update. No new environmental documentation will be required for subsequent projects if the City determines that the potential environmental effects have been addressed in the Master EIR and no new mitigation or additional mitigation measures are required. If the initial study identifies new impacts or mitigation measures, the City will prepare additional environmental documentation. This environmental review will provide additional assurances that future development would avoid or minimize environmental impacts. More detailed project-specific studies conducted as part of this subsequent environmental review

would further quantify environmental impacts and generate project-specific mitigation measures to avoid or minimize significant environmental impacts of specific projects.

Subsequent development projects may rely on this Master EIR for five years following certification. This time period, however, may be extended if the City determines that no substantial changes have occurred with respect to the circumstances under which the Master EIR was certified.

## **2.4 INTENDED USES OF MEIR**

The purpose of this MEIR is to disclose the significant environmental effects of the proposed project, alternatives to the project, and possible ways to reduce or avoid the possible environmental damage of the project (Section 15002, CEQA Guidelines). This MEIR will be made available for review and comment by the public as well as other interested jurisdictions, agencies and organizations during a 45-day period. The draft MEIR will also be available for review at the City of Santee Department of Development Services, 10601 Magnolia Avenue, Santee, California. The public review is intended to focus "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (Section 15204, CEQA Guidelines). Following public review, the City will prepare a Final MEIR that will address all written comments received during the public review period. The City Council will review and certify the Final MEIR prior to making their decision to approve, not approve, or modify the proposed General Plan update. As described in Section 2.1, the City will also use this MEIR as the first level of CEQA documentation for future discretionary approvals.

As stated above, all contemplated discretionary actions intended to be covered by this Master EIR are identified in Section 4.3.

# **CHAPTER 3.0**

## **ENVIRONMENTAL SETTING**

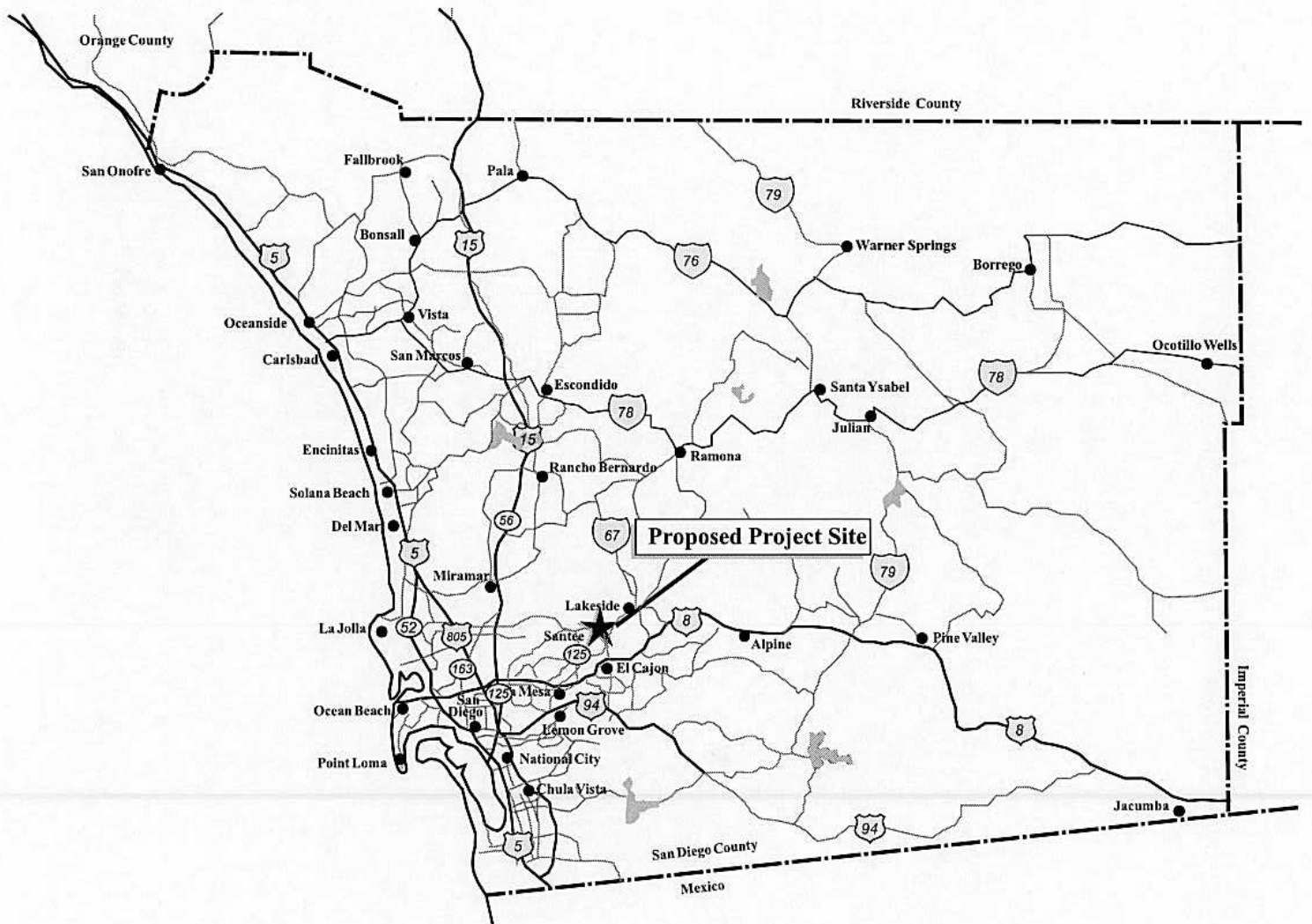
### **3.1 LOCATION**

The City of Santee is located within eastern San Diego County approximately 20 miles east of the Pacific Ocean, and encompasses approximately 16.6 square miles (Figure 3.1-1). Access to the City is primarily provided by State Route (SR) 52, SR 125, SR 67, and Mission Gorge Road. The City is generally located within Township 15 South and Range 1 West on the USGS El Cajon Quadrangle Map.

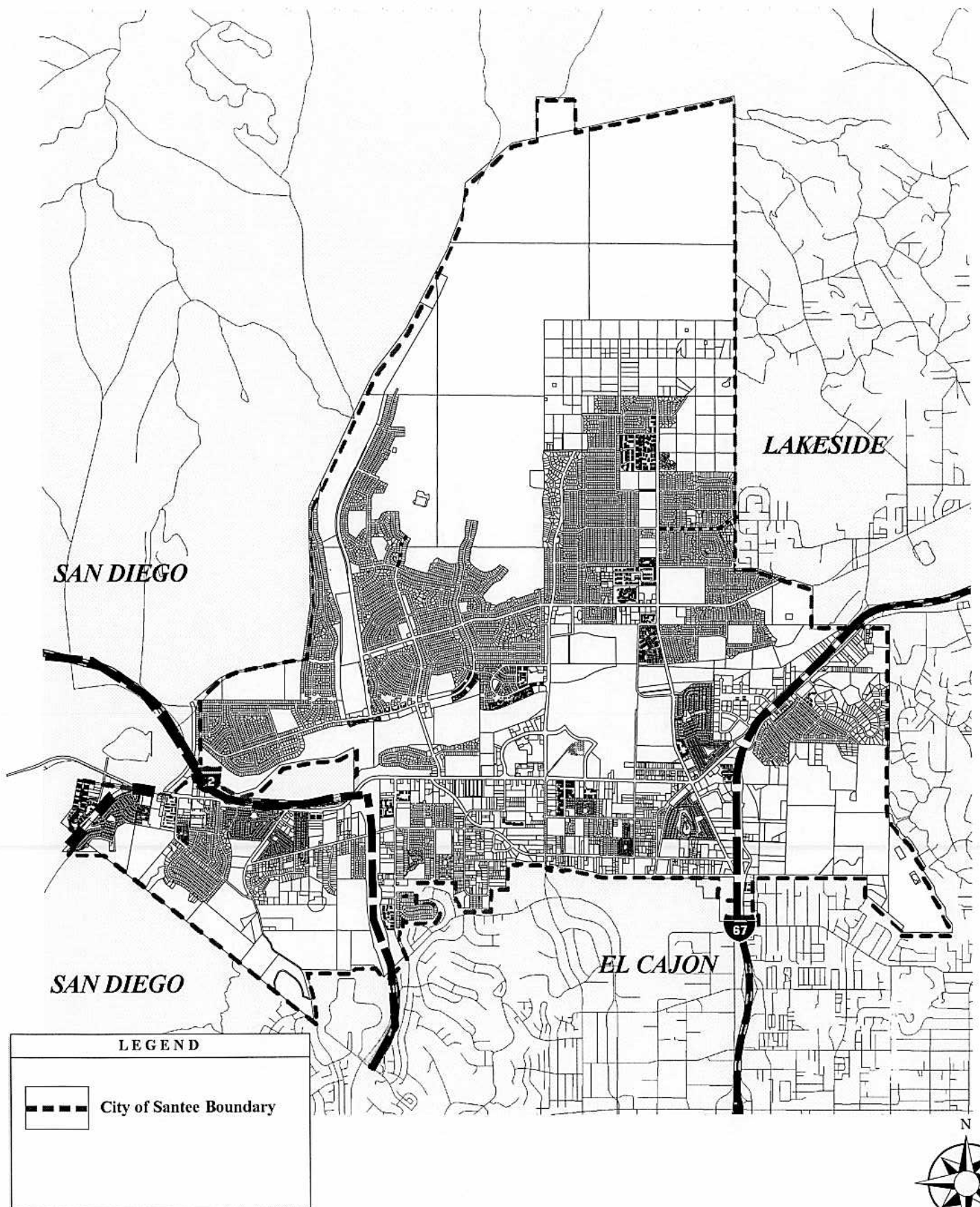
To the north, the City is bordered by vacant land within the unincorporated portion of the County of San Diego and the County's Sycamore Canyon Open Space Preserve (Figure 3.1-2). The City is primarily bordered on the east by residential developments of the unincorporated community of Lakeside. The City is bordered to the south by residential neighborhoods and the Gillespie Field Airport within the City of El Cajon, and bordered to the southwest by the Mission Trails Regional Park within the City of San Diego. To the west, the City is bordered by the vacant East Elliot area of the City of San Diego and the Marine Corps Air Station Miramar (MCAS).

### **3.2 ENVIRONMENTAL FEATURES**

The City lies near the junction of a relatively narrow coastal plain and the Peninsular Mountain Ranges of southwestern California and Baja California. The lowest elevation is approximately 320 feet above mean sea level (AMSL) within the San Diego River floodway in the central portion of the city. The highest elevation is approximately 1,000 feet AMSL located within the Fanita Ranch area (Figure 3.2-1). Much of the central and southern portions of the City are developed on flat land, however, the topography of the vacant land is widely varied. The northern and southeastern portions of the City are vacant and comprised of undeveloped canyons and hillsides with steep slopes. The southwestern portions of the City consist of steeply sloped and rolling terrain. The San Diego River bisects the City and Forester Creek, a tributary







Source: ProjectDesign Consultants, 2002



to the river, is located in the southwestern portion of the City. There is a gentle rise in elevation north of the San Diego River floodway, especially in the vicinity of Mast Boulevard. Another rise in elevation occurs in the western portions of City south of Mission Gorge Road and Prospect Avenue.

Over 4,000 of the City's approximately 10,600 acres of land are currently undeveloped. Vacant land is primarily concentrated in the northern portion of the City. Other sizeable areas of vacant land occur in the southwest and southeast portions of the City. The most common natural vegetation associated with this vacant land is Diegan coastal sage scrub and southern mixed chaparral. Other vegetation located throughout the City includes native grassland, non-native grassland, riparian woodland, oak woodland, and coastal and valley freshwater marsh.

### **3.3 DEVELOPMENT PATTERNS**

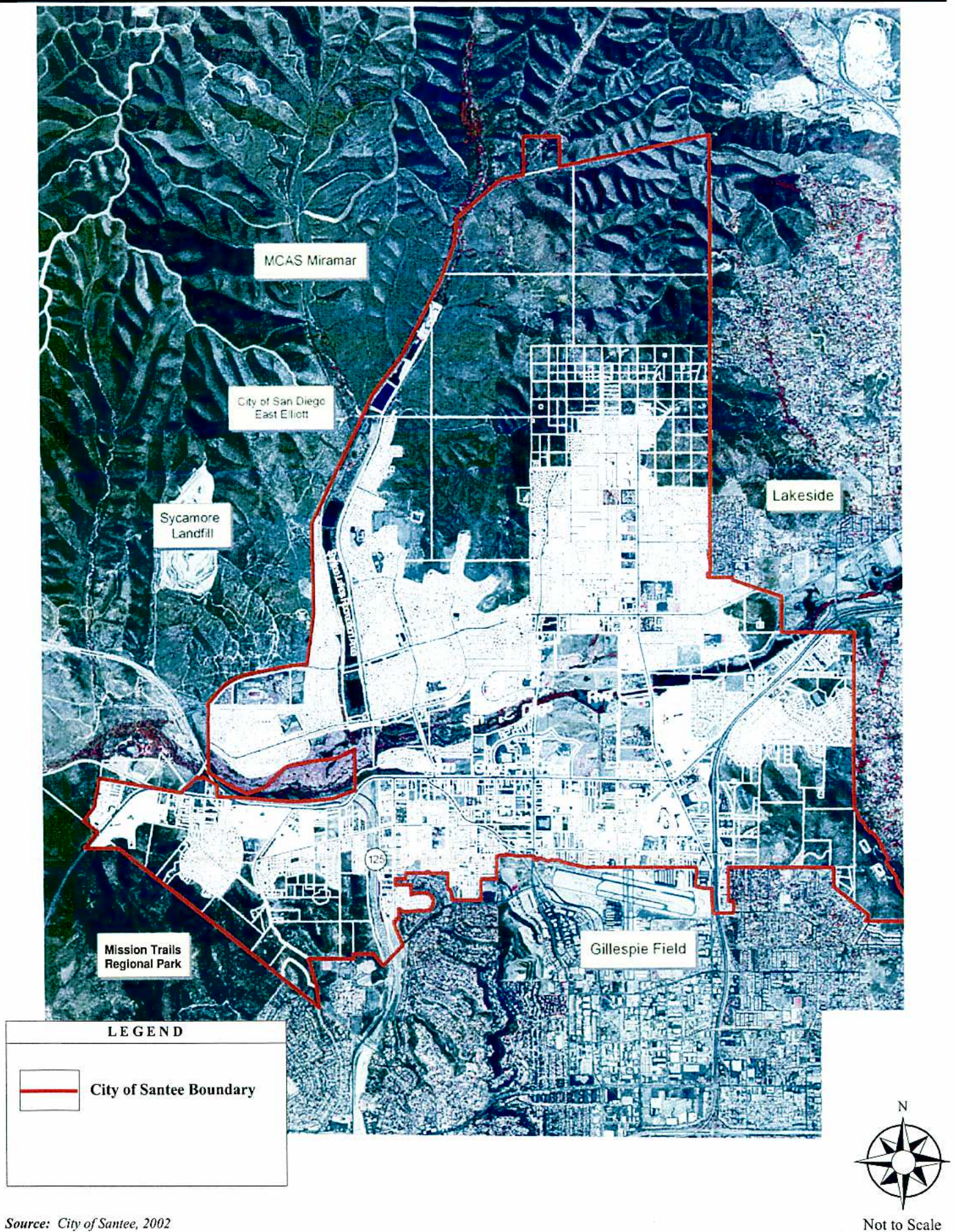
Originally, Santee was a rural area known for its dairies, ranches and vineyards, which were developed along the San Diego River. As transportation facilities were introduced to the area, such as the railroad, Mission Gorge Road and SR 67, housing gradually began to develop around the San Diego River.

During the 1950's and into the 1980's, the City experienced a relatively rapid growth rate which resulted in an increase of residential units. During the 1990s, the residential growth slowed significantly due to a lack of available, easily developable residential land, together with the removal of residential units resulting from the first phases of the SR 52 and SR 125 freeways through the City. Over 60 percent of the existing residential units are single-family homes, which are located throughout the City but particularly dominant north of the San Diego River. Multi-family units in the City consist of apartments, condominiums, and mobile home parks. The multi-family units are typically located along the City's major roads, including Fanita Drive, Mission Gorge Road, Carlton Hills Boulevard, Halberns Boulevard and Magnolia Avenue.

The City has also experienced rapid growth of commercial, office and industrial uses. The commercial growth is largely located in the Town Center area. The office land uses are primarily located along Mission Gorge Road and Cuyamaca Street. Industrial uses in the City are concentrated in the south-central area along Prospect Avenue, Magnolia Avenue and portions of Cuyamaca Street, and north of Woodside Avenue along the San Diego River corridor.

Approximately 45-42 percent of the City is currently vacant. Fairly large vacant areas are located in the southwestern and southeastern portion of the City, and a large vacant area is located in the northern portion of the City (Fanita Ranch and North Magnolia Avenue areas). A significant amount of vacant land is also found along the San Diego River corridor including the floodway, the floodplain, and a biological habitat preserve west of the Carlton Hills Boulevard bridge.





Source: City of Santee, 2002

Aerial Photo \_\_\_\_\_ Figure 3.2-1



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## **3.4 CITY DEMOGRAPHICS**

According to the California Department of Finance, the City's estimated population in January 2001 was 53,693. According to the 2000 U.S. Census, the City's population is predominately white, accounting for 80 percent of the population. Other races and ethnic groups comprise significant portions of the population and are integral components of the community. Approximately 11 percent of the population claimed Hispanic origin in the 2000 U.S. Census. The U.S. Census indicates that Asians constituted 2.5 percent and Black/African Americans constituted just over one percent of the City of Santee in 2000. All other races made up approximately four percent of the population in 2000.

The City's population is projected to age in accordance with regional and national trends. U.S. Census data for the age distribution of the City support those projections. The median age is currently 34.8 years.

## **3.5 REGIONAL PLANS**

### **3.5.1 MULTIPLE SPECIES CONSERVATION PROGRAM (MSCP)**

The City lies within the general area of the City of San Diego's Multiple Species Conservation Management Plan (MSCP). The City of San Diego adopted the MSCP to create a comprehensive conservation planning program which addresses multiple species habitat needs and the preservation of natural communities for a 900 square-mile area in southwestern San Diego County. The objectives of the MSCP are to develop a program designed for the conservation of federally endangered, threatened or key candidate species and their habitats. These species are referred to as covered species. The MSCP allows the participating local jurisdictions to maintain development flexibility by sharing habitat impacts and mitigation options on a regional level. The program calls for the establishment of a preserve system which will replace the current project-by-project establishment of biological mitigation areas.

In accordance with the MSCP, each jurisdiction within the area covered by the MSCP must prepare a subarea plan to describe its program for carrying out the goals of the MSCP. The Subarea Plan creates a process for the "Incidental Take" of a covered species under the Section 10(a) of the federal Endangered Species Acts and the Take Authorization allowed under California's Natural Community Conservation Planning Act of 1991.

The City of Santee has completed a draft subarea plan and it is currently being reviewed by the California Department of Fish and Game and the U.S. Fish and Wildlife Service. Once approved by these agencies, an Implementing Agreement will be executed which will give the City the ability to allow the taking of natural habitats or associated rare or endangered species by public or private projects within its jurisdiction, as long as those biological resources are adequately conserved by the subarea plan and the projects are consistent with and covered by the provisions

of this subarea plan. Pending finalization and approval of the subarea plan, species permitting and mitigation will continue to occur on a project-by-project basis, with approvals issued pursuant to individual permits issued to applicants or master permits issued to the County of San Diego. It should be noted that the environmental impacts of the City's draft subarea plan are not being evaluated in this EIR. Environmental analysis of the subarea plan will be covered in a separate environmental document.

As discussed in Section 5.1.3.3, the Conservation Element would implement the goals of the MSCP by incorporating land use and conservation goals, objectives, and policies. See Section 5.1 and 5.6 for further discussion.

### **3.5.2 SAN DIEGO COUNTY CONGESTION MANAGEMENT PLAN**

Based on the approval of Proposition 111 in 1990, regulations require the preparation, implementation, and annual updating of a Congestion Management Program (CMP) in each of the California urbanized counties. In 1991, San Diego County adopted its initial CMP statutes. One element of the CMP requires an evaluation of the transportation and traffic impacts of large projects on the regional transportation system. The criteria for which a project is subject to the regulations as set forth in the CMP are determined by the trip generation potential for the project. Currently, the average daily traffic (ADT) threshold is 2,400 ADT and/or 200 peak hour trips. If either of these criteria are met, then a second criteria, which is the project's contribution of 50 or more peak hour trips on a CMP-designated arterial roadway, would require an enhanced CEQA review of these roadways. The CMP requires an Enhanced CEQA Review for all projects that meet these criteria.

The overall proposed General Plan would generate well over 2,400 ADT, therefore an Enhanced CEQA Review is presented in Section 5.2.3.3. Significant impacts would occur on the following street segments: Fanita Parkway (Mast Boulevard to Land Canyon Road); Mission Gorge Road (SR 125 to Carlton Hills Boulevard); and Mast Boulevard (SR 52 westbound ramps to east of West Hills Parkway). Mitigation measures are proposed to reduce those impacts. See Section 5.2 for further discussion.

### **3.5.3 REGIONAL TRANSPORTATION PLAN**

The draft MOBILITY 2030 is the County of San Diego's Regional Transportation Plan (RTP), which is intended to be a blueprint to address the mobility challenges created by the region's growth. It is a long-range plan that contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system in the San Diego region. MOBILITY 2030 has seven policy goals which are to improve the mobility, accessibility, reliability, and efficiency of the transportation system, as well as promoting livability of communities, sustainability, and ensuring equity.

The proposed General Plan would incorporate several of the proposed actions of MOBILITY 2030, including updating the local general plan to encourage smart growth and development, and to incorporate the planned highway network identified in the RTP (i.e., SR 52, 67, and 125). See Section 5.2 for further discussion.

### **3.5.4 STATE IMPLEMENTATION PLAN AND REGIONAL AIR QUALITY STRATEGY**

The State Implementation Plan (SIP) was adopted by the Air Resources Board (ARB) and Environmental Protection Agency (EPA) to bring non-attainment air basins into compliance with the National Ambient Air Quality Standards (NAAQS). Due to continued violations of NAAQS standards in the San Diego Air Basin (SDAB), the San Diego Air Pollution Control District (APCD), in conjunction with SANDAG, prepared a Regional Air Quality Strategy (RAQS) for its portion of the SIP.

As discussed in Section 5.8, the SDAB is currently classified by the US EPA as a non-attainment area for ozone and PM10. All new development within the SDAB, including the City, compounds these problems by creating more emissions. See Section 5.8 for further discussions.

### **3.5.5 WATER QUALITY CONTROL PLAN FOR THE SAN DIEGO BASIN**

The San Diego Regional Water Quality Control Board's (RWQCB) Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. The proposed project is located in the San Diego Hydrologic Unit of the Basin Plan, a triangular shaped area of about 440 square miles extending from Julian on the east to Ocean Beach on the west. The San Diego River and its tributaries form the primary drainage system within the unit. Numerous creeks drain into this unit, including San Vicente Creek, Los Coches Creek, and Forester Creek in the Santee Hydrologic Subarea. Major storage facilities within the unit include El Capitan Reservoir, San Vicente Reservoir, Lake Jennings, and Lake Murray. San Vicente Reservoir, Lake Jennings, and Lake Murray store mainly Colorado River water, whereas, El Capitan mainly stores local runoff and some Colorado River water. Much of the impounded water is used to serve major population centers, including a portion of the San Diego metropolitan area and the communities of El Cajon, Santee, Lakeside, Alpine and Julian. Groundwater in the project vicinity (Santee Hydrologic Subarea) is designated as having current beneficial uses including municipal and domestic supply, agricultural supply, industrial process supply, and industrial service supply.

As discussed in Section 5.11, the proposed General Plan would result in the development of currently vacant areas. Therefore development in accordance with the General Plan could potentially result in an increase of the impervious surfaces and add to the cumulative runoff. Implementation of the proposed mitigation measures related to hydrology would ensure that the City's contribution to cumulative hydrology impacts would be less than significant. See Section 5.11 for more discussion.

### **3.5.6 NAS MIRAMAR COMPREHENSIVE LAND USE PLAN**

The San Diego Association of Governments (SANDAG) prepares Comprehensive Land Use Plans (CLUP) based on aircraft-produced noise and flight activity considerations for airports within the region. The CLUP for Naval Air Station (NAS) Miramar, now designated Marine Corps Air Station (MCAS), was adopted on September 28, 1990. The CLUP was prepared to ensure compatible land use development in the area surrounding the Air Station. The plan describes the Airport's Influence Area (AIA), projected noise contours, clear zones, land use compatibility matrix, height restrictions and Plan recommendations. The CLUP was not revised at the time that the air station converted from a NAS to a MCAS, therefore the CLUP reflects Navy jets, not Marine helicopters and jets.

The CLUP identifies three Accident Potential Zones (APZ), which are defined as areas around military airports that are exposed to the possibility of aircraft accidents. Due to the increase in susceptibility to military accidents, these areas are identified for protection from high-density land use. Based on the CLUP for the MCAS, the City is not located within an APZ.

The CLUP also identifies noise contours which enable land use agencies and the development industry to identify the noise impacted land areas. Excessive noise levels from MCAS Miramar would not impact the City. A more detailed discussion of the relationship of the proposed project to the CLUP is provided in Sections 5.1 and 5.14 of this EIR.

As discussed in Section 5.1 and 5.8, since neither the 60 dBA CNEL contour nor any of the APZs penetrate the City, the proposed General Plan would not result in any land uses incompatible with the operations of MCAS Miramar. See Sections 5.1 and 5.8 for more discussion.

### **3.5.7 GILLESPIE FIELD COMPREHENSIVE LAND USE PLAN**

The CLUP for Gillespie Field was adopted on July 28, 1989. The CLUP was prepared to ensure compatible land use development in the area surrounding Gillespie Field. The Plan describes the AIA, projected noise contours, clear zones, land use compatibility matrix and plan recommendations.

Noise levels from Gillespie Field exceeding 60 dB CNEL extend into the City north of Mission Gorge Road, and noise levels exceeding 65 dB CNEL impact the south central portion of the City. A more detailed discussion of the relationship of the proposed project to the CLUP is provided in Sections 5.1 and 5.14 of this EIR.

The "Clear Zones" are areas of significant risk resulting from aircraft takeoff and landing patterns. The Clear Zones for Gillespie Field fall mainly within airport boundaries, but several aviation easements have been acquired because not all of the Clear Zones lie entirely on the airport property. A small portion of the south-central area of the City is within the Clear Zone for the north-south runway at Gillespie Field.

As discussed in Sections 5.1 and 5.8, the proposed General Plan would be in conformance with the recommendations of the Gillespie Field CLUP regarding development within the Clear Zones. Residential uses, however, would still be permitted within areas that would be impacted by future noise levels of 65 dBA CNEL or greater. See Sections 5.1 and 5.8 for more discussion.

### **3.5.8 REGIONAL GROWTH MANAGEMENT STRATEGY**

The Regional Growth Management Strategy (Strategy) was prepared by SANDAG and the Regional Growth Management Technical Committee and adopted in January 1993. The Strategy is intended to provide policies and recommended actions to address the adverse impacts of growth in the San Diego Region. The Strategy contains standards, objectives and recommended actions for nine quality of life factors: air quality, transportation/congestion management, water, sewage disposal, sensitive lands and open space preservation and protection, solid waste management, hazardous waste management, and housing and economic prosperity. As discussed in Section 5.1, the proposed General Plan would be consistent with the Regional Growth Management Strategy.



# **CHAPTER 4.0**

## **PROJECT DESCRIPTION**

### **4.1 PROJECT OBJECTIVES**

The primary objective of the General Plan update process is to undertake a comprehensive revision of the document to enable it to serve as a guide through the year 2020 and to bring the plan elements into conformance with State law. Other objectives or goals are as follows:

- Establish strategies that will ensure an appropriate balance between housing, employment, retail, recreation and open space within the City;
- Redefine roadway to add new links, delete unnecessary links, and reclassify segments to better meet anticipated traffic volumes;
- Conserve important biological resources; and
- Revise noise level thresholds for noise sensitive land uses to reduce visual impacts from high sound attenuation barriers.

### **4.2 GENERAL PLAN UPDATE**

The General Plan is the primary policy document for the City and is the basis for all decisions regarding the physical development of the City. It expresses the community's vision of its future and is a guide for both long-term and day-to-day decisions and actions of the City. The City's current General Plan was adopted in 1984. Since that time, independent amendments have been made to the various Elements that comprise the Plan; however, the General Plan has not been comprehensively updated since it was adopted in 1984.

The objectives and goals of the Proposed General Plan would be achieved through the proposed changes and refinements to each of the nine Elements that comprise the General Plan. In some cases, the changes are minor while in others the changes are more extensive.

A general overview of the more important changes, which are proposed for each of the Elements of the General Plan, is provided below.

## **4.2.1 LAND USE ELEMENT**

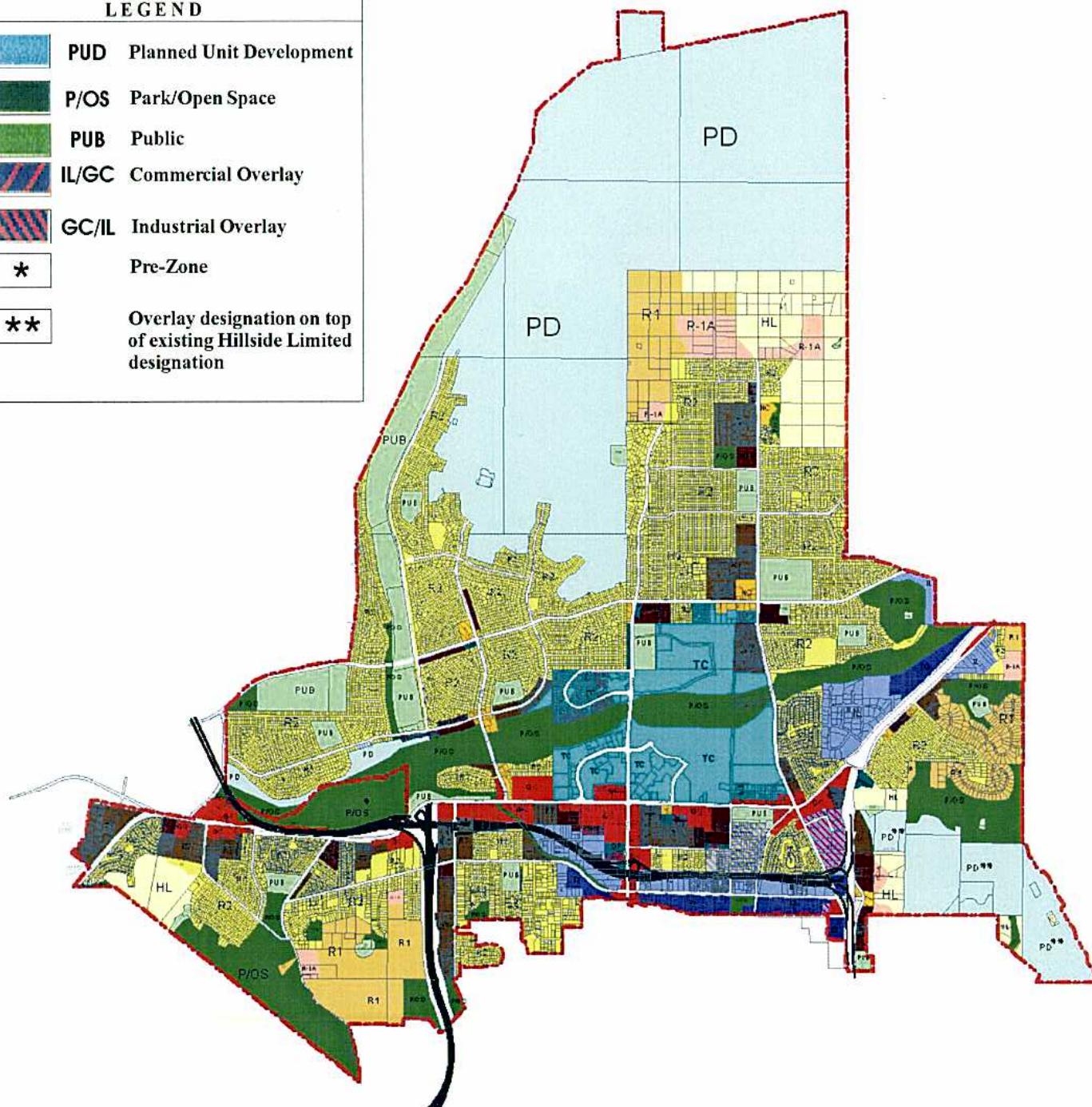
The Land Use Element specifies the location, type and amount of housing, commercial services, industrial uses, employment centers, parks, public facilities and open space that will comprise the City at buildout. Figure 4.2-1 illustrates the land use designations proposed as part of the General Plan update. The proposed land use designations are summarized on Table 4.2-1.

The Land Use Element introduces new land use designations as well as changes in land use designations on specific parcels as discussed below.

### **4.2.1.1 Proposed New Land Use Designations**

To accomplish community objectives and smart growth goals, the City is proposing the following new land use designations:

- Residential-Business District. This designation would allow low intensity business and office uses in conjunction with residential use to reduce the need for commuting to work.
- Planned Development (PD) District. This designation would allow for master planned, mixed use development consistent with the General Plan.
- High Density Residential District. This designation would allow residential densities of 22-30 units per acre. This designation would be applied along major roadways and close to commercial and transit services to encourage the use of alternative forms of transportation. This designation already exists in the Town Center Specific Plan area and is proposed to be expanded to areas outside of Town Center as part of the update.
- R1-A District (10,000 square-foot minimum lot size). This designation would be a transitional designation between the R2 residential designation which allows 6,000 square-foot lots, and the larger lot residential designations including R1 which allows 20,000 square-foot lots and Hillside Limited which allows 40,000 square-foot lots.
- Multiple Family Residential Overlay District. This designation would consist of an overlay that would allow mixed or multiple use development in appropriate locations at varying densities.
- General Commercial Overlay District. This designation would be applied in conjunction with underlying industrial land use designations in locations where opportunities are created for commercial development by the planned State Route 52 freeway construction.



Source: City of Santee General Plan, 2003



Not to Scale

Proposed General Plan Land Use Designations \_\_\_\_\_ Figure 4.2-1

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**TABLE 4.2-1**  
**Proposed General Plan Land Use Acreages by Land Use Designation**

<b>LAND USE DESIGNATION</b>	<b>ACRES</b>
<b><u>Residential</u></b>	
Hillside Limited (0-1 units / gross acre)	511
R1 Low Density (1-2 units / gross acre)	520
R1A (2-4 units / gross acre) <sup>1</sup>	137
R2 Low-Medium Density (2-5 units / gross acre)	2,764
R7 Medium Density (7-14 units / gross acre)	378
R14 Medium – High Density (12-22 units / gross acre) <sup>2</sup>	120
R22 High Density (22-30 units / gross acre) <sup>2</sup>	21
<b>Subtotal Residential</b>	<b>4,451</b>
<b><u>Residential Overlay / Mixed Use Districts</u></b>	
GC/R22 <sup>1</sup>	8
NC/R14 <sup>1</sup>	7
OP/R14 <sup>1</sup>	6
Residential / Business <sup>1</sup>	7
<b>Subtotal Residential Overlays</b>	<b>28</b>
<b><u>Office and Commercial</u></b>	
OP - Office Professional	23
NC - Neighborhood Commercial	43
GC – General Commercial	206
GC/IL General Commercial with Light Industrial Overlay	10
<b>Subtotal Office and Commercial</b>	<b>282</b>
<b><u>Industrial Districts</u></b>	
IL - Light Industrial	327
IG – General Industrial	113
IL/GC – Light Industrial w/ General Commercial Overlay	24
<b>Subtotal Industrial</b>	<b>464</b>
<b><u>Other Districts</u></b>	
TC - Town Center <sup>3</sup>	530
PUB - Public	544
PD - Planned Development <sup>1&amp;4</sup>	2,873
P/OS – Park Open Space	1,010
<b>TOTAL</b>	<b>10,182</b>

<sup>1</sup> Proposed new land use designation.

<sup>2</sup> These acreages do not include any of the land in the proposed Residential Overlay Districts. Land within these overlay districts could develop as mixed use or as either one of the two designated districts.

<sup>3</sup> Land uses within the Town Center are as specified by the Town Center Specific Plan. No changes in the land use designations in Town Center are contemplated by the proposed General Plan.

<sup>4</sup> This proposed designation would allow for master planned, mixed-use development consistent with the General Plan. Residential development in these areas is in addition to the acreage shown in the Residential and Residential Overlay categories.

### **4.2.1.2 Proposed Changes in Land Use Designations for Specific Parcels**

In addition to adopting new land use designations, the proposed General Plan includes changes to land use designations on specific parcels throughout the City as presented on Table 4.2-2.

## **4.2.2 CIRCULATION ELEMENT**

The Circulation Element identifies the general location and extent of the City's existing and planned street system, freeways and public and alternative transportation methods and facilities such as buses and light rail. It also identifies policies and programs to promote the effective use of transportation facilities to efficiently and safely move people and goods throughout the City. Both of these functions affect traffic volumes and distribution throughout the City.

A comprehensive review of the City's transportation system has been undertaken as part of the General Plan update. Changes in land use patterns, local roadways and freeways (e.g. SR 125 and 52), transit (e.g. San Diego Trolley) and traffic volumes that have occurred since the City's General Plan was originally prepared have been identified. In response to these changes, modifications are being proposed to the City's roadway system including the addition of new roads, deletion of planned roads, and changes in ultimate roadway classifications for both existing and planned streets.

Specific roadway changes, which are proposed as part of the proposed General Plan, are summarized in Table 4.2-3. The proposed Circulation Element map is shown in Figure 4.2-2.

The proposed Circulation Element also includes a number of policies and objectives which are intended to ensure an efficient circulation system for both local and regional traffic. These include:

- Support for the timely completion of State Route 52 to State Route 67;
- Active support for regional efforts to develop traffic and congestion management programs;
- Support for a regional airport that does not adversely impact City residents;
- Support for the use of freeway metering with appropriate mitigation for local streets;
- Designation of specific truck routes to provide a safe circulation system;
- Designation of a threshold of Level of Service for City street segments and intersections to apply to new development;
- Continued support for expansion of the Trolley and bus systems to directly reduce the number of vehicles on the road;
- Encourage and provide opportunities for Ride Sharing, Park and Ride and other similar commuter programs to reduce the number of vehicles during peak hour periods;



**TABLE 4.2-2**  
**Proposed Site Specific Land Use Designation Changes**

SITE	LOCATION	STUDY AREA SIZE / NUMBER OF PARCELS	EXISTING LAND USE	LAND USE DESIGNATION	
				EXISTING	PROPOSED
SOUTH CENTRAL SECTOR					
NC-1	North side of Mission Gorge Rd, just east of West Hills Pkwy	14.8 acres / 5 parcels	Kmart Store, 2 sfr (single family residence), horse corrals	NC	GC and GC/R22 overlay (overlay only on the Kmart site)
NC-2	Southeast & Southwest corners of Fanita Dr and Mission Gorge Rd	8.7 acres / 6 parcels	Commercial uses	NC	GC
NC-3	Northwest corner of Mast Blvd and Carlton Hills Blvd	4.5 acres / 2 parcels	Commercial center; vacant parcel	NC	NC/R14 Overlay
OP-1	South side of Mission Gorge Rd, west of Forester Creek	9.9 acres / 12 parcels	Commercial and industrial uses, nursing home and 2 sfr	OP	GC
OP-2	South side of Mission Gorge Rd, west of Tamberly Court	1.4 acres / 1 parcel	Vacant	OP	OP
OP-3	West side of Cottonwood Ave, north of Buena Vista Ave	0.57 acre / 1 parcel	Vacant	OP	GC
OP-4	West side of Cottonwood Ave, north of Buena Vista Ave	0.45 acre / 1 parcel	Vacant	OP	R14
OP-5	Northwest corner of Cottonwood Ave and Buena Vista Ave.	16 acres / 12 parcels	Six sfr; three vacant parcels, doctors office and office complex	OP	combination of R14, R22, R-B and OP
OP-6	Airport Vista Road	3.4 acres / 13 parcels	Nine sfr, 13 businesses, MTDB electrical substation	OP	R-B
OP-7	8624 Cuyamaca Street (APN: 384-311-34 – portion of )	1 acre / 1 parcel	Commercial and industrial uses	OP	IL
OP-8	8616 Cuyamaca St. (portion of); 9738-58 Prospect Ave.	2.5 acres / 4 parcels	Vacant parcels, industrial bldg	OP	GC and IL
SC-1	8846 Cottonwood Avenue	0.93 acre / 1 parcel	Auto repair business	OP	R14
SC-2	West side of Magnolia Avenue, just south of Mission Gorge Rd	1.4 acres / 1 parcel	Vacant	R2 / MHP	GC
SC-3	9830 Prospect Avenue	0.72 acre / 1 parcel	Commercial building	GC	GC w/ IL overlay
SC-4	9825, 9833 and 9835 Prospect Avenue	1.1 acres / 3 parcels	2 sfr; one vacant parcel	GC	IG
SC-5	Mac Cool Lane	4.9 acres / 20 parcels	11 sfrs; six apt bldgs, daycare center, truck storage yard	GC (north ) and IL (south )	R14 and R-B
SC-6	Rancho Fanita Vistas & Northview subdivisions open space lots	6.8 acres / 2 parcels	Vacant (existing open space lots)	R2	P/OS
SC-7	West side of Fanita at south City boundary (APN: 386-070-23)	9 acres / 1 parcel	Vacant	R7	P/OS

**TABLE 4.2-2 (Continued)**  
**Proposed Site Specific Land Use Designation Changes**

SITE	LOCATION	STUDY AREA SIZE / NUMBER OF PARCELS	EXISTING LAND USE	LAND USE DESIGNATION	
				EXISTING	PROPOSED
SC-8	West side of Carlton Hills Blvd on the south side of the San Diego River	2.77 acres / 1 parcel	Vacant	RR	R7/ P/OS
<b>WEST SECTOR</b>					
W-1	Hiser Lane (APN's: 386-300-05 and 30)	4.4 acres / 2 parcels	Six sfr; commercial use	GC	R14
W-2	Highlands MHP open space easement	2.4 acres / 1 parcel	Vacant (existing open space easement)	R2 / MHP	P/OS
W-3	APN's: 386-300-34 and 386-310-05	83 acres / 3 parcels	Vacant	HL	R-2 (flatter 8-acres only)
W-4	North side of Prospect Ave at Holden Rd (APN's: 383-112-32)	3.6 acres / 1 parcels	Vacant	R2	R7
W-5	8700 block of Prospect Avenue APN's: 383-112-05 and 28	12 acres / 2 parcels	Softball fields	Public	Combination of R2 and R7
W-6	South side of Mission Gorge Rd, west of SR52 / 125 interchange	1.8 acres / one parcel	Vacant	R14	GC
W-7	North side of Prospect Ave, west of Bible Missionary Fellowship (APN: 383-121-27 )	1 acre / 1 parcel	Vacant	R2	GC
W-8	Mesa Heights subdivision open space lot	5.96 acres / 1 parcel	Vacant (existing open space lot)	R2	P/OS
W-9	South of the terminus of Tyler St APN's: 386-290-9,10,20 and 26	14 acres / 4 parcels	Vacant	R1	R1
W-10	Two parcels south of the terminus of Dove Hill Dr	15.1 acres / 2 parcels	One sfr; vacant parcel	R2	R1A and HL
W-11	South of terminus of Clifford Heights Rd	5 acres / 2 parcels	Vacant (existing open space easements)	R-1	P/OS
W-12	East side of Mesa Road, south of Mesa Heights Rd	11.4 acres / 4 parcels	4 sfr	R2	R1A
W-13	Two parcels directly north of Grossmont College (APN's: 386-070-12 and 17)	78.8 acres / 2 parcels	Vacant	HL and R-1	R1
W-14	North of Grossmont College, just west of SR125 (APN: 386-070-28)	23 acres / 1 parcel	Vacant	Public	P/OS
	Carlton Oaks Country Club	87.2 acres / 1 parcel	Golf Course and related facilities	RR	PUD
	Auto Sales Overlay District – Generally located north of Prospect Avenue, south of Mission Gorge Road, west of SR52/125 interchange and east of Marrok Lane	Various boundaries will be evaluated	Combination of commercial uses, single family residences and vacant parcels	Evaluate feasibility of an overlay district to encourage establishment of auto dealerships in conjunction with an expanded Redevelopment Area	



**TABLE 4.2-2 (Continued)**  
**Proposed Site Specific Land Use Designation Changes**

SITE	LOCATION	STUDY AREA SIZE / NUMBER OF PARCELS	EXISTING LAND USE	LAND USE DESIGNATION	
				EXISTING	PROPOSED
EAST SECTOR					
E-1	10445 Mast Blvd	10.2 acres / 1 parcel	256-unit apt complex	R2	R22
E-2	Hillside area east of Hinsdale St (APN: 379-030-29)	14.6 acres / 1 parcel	Vacant (existing open space easement)	HL	P/OS
E-3	South side of Mast Blvd at east City boundary (APN: 379-030-31)	45.7 acres / 1 parcel	Vacant	HL	IL and P/OS
E-4	Eastern terminus of Hillcreek Rd	15.8 acres / 1 parcel	Vacant	HL	R2 and P/OS
E-5	Karerrlyn Dr. (APN: 382-320-10)	0.26 acres / 1 parcel	Vacant	R2	IL
E-6	South side of Woodside Ave at east City boundary	16 acres / 1 parcel	Vacant	R-1	R1A and R2
E-7	South side of Karrerlyn Dr, north of the Vista De Sierra subdivision	28.3 acres / 6 parcels	Vacant (existing open space easement)	R-1	P/OS
E-8	Vista De Sierra subdivision	8 acres / 10 parcels	Vacant (existing open space easement)	R-1	P/OS
E-9	Shadow Hill Park	5.7 acres / 1 parcel	City Park	R-1	P/OS
E-10	8943 and 8949 Magnolia Ave	Request Withdrawn			
E-11	10887 Woodside Avenue	17.5 acres / 1 parcel	Water District offices	OP / Public	OP w/R14 overlay and HL
E-12	Bell Collo Lane	39 acres / 1 parcel (portion of)	Vacant (existing open space easement)	R-1	P/OS
E-13	West face of Rattlesnake Mtn, east of Graves Ave	76 acres / 10 parcels	Two sfr; vacant parcels	HL	R-1A (flatter areas only) and HL
E-14	Rattlesnake Mountain	270 acres / 3 parcels	Vacant	HL	PUD
E-15	Northern end of O'Connell Rd	6 acres / 4 parcels	Vacant (existing open space easement)	HL	P/OS
E-16	Graves Avenue at Prospect Ave (APN's: 384-142-17 and 21)	3.69 acres / 2 parcels	Vacant	NC	GC and NC w/R14 overlay
O-1	GC Overlay – generally located on the east side of Magnolia Ave between Prospect Ave and Mission Gorge Rd	Approximately 22 acres / 10 parcels	Industrial and office uses	IL	IL w/GC overlay
O-2	North Woodside Avenue	Approximately 120 acres / 80 parcels	Industrial uses	Regional Shopping Overlay District	Delete Overlay District

**TABLE 4.2-2 (Continued)**  
**Proposed Site Specific Land Use Designation Changes**

SITE	LOCATION	STUDY AREA SIZE / NUMBER OF PARCELS	EXISTING LAND USE	LAND USE DESIGNATION	
				EXISTING	PROPOSED
NORTH SECTOR					
N-1	Northwest Magnolia area	145 acres / 32 parcels	Vacant	R1	R1
N-2	Northeast Magnolia area	320 acres / 54 parcels	Vacant	HL	R-1A (flatter areas only) and HL
N-3	Summit Ave area	53 acres / 12 parcels	Five sfr; vacant parcels	R-1	R-1A (flatter areas only) and R1
N-4	Northern end of Magnolia Ave	9.9 acres / 1 parcel	Vacant	HL	R1A and HL
N-5	North of terminus of Cuyamaca St and west of terminus of Lafe Dr	15.5 acres / 3 parcels	Vacant	R2 / R1	R1A and R2
N-6	Flora Magnolia condominiums open space lot	1.9 acres / 1 parcel	Vacant (existing open space lot)	R2	P/OS
	Fanita Ranch	2,589 acres / 9 parcels	Vacant	Specific Plan	PD

**Legend**

RESIDENTIAL

HL – Hillside Limited Residential 0-1 dwelling units per gross acre  
R-1 – Low Density Residential 1-2 dwelling units per gross acre  
R1A\*– Minimum 10,000 square foot lot District  
R2 – Low – Medium Density Residential 2-5 dwelling units per gross acre  
R7 – Medium Density Residential 7-14 dwelling units per gross acre  
R14 – Medium – High Density Residential 14-22 dwelling units per gross acre  
R22\* – High Density Residential 22-30 dwelling units per gross acre

MIXED USE DEVELOPMENT

PUD\* (Planned Development) The intent of this district would be to allow for master-planned, mixed use development consistent with the General Plan. This new designation will be evaluated for appropriate properties

\*Proposed new land use designations.

COMMERCIAL AND OFFICE

R-B\* Residential Business District  
OP – Office Professional  
NC – Neighborhood Commercial  
GC – General Commercial

INDUSTRIAL

IL – Light Industrial  
IG – General Industrial

OTHER

P / OS – Park / Open Space

OVERLAY DISTRICTS

H – Hillside Overlay District  
MHP – Mobilehome Park Overlay District  
Residential Overlay\*  
Commercial Overlay\*

**TABLE 4.2-3**  
**Proposed Roadway System Revisions**

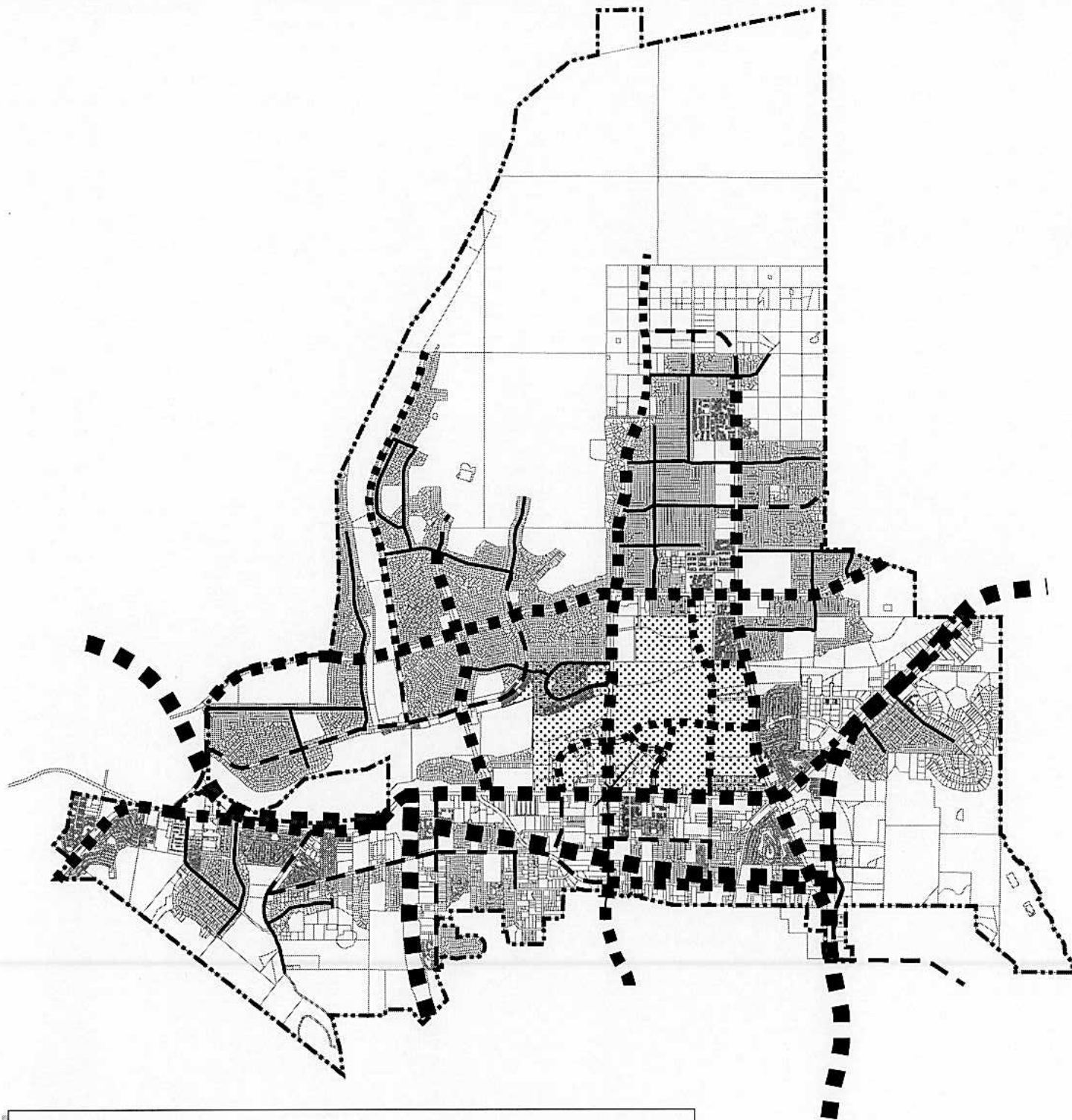
ROADWAY	SEGMENT	PROPOSED ACTION
<b><u>Freeways</u></b>		
SR 52	Western City Limits to SR 67	Revise alignment to reflect adopted route
SR 125	SR 52 to northern City Limits	Delete SR 125 north of SR52 through the City
<b><u>Streets</u></b>		
Abraham Way	Northern terminus to Isaac Street	Assign classification of Industrial Street
Argent Street	Prospect Avenue to Pathway Street	Assign classification of Industrial Street
Beck Drive	Cuyamaca Street to Via Francis	Assign classification of Residential Collector
Bilteer Drive	Beck Drive to Town Center	Assign classification of Residential Collector
Buena Vista Avenue	Cuyamaca Street to Olive Lane	Delete
Buena Vista Avenue	Cottonwood Avenue to Railroad Avenue	Revise classification from Residential Collector to Industrial Street
Carlton Hills Boulevard	Cuyamaca Street to SR 67	Delete
Cottonwood Avenue	Park Avenue to Mast Blvd	Revise classification from Collector to Parkway
Cuyamaca Street	Lafe Drive to Fanita Parkway	Revise classification from Major Arterial to Parkway
Fanita Drive	Mission Gorge Road to Prospect Avenue	Revise classification from Major Arterial to Collector
Fanita Parkway	Carlton Oaks Drive to Cuyamaca Street	Assign classification of Parkway north of Mast Blvd and Collector south of Mast Blvd
Ganley Road	Fanita Parkway to Settle Road	Assign classification of Residential Collector
Graves Avenue	Northern terminus to southern City limits at Pepper Drive	Assign classification of Residential Collector north of Prospect Ave and Collector south of Prospect Ave
Gooden Ranch Road	SR 125 to SR 67	Delete
Hartley Road	Western terminus to North Woodside Avenue	Assign classification of Industrial Street
Isaac Street	Abraham Way to Hartley Road	Assign classification of Industrial Street
Magnolia Avenue	Mission Gorge Road to Prospect Avenue	Revise classification from Major to Prime Arterial
Magnolia Avenue	Princess Joann Road to Cuyamaca Street	Revise classification from Major Arterial to Collector
Mesa Avenue	Cuyamaca Street to Magnolia Avenue	Delete
Mesa Road	Mission Gorge Road to Prospect Avenue	Revise classification from Major Arterial to Collector
Mesa Road	Prospect Avenue to Mesa Heights Road	Revise classification from Collector to Residential Collector

**TABLE 4.2-3 (Continued)**  
**Proposed Roadway System Revisions**

ROADWAY	SEGMENT	PROPOSED ACTION
Mesa Heights Road	Mesa Road to South Tyler Street	Assign classification of Residential Collector
Mesa Road / Cowles Mtn. Road	From Mesa Heights Road to south City limits	Delete
Mission Gorge Road	Cuyamaca St. to Magnolia Avenue	Revise classification from Major to Prime Arterial
Mission Gorge Road	Western City limits to West Hills Parkway	Revise classification from Prime Arterial to Major Arterial
Mission Gorge Road	State Route 125 to Carlton Hills Blvd	Revise classification from Major Arterial to Prime Arterial
North Woodside Avenue	Magnolia Avenue to State Route 67	Assign classification of Parkway
River Park Drive	Willow Pond Road to east of Whispering Willow Dr.	Assign classification of Residential Collector
Olive Lane	Via Zapador to Argent Street	Add extension and assign classification of Collector for the extension
Pathway Street	Argent Street to Prospect Avenue	Assigned classification of Industrial Street
Princess Joann Road	Magnolia Avenue to eastern terminus	Assign classification of Residential Collector
Railroad Avenue	Mission Gorge Road to Prospect Avenue	Revise classification from Residential Collector to Industrial Street and revise alignment where it intersects with Mission Gorge Road
Rancho Fanita Drive	Big Rock Road to Mesa Road	Delete
River Park Drive	East of Whispering Willow Dr. to Cuyamaca Street	Assign classification of Collector
River Park Drive	Cuyamaca Street to <del>Magnolia</del> Cottonwood Avenue	Delete
Rockvill Street	Magnolia Avenue to eastern terminus	Assign classification of Industrial Street
Shadowhill Road	Wheatlands Road to S. Woodside Avenue	Delete
Shadowhill Road	S. Woodside Avenue to Bell Collo Lane	Revise classification from Collector to Residential Collector
Stevens Road	Wheatlands Avenue to Hartley Road	Assign classification of Industrial Street
Town Center Parkway	Cuyamaca to Magnolia Avenue	Assign classification of Parkway
Tyler Street	Full street length	Assign classification of Residential Collector
Strathmore Drive	Ganley Road to Settle Road	Assign classification of Residential Collector
Via Zapador	Olive Lane to Prospect Avenue	Delete
West Hills Parkway	Mast Boulevard to Mission Gorge Road	Assign classification of Collector
Wheatlands Avenue	Abraham Way to North Woodside Avenue	Assign classification of Industrial Street

**TABLE 4.2-3 (Continued)**  
**Proposed Roadway System Revisions**

<b>ROADWAY</b>	<b>SEGMENT</b>	<b>PROPOSED ACTION</b>
Wheatlands Court	Northern terminus to Wheatlands Avenue	Assign classification of Industrial Street
Wheatlands Road	Wheatlands Avenue to Hartley Road	Assign classification of Industrial Street
Willow Pond Road	Carlton Oaks Drive to Mission Creek Drive	Assign classification of Residential Collector



LEGEND



**Freeway**



**Prime Arterial**



**Major Arterial**



**Parkway**



**Collector**



**Residential Collector**



**San Diego Trolley**



Not to Scale

Source: City of Santee, 2003

- Provide a comprehensive City-wide system of bike and pedestrian paths to make alternative modes of transportation feasible;
- Implement more efficient and effective intersection designs and signalization technologies;
- Encourage and implement traffic control measures such as landscaped medians, and shared driveways to reduce traffic conflicts and improve traffic flow on City streets; and
- Develop and implement Neighborhood Traffic Management controls to control speed and improve safety on neighborhood streets

### **4.2.3 HOUSING ELEMENT**

Government Code Section 65302 requires all cities and counties within the State of California to include a Housing Element in its General Plan. The Housing Element is designed to assist a jurisdiction in the planning and provision of adequate housing for all income groups within its population during a given five-year period. The last five-year update was adopted in June 1990, and amended once in 1992 to include an analysis of units at risk of converting to non low-income units.

The Housing Element does not provide entitlements for any particular housing type or project, but rather utilizes the Land Use Element to identify the availability of land for housing projects and provides an overview of Santee's housing needs and residential characteristics (1990 census). It includes a "Needs Assessment" and market analysis containing a summary of present and projected housing needs, opportunities and constraints to the provision of housing within the community. The Housing Element also provides an evaluation of the City's previous Housing Element and the City's progress towards meeting regional share and self-certification (fair share) goals. Goals, policies and programs are presented that addresses the City's needs, opportunities and constraints related to the provision of housing.

In addition, the Housing Element includes two major revisions. The Element identifies possible locations for emergency shelters and transitional housing facilities by identifying zones where such facilities would be allowed. In addition, the Element updates the City's existing density bonus provisions to reflect current state law. Both of these revisions will require amendments to the City's Municipal Code.

### **4.2.4 RECREATION ELEMENT**

The purpose of the Recreation Element is to identify park and other recreational resources that exist within the City and to suggest ways in which these resources can be preserved or enhanced. This Element is also used in conjunction with the City's Park and Recreation Facilities Master Plan as a guide for the acquisition and development of a citywide system of park and recreation facilities. The update focuses on updating the City's inventory of existing and planned recreation facilities and addresses changes in park facility and recreation programming needs in the City.

## **4.2.5 TRAILS ELEMENT**

The updated Element identifies a comprehensive bike, pedestrian and equestrian trail system that better meets the changing needs of the City. The proposed trail system provides for alternative modes of circulation within the City, linking activity areas both within the City as well as linking to existing and proposed regional trails. The Element focuses on providing both commuter and recreational trails throughout the City to provide an alternative to vehicular travel.

## **4.2.6 CONSERVATION ELEMENT**

This Element merges the existing Open Space and existing Conservation Elements into one element. The City is in the process of adopting a Subarea Plan to implement the regional MSCP within the General Plan area, which would conserve approximately 2,600 acres of natural habitat. While the Conservation Element includes a policy committing the City to preparing it's Subarea Plan, that document is not evaluated in this EIR. Other issues that are addressed in the Conservation Element include updating the open space, biological and cultural resources inventories, and addressing changes in water quality laws and local implementation measures.

## **4.2.7 SAFETY ELEMENT**

The existing Seismic Safety and Public Safety Elements have been merged into a single Safety Element. This new element contains information regarding current conditions, regulations and standards related to geologic and seismic hazards, fire and life safety, crime prevention, airport hazards, flooding, and traffic hazards within the City.

## **4.2.8 NOISE ELEMENT**

Using the traffic projections from the traffic forecast prepared as part of updating the Circulation Element, the noise contour maps contained in the Noise Element have been updated to provide a more accurate prediction of areas within the City which may experience high traffic and/or aircraft noise levels. In addition, the updated element redefines the threshold for "noise sensitive uses" from 60 dBA to 65 dBA.

## **4.2.9 COMMUNITY ENHANCEMENT ELEMENT**

The Community Enhancement Element represents a consolidation of the existing Community Design and Scenic Highways Elements. Community design objectives have been strengthened to focus not only on ensuring high quality design of new development but also to protect and enhance existing neighborhoods as well as commercial and industrial development in the City. Among the policies are street corridor identification and enhancement through streetscape design standards, identification and enhancement of gateways, citywide kiosk/wayfinding sign programs, and the development of a neighborhood revitalization strategy. This Element seeks to more fully address the beautification of existing areas through programs designed to promote



public participation and stewardship in neighborhood, commercial and industrial areas and the natural environment.

## 4.1.10 GENERAL PLAN AREA EXPANSION

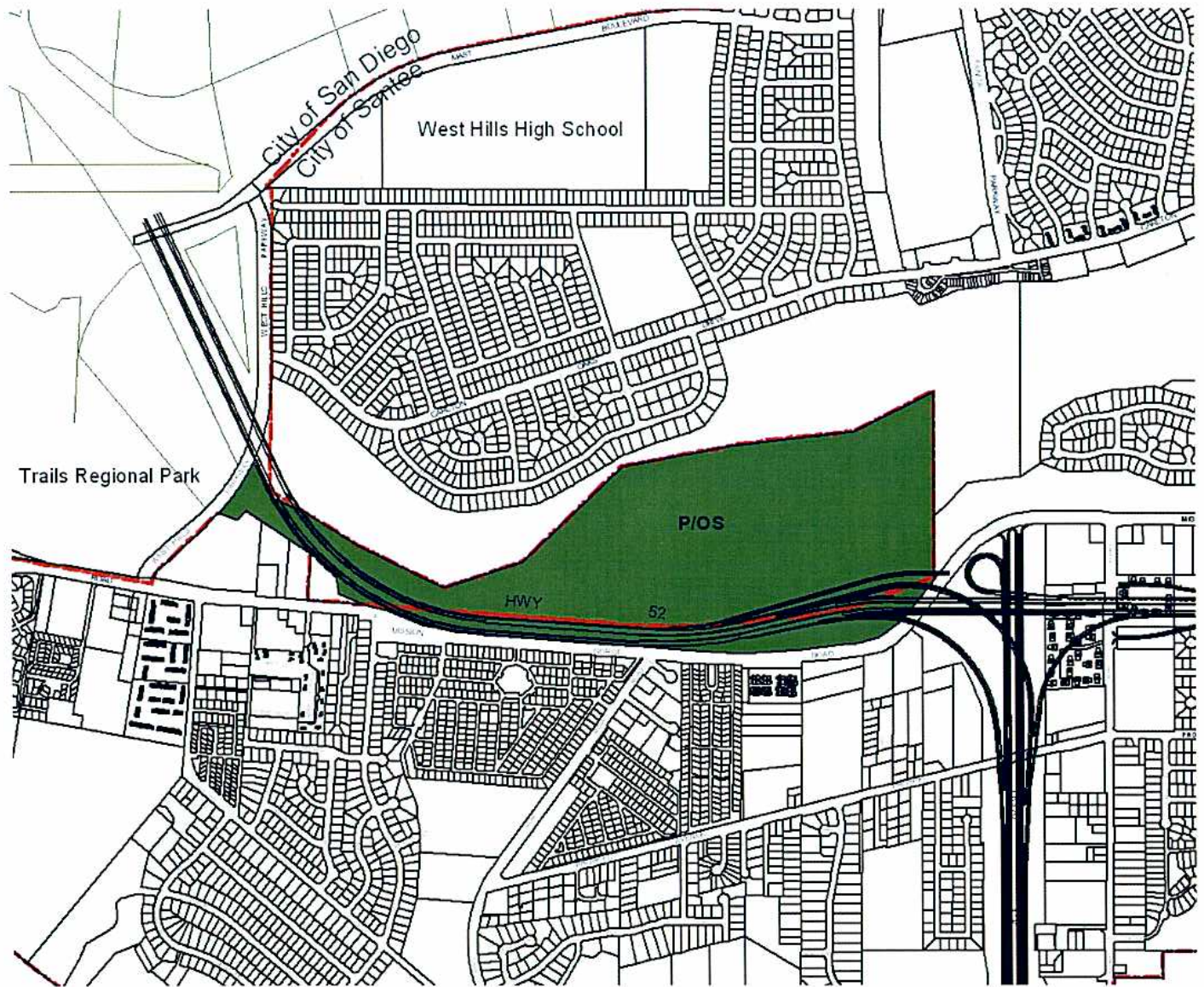
The proposed General Plan also considers the feasibility of annexing into the City of Santee land currently within the City of San Diego. The subject property is a part of the Carlton Oaks Country Club and is largely within the floodplain of the San Diego River (Figure 4.2-3). This area has long been contemplated for annexation into the City and was pre-zoned to Park/Open Space in 1984. The proposed General Plan would maintain this pre-zone designation in the East Elliot area of San Diego along the City of Santee's western border as shown on Figure 4.2-3. Prior to consideration of possible annexations, the City must "pre-zone" these properties. Pre-zoning is done prior to annexation to clearly state the annexing City's intentions regarding the future use of the property. Pre-zoning does not mean the City has decided to annex these areas, it is only a prerequisite to the City possibly doing so in the future. The City of San Diego must first agree to detach the property before Santee could annex it. A description of the three subareas follows:

- 1) East Elliot — North of Mast and West of Medina Street. The City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan identifies approximately 115 acres in this area where future development would be permitted, with the remaining land preserved as habitat as part of the City of San Diego's MSCP Subarea. This area is located on the north side of Mast Boulevard across from West Hills High School extending north along the west side of the existing homes on Medina Drive. The area would be pre-zoned Park/Open Space (P/OS).
- 2) East Elliot — Southwest Corner of Mast Blvd and West Hills Parkway. This is a single 43-acre property owned by Midwest Television. The property is actually bisected by the SR52 freeway. The portion of the property south of the freeway contains two radio transmission antennas, a small equipment building and riparian habitat. The developable portion of this site is located on the north side of the freeway at the southwest corner of Mast Boulevard and West Hills Parkway. The portion of the site in the San Diego River floodway and south of SR52 would be designated Park/Open Space (P/OS) and the remainder of the site would be designated General Commercial (GC).
- 3) Northwest Corner of Mission Gorge Road and West Hills Parkway. This is a single 24-acre property owned by Midwest Television. The zoning on the property is currently residential and the property is located within the City of San Diego's MSCP Subarea Plan, although it has disturbed habitat on-site. The small portion of the site in the San Diego River floodway would be designated Park/Open Space (P/OS), and the remainder of the site would be designated General Commercial (GC).

## **4.3 DISCRETIONARY ACTIONS**

This Master Environmental Impact Report will be used by the City of Santee for the adoption of the proposed General Plan and may be used for General Plan implementation and subsequent projects, which could include the following actions:

- Approval of rezoning of land currently within the City of San Diego in anticipation of annexation into the City of Santee;
- Approval of revisions to the Zoning Map and Ordinance and other Municipal Code sections to incorporate the directives of the General Plan;
- Approval of development plans, including tentative maps, conditional use permits and other land development permits and entitlements; and/or
- Approval of funding and construction for public improvement projects.



Not to Scale

Source: City of Santee, 2003

Existing Prezone Areas and Designations \_\_\_\_\_ Figure 4.2-3

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# CHAPTER 5.0

## ENVIRONMENTAL ANALYSIS

### 5.1 LAND USE

#### 5.1.1 EXISTING CONDITIONS

##### 5.1.1.1 Existing Land Uses and Development Pattern

Of the approximately 10,615 acres (approximately 17 square miles) which comprise the City, residential land represents 28.9 percent (3,063 acres) of the land area, with commercial and industrial uses occupying 3.6 percent (383 acres) and 2.9 percent (308 acres), respectively. Another 12.2 percent (1,299 acres) is occupied by public/semi-public uses, while 41.6 percent (4,418 acres) remains vacant as shown on Table 5.1-1. The existing land use pattern in the City is illustrated on Figure 5.1-1. A brief summary of land use by category follows:

#### **Residential Land Uses**

Residential uses in the City are primarily composed of single-family detached units on standard subdivision lots. Table 5.1-1 indicates that 39.0% of the developed acreage in the City is in single-family housing uses. This type of residential development is found in all sections of the City, but it is particularly dominant north of the San Diego River.

Multi-family housing, including apartments and condominiums, together with mobile homes, provide the balance of housing in the City today. There are currently 12 mobilehome parks located within Santee. Most of the 12 parks are located near the City's highly traveled roads including Mission Gorge Road, Magnolia Avenue and Prospect Avenue. The recent and planned future phases of SR 52 through the City will eliminate a number of mobilehomes located along the freeway alignment.

**TABLE 5.1-1**  
**Summary of Existing Land Uses**

<b>LAND USE TYPE</b>	<b>ACREAGE</b>	<b>PERCENT OF DEVELOPED AREA</b>	<b>PERCENT OF TOTAL CITY</b>
Single Family Residential	2,418	39.0	22.8
Multi Family Residential	359	5.8	3.4
Mobile Home Residential	286	4.6	2.7
Subtotal: Residential	3,063	49.4	28.9
Office Professional	16	0.3	0.1
Commercial	367	5.9	3.5
Subtotal: Commercial & Office Professional	383	6.2	3.6
Industrial	308	5.0	2.9
Public/Semi Public (Schools, Parks, Santee Lakes, Golf Course, etc.)	1,299	21.0	12.2
Right-of-Way	1,144	18.5	10.8
<b>TOTAL DEVELOPED</b>	<b>6,197</b>	<b>100.0</b>	<b>58.4</b>
Vacant	4,418	--	41.6
<b>TOTAL CITY (Incorporated Boundary Acreage)</b>	<b>10,615</b>	<b>--</b>	<b>100.0</b>

Multi-family development, including both apartments and condominiums, is typically located along the City's major roads, including Fanita Drive, Mission Gorge Road, Carlton Hills Boulevard, Halberns Boulevard and Magnolia Avenue. Since adoption of the General Plan in 1984, approximately 1,400 condominiums and apartments have been constructed in the City. As is the case with mobilehome parks, the City lost several large multiple-family residential projects with the ongoing construction of the SR 52 and 125 freeways.

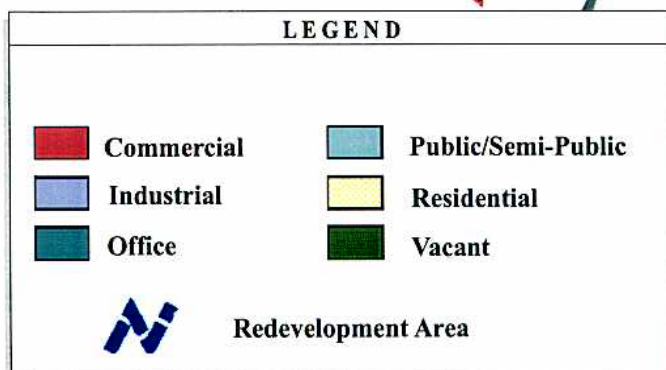
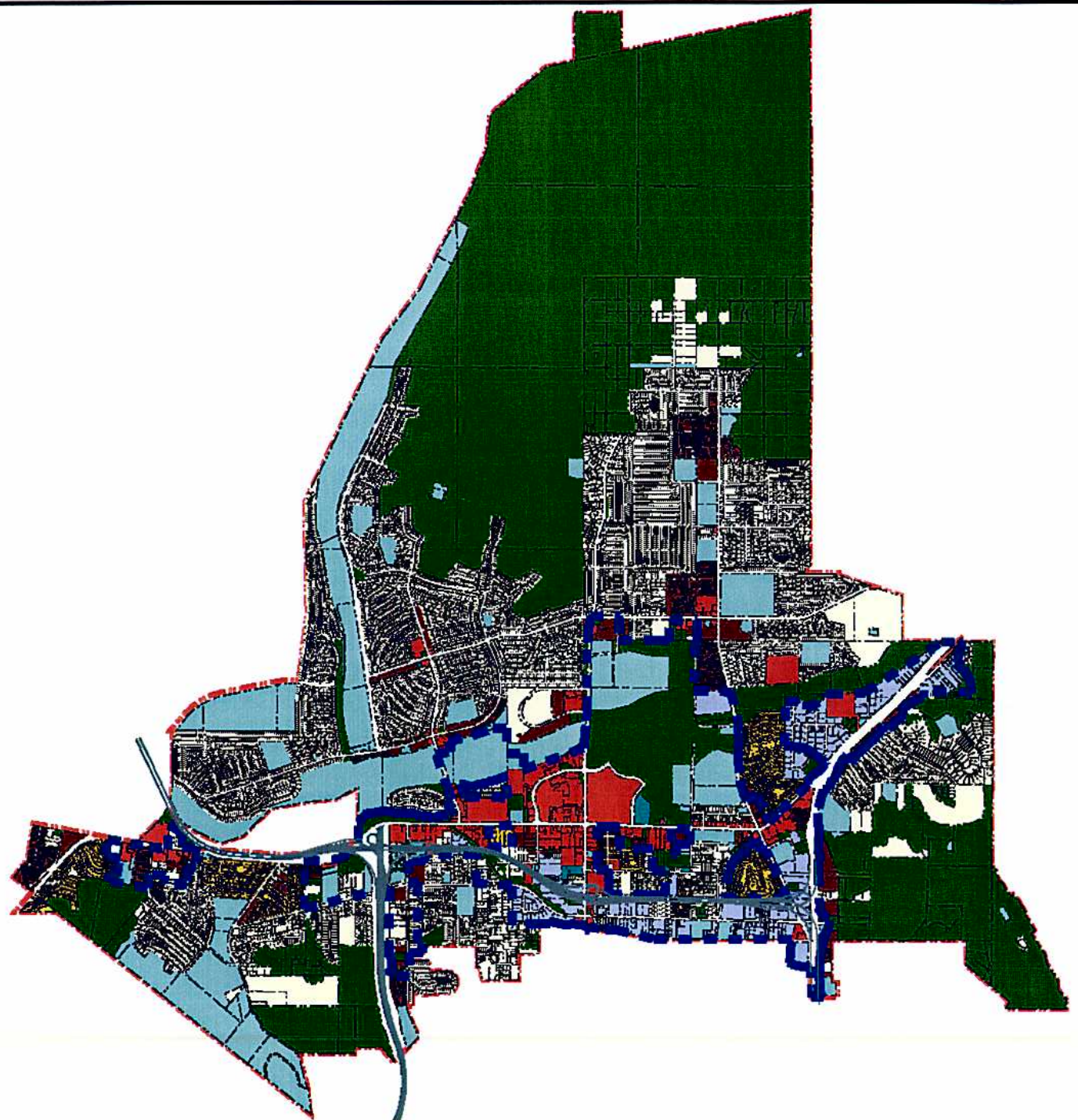
### **Commercial Land Uses**

Commercial land uses represent approximately six percent of the developed land within Santee. Major commercial uses are concentrated along Mission Gorge Road and within the Town Center area, with small neighborhood centers dispersed throughout the City.

### **Office Professional Land Use**

Office professional development in the City has not been significant historically; however, interest in East County and Santee in particular has grown in recent years. Existing office development in the City encompasses about 200,000 square feet, located at various sites south of Mission Gorge Road and along Cuyamaca Street.





Source: City of Santee General Plan



Not to Scale

Existing General Plan Land Use Map \_\_\_\_\_ Figure 5.1-1

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## **Industrial Land Use**

Industrial development in the City usually is in the form of light industrial uses, which are characterized by manufacturing and assembly, electronics, research and development and light warehousing uses. Industrial uses in the City are concentrated in the south-central area along Prospect Avenue, Magnolia Avenue and Cuyamaca Street and north of Woodside Avenue along the San Diego River corridor. Since adoption of the City's General Plan in 1984, more than 1.25 million square feet of industrial development has occurred, the majority of it in master-planned industrial parks along Prospect and Woodside Avenues.

## **Public/Semi-Public Land Uses**

Public/semi-public land uses are composed of schools, public and private parks, and churches. The City's six developed park sites – Mast Park, Woodglen Vista Park, Big Rock Park, West Hills Park, Shadow Hill Park, Santee Mini Park and the Town Center Community Park, together with Mission Trails Regional Park, Santee Lakes Regional Park and Campground and the Carlton Oaks Golf Club, provide extensive areas for recreation. The City's ~~12~~9 elementary and two high schools also provide recreational opportunities.

## **Vacant Land**

Approximately 42 percent of the City is currently vacant. Parcels that comprise the primary vacant areas are undeveloped canyons and hillsides in the north (Fanita Ranch and the north Magnolia Avenue area), southeast (Sky Ranch) and steeply sloped and rolling terrain in the southwest portions of the City. A significant amount of vacant acreage is also found along the San Diego River corridor including the floodway, the floodplain, a biological habitat preserve west of the Carlton Hills Boulevard bridge and several large, relatively developable parcels in the Town Center area.

## **Surrounding Area**

Surrounding land uses are varied. Bordering the City on the south is Gillespie Field, a general aviation airport, and the residential community of Fletcher Hills, both of which are within the City of El Cajon. San Carlos, a residential community within the City of San Diego, and Mission Trails Regional Park are to the southwest. To the west is the undeveloped East Elliott area of the City of San Diego and the Marine Corps Air Station Miramar. The City is bordered on the east by the primarily low-density residential unincorporated communities of Lakeside and Eucalyptus Hills and on the northeast by vacant land and active mining operations in Slaughterhouse Canyon. To the north, the City is bordered by vacant, privately-owned land in the County of San Diego as well as the County's Sycamore Canyon Open Space Preserve. Further to the north lies Goodan Ranch Regional Park that is jointly owned by the cities of Santee and Poway, the County of San Diego and the State of California.

### **5.1.1.2 Applicable Plans and Policies**

The following plans and policy would be applicable to the proposed General Plan update:

#### **Multiple Species Conservation Program**

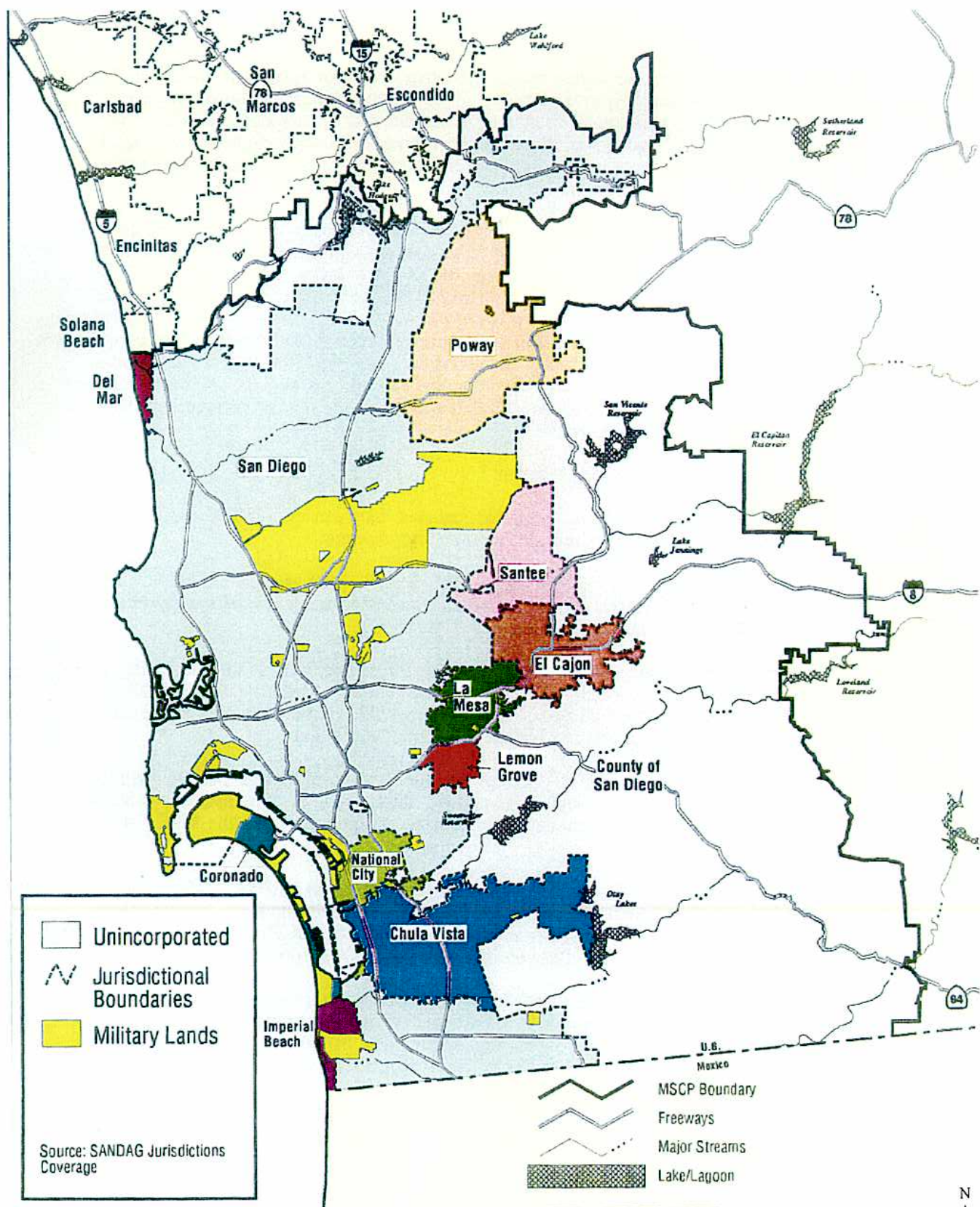
The Multiple Species Conservation Program (MSCP) is a comprehensive habitat conservation planning program that addresses multiple species habitat needs and the preservation of native vegetation communities for a 900-square-mile (582,243 acres) area in southwestern San Diego County. The MSCP includes 11 city jurisdictions, portions of the unincorporated County of San Diego, and several special districts as shown on Figure 5.1-2. It is one of three subregional habitat planning efforts in San Diego County which contribute to the preservation of regional biodiversity through coordination with other habitat conservation planning efforts throughout southern California. The MSCP is intended to allow local jurisdictions, including the City of Santee, to maintain land use control and development flexibility by planning a regional preserve system that can meet future public and private project mitigation needs.

Local jurisdictions and special districts will implement their respective portions of the MSCP Plan through subarea plans, which will describe specific implementing mechanisms for the MSCP. The MSCP subarea plans will contribute collectively to the conservation of vegetation communities and species in the MSCP study area. The combination of the subregional MSCP Plan and subarea plans are to serve as a multiple species Habitat Conservation Plan (HCP) pursuant to Section 10(a)(1)B of the federal Endangered Species Act and a Natural Community Conservation Plan (NCCP) pursuant to the California NCCP Act of 1991 and the state Endangered Species Act. The participating jurisdictions and special districts will submit these plans to the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) in support of applications for permits and management authorizations, respectively, to impact listed species and other species of concern. The conservation and management responsibilities, guarantees of implementation, and corresponding authorizations for all parties are to be contained in an implementing agreement between the entity responsible (i.e., City of Santee) for each subarea plan and the wildlife agencies (USFWS and CDFG).

#### **Gillespie Field Comprehensive Land Use Plan**

The Comprehensive Land Use Plan (CLUP) for Gillespie Field was prepared and adopted by the San Diego Association of Governments (SANDAG) acting as the Airport Land Use Commission (ALUC). The CLUP, which was adopted in July 1989, was prepared to assist in ensuring compatible land development in the area surrounding Gillespie Field. The plan addresses the Airport's Influence Area, projected noise contours, clear zones, land use compatibility, and plan recommendations.

The Airport Influence Area encompasses adjacent areas that could be impacted by noise levels exceeding 60 dB CNEL or where height and land use restrictions would be needed to prevent obstructions to navigable airspace and incompatible land uses at the end of the runways. The only land uses considered to be compatible within the restricted areas, identified as "Clear Zones," are:



Source: MSCP Plan, 8/1998



Not to Scale

Jurisdictions within MSCP Study Area \_\_\_\_\_ Figure 5.1-2

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- Vacant Land, Natural Park and Recreation Areas or Habitat and Species Preservation Areas;
- Public rights-of-way;
- Agriculture, except livestock;
- Sand and gravel extraction;
- Storage facilities, not including flammables, explosives and corrosives; and
- Low intensity land uses characterized by a low number of employees and customers per square foot of building area.

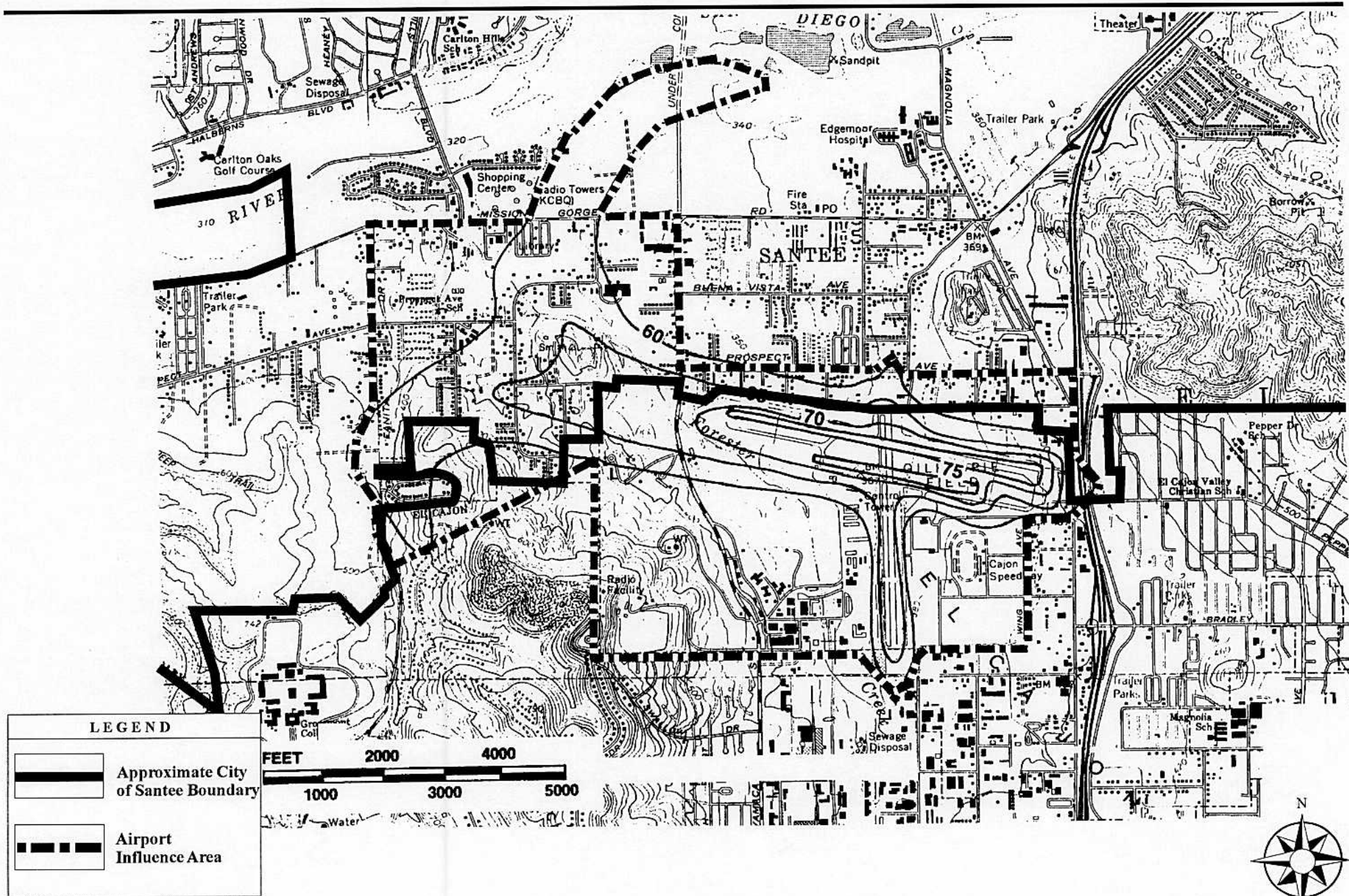
As shown in Figure 5.1-3, the Airport Influence Area and the 60 and 65 dB CNEL contours penetrate the southern portion of the City. As shown in Figure 5.1-4, the Clear Zone at the northern end of Runway 35 and the Clear Zone at the western end of Runway 27 R extend into the City of Santee.

The CLUP concluded that the Santee Zoning Ordinance, which identifies the clear zones as either Public or Park/Open Space zoning, in conjunction with aviation easements acquired within or adjacent to the Clear Zones at Runway 35 and 27R, provided assurance that new construction would not create excessively high structures near the airport's clear zones. The CLUP, however, also concluded that the 1984 General Plan was not consistent with the CLUP because residential uses were permitted within the area impacted by noise levels of 65 dB CNEL or greater.

The CLUP includes the following recommendations for action by the City.

1. Adopt an Overlay Zone to identify the Airport Influence Area, as defined by the CLUP. Prohibit incompatible uses within the Airport Influence Area, including inappropriate heights which would penetrate the airport approach surfaces.
2. Use the CLUP to review pertinent proposals for revision of the General Plan for the City of Santee. The City of Santee should revise the residential plan and zoning currently within the 65-70 dB DNL contours and work with the airport operator to reduce the future 65 dB CNEL contour impact on residentially zoned areas, or revise the residentially planned and zoned areas impacted by future 65 dB CNEL contours in order to be compatible with the CLUP.
3. Adopt an ordinance making the requirements of the existing and applicable California Noise Insulation Standards (California Administrative Code, Title 24) apply to single family detached residences (between the 60-65 dB CNEL contours) in the same manner as they are applied to multiple family residences and other buildings addressed in that law. Include in such ordinance a requirement for an aviation easement for all new residential construction to be recorded in the deed filed with the County Recorder and a copy to be filed with the airport operator.





Source: Comprehensive Land Use Plan for Gillespie Field, 7/1989

# Gillespie Field Airport Influence Area and Project Noise Contours

Figure 5.1-3



## NAS Miramar Comprehensive Land Use Plan

The CLUP for NAS Miramar was prepared and adopted by SANDAG acting as the ALUC. The CLUP, which was adopted in October 1990 and amended in September 1992, was prepared to assist in ensuring compatible land development in the area surrounding NAS Miramar (now MCAS Miramar). The plan addresses the Airport's Influence Area, projected noise contours, accident potential zones, land use compatibility, and plan recommendations.

The Airport Influence Area encompasses adjacent areas that could be impacted by noise levels exceeding 60 dB CNEL or areas that could be exposed to the possibility of aircraft accidents.

As shown in Figure 5.1-5, the Airport Influence Area crosses the northernmost portion of the City of Santee. ~~However, as shown in Figure 5.1-6, neither the 60 dB CNEL contour~~ also crosses into the northern portion. No nor any of the accident potential zones penetrate the City.

### 5.1.2 SIGNIFICANCE CRITERIA

Land use impacts would be significant if adoption or implementation of the proposed General Plan update would:

- Conflict or be inconsistent with applicable federal, state, regional or other local agency plans, regulations, or policies;
- Result in substantially incompatible land uses; and/or
- Physically divide an established community.

### 5.1.3 IMPACTS

The following is an assessment of the potential land use impacts associated with the proposed General Plan update.

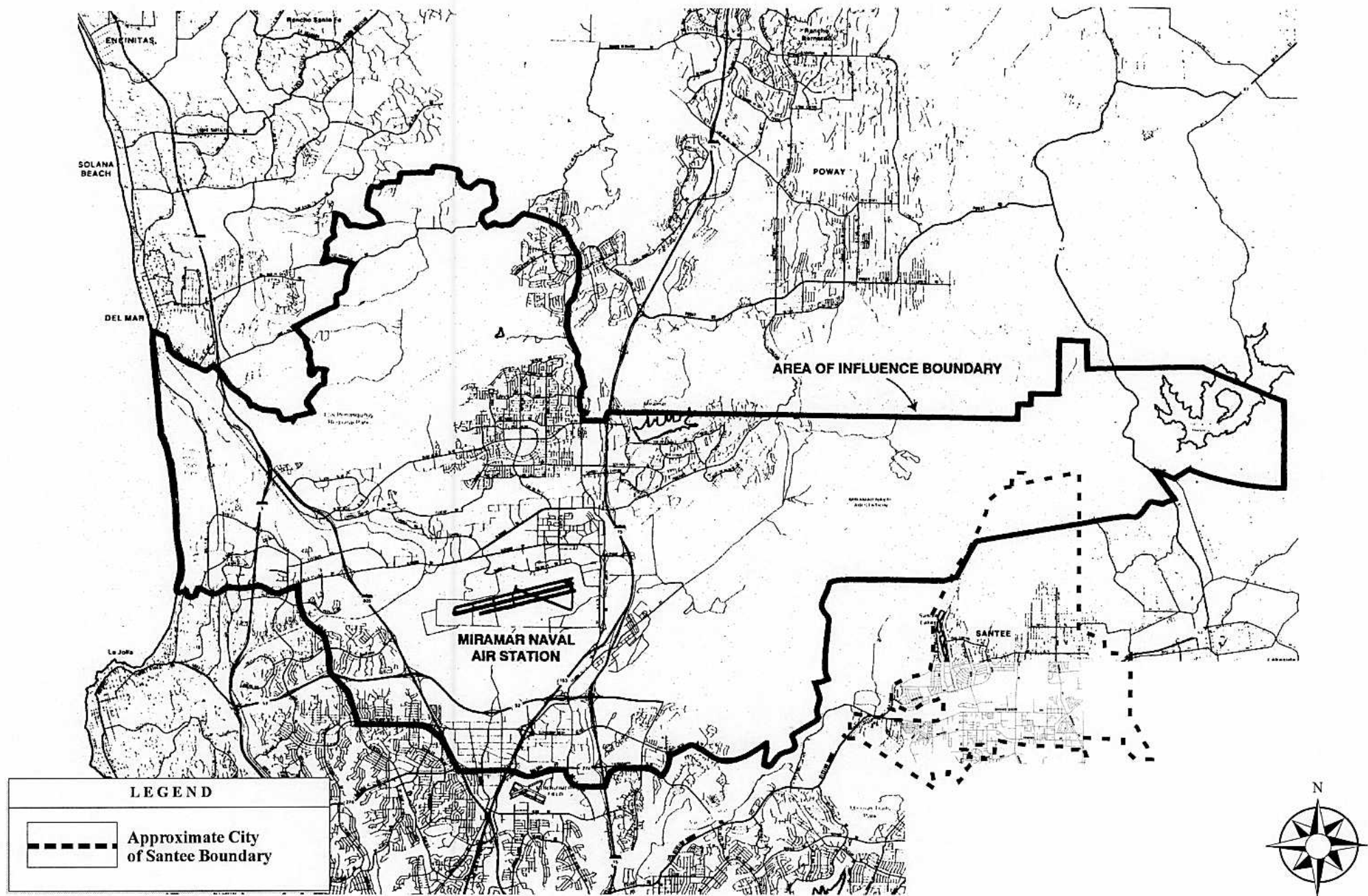
#### 5.1.3.1 Development Pattern

A comparison of the existing land uses (Figure 5.1-1) with the proposed Land Use Map (Figure 4.2-1) reveals that the overall development pattern in the already developed areas of the City would not drastically change from the existing conditions with implementation of the proposed General Plan update. However, there would be the development of approximately 1,800 acres of currently vacant lands. The most significant of these vacant lands, which are briefly discussed below, are the Town Center along the San Diego River, the Fanita Ranch and the North Magnolia Area in the north, and Rattlesnake Mountain in the southeastern portion of the City.

#### Town Center

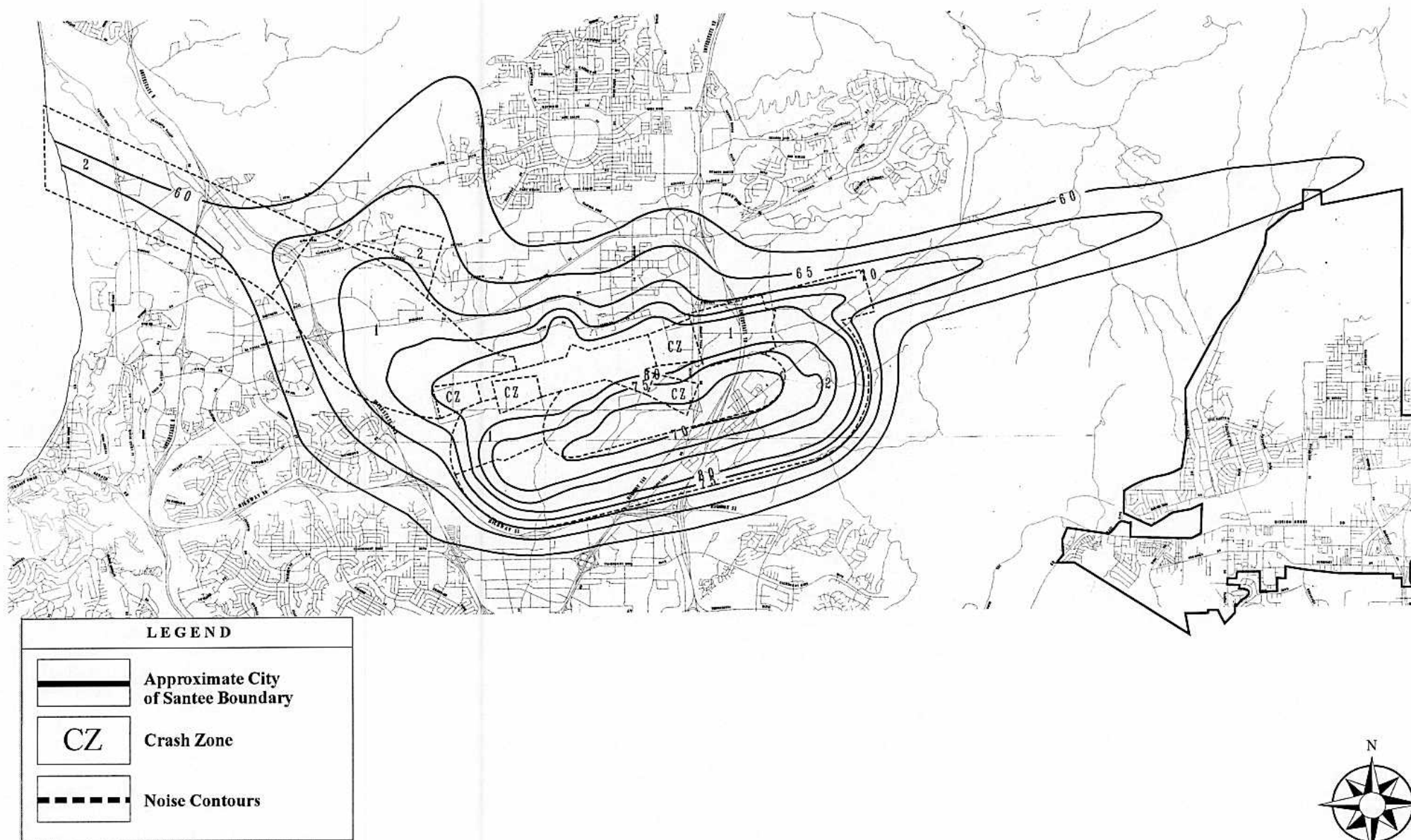
The remaining undeveloped portions of the Town Center, which are located along the San Diego River corridor and are in proximity to planned freeways, represents a tremendous opportunity area in the City's central core. The Land Use Element recognizes the importance of maintaining





Source: Comprehensive Land Use Plan NAS Miramar - Influence Area, 10/1990

MCAS Miramar Airport Influence Area \_\_\_\_\_ Figure 5.1-5



Source: Comprehensive Land Use Plan NAS Miramar - Noise Contours and APZ, 10/1990

the integrity of the natural river system as a significant environmental resource supporting sensitive habitats and vegetation, providing flood control and conveyance, and maintaining high-quality scenic resources.

To address these concerns the City adopted the Town Center Specific Plan in October of 1986 to guide the development of the Town Center area. The plan envisions a comprehensively planned, mixed use development of commercial, office, residential, recreational and open space uses over 706 acres in the center of the City.

### **Fanita Ranch**

The 2,589-acre Fanita Ranch exhibits a wide variety of topography, scenic resources, and significant vegetation and habitats.

### **Rattlesnake Mountain**

The Rattlesnake Mountain is an approximately 400-acre hillside area located in the southeast quadrant of the City. This area is characterized by steep topography, limited availability of public services such as road and utilities, and is identified as a core biological resource area in the City (see Conservation Element).

The proposed General Plan recognizes the importance of properly planning for these three large, vacant areas and designates them as Areas for Special Study.

The proposed General Plan reflects the adopted alignment of SR 52 through the southern portion of the City. The freeway, by virtue of its southerly location and alignment through a generally industrial area, would not physically divide the community. The Circulation Element also revises the alignment of the SR 125 freeway north of SR 52 to reflect regional plans which show the future northern extension outside the City, along the City's western border.

#### **5.1.3.2 Land Use Compatibility**

The Land Use Element of the proposed General Plan recognizes that compatibility between adjacent land uses in the City is of primary importance to achieve a safe, livable and functional community and to ensure a high quality of life. To minimize conflicts, the proposed General Plan states that land uses must be located in a pattern that considers generic land use characteristics, limitations and requirements such as traffic and access, noise, public services, siting and visual appearance, and public safety. Land uses that exist in a potentially incompatible situation would be considered for relocation or remedial setback and/or buffering treatments.

The Land Use Element of the proposed General Plan strives to enhance compatibility between land uses by locating uses together that have similar or compatible public service and site planning needs. For example, consolidation of scattered industrial uses into an industrial park development is encouraged to utilize provision of common access, public services and site planning requirements. Mixed use development such as residential with commercial is

encouraged to take advantage of differing peak hour parking demands and/or availability of transit services.

Figure 5.1-7, Adjacent Land Use Compatibility Guide, indicates the basic compatibility between various land use types that could be located in Santee as proposed by the General Plan update. It is the intent of the Land Use Element to utilize this guide as part of the information to be considered in making land use determinations.

In addition to ensuring compatibility with land uses within the City, the proposed General Plan recognizes the need to remain actively involved in reviewing land use changes that occur on the City's borders and in surrounding areas which may adversely affect residents and businesses in the City. Some of these land use issues are discussed below.

### **Sycamore Canyon Landfill**

A private waste management company currently operates the Sycamore Canyon Landfill that is located in the City of San Diego, just west of the City. There have been documented problems with odors emanating from the landfill, reported by residents in the northwest areas of the City. While the landfill operators have taken steps to address odor complaints, the General Plan update recommends that the City remain active in tracking complaints of landfill odors as operational changes or changes in the landfill footprint or waste pile elevation could cause additional land use compatibility issues for City residents in the future.

### **Mining Operations**


















































































In recent years, there have been discussions with the owners of the property located just to the north of the City regarding their intent to extend the existing mining operation in Slaughterhouse Canyon southerly onto the properties bordering the Fanita Ranch area. An active mining operation in this area could potentially be incompatible with planned future development in the Fanita Ranch.

### **Off-Road Vehicle Parks**

Over the years there have been several proposals by the State to locate an off-road vehicle park in the areas north or west of the City. These proposals could pose significant compatibility issues, such as noise or air quality, for existing as well as planned development.

### **Regional Airport Proposals**

There have been a number of possible sites that have been evaluated for a new airport for the San Diego Region. Depending on the location, a new regional airport could create significant land use compatibility issues for the City. One of the locations under consideration for a future airport is MCAS Miramar. A new airport in this location could create significant compatibility issues for existing and planned development in the City.

	hillside residential	single-family residential	multi-family residential	neighborhood commercial	general commercial	office professional	light industrial	general industrial	public
hillside residential									
single-family residential									
multi-family residential									
neighborhood commercial									
general commercial									
office professional									
light industrial									
general industrial									
public									



Indicates land use compatibility assuming inclusion of typical site planning features



Indicates potential land use incompatibilities that may be fully mitigated by site planning features



Indicates inherent land use incompatibilities that often can only be partially mitigated by site planning features

Source: City of Santee General Plan

## **East Elliott Development**

The East Elliott area of the City of San Diego borders Santee along the City's western boundary. While the majority of this area is planned for preservation as part of the City of San Diego's Multiple Species Conservation Program Subarea Plan, there are areas directly on the City's western border that are designated for future residential development. While residential development itself would be compatible with the adjacent residential development in Santee, there could be impacts to the City from the additional traffic generated by any future development as well as fiscal impacts resulting from the City providing automatic aid public services such as fire, emergency transport and law enforcement service to this area.

### **5.1.3.3 Conformance with Applicable Plans and Policies**

#### **Multiple Species Conservation Program**

The City has prepared a draft Santee Subarea Habitat Conservation Plan/Natural Communities Conservation Plan (Subarea Plan) under the umbrella of the MSCP Subregional Plan. The draft Subarea Plan comprehensively addresses how the City of Santee will conserve natural biotic communities and sensitive plant and wildlife species pursuant to the California Natural Community Conservation Planning (NCCP) Act of 1991, and the California and U.S. Endangered Species Acts (CESA and ESA). Implementation of the plan will contribute to the recovery of covered species due in part to the coordinated conservation of key biological areas, including biological cores and habitat linkages; and to the proactive habitat management actions described in the plan. This plan is an NCCP Plan and a Habitat Conservation Plan (HCP) pursuant to Section 10(a) of the ESA (as amended). Thus, approval and adoption of this Plan by the City is intended to result in issuance of federal and state authorizations for the take of certain listed rare, threatened, or endangered species. These authorizations will be granted to the City by USFWS and CDFG, collectively referred to as the wildlife agencies. The City, in turn, may then authorize the taking of natural habitats or associated species by public or private projects within its jurisdiction, as long as those biological resources are adequately conserved by the Plan and the projects are consistent with and covered by the provisions of this Plan. The environmental analysis for the City's Draft Subarea Plan are not covered by this Environmental Impact Report and will be evaluated in a separate environmental document.

The Conservation Element of the General Plan does include a specific policy that the City shall prepare its MSCP subarea plan and that the plan will conserve a minimum of 2,600 acres of open space for protection of habitat and species. The Conservation Element also includes other objectives and policies that encourage protection of biological resources which also support regional habitat protection initiatives.

#### **Gillespie Field Comprehensive Land Use Plan**

The conclusions of the Gillespie Field CLUP at the time of its adoption in 1989 are still true for the proposed General Plan. More specifically, no changes to the existing Public and Open Space designations of the clear zones are proposed as part of the update. In addition, the zoning ordinance that implements the proposed General Plan, in conjunction with avigation easements

acquired within or adjacent to the Clear Zones at Runway 35 and 27R, would continue to provide assurance that future construction would not create excessively high structures near the airport's Clear Zones.

However, as discussed in Section 5.7 (Noise), residential uses would still be permitted within areas that would be impacted by future noise levels of 65 dBA CNEL or greater. However, it should be noted that no additional residential uses or increased densities are proposed in this area that would worsen the impact. In the R2 residentially designated area (Rhone Road / Pryor Drive area), there are 50 existing single-family homes within the projected 65 dBA CNEL contour. In addition, there are 15 vacant parcels in this area (all in the area east of Rhone Road and south of Pryor Drive) that are designated for future residential development in the proposed General Plan. Therefore, the General Plan update would not be in conformance with the recommendation of the CLUP to delete residential designations within the 65-70 dBA CNEL contours. The deletion of residential designations within the 65-70 dBA CNEL contours is addressed as an alternative in Chapter 9.0.

## **NAS Miramar Comprehensive Land Use Plan**

Since neither the 60 dBA CNEL contour nor any of the accident potential zones penetrate the City of Santee, the proposed General Plan update would not result in any land uses incompatible with the operations at NAS Miramar (now MCAS Miramar).

### **5.1.4 MITIGATION MEASURES**

Implementation of the following measures would reduce potential land use impacts associated with the proposed General Plan. Some of the measures relate to implementation of policies within the proposed General Plan. As applicable, the name of the element and the policy number are indicated.

#### **5.1.4.1 Land Use Compatibility**

***Mitigation Measure 5.1-1:*** The City shall promote consolidation of industrial uses into comprehensively planned industrial parks. (Land Use Element, Policy 5.2)

***Mitigation Measure 5.1-2:*** The City shall ensure that industrial development creates no significant off-site impacts concerning access and circulation, noise, dust, odors, visual features and hazardous materials, that cannot be adequately mitigated. (Land Use Element, Policy 5.3)

***Mitigation Measure 5.1-3:*** The City shall, upon adoption of the updated General Plan, undertake a comprehensive review and revision of the existing Zoning Ordinance and related codes in a timely manner to ensure they are compatible with, and adequately implement, the General Plan. (Land Use Element, Policy 8.1)

***Mitigation Measure 5.1-4:*** The City shall consider relocation of remedial buffering treatments for mitigating land use conflicts. (Land Use Element, Policy 8.2)



***Mitigation Measure 5.1-5:*** The City shall consider the Adjacent Land Use Compatibility Guide chart to assist in an initial determination of overall land use compatibility for adjacent land uses. (Land Use Element, Policy 8.4)

***Mitigation Measure 5.1-6:*** The City shall strive to minimize direct and indirect impacts on existing or planned preserved open space from adjacent development. (Land Use Element, Policy 8.5)

***Mitigation Measure 5.1-7:*** The City should encourage the City of San Diego to protect vacant lands in the East Elliott area along the City's western boundary as part of a regional biological preserve system. (Land Use Element, Policy 9.1)

***Mitigation Measure 5.1-8:*** The City should oppose any expansion or operational changes at the Sycamore Landfill that will result in increased land use compatibility impacts to the City, unless they can be adequately mitigated. (Land Use Element, Policy 9.2)

***Mitigation Measure 5.1-9:*** The City should oppose any new mining operations or expansion of currently approved mining operations to the north and northeast of the City that could conflict with planned development in the Fanita Ranch. (Land Use Element, Policy 9.3)

***Mitigation Measure 5.1-10:*** The City should not support the establishment of any regional authority or agency that does not provide adequate representation for either the City or East County region. (Land Use Element, Policy 9.4)

***Mitigation Measure 5.1-11:*** The City should oppose the establishment of a regional airport on the Marine Corps Air Station Miramar or adjacent lands which would cause significant adverse compatibility impacts to existing or planned development in the City. (Land Use Element, Policy 9.5)

***Mitigation Measure 5.1-12:*** The City shall oppose the establishment of an off-road vehicle park adjacent to, or near the City that will result in significant compatibility impacts with existing or planned development in the City. (Land Use Element, Policy 9.7)

#### **5.1.4.2 Multiple Species Conservation Program**

***Mitigation Measure 5.1-13:*** The City shall encourage the preservation and enhancement of significant biological resources in areas designated as permanent open space. (Conservation Element, Policy 7.1)

***Mitigation Measure 5.1-14:*** The City shall require that all development proposals provide adequate mitigation measures for identified significant biological resources, including selective preservation, sensitive site planning techniques and mitigation for identified impacts. (Conservation Element, Policy 7.2)



**Mitigation Measure 5.1-15:** The City shall require that, for all development proposals involving the setting aside of land for permanent open space either on-site or off-site, provisions are in place to ensure the long term management of the open space and biological resources. (Conservation Element, Policy 7.3)

**Mitigation Measure 5.1-16:** The City shall complete an Multiple Species Conservation Program subarea plan that conserves a minimum of 2,600 acres in the City as permanent open space for preservation of habitats and species. (Conservation Element, Policy 7.4)

#### **5.1.4.3 Gillespie Field Comprehensive Land Use Plan**

**Mitigation Measure 5.1-17:** The City should review all development proposed within the Gillespie Field Airport Influence Area to ensure that design features are incorporated into the site plan which specifically addresses aircraft safety and noise hazards. (Safety Element, Policy 7.1)

**Mitigation Measure 5.1-18:** As recommended by the Gillespie Field Comprehensive Land Use Plan, the City of Santee shall work with the County of San Diego to reduce the future 65db CNEL noise contour impact on residentially zoned areas. (Noise Element, Policy 1.9)

**Mitigation Measure 5.1-19:** The City of Santee shall require single family detached residences located between the ~~6560~~-70 dB CNEL contours for Gillespie Field to ensure that interior noise levels do not exceed 45dB Ldn.(Noise Element, Policy 1.10)

**Mitigation Measure 5.1-20:** The City should discourage the establishment of additional high-risk uses, including schools, hospitals, nursing homes and daycare centers (excluding residential care facilities and small family daycare) in the Runway Protection and Inner Approach / Departure Zones for Gillespie Field. (Safety Element, Policy 7.2)

### **5.1.5 SIGNIFICANCE OF IMPACT AFTER MITIGATION**

With implementation of the mitigation measures identified above, impacts related to land use will be reduced to below a level of significance, with the exception of noise impacts from Gillespie Field since designated residential areas will be subject to noise levels of 65 dB CNEL or greater.

### **5.1.6 PLAN TO PLAN ANALYSIS**

#### **5.1.6.1 Land Use Designations**

Buildout of the City under the proposed General Plan will be similar to buildout as contemplated in the City's existing General Plan as shown in Figure 5. 1-8. As illustrated in Table 5.1-2, the proposed General Plan would result in an increase in the land area devoted to industrial and public/semi-public uses when compared with the existing General Plan. Conversely, when compared to the existing General Plan, the proposed General Plan would decrease areas devoted to residential and office development, and slightly increase the amount of

**TABLE 5.1-2**  
**Comparison of Existing and Proposed General Plan Land Use Acreages**

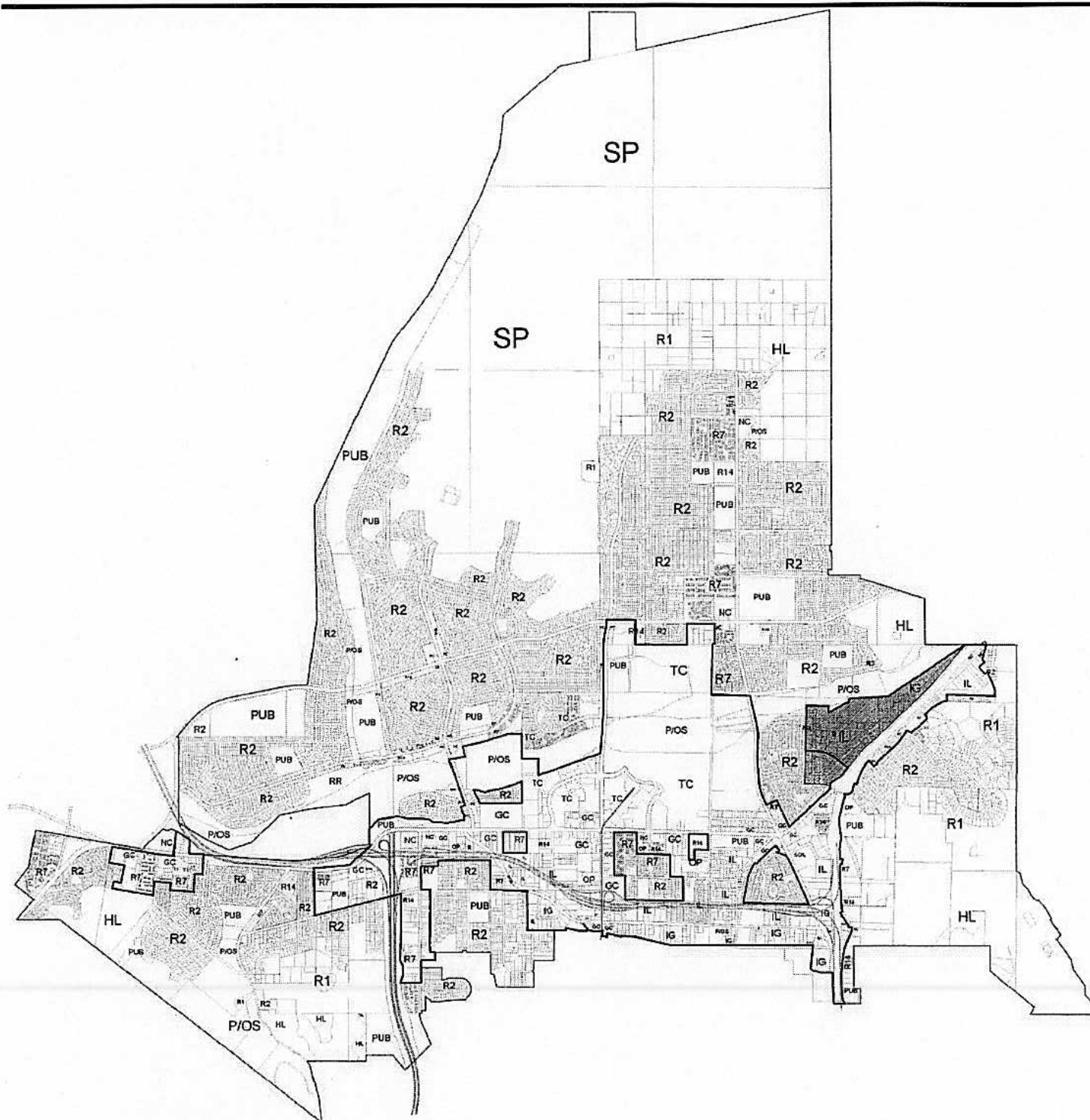
LAND USE DESIGNATION	AREA (IN ACRES)		
	EXISTING GENERAL PLAN	PROPOSED GENERAL PLAN	NET CHANGE
<b><u>Residential</u></b>			
Hillside Limited (0-1 units / gross acre)	950	511	-439
R1 Low Density (1-2 units / gross acre)	706	520	-186
R1A (2-4 units / gross acre) <sup>1</sup>	Not Applicable	137	+137
R2 Low-Medium Density (2-5 units / gross acre)	2,814	2,764	-50
R7 Medium Density (7-14 units / gross acre)	376	378	+2
R14 Medium – High Density (12-22 units / gross acre) <sup>2</sup>	115	120	+5
R22 High Density (22-30 units / gross acre) <sup>2</sup>	Not Applicable	21	+21
Subtotal Residential	<b>4,961</b>	<b>4,451</b>	<b>-510</b>
<b><u>Residential Overlay</u></b>			
GC/R22 <sup>1</sup>	Not Applicable	8	+8
NC/R14 <sup>1</sup>	Not Applicable	7	+7
OP/R14 <sup>1</sup>	Not Applicable	6	+6
Residential / Business <sup>1</sup>	Not Applicable	7	+7
Subtotal Residential Overlays	Not Applicable	<b>28</b>	<b>+28</b>
<b><u>Office and Commercial</u></b>			
OP - Office Professional	57	23	-34
NC - Neighborhood Commercial	73	43	-30
GC – General Commercial	192	206	+14
GC/IL General Comm. with Light Industrial Overlay	9	10	+1
Subtotal Office and Commercial	<b>331</b>	<b>282</b>	<b>-49</b>
<b><u>Industrial Districts</u></b>			
IL - Light Industrial	341	327	-14
IG – General Industrial	112	113	+1
IL/GC – Light Industrial w/ General Comm. Overlay	2	24	+22
Subtotal Industrial	<b>455</b>	<b>464</b>	<b>+9</b>
<b><u>Other Districts</u></b>			
RR – Resort Recreation	57	Not Applicable	-57
SP – Specific Plan	2,559	Not Applicable	-2,559
TC - Town Center <sup>3</sup>	530	530	0
PUB - Public	577	544	-33
PD - Planned Development <sup>1&amp;4</sup>	Not Applicable	2,873	+2,873
P/OS – Park Open Space	723	1,010	+287

<sup>1</sup> Proposed new land use designation.

<sup>2</sup> These acreages do not include any of the land in the proposed Residential Overlay Districts. Land within these overlay districts could develop as mixed use or as either one of the two designated districts.

<sup>3</sup> Land uses within the Town Center are as specified by the Town Center Specific Plan. No changes in the land use designations in Town Center are contemplated by the proposed General Plan.

<sup>4</sup> This proposed designation would allow for master planned, mixed use development consistent with the General Plan. Residential development in these areas is in addition to the acreage shown in the Residential and Residential Overlay categories.



- HL** Hillside / Limited Residential  
(0-1 Dwelling Units/Gross Acres)
- R1** Low Density Residential  
(1-2 Dwelling Units/Gross Acres)
- R2** Low-Medium Density Residential  
(2-5 Dwelling Units/Gross Acres)
- R7** Medium Density Residential  
(7-14 Dwelling Units/Gross Acres)
- R14** Medium-High Density Residential  
(14-22 Dwelling Units/Gross Acres)

- OP** Office Professional
- NC** Neighborhood Commercial
- GC** General Commercial
- IL** Light Industrial
- IG** General Industrial

- TC** Town Center
- SP** Specific Plan (Fanita Ranch)
- P/OS** Park/Open Space
- RR** Resort Recreation
- PUB** Public

- Redevelopment Project Area
- RS** Regional Shopping Overlay



Not to Scale

Source: City of Santee General Plan EIR

Existing General Plan Land Use Designations \_\_\_\_\_ Figure 5.1-8

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commercial development. The amount of open space at buildout would increase with the proposed General Plan.

The proposed General Plan would eliminate the previous designation of Resort Recreation, and the previous designation of Specific Plan is now Planned Development. The proposed General Plan, in contrast to the existing General Plan, provides for a Residential-Business District and residential overlay districts that would allow mixed uses on the same properties and encourage smart growth development in accordance with regional policies. The proposed General Plan also provides opportunities for commercial or mixed use development along the Magnolia Avenue corridor north of the future SR52 to take advantage of retail or service opportunities that could be created by the future freeway construction. In addition, the amount of office land outside the Town Center and Fanita Ranch areas would be reduced to reflect a centralization of the City's future office development in those areas.

Under the existing General Plan, a total of 22,476 housing units are anticipated in the City by the year 2020. The ratio of housing unit types would be approximately 62 percent single family homes, 27 percent multiple family residential units (apartments and condominiums) and 11 percent mobilehomes. This is very similar to year 2020 under the proposed General Plan which is anticipated to be 22,859 total units made up of 62 percent single-family homes, 28 percent multiple family residential and 10 percent mobilehomes.

#### **5.1.6.2 Land Use Compatibility**

Both the existing General Plan and the proposed General Plan recognize the potential for land use incompatibility. However, only the proposed General Plan would address compatibility impacts of uses in adjacent jurisdictions (i.e., mining, regional airport, off-road vehicle parks).

#### **5.1.6.3 Conformance with Applicable Plans and Policies**

##### **Multiple Species Conservation Program**

The existing General Plan does not discuss the City's future subarea plan pursuant to the MSCP as it predates the multiple species approach to habitat and species conservation planning. The proposed General Plan includes a specific policy that commits the City to completing preparation of a MSCP subarea plan that protects a minimum of 2,600 acres of open space for habitats and species in the City.

##### **Gillespie Field Comprehensive Land Use Plan**

The proposed General Plan would not increase the incompatibility with the Comprehensive Land Use Plan for Gillespie Field compared to the existing General Plan. As the proposed General Plan does not propose any additional residential uses, or increase the densities of the existing residential uses in the area subject to aircraft noise in excess of 65 dB CNEL, the level of incompatibility with the Gillespie Field CLUP is identical under the two plans.

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## **NAS Miramar Comprehensive Land Use Plan**

Neither the existing General Plan nor the proposed General Plan would result in land uses incompatible with the operations at NAS Miramar (now MCAS Miramar).

## **5.2 TRAFFIC/CIRCULATION**

### **5.2.1 EXISTING CONDITIONS**

This section provides an evaluation of potential traffic impacts associated with the General Plan update. The following discussion is based on the Traffic Impact Analysis prepared by Linscott, Law and Greenspan (Appendix B).

The traffic analysis is a worst-case analysis which evaluated the most intensive land use alternative for each of the sites which were evaluated for changes. For example, if a site was being considered for a R7 (7-14 units per acre) or R-14 (14-22 unit per acre) designation, the traffic study used the more intensive R14 land use designation to calculate potential traffic generation.

#### **5.2.1.1 Existing Vehicle Circulation System**

Two major arterials, one prime arterial and one partial freeway accommodate east-west travel within the City: Prospect Avenue, Mast Boulevard, Mission Gorge Road and State Route (SR) 52. Mission Gorge Road, which presently is six lanes for most of its length, is a key road because it serves as a regional arterial as well as provides access to the primary commercial areas of the City. Prospect Avenue is a two-lane road at this time and Mast Boulevard is four lanes. SR 52 extends from SR 125 west to Interstate 5 (I-5).

Two roads and two freeways provide the major north-south routes within and through the City. State Routes 67 and 125 are important regional routes. Magnolia Avenue and Cuyamaca Street are four-lane roads except south of Mission Gorge Road where both streets widen to six lanes.

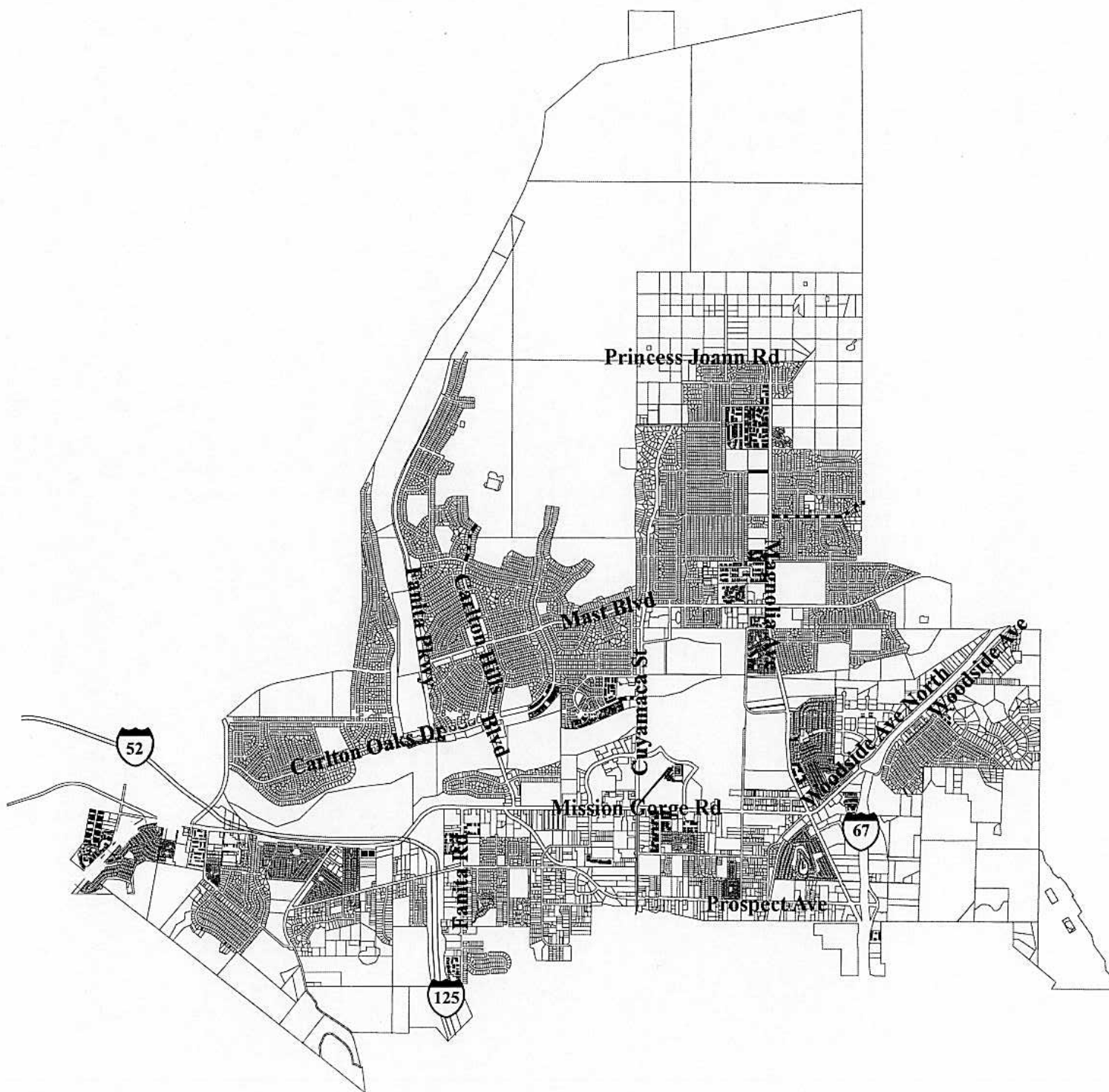
Two major regional circulation projects, which will significantly affect traffic in the City, are currently under construction: State Routes 52 and 125. SR 52 is scheduled to be completed to SR 67 in 2008. State Route 125 is scheduled to be completed southward in 2003. Proposed State Routes 125 and 52 will provide access outside of the area and will carry regional and longer local trips, which would otherwise be loaded onto existing streets such as Mission Gorge Road, Cuyamaca Street and Prospect Avenue. As of 2002, both of these freeway projects are fully funded.

Figure 5.2-1 depicts the roadways which currently exist within the General Plan area of the City.

#### **Functional Classification**

Elements in a roadway network are grouped into classes according to the service they are intended to provide. The City's Circulation Element provides a definition of the various roadways of the circulation system as stated below.

- **Freeways** are controlled access facilities with grade separations and interchanges at their crossings and connections with other major circulation streets.



Not to Scale

Source: City of Santee, 2002

Existing Roadways \_\_\_\_\_ Figure 5.2-1



- **Prime Arterials** are six- or more-lane divided traffic carriers which have restricted access, but may have interchanges or may cross other arterials at grade with signalized intersections.
- **Major Arterials** are four- to six-lane divided streets with center medians painted to allow left-turn movements, or with raised medians to control turning movements.
- **Collector Streets** are feeder streets which complement the major street network in circulation, but are of lesser capacity, usually with four lanes and no raised median.
- **Residential Collectors** are two-lane distributor streets, slightly larger than other local residential streets which provide traffic circulation into and out of neighborhood areas.
- **Parkways** are unique design applications where standard designs cannot be utilized because of steep terrain or other special conditions.
- **Industrial Streets** are slightly larger local roadways to accommodate commercial vehicles safely in areas of industrial development.
- **Local Streets** are all streets not designated within the Circulation Element plan provide access within residential areas and are designed to discourage through traffic.

### Local Roadway Inventory

The following is a brief description of the major roadways in the City of Santee.

- **SR 52** is generally a four- to six-lane freeway, which currently terminates at SR 125. Ultimately SR 52 will be extended eastward to SR 67. Current estimates are for SR 52 to be extended to Cuyamaca Street by 2006 and to SR 67 by 2008.
- **SR 67** extends generally north-south from I-8 in El Cajon to SR 78 in Ramona. It is generally a four-lane freeway between Prospect Avenue and Maplevue Street and a two-lane undivided roadway north of Maplevue Street.
- **SR 125** extends from I-8 northward to SR 52. Although not yet completed, two lanes in each direction are open to traffic. In general, three lanes will be provided in each direction. The future extension of SR 125, north of SR 52, is presently planned to occur to the west of the City of Santee within the City of San Diego.
- **Carlton Hills Boulevard** is classified as a Major Arterial from Mission Gorge Road to Lake Canyon Road. It is currently a four-lane roadway with either a raised or painted center median along most of its length.
- **Cuyamaca Street** is classified as a Major Arterial within the City of Santee. It extends from Fletcher Parkway in El Cajon to just north of Woodglen Vista Drive in Santee. Cuyamaca

Street varies from four to six lanes between Prospect Street and Mast Boulevard, and from two to four lanes north of Mast Boulevard.

- **Magnolia Avenue** is classified as a Major Arterial from Mission Gorge Road to Princess Joann Road in the northern portion of Santee. Magnolia Avenue is classified a Prime Arterial and has six travel lanes between Prospect Avenue and Mission Gorge Road. The remainder of the roadway has four travel lanes.
- **Mast Boulevard** is classified as a Major Arterial. It is a four-lane roadway between SR 52 and Los Ranchitos Road near the eastern Santee city limits. Mast Boulevard will not be connected eastward to Riverford Drive until SR 52 is extended to SR 67.
- **Mission Gorge Road** is classified as a Prime Arterial from the western City boundary to West Hills Parkway and as a Major Arterial within the majority of the City. This roadway extends from Magnolia Avenue in Santee to I-8 in San Diego. It generally provides six travel lanes with four thru-lanes at some locations.
- **Town Center Parkway** is classified as a Prime Arterial between Mission Gorge Road and Magnolia Avenue. It is currently constructed as a six-lane roadway between Mission Gorge Road and Cuyamaca Street. The roadway provides access to retail development that has occurred within the Town Center area of Santee. Town Center Parkway will eventually be extended to the east to Magnolia Avenue.
- **Prospect Avenue** is classified as a Collector from Mesa Road to Cuyamaca Street and as a Major Arterial east of Cuyamaca Street. It is generally constructed as a two-lane roadway between Graves Avenue and Mesa Road. Portions of the roadway have been widened to Major Arterial standards as property has redeveloped along this roadway. Eventually, this roadway will be constructed as a four-lane Major arterial between Cuyamaca Street and SR 67. Existing uses along this portion of the roadway are predominantly industrial, and access is provided to adjacent properties. Between Cuyamaca Street and Mesa Road, Prospect Avenue primarily serves single- and multi-family residential properties.
- **Fanita Parkway** is currently an unclassified road, which extends from Carlton Oaks to Lake Canyon Road. It is currently a two-lane roadway.
- **Woodside Avenue** is classified as a Major Arterial from Magnolia Avenue to SR 67 and a Parkway from SR 67 to the eastern City limits. West of SR 67, it is a four-lane roadway with a painted median. East of SR 67, it is a two-lane undivided roadways on the south side of SR67. This road provides access to SR 67.
- **Carlton Oaks Drive/Halberns Boulevard** is classified as a Collector from West Hills Parkway to Mast Boulevard. Between West Hills and Pebble Beach the roadway is two lanes with a painted median. From Pebble Beach to Carlton Hills Boulevard it becomes four lanes with a raised median. Between Carlton Hills Boulevard and Mast Boulevard the roadway is two lanes with a raised median.

- **West Hills Parkway** is classified as a Major Arterial from Mast Boulevard to Mission Gorge Road. It is four lanes with a painted median.
- **El Nopal** is classified as a Residential Collector from Woodpark Drive to Santana Street. It is an extra wide two-lane roadway with a painted median. The area is primarily residential.
- **Fanita Drive** is classified as a Major Arterial from Mission Gorge Road to Prospect Avenue, and a Collector Street south of Prospect Avenue. It is currently a four-lane roadway with a painted median from Mission Gorge to Prospect and two lanes from Prospect to the south City limits.

### **5.2.1.2 Existing Traffic Volumes and Roadway Operating Characteristics**

This section evaluates the ability of the roadway system to meet current demands. The ability of the roadway to meet current demands is assessed by comparing existing average daily traffic (ADT) volumes to roadway capacity standards. Traffic conditions on area roadway segments are calculated using the volume to capacity (v/c) ratios, which correspond to level of service (LOS) definitions. Traffic conditions at intersections are based on the amount of delay experienced by motorists.

#### **Existing Volumes**

##### **Intersections**

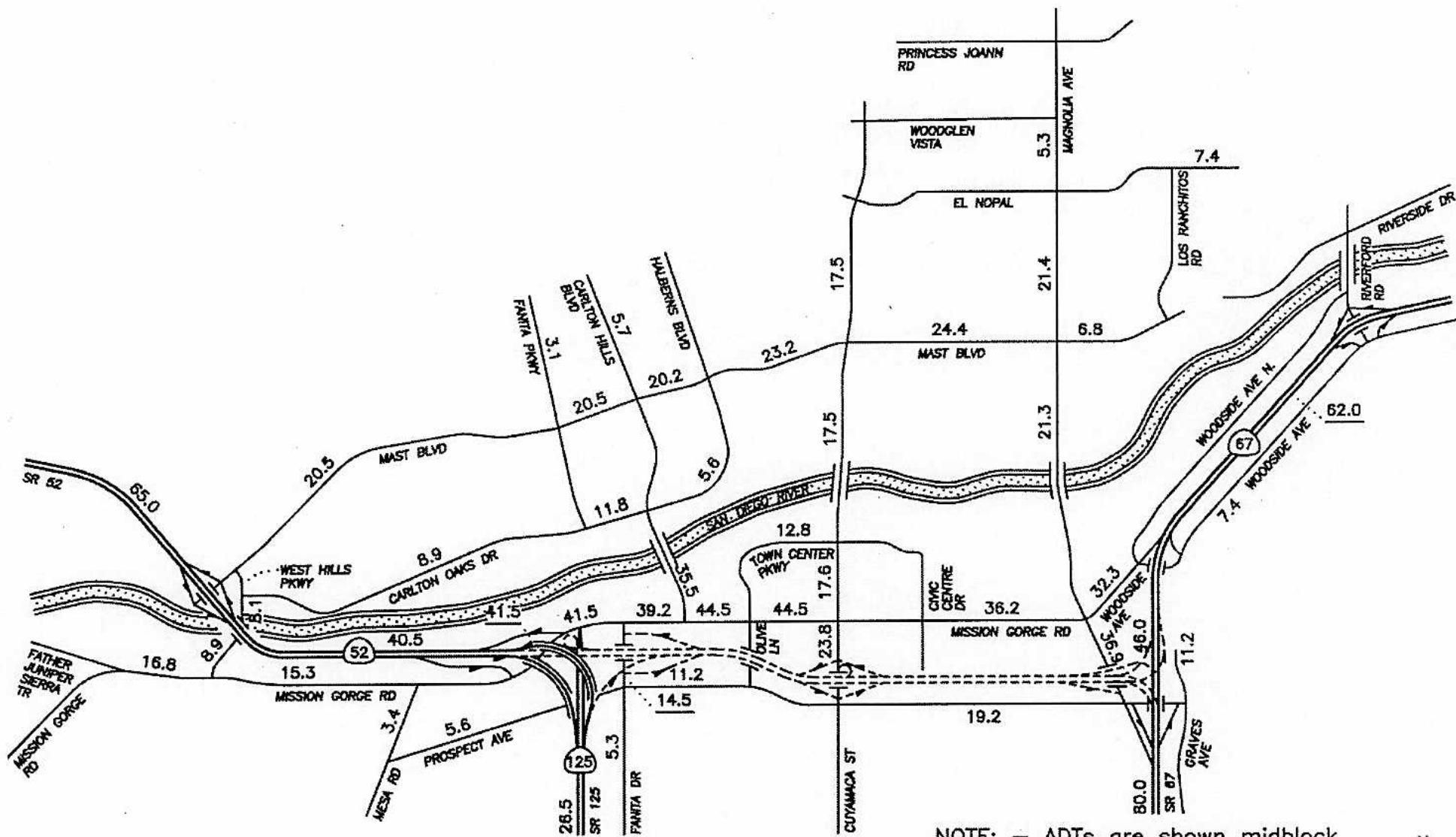
AM and PM peak hour intersection counts were completed for the 49 signalized intersections and seven all-way, stop-controlled intersections in the City. The counts were conducted from 7:00 - 9:00 AM and from 4:00 - 6:00 PM on typical weekdays. The existing AM/PM peak hour volumes; peak hour manual count sheets can be found in Appendix C of the attached traffic study.

##### **Street and Freeway Segments**

The City completed a comprehensive assessment of existing daily traffic volumes in 2001 for key street segments. Volumes on existing freeways (SR 67, SR 52, and SR 125) were obtained from Caltrans. The existing traffic volumes for streets and freeways are summarized in Tables 5.2-1 and 5.2-2, respectively, and depicted on Figure 5.2-2. Appendix D and E, respectively, of the attached traffic study contain copies of the daily traffic counts for the streets and freeways.

#### **Existing Roadway Operations**

Roadway operating conditions are evaluated on the basis of roadway segments and intersections. The evaluation is further based on a concept referred to as Level of Service (LOS). Existing traffic operations were assessed to determine the ability of the roadway system to meet local travel demands by comparing the traffic volume data to roadway capacity standards.



NOTE: - ADTs are shown midblock and are in thousands



Not to Scale

Source: Linscott, Law & Greenspan, 2002

Levels of Service for intersections are rated from A to F as described below.

For signalized intersections, LOS criteria are stated in terms of the average control delay per vehicle for a 15-minute analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. A brief description of the different levels follows.

- **Level of Service A** describes operations with very low delay, (i.e. less than 10.0 seconds per vehicle). This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
- **Level of Service B** describes operations with delay in the range of 10.1 seconds to 20.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
- **Level of Service C** describes operations with delay in the range of 20.1 seconds to 35.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- **Level of Service D** describes operations with delay in the range of 35.1 seconds to 55.0 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or higher volume-to-capacity (v/c) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are more frequent.
- **Level of Service E** describes operations with delay in the range of 55.1 seconds to 80.0 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.
- **Level of Service F** describes operations with delay in excess of over 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over-saturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Levels of Service for road segments are also rated from A to F but the LOS is calculated based on the ratio of the traffic volume to the segments ability to carry traffic or it's design capacity. Definitions of the various LOS for road segments are described below.

- **Level of Service A** describes primarily free-flow operations. Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.
- **Level of Service B** describes reasonably free flowing, and speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.
- **Level of Service C** provides for flow with speeds still at or near the free-flow speed of the roadway. Freedom to maneuver within the traffic stream is noticeably restricted at LOS C, and lane changes require more vigilance on the part of the driver. The driver now experiences a noticeable increase in tension because of the additional vigilance required for safe operation.
- **Level of Service D** describes the level at which speeds begin to decline slightly with increasing flows. In this range, density begins to deteriorate somewhat more quickly with increasing flows. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.
- **Level of Service E** describes operation at capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream. At capacity, the traffic stream has no ability to dissipate even the most minor disruptions, and any incident can be expected to produce a serious breakdown with extensive queuing.
- **Level of Service F** describes breakdowns in vehicular flow. Such conditions generally exist within queues forming behind breakdown points such as traffic incidents and recurring points of congestion. Whenever LOS F conditions exist, there is a potential for them to extend upstream for significant distances.

The measure of effectiveness for both signalized and unsignalized intersection operations is referred to as Level of Service (LOS). In the 2000 Highway Capacity Manual (HCM), LOS for signalized intersections is defined in terms of delay. The analysis results in seconds of delay, with an associated LOS expressed in terms of letters A through F. The LOS is a qualitative measure of driver discomfort, frustration, fuel consumption, and lost travel time.

### Street Segment Operations

Table 5.2-1 summarizes the existing street segment operations in the City. As can be seen, all roadways currently operate at an LOS of D or better.

### Freeway Mainline Operations

Table 5.2-2 shows a summary of the existing freeway mainline operations. As can be seen, the SR 52 segment between Santo Road and Mast Boulevard is calculated to operate at LOS F westbound during the AM peak hour and eastbound during the PM peak hour. This reflects the

**TABLE 5.2-1**  
**Existing Street Traffic Volumes (2001) and Level Of Service**

<b>ROADWAY</b>	<b>CLASS <sup>1</sup></b>	<b>CAPACITY <sup>2</sup></b>	<b>ADT <sup>3</sup></b>	<b>LOS <sup>4</sup></b>
<b>CARLTON HILLS BOULEVARD</b>				
Mission Gorge Rd. to Carlton Oaks Dr.	Major Arterial	40,000	17,200	B
Carlton Oaks Dr. to Mast Blvd.	Major Arterial	40,000	6,500	A
Mast Blvd. to Lake Canyon Rd.	Major Arterial	40,000	5,700	A
<b>CUYAMACA STREET</b>				
Prospect Ave. to Mission Gorge Rd.	Major Arterial	57,000	23,800	B
Mission Gorge Rd. to Town Center Pkwy.	Major Arterial	57,000	17,600	B
Town Center Pkwy. to Mast Blvd.	Major Arterial	40,000	17,500	B
Mast Blvd. to El Nopal	Major Arterial	40,000	17,500	B
<b>MAGNOLIA AVENUE</b>				
Prospect Ave. to Mission Gorge Rd.	Major Arterial	57,000	36,900	B
Mission Gorge Rd. to Mast Blvd.	Major Arterial	40,000	21,300	B
Mast Blvd. to El Nopal	Major Arterial	40,000	21,400	B
El Nopal to Princess Joann Rd.	Major Arterial	40,000	5,300	A
<b>MAST BOULEVARD</b>				
West Hills Pkwy. to Fanita Pkwy.	Major Arterial	40,000	20,500	B
Fanita Pkwy. to Carlton Hills Blvd.	Major Arterial	40,000	19,600	B
Carlton Hills Blvd. to Halberns Blvd.	Major Arterial	40,000	20,200	B
Halberns Blvd. to Cuyamaca St.	Major Arterial	40,000	23,200	B
Cuyamaca St. to Magnolia Ave.	Major Arterial	40,000	24,400	B
Magnolia Ave. to Los Ranchitos Rd.	Major Arterial	16,200	6,800	C
<b>MISSION GORGE ROAD</b>				
Father Junipero Serra Tr. to West Hills Pkwy.	Major Arterial	40,000	16,800	B
West Hills Pkwy. to SR 52	Major Arterial	40,000	15,300	A
SR 52 to SR 125	Major Arterial	57,000	41,500	C
SR 125 to Fanita Dr.	Prime Arterial	57,000	41,500	C
Fanita Dr. to Carlton Hills Blvd.	Prime Arterial	57,000	39,200	C
Carlton Hills Blvd. to Town Center Pkwy.	Prime Arterial	57,000	44,500	C
Town Center Pkwy. to Cuyamaca St.	Prime Arterial	57,000	44,500	C
Cuyamaca St. to Magnolia Ave.	Major Arterial	57,000	36,200	B

**TABLE 5.2-1 (Continued)**  
**Existing Street Traffic Volumes (2001) and Level Of Service**

<b>ROADWAY</b>	<b>CLASS <sup>1</sup></b>	<b>CAPACITY <sup>2</sup></b>	<b>ADT <sup>3</sup></b>	<b>LOS <sup>4</sup></b>
<b>TOWN CENTER PARKWAY</b>				
Mission Gorge Rd. to Cuyamaca St.	Prime Arterial	57,000	12,800	A
Cuyamaca St. to Civic Centre Dr.	Prime Arterial	57,000	12,800	A
<b>WOODSIDE AVENUE</b>				
Magnolia Ave. to SR 67	Major Arterial	40,000	32,300	D
<b>CARLTON OAKS DRIVE</b>				
West Hills Pkwy. to Fanita Pkwy.	Collector	34,200	8,900	A
Fanita Pkwy. to Carlton Hills Blvd.	Collector	34,200	11,800	A
Carlton Hills Blvd. to Mast Blvd.	Collector	34,200	5,600	A
<b>PROSPECT AVENUE</b>				
Mesa Rd. to Fanita Dr.	Collector	34,200	5,600	A
Fanita Dr. to Cuyamaca St.	Collector	34,200	11,200	A
Cuyamaca St. to Magnolia Ave.	Major Arterial	40,000	19,200	B
<b>WEST HILLS PARKWAY</b>				
Mast Blvd. to Carlton Oaks Dr.	Major Arterial	40,000	8,100	A
Carlton Oaks Dr. to Mission Gorge Rd.	Major Arterial	40,000	8,900	A
<b>FANITA DRIVE</b>				
Mission Gorge Rd. to Prospect Ave.	Major Arterial	40,000	14,100	A

Source: City of Santee

<sup>1</sup> Existing Roadway classification.

<sup>2</sup> Capacity based on roadway classification operating at LOS E.

<sup>3</sup> Average Daily Traffic.

<sup>4</sup> Level of Service.

<sup>5</sup> Mission Gorge Road is analyzed as a six-lane Prime Arterial from Town Center Parkway to Cuyamaca Street since widening of this segment is planned and funded.



**TABLE 5.2-2**  
**Existing Freeway Traffic Volumes and Operations Summary**

Freeway And Segment	Peak Hour	VOLUMES				
		Dir	Cap <sup>1</sup>	PHV <sup>2</sup>	V/C <sup>3</sup>	LOS <sup>4</sup>
SR 52						
Santo Rd to Mast Blvd undercrossing	AM	EB	4000	942	0.235	B
	PM		4000	5107	1.277	F (1)
	AM	WB	5200	5932	1.141	F (0)
	PM		5200	1500	0.288	B
Mast Blvd undercrossing to SR 125	AM	EB	4000	735	0.184	B
	PM		4000	3266	0.816	D
	AM	WB	5200	3465	0.866	D
	PM		5200	975	0.244	B
SR 125						
Grossmont Coll. Dr. to Rte 52	AM	NB	6000	1805	0.301	B
	PM		6000	825	0.138	B
	AM	SB	6000	773	0.129	B
	PM		6000	2030	0.338	B
SR 67						
Bradley Ave to Prospect Ave	AM	NB	6000	2672	0.445	B
	PM		6000	4746	0.791	C
	AM	SB	6000	4232	0.705	C
	PM		6000	3367	0.561	B
Prospect Ave to Woodside Ave	AM	NB	4000	1536	0.384	B
	PM		4000	2729	0.682	C
	AM	SB	4000	2433	0.608	B
	PM		4000	1936	0.484	B
Woodside Ave to Riverford Rd	AM	NB	4000	2071	0.518	B
	PM		4000	3678	0.919	D
	AM	SB	4000	3280	0.820	D
	PM		4000	2609	0.652	C

<sup>1</sup> Capacity<sup>2</sup> Peak Hour Volume<sup>3</sup> Volume-to-Capacity<sup>4</sup> Level of Service

primary direction of commuters during these peak hours. SR 125 and SR 67 are calculated to operate at LOS D or better. The California Department of Transportation (1992) has applied various levels of LOS F to freeways and expressways. A brief description of the different levels follows.

- **Level of Service F (0)** describes operations with considerable delay (i.e., 0-1 hour). The flow is forced with heavy congestion (stop and go) and long queues from behind breakdown points.
- **Level of Service F (1)** describes operations with severe delays (i.e., 1-2 hours). Queues are very long and congestion is very heavy.
- **Level of Service F (2)** describes operations with very severe delays (i.e., 2-3 hours). Queues are extremely long along with congestion. The stop periods are longer and there are more numerous breakdown points.
- **Level of Service F (3)** describes extremely severe delays (3+ hours). This level is defined as gridlock.

Table 5.2-3 depicts a summary of the existing signalized intersection operations in the City. As can be seen, all of the signalized intersections in the City currently operate at LOS D or better during both the AM and PM peak hours; however, six of the forty-nine intersections are approaching the LOS E threshold.

### Unsignalized Intersections

All of the all-way stop-controlled unsignalized intersections in the City were analyzed for existing conditions. LOS for all-way stop-controlled intersections is determined by the computed or measured control delay and is defined for the entire intersection.

Table 5.2-4 provides a summary of the existing unsignalized all-way-stop-controlled intersections in the City. As can be seen, all of the intersections currently operate at LOS D or better, with the exception of the David Ann Road/Woodside Avenue intersection, which operates at LOS F during the PM peak hour. However, it should be noted that the City currently has plans for this intersection to be signalized this year.

### **5.2.1.3 Existing Mass Transit**

#### **San Diego Trolley**

In 1995, the San Diego Trolley was extended to Santee providing access to downtown San Diego and the international border. Currently under construction is the Mission Valley extension that will connect to the line that comes out to Santee. The San Diego Trolley also provides access to the Coaster that provides intercity passenger rail service between San Diego and Los Angeles.

**TABLE 5.2-3**  
**Existing Signalized Intersection Operations**

<b>INTERSECTION #</b>	<b>PEAK HOUR</b>	<b>DELAY<sup>1</sup></b>	<b>LOS<sup>2</sup></b>
1. Carlton Hills Boulevard/Carlton Oaks Drive	AM	21.1	C
	PM	21.3	C
2. Carlton Hills Boulevard/Willowgrove Avenue	AM	6.3	A
	PM	9.7	A
3. West Hills Parkway/Carlton Oaks Drive	AM	10.6	B
	PM	8.5	A
4. Wethersfield Road/Carlton Oaks Drive	AM	12.1	B
	PM	5.9	A
5. Pebble Beach Drive/Carlton Oaks Drive	AM	6.1	A
	PM	3.0	A
6. Fanita Parkway/Carlton Oaks Drive	AM	10.4	B
	PM	8.5	A
7. Cuyamaca Street/River Park Drive	AM	11.2	B
	PM	13.1	B
8. Cuyamaca Street/Town Center Parkway	AM	35.8	D
	PM	47.0	D
9. Cuyamaca Street/Buena Vista Avenue	AM	26.0	C
	PM	23.5	C
10. Cuyamaca Street/Prospect Avenue	AM	44.1	D
	PM	49.4	D
11. Magnolia Avenue/Woodglen Vista Drive	AM	12.1	B
	PM	12.6	B
12. Magnolia Avenue/El Nopal	AM	32.0	C
	PM	28.5	C
13. Magnolia Ave/Second Street	AM	16.6	B
	PM	10.3	B
14. Magnolia Avenue/Carefree Drive	AM	18.0	B
	PM	10.2	B
15. Magnolia Avenue/Braverman Drive	AM	10.2	B
	PM	6.7	A
16. Magnolia Avenue/New Frontier Mobile Park	AM	2.5	A
	PM	2.5	A
17. Magnolia Avenue/Alexander Way	AM	2.7	A
	PM	5.6	A

**TABLE 5.2-3 (Continued)**  
**Existing Signalized Intersection Operations**

<b>INTERSECTION #</b>	<b>PEAK HOUR</b>	<b>DELAY<sup>1</sup></b>	<b>LOS<sup>2</sup></b>
18. Magnolia Avenue/Prospect Avenue	AM	37.8	D
	PM	41.1	D
19. Mast Boulevard/West Hills Parkway	AM	30.5	C
	PM	40.2	D
20. Medina Drive/Mast Boulevard	AM	39.0	D
	PM	25.8	C
21. Pebble Beach Drive/Mast Boulevard	AM	53.9	D
	PM	22.3	C
22. Fanita Parkway/Mast Boulevard	AM	31.6	C
	PM	33.2	C
23. Carlton Hills Boulevard/Mast Boulevard	AM	34.3	C
	PM	43.6	D
24. Halberns Boulevard/Mast Boulevard	AM	22.9	C
	PM	22.7	C
25. Cuyamaca Street/Mast Boulevard	AM	41.8	D
	PM	52.3	D
26. Bilteer Drive/Mast Boulevard	AM	24.6	C
	PM	21.2	C
27. Magnolia Avenue/Mast Boulevard	AM	38.2	D
	PM	39.1	D
28. Mission Gorge Road/Father Junipero Serra Trail	AM	6.9	A
	PM	7.7	A
29. West Hills Parkway/Mission Gorge Road	AM	13.4	B
	PM	12.2	B
30. Rancho Fanita Drive/Mission Gorge Road	AM	10.3	B
	PM	7.8	A
31. Big Rock Road/Mission Gorge Road	AM	8.8	A
	PM	9.0	A
32. Mesa Road/Mission Gorge Road	AM	12.5	B
	PM	8.3	A
33. SR 52 EB off ramp/Mission Gorge Road	AM	17.4	B
	PM	27.9	C
34. SR 52 WB on ramp/Mission Gorge Road	AM	2.7	A
	PM	1.2	A
35. SR 125 NB/SB ramps/Mission Gorge Road	AM	8.9	A
	PM	13.9	B

**TABLE 5.2-3 (Continued)**  
**Existing Signalized Intersection Operations**

<b>INTERSECTION #</b>	<b>PEAK HOUR</b>	<b>DELAY<sup>1</sup></b>	<b>LOS<sup>2</sup></b>
36. Fanita Drive/Mission Gorge Road	AM	19.2	B
	PM	13.3	B
37. Carlton Hills Boulevard/Mission Gorge Road	AM	27.3	C
	PM	23.8	C
38. Town Center Parkway/Mission Gorge Road	AM	32.3	C
	PM	42.2	D
39. Cuyamaca Street/Mission Gorge Road	AM	39.3	D
	PM	49.6	D
40. Tamberly Way/Mission Gorge Road	AM	7.1	A
	PM	10.7	B
41. Cottonwood Avenue/Mission Gorge Road	AM	10.1	B
	PM	10.0	B
42. Edgemoor Drive/Mission Gorge Road	AM	13.7	B
	PM	1.8	A
43. Magnolia Avenue/Mission Gorge Road	AM	44.4	D
	PM	49.1	D
44. Fanita Drive/Prospect Avenue	AM	34.2	C
	PM	31.4	C
45. Ellsworth Lane/Prospect Avenue	AM	6.5	A
	PM	4.2	A
46. Atlas View Drive/Prospect Avenue	AM	16.8	B
	PM	17.5	B
47. Cottonwood Avenue/Prospect Avenue	AM	8.4	A
	PM	10.3	B
48. Town Center Parkway/Hometown Buffet Driveway	AM	10.3	B
	PM	15.8	B
49. Town Center Parkway/Costco/Wal Mart Driveway	AM	18.3	B
	PM	23.2	C

Source: Linscott, Law & Greenspan, 2003

<sup>1</sup> DEL = Delay measured in seconds.

<sup>2</sup> LOS = Level of Service.

**TABLE 5.2-4**  
**Existing Unsignalized Intersection Operations**

INTERSECTION	PEAK HOUR	DELAY <sup>1</sup>	LOS <sup>2</sup>
50. Cuyamaca Street/Woodglen Vista Drive	AM	8.7	A
	PM	8.6	A
51. Cuyamaca Street/El Nopal	AM	12.9	B
	PM	12.0	B
52. Cuyamaca Street/Beck Drive	AM	33.3	D
	PM	16.2	C
53. David Ann Road/Woodside Avenue <sup>3</sup>	AM	17.6	C
	PM	>50.0	F
54. Cottonwood Avenue/Buena Vista Avenue	AM	9.5	A
	PM	10.0	A
55. Carlton Hills Boulevard/Lake Canyon Road	AM	8.0	A
	PM	8.4	A
56. Carlton Oaks Drive/Stoyer Drive/Willow Pond Drive	AM	10.2	B
	PM	12.7	B

Source: Linscott, Law & Greenspan, 2003

<sup>1</sup> DEL = Delay measured in seconds.

<sup>2</sup> LOS = Level of Service.

<sup>3</sup> This intersection has the highest priority to be signalized based on the City's traffic-signal priority list. Installation is expected in the near future.

The trolley line ends at the Santee Multi-modal Transit Station in the Trolley Square commercial center. The station features a full-service light rail and bus facility. Bike lockers are also provided at the bus station. The location of the station provides direct access to the City's commercial core and planned office park, and is close to existing and planned high-density residential developments.

The current San Diego Trolley route to Santee (the "Orange Line") provides service to downtown San Diego without any transfers. The "Green Line" through Mission Valley is currently being extended to the Orange Line in La Mesa and the MTDB has recently approved a change that will connect the Santee Trolley Station directly to the Green Line. This will provide Santee residents trolley access to jobs and shopping in Mission Valley. Access to the Orange Line will be available at the Weld Avenue Station in El Cajon. The current 2020 Regional Transportation Program (RTP) and the 2030 RTP (Mobility 2030), do not anticipate any eastward extension of the San Diego Trolley through the City.

## Bus Service

Bus service in the City is provided by the Metropolitan Transit System (MTS) and is presently served by seven bus routes (831, 832, 833, 834, 854, 870 and 888). These routes provide mass transit facilities within one-half mile of virtually every home in Santee. All of these routes stop at the Santee Transit Station that allows passengers to transfer to the San Diego Trolley. Two express bus routes providing access to high employment areas outside the City stop in Santee.

### 5.2.1.4 Bicycle Facilities

Bicycle travel has become an integral part of transportation and circulation network planning. The term "bikeway" is used to define lanes designated primarily for safe bicycle travel. There are three classifications of bikeways:

- **Class I Bikeway** (bike path or trail) Provides a completely separated right-of-way designated for the exclusive use of bicycles. Crossflows of pedestrians and vehicles are minimized.
- **Class II Bikeway** (bike lane) Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles, with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows of pedestrian and motorist traffic permitted.
- **Class III Bikeway** (bike route) Provides for a right-of-way designated by signage or permanent markings with shared use of pedestrians and/or motorists.

The City has approximately 37 miles of existing bikeways that includes approximately 6 miles of Class I bike paths, 25 miles of Class II bike lanes, and 6 miles of Class III bike routes. Figure 5.2-3 depicts the existing and future location of bikeways in the City. There are two main east-west bikeways in the City. The first of these is the Class I bike path along the San Diego River. To date, approximately one mile of this approximately 3.7-mile bikeway has been completed (Carlton Oaks to Cuyamaca Street through the City's Mast Park and the mixed-use Mission Creek development). This trail also links with a the Town Center shopping district by means of a pedestrian bridge over the San Diego River and is used by pedestrians, bicyclists and occasional equestrians. The second major east-west bikeway is a Class II bike lane installed along the majority of Mast Boulevard connecting with existing bike lanes on westbound State Route 52. This bikeway is more of a commuter bike path and will eventually extend to the east into the County of San Diego upon the completion of Mast Blvd. In addition to these two primary east-west routes, there is also a Class III bike route running the length of Carlton Oaks Drive.

Some of the main north/south bikeways include existing bike lane (Class II) facilities on Carlton Hills Boulevard, Halberns Boulevard, Cuyamaca Street and Magnolia Avenue.

Most areas of the City are served by existing bikeway facilities with the exception of the southeast portion of the City. This area, south of Mission Gorge Road and east of SR-125,



supports residential and commercial/industrial land uses but lacks bikeway facilities. Figure 5.2-3 indicates that facilities are planned for this area of the City.

### **5.2.1.5 Pedestrian Facilities**

Pedestrian movement is provided through the network of sidewalks and pedestrian pathways within the City. However, some of the City's older streets were primarily designed for automobile circulation and do not necessarily encourage pedestrian usage. Within some of the older residential areas of the City, there are no sidewalks to separate pedestrians from motor vehicle movement. As funds have become available, the City has gone into the older neighborhoods throughout the City and added sidewalks and handicapped ramps to encourage pedestrian use and to provide a safer walking environment for school children.

Newer streets in the City, particularly within the Town Center area as well as along Mission Gorge Road, have sidewalks which are separated from the street and designed along landscaped corridors. These designs provide a more pleasant and safe pedestrian experience and encourage pedestrian travel. The City's current policy is to provide non-contiguous sidewalks on all new and widened streets of collector classification or larger.

Within the Town Center area, the Town Center Specific Plan calls for a network of interconnected bike and pedestrian pathways to link activity centers within the Town Center as well as linking the Town Center with the bike and pedestrian trail system in the rest of the City. Since the adoption of the plan in 1987, over six miles of these corridors have been constructed.

## **5.2.2 SIGNIFICANCE CRITERIA**

Traffic impacts would be significant if implementation of the proposed General Plan would:

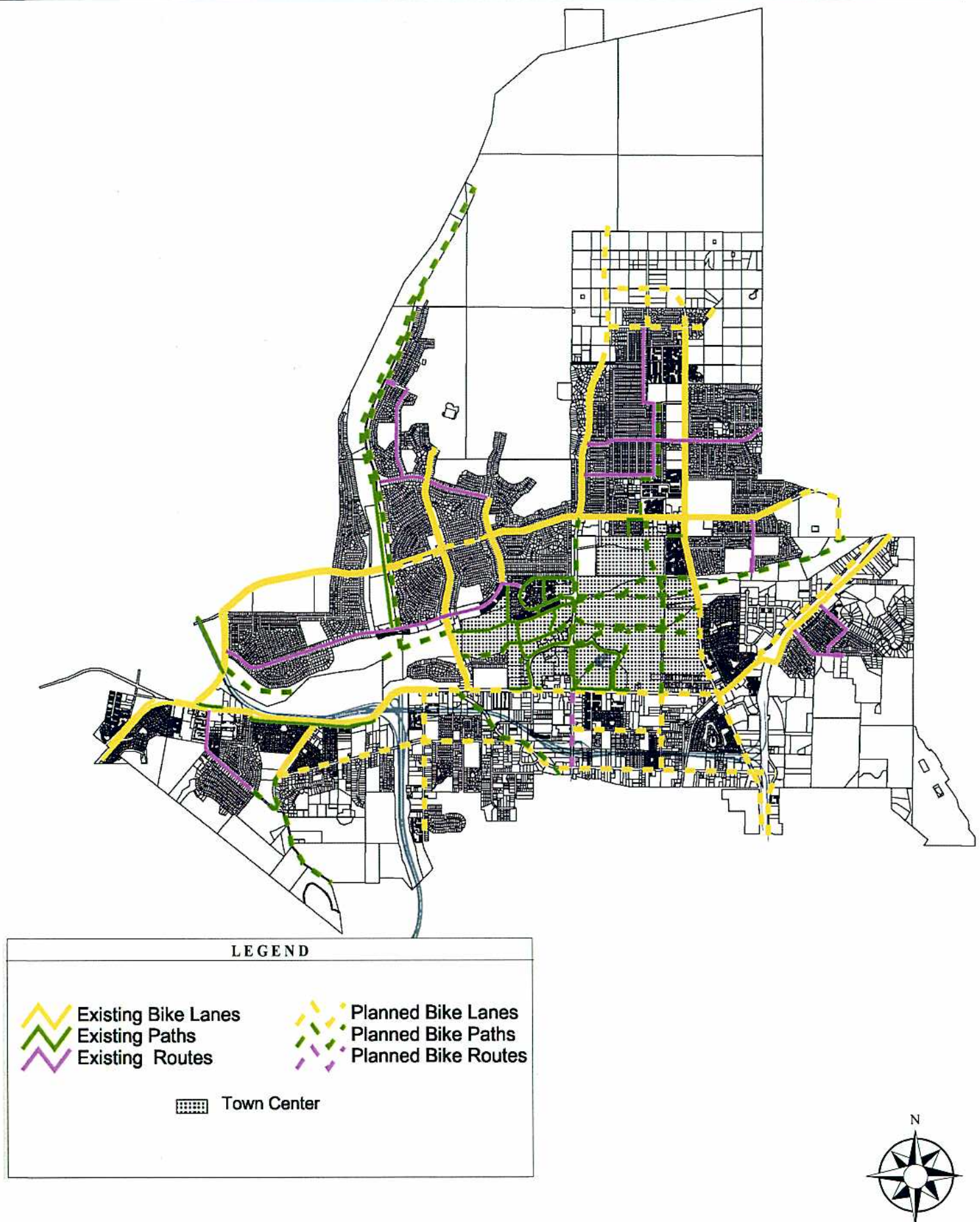
- Increase traffic levels beyond the existing and/or planned capacity of the street system;
- Cause street segments or intersections to operate at LOS E or F; and/or
- Conflict with regional transportation policies, plans, or programs (i.e., precludes construction of a planned regional transportation link).

## **5.2.3 IMPACTS**

As noted in the discussion in the Project Description (Section 4.0), some roadways within the project area would be eliminated while others will be added. The proposed roadway system revisions summarized in Table 4.2-3, are shown on Figure 4.2-2.

### **5.2.3.1 Roadway Segment Operations**

SANDAG Model runs were conducted with the existing General Plan assumptions to determine a baseline Year 2020 traffic condition. The Proposed General Plan is compared with this baseline assessment.



Source: City of Santee

Existing and Planned Bikeways and Trails \_\_\_\_\_ Figure 5.2-3

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Traffic volumes for the Proposed General Plan Year 2020 are shown in Figure 5.2-4. As can be seen in Table 5.2-5, the majority of the Circulation Element roadways are projected to operate at LOS C or better with the proposed General Plan traffic volumes. The following 3 segments would operate at LOS E or worse under the Proposed General Plan:

1. Fanita Parkway from Mast Boulevard to Lake Canyon Road (LOS F)
2. Mission Gorge Road from SR 125 to Fanita Drive (LOS F)
3. Mission Gorge Road from Fanita Drive to Carlton Hills Boulevard (LOS F)

It should be noted that Fanita Parkway is currently unclassified. It was analyzed in all scenarios as both a Residential Collector (2-Lane) and a Collector (4-Lane).

As discussed above and based on the established criteria, significant impacts would occur on the following street segments because the Level of Service would be F:

- Fanita Parkway (Mast Boulevard to Lake Canyon Road) 2-lane configuration;
- Mission Gorge Road (SR 125 to Carlton Hills Boulevard); and
- Mission Gorge Road (Fanita Drive to Carlton Hills Boulevard)

The removal of SR 125, north of SR 52, on the proposed Circulation Element would not affect regional traffic. As indicated earlier, the extension of SR 125, north of SR 52, is presently planned to occur within the City of San Diego, west of the City of Santee.

### **5.2.3.2 Signalized Intersections**

Key signalized intersections along the Prime and Major Arterials in the City were analyzed.

The traffic model produced ADTs for the Year 2020 from which Year 2020 peak-hour turning volumes, using the relationship of existing peak-hour turning volumes to existing ADTs, were calculated. These peak hour volumes were then utilized in the intersection analysis shown on Table 5.2-6. This table shows a summary of the signalized intersection operations for the Year 2020 with the proposed General Plan. It should be noted that the Mast Boulevard/West Hills Parkway (both these streets are within the City of San Diego) and Mission Gorge Road/Fanita Drive intersections are analyzed both with and without the recommended third eastbound/westbound through lanes and fourth eastbound/westbound through lanes, respectively.

This table shows that all the key intersections are calculated to operate at LOS D or better with Proposed General Plan volumes and network assumptions (Fanita Parkway and Magnolia Avenue extended into Fanita Ranch) except for Mast Boulevard/West Hills Parkway (LOS F in PM) and Mission Gorge Road/Fanita Drive (LOS E in PM). Levels of Service improve to better than LOS D at these intersections, with additional recommended lanes. Appendix H of the attached traffic analysis contains the Year 2020 peak hour volumes.



**TABLE 5.2-5**  
**Average Daily Traffic and Level of Service for Existing General Plan and Proposed General Plan**  
**Year 2020 Roadway Operations**

ROADWAY	SEGMENT	EXISTING GENERAL PLAN				PROPOSED GENERAL PLAN	
		CLASS <sup>1</sup>	CAP <sup>2</sup>	ADT <sup>3</sup>	LOS <sup>4,5</sup>	ADT <sup>3</sup>	LOS <sup>4,5</sup>
Fanita Parkway <sup>6</sup>	Carlton Oaks to Mast Boulevard Mast Boulevard to Lake Canyon Road	Parkway (2)	16,200	9,400	D	9,500	D
		<u>Parkway (2)</u>	<u>16,200</u>	<u>18,800</u>	<u>F</u>	<u>18,600</u>	<u>F</u>
		<u>Parkway (4)</u>	<u>34,200</u>	<u>18,800</u>	<u>B</u>	<u>18,600</u>	<u>B</u>
Carlton Hills Blvd	Mission Gorge Road to Carlton Oaks Drive	Major Arterial	40,000	35,600	D	35,300	D
	Carlton Oaks Drive to Mast Boulevard	Major Arterial	40,000	12,200	A	11,900	A
	Mast Boulevard to Lake Canyon Road	Major Arterial	40,000	6,400	A	6,400	A
Cuyamaca Street	Prospect Avenue to Mission Gorge Road	Major Arterial	57,000	31,700	B	31,700	B
	Mission Gorge Road to Town Center Pkwy	Major Arterial	57,000	27,600	B	27,900	B
	Town Center Parkway to Mast Boulevard	Major Arterial	40,000	32,500	D	32,700	D
	Mast Boulevard to El Nopal	Major Arterial	40,000	18,700	B	19,200	B
Magnolia Avenue	Prospect Avenue to Mission Gorge Road	Prime Arterial	57,000	46,800	D	47,600	D*
	Mission Gorge Road to Mast Boulevard	Major Arterial	40,000	35,400	D	33,500	D
	Mast Boulevard to El Nopal	Major Arterial	40,000	21,800	B	22,200	B
	El Nopal to Princess Joann Road	Major Arterial	40,000	18,300	B	18,800	B
Mast Boulevard	SR 52 to West Hills Parkway	Major Arterial	40,000	32,000	C	32,400	D
	West Hills Parkway to Fanita Parkway	Major Arterial	40,000	32,200	D	32,300	D
	Fanita Parkway to Carlton Hills Boulevard	Major Arterial	40,000	19,100	B	19,300	B
	Carlton Hills Boulevard to Halberns Blvd	Major Arterial	40,000	23,300	B	23,300	B
	Halberns Boulevard to Cuyamaca Street	Major Arterial	40,000	27,800	C	28,000	C
	Cuyamaca Street to Magnolia Avenue	Major Arterial	40,000	24,700	B	24,800	B
	Magnolia Avenue to Los Ranchitos Road	Major Arterial	40,000	8,900	A	9,300	A
	Los Ranchitos Road to Riverford Road	Major Arterial	40,000	7,200	A	7,600	A
Mission Gorge Road	Father Junipero Serra Trail to West Hills Parkway	Prime Arterial	57,000	16,200	A	15,500	A*
	West Hills Parkway to SR 52	Prime Arterial	57,000	17,400	A	14,900	A
	SR 52 to SR 125	Prime Arterial	57,000	26,000	B	24,500	B
	SR 125 to Fanita Drive	Prime Arterial	57,000	73,300	F	72,900	F
	Fanita Drive to Carlton Hills Boulevard	Prime Arterial	57,000	62,000	F	61,800	F
	Carlton Hills Blvd to Town Center Parkway	Prime Arterial	57,000	46,700	D	44,800	D
	Town Center Parkway to Cuyamaca Street	Prime Arterial	57,000	32,300	B	32,200	B
	Cuyamaca Street to Magnolia Avenue	Prime Arterial	57,000	30,600	B	31,100	B
Town Center Pkwy	Mission Gorge Road to Cuyamaca Street	Prime Arterial	57,000	27,200	B	26,700	B
	Cuyamaca Street to Civic Centre Drive	Prime Arterial	57,000	10,200	A	10,300	A
	Civic Centre Drive to Magnolia Avenue	Prime Arterial	57,000	7,900	A	9,500	A
Woodside Ave	Magnolia Avenue to SR 6	Major Arterial	40,000	24,600	B	24,800	B

**TABLE 5.2-5 (Continued)**  
**Average Daily Traffic and Level of Service for Existing General Plan and Proposed General Plan**  
**Year 2020 Roadway Operations**

ROADWAY	SEGMENT	EXISTING GENERAL PLAN				PROPOSED GENERAL PLAN	
		CLASS <sup>1</sup>	CAP <sup>2</sup>	ADT <sup>3</sup>	LOS <sup>4, 5</sup>	ADT <sup>3</sup>	LOS <sup>4, 5</sup>
Carlton Oaks Drive	West Hills Parkway to Fanita Parkway	Collector	34,200	10,500	A	10,200	A
	Fanita Parkway to Carlton Hills Boulevard	Collector	34,200	19,300	B	19,400	B
	Carlton Hills Boulevard to Stoyer Drive	Collector	34,200	14,200	B	14,200	B
Prospect Avenue	Mesa Road to Fanita Drive	Collector	34,200	9,300	A	7,400	A
	Fanita Drive to Cuyamaca Street	Collector	34,200	11,000	A	11,000	A
	Cuyamaca Street to Magnolia Avenue	Major Arterial	40,000	17,700	B	17,500	B
West Hills Parkway	Mast Boulevard to Carlton Oaks Drive	Major Arterial	40,000	11,600	A	10,600	A
	Carlton Oaks Drive to Mission Gorge Road	Major Arterial	40,000	12,100	A	10,600	A
El Nopal	Magnolia Avenue to Santana Street	Res Col	16,200	10,800	D	10,900	D
Fanita Drive	Mission Gorge Road to Prospect Avenue	Major Arterial	40,000	11,600	A	13,200	A*
	Southern City Limits to Prospect Avenue	Collector	34,200	5,000	A	5,000	A

Source: SANDAG 2020 Traffic Model runs.

<sup>1</sup> Roadway classification.

<sup>2</sup> Capacity based on roadway classification operating at LOS E.

<sup>3</sup> Average Daily Traffic.

<sup>4</sup> Level of Service.

<sup>5</sup> Impacts to LOS D-operating street segments area not considered significant since intersections operate at LOS D or better.

<sup>6</sup> North of Mast Boulevard, Fanita Parkway is analyzed both as a two-lane roadway and as a four-lane roadway (*shown in italics*).

\* Level of Service with revised Circulation Element Classification (See Table 2).

LOS	V/C
A	<0.41
B	0.62
C	0.80
D	0.92
E	1.00
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

**TABLE 5.2-6**  
**Year 2020 Proposed General Plan**  
**Signalized Intersections Operations**

INTERSECTION	PEAK HOUR	PROPOSED GENERAL PLAN	
		DELAY (seconds)	LOS
Mast Boulevard/West Hills Parkway <sup>1</sup>	AM	47.1	D
		<i>24.0</i>	<i>C</i>
	PM	>80.0	F
		28.6	<i>C</i>
Mast Boulevard/Fanita Parkway	AM	29.7	C
	PM	17.2	C
Mast Boulevard/Carlton Hills Boulevard	AM	25.5	C
	PM	31.8	C
Mast Boulevard/Cuyamaca Street	AM	40.2	D
	PM	52.7	D
Mast Boulevard/Magnolia Avenue	AM	37.7	D
	PM	37.7	D
Mission Gorge Road/Fanita Drive <sup>2</sup>	AM	20.9	C
		<i>16.7</i>	<i>B</i>
	PM	67.6	E
		<i>15.8</i>	<i>B</i>
Mission Gorge Road/Carlton Hills Blvd.	AM	23.7	C
	PM	22.5	C
Mission Gorge Road/Town Center Parkway	AM	40.0	D
	PM	50.1	D
Mission Gorge Road/Cuyamaca Street	AM	45.2	D
	PM	53.1	D
Mission Gorge Road/Tamberly Way	AM	16.6	B
	PM	22.8	C
Mission Gorge Road/Magnolia Avenue	AM	49.1	D
	PM	45.1	D

LOS = Level of Service.

<sup>1</sup> Bold italics show LOS/Delay with recommended third eastbound and westbound thru lanes.

<sup>2</sup> Bold italics show LOS/Delay with recommended fourth eastbound and westbound thru lanes.



### **5.2.3.3 Congestion Management Program Compliance**

The Congestion Management Program (CMP) was adopted on November 22, 1991 and is intended to directly link land use, transportation and air quality through LOS performance. Local agencies are required by statute to conform to the CMP. The CMP requires an Enhanced CEQA Review for all large projects that are expected to generate more than 2,400 ADT or more than 200 peak hour trips. Since the overall proposed General Plan generates well over 2,400 ADT, this level of review is required of this project.

Table 5.2-5 shows a program-level street segment analysis of the CMP arterial, Mission Gorge Road. All segments of Mission Gorge Road would operate at LOS D or better with mitigation, thus meeting CMP standards.

For the purposes of this General Plan Update, the following freeway segments within the project area were analyzed to satisfy the CMP requirement.

- SR 52 from Santo Road to Mast Boulevard;
- SR 52 from Mast Boulevard to SR 125;
- SR 52 from SR 125 to Cuyamaca Street (future);
- SR 52 from Cuyamaca Street to SR 67 (future);
- SR 125 from Grossmont College Drive to SR 52;
- SR 67 from Bradley Avenue to Prospect Avenue (future SR 52 junction);
- SR 67 from Prospect Avenue (future SR 52 junction) to Woodside Avenue; and
- SR 67 from Woodside Avenue to Riverford Road.

Table 5.2-7 shows the Year 2020 freeway mainline operations summary. This table indicates that segments of SR 52, SR 67 and SR 125 would operate at LOS E or LOS F with the Proposed General Plan. As shown on the table, there is no difference in the freeways level of service between the existing and the proposed General Plan.

## **5.2.4 MITIGATION MEASURES**

Implementation of the following measures would reduce potential traffic and circulation impacts associated with the General Plan Update. Some of the measures relate to implementation of policies within the proposed General Plan Update. As applicable, the name of the element and the policy number are indicated.

***Mitigation Measure 5.2-1:*** Classify Fanita Parkway from Mast Boulevard to Lake Canyon Road as a Parkway (4 lanes recommended).

***Mitigation Measure 5.2-2:*** Provide a third eastbound and westbound through-lane on Mast Boulevard between the SR 52 westbound ramps and the first driveway at West Hills High School.

**TABLE 5.2-7**  
**Year 2020 Freeway Mainline Operations Summary**  
**for Existing General Plan and Proposed General Plan**

FREEWAY AND SEGMENT	PEAK HOUR	DIR	YEAR 2020						
			EXISTING GENERAL PLAN			PROPOSED GENERAL PLAN			
			CAP	PHV	V/C	LOS	PHV	V/C	LOS
SR 52									
Santo Rd. to Mast Blvd undercrossing	AM	EB	7200	1767	0.245	B	1767	0.245	B
		WB	7200	11134	1.546	F (3)	11134	1.546	F (3)
	PM	EB	7200	9586	1.331	F (1)	9586	1.331	F (1)
		WB	7200	2815	0.391	B	2815	0.391	B
Mast Blvd. undercrossing to SR 125	AM	EB	7200	2159	0.300	B	2178	0.302	B
		WB	7200	10180	1.414	F (2)	10266	1.426	F (2)
	PM	EB	7200	9596	1.333	F (1)	9676	1.344	F (1)
		WB	7200	2866	0.398	B	2890	0.401	B
SR 125 to Cuyamaca Street	AM	EB	6000	2286	0.381	B	10266	0.381	B
		WB	6000	10779	1.797	F (3)	2286	1.797	F (3)
	PM	EB	6000	10160	1.693	F (3)	2890	1.693	F (3)
		WB	6000	3035	0.506	B	10160	0.506	B
Cuyamaca Street to SR 67	AM	EB	6000	1924	0.324	B	1924	0.321	B
		WB	6000	9154	1.526	F (3)	9068	1.511	F (3)
	PM	EB	6000	8628	1.438	F (2)	8547	1.425	F (2)
		WB	6000	2577	0.430	B	2553	0.426	B
SR 125									
Grossmont Coll. Dr. to Rte 52	AM	NB	7200	6742	0.936	E	6742	0.936	E
		SB	7200	2889	0.401	B	2889	0.401	B
	PM	NB	7200	3083	0.428	B	3083	0.428	B
		SB	7200	7584	1.053	F (0)	7584	1.053	F (0)

**TABLE 5.2-7 (Continued)**  
**Year 2020 Freeway Mainline Operations Summary**  
**For Existing General Plan and Proposed General Plan**

Freeway and Segment	Peak Hour	Year 2020							
		Dir	Existing General Plan			Proposed General Plan			
			Cap	Phv	V/C	LOS	Phv	V/C	LOS
SR 67									
Bradley Ave. to Route 52	AM	NB	8000	3908	0.488	B	3908	0.488	B
		SB	8000	6190	0.774	C	6190	0.774	C
	PM	NB	8000	6940	0.868	D	6940	0.868	D
		SB	8000	4924	0.615	B	4924	0.615	B
Route 52 to Woodside Ave.	AM	NB	6000	2338	0.390	B	2338	0.390	B
		SB	6000	3703	0.617	B	3703	0.617	B
	PM	NB	6000	4152	0.692	C	4152	0.692	C
		SB	6000	2946	0.491	B	2946	0.491	B
Woodside Ave. to Riverford Rd.	AM	NB	6000	2438	0.406	B	2438	0.406	B
		SB	6000	3862	0.644	C	3862	0.644	C
	PM	NB	6000	4330	0.722	C	4330	0.722	C
		SB	6000	3072	0.512	B	3072	0.512	B

DIR/CAP = Direction/Capacity  
 PHV = Peak Hour Volumes  
 V/C = Volume/Capacity  
 LOS = Level of Service  
 EB = Eastbound, etc.

<b>LOS</b>	<b>V/C</b>
A	<0.41
B	0.62
C	0.80
D	0.92
E	1.00
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

**Mitigation Measure 5.2-3:** Reclassify Mission Gorge Road from SR 125 to Carlton Hills Boulevard as an 8-Lane Prime Arterial.

**Mitigation Measure 5.2-4:** The City shall proactively pursue local, state and federal funding for circulation related public improvement projects. (Circulation Element, Policy 1.6)

**Mitigation Measure 5.2-5:** The City should work with the region to develop traffic and congestion management programs to improve commute times and improve air quality. (Circulation Element, Policy 1.7)

**Mitigation Measure 5.2-6:** The City shall encourage a Level of Service “C” on street segments and intersections throughout the circulation network. The Level of Service can be adjusted on specific roadways or intersections where appropriate mitigation measures have been applied to minimize effects and/or overriding social or economic benefits to the City can be identified. The City shall not approve any development that causes a drop in the level of service at an intersection to LOS “E” or “F”, after mitigation, without overriding social or economic benefits. (Circulation Element, Policy 1.8)

**Mitigation Measure 5.2-7:** The City should promote the continued development of San Diego Trolley routes that benefit the residents of Santee. (Circulation Element, Policy 2.1)

**Mitigation Measure 5.2-8:** The City should work with the Metropolitan Transit Development Board to maintain a bus route network that provides the most benefit to the residents of Santee. (Circulation Element, Policy 2.2)

**Mitigation Measure 5.2-9:** The City should promote the development of hiking and bicycle trails along the San Diego River in conjunction with the San Diego River Plan. (Circulation Element, Policy 2.3)

**Mitigation Measure 5.2-10:** The City shall continue to implement and maintain a comprehensive bicycle route system, and to designate appropriate bikeways. (Circulation Element, Policy 2.4)

**Mitigation Measure 5.2-11:** The City shall encourage and provide for Ride Sharing, Park and Ride, and other similar commuter programs that eliminate vehicles from freeways and arterials. (Circulation Element, Policy 2.5)

**Mitigation Measure 5.2-12:** The City should encourage the incorporation of pedestrian-friendly design concepts including separated sidewalks and bikeways, landscaped parkways, traffic calming measures, safe intersection designs and access to transit facilities and services into both public and private developments. (Circulation Element, Policy 2.6)

**Mitigation Measure 5.2-13:** The City shall encourage the development of improved signalization and intersection design. (Circulation Element, Policy 3.1)

**Mitigation Measure 5.2-14:** The City shall encourage new subdivision development be designed so that driveways do not take direct access from prime arterials, major roads or collector streets. (Circulation Element, Policy 4.1)

**Mitigation Measure 5.2-15:** The City should require the use of Neighborhood Traffic Management controls to lower residential speeds and discourage through traffic. The controls should be limited to non-structural (e.g. signs, enforcement, education) controls as much as possible. Structural (e.g. speed humps, street closures, roundabouts) controls should only be used as a last resort. The City shall prepare a policy manual to guide City efforts in managing these neighborhood traffic safety concerns. (Circulation Element, Policy 4.2)

**Mitigation Measure 5.2-16:** The City shall promote design standards which allow for safe and efficient transport, delivery, loading and unloading of goods from service vehicles within commercial and industrial areas. (Circulation Element, Policy 4.3)

**Mitigation Measure 5.2-17:** The City should pursue minimizing the number of entrances and exits to strategic locations along major thoroughfares by requiring the establishment of shared driveways and reciprocal access between adjoining properties. (Circulation Element, Policy 4.4)

**Mitigation Measure 5.2-18:** The City should establish and implement appropriate setback and off-street parking requirements. (Circulation Element, Policy 4.5)

**Mitigation Measure 5.2-19:** Trails should be designed to facilitate bicycle riding by incorporating standards which would reduce slopes, sharp curves, and interference with vegetation, pedestrians, and traffic. (Trails Element, Policy 5.2)

**Mitigation Measure 5.2-20:** Bicycle paths should be incorporated into the design of community land use plans, Capital Improvement Projects, and in parks and open space as specified in the General Plan. (Trails Element, Policy 5.3)

**Mitigation Measure 5.2-21:** Encourage facilities such as lighting, benches, bathrooms and drinking fountains along trails where it is appropriate. (Trails Element, Policy 5.4)

**Mitigation Measure 5.2-22:** The City should ensure that land divisions and developments are approved within the City only when a project's improvements, dedications, fees and other revenues to the City and other agencies fully cover the project's incremental costs to the City and other agencies. These costs are for providing new or upgraded capital improvements and other public facilities and equipment resulting from, and attributable to the project, which are necessary to protect and promote the public's health, safety and welfare and to implement feasible mitigation measures. Such facilities include, but are not limited to: parks, bridges, major roads, traffic signals, street lights, drainage systems, sewers, water, flood control, fire, police, schools, hiking/bicycle trails and other related facilities. In calculating benefits of land divisions and developments, the City may consider other public objectives and goals including social, economic (job creation, secondary economic benefits, etc) and environmental factors. (Land Use Element, Policy 3.1)

***Mitigation Measure 5.2-23:*** To help offset cumulative traffic impacts to the City-wide circulation network, Traffic Impact and Traffic Signal fees will be collected from future development.

## **5.2.5 SIGNIFICANCE OF IMPACT AFTER MITIGATION**

With implementation of the proposed mitigation measures, impacts related to traffic and circulation would be reduced to below a level of significance.

## **5.2.6 PLAN TO PLAN ANALYSIS**

Implementation of the proposed General Plan update would not result in a significant increase in impacts related to transportation and circulation when compared to the existing General Plan. As evidenced by Table 5.2-5 in Section 5.2, traffic volumes and level of service on local roadways would vary only slightly, and levels of service would be unchanged on the freeway segments when comparing the existing and proposed General Plan. This can be expected since there is little difference between the Land Use and Circulation Element assumptions of the existing and proposed plans. The main difference revolves around the relatively minor alterations in land use designations that are proposed with the General Plan update as discussed above and illustrated in Table 9.2-3. However, these changes do not result in any significant impacts over that which would occur under the existing General Plan.

## **5.3 POPULATION/HOUSING**

### **5.3.1 EXISTING CONDITIONS**

The information in this section comes from several different sources. The City's Housing Element is relied upon for information related to demographics and housing trends because it covers the 1999-2004 update cycle and is based on the complete and available 1990 U.S. Census data and therefore, does not reflect the most recent population and housing projections which are currently available. The proposed Land Use Element of the General Plan is used to describe existing condition population and the amount of residential units, as well as to ascertain projected buildout population and the amount of residential units in the impact section. The buildout population was projected by assuming that future residential projects would develop at the mid-range of the density scale.

The future population projections are from SANDAG's Preliminary 2030 Cities/County Forecast. The SANDAG Board of Directors accepted the Preliminary Forecast in October of 2002 for planning purposes. A final forecast will be prepared and presented to the SANDAG Board for adoption in fall 2003.

The Preliminary 2030 Forecast reflects changing demographic and economic trends and policies, but, in terms of land uses, this Forecast assumes growth in accordance with the adopted 1984 General Plan. In addition, the City has made its own population and housing forecasts based on the proposed Land Use Element. While minor differences occur between the sources, information from both is presented to form a basis of comparison.

The housing projections addressed in this section are based on the anticipated housing generated by land within the existing City limits. The area to be prezoned for ultimate annexation along the northwest boundary is not included in the projections.

#### **5.3.1.1 Population**

##### **Population Growth Trends**

Originally, Santee was a rural area known for its dairies, ranches and vineyards which were developed along the San Diego River. During the 1950s the City experienced a relatively rapid rate of growth. By 1961, in association with the rapid development that included the development of the Carlton Hills area, the population had grown to approximately 11,400 persons. The City experienced a substantial population growth during the 1960s. The estimated population at the end of that decade was 27,000 persons and the total residential units, including both single-family houses and mobile homes, increased in number to 8,570. During the first half of the 1970s, the Santee population rose from 27,000 persons to 34,000 persons. That decade ended with a City population of 40,039 persons.

In December 1980, the City of Santee was officially incorporated. The decade of the 1980s saw the beginning of a shift towards slower residential growth and an expansion in the City's industrial and commercial bases.

The City began the decade of the 1990s with a population of 52,902 persons. This decade experienced a significant reduction in residential growth, the result of a lack of available, easily developable residential land, together with the removal of residential units resulting from the first phases of the SR 52 and SR 125 freeways through the City. The most recent estimate for the City's population is 53,693 based on the California Department of Finance estimates in January 2001.

Based on population data from the State Department of Finance, the average growth rate in the City from 1980 to 1984 was 4.3 percent. This is primarily due to project approvals that occurred when the City was still under the County's jurisdiction. With City control over development approvals, the growth rate has slowed considerably. From 1985 to present, the City's growth rate has averaged 1.3 percent per year. In comparison, the San Diego region's growth rate during the same period was 2.5 percent annually. In addition, the City saw a small decline in population in the mid 1990's due to the displacement of residential units with the construction of SR 52 and SR 125.

### **Demographic Characteristics**

According to the 2000 U.S. Census, the City's population is predominately white, accounting for 80 percent of the population, a decrease in six percent since 1980. Other races and ethnic groups comprise the balance population and are integral components of the community. Approximately 11 percent of the population claimed Hispanic origin in the 2000 U.S. Census, an increase of six percent since 1980. The U.S. Census indicates that Asians constituted 2.5 percent and Black/African Americans constituted just over one percent of the City of Santee in 2000. All other races made up approximately four percent of the population in 2000.

The City's population is projected to age in accordance with regional and national trends. U.S. Census data for the age distribution of the City support those projections. The median age in the City has increased from 27.7 in 1980 to 33.9 in 1998, and is currently 34.8 years.

### **Population Projections**

SANDAG has produced short-range and long-range forecasts of growth in the region every three to five years since the 1970s. The forecasts examine the impacts of changes in public policies and economic conditions affecting population growth and distribution. The Preliminary 2030 Cities/County Forecast is SANDAG's most recent forecasting effort. This forecast covers the period 2000 to 2030 and is based on the City's 1995 land use, population, housing, income, and employment data.

Between 2002 and 2020, SANDAG projects that the population of the City will increase by 14,010 to 67,703 residents. This represents a gain in population of 26 percent.



### **5.3.1.2 Housing**

#### **Housing Trends and Types**

The majority of the homes in Santee were built between 1950 and 1988. The period between 1970 and 1979 was especially active in both Santee and the region; 41 percent of Santee's total housing stock was added during this time.

The City's rate of growth in its housing stock has slowed greatly from the 1980s. The housing stock growth rate from 1980 to 1990 was 32 percent, while the growth rate from 1990 to 1998 was only 4.5 percent. The slowed growth can likely be attributed to the recession and the lack of easily developable land, and can be expected to remain over the next several years due to the elimination of residential units for the ongoing construction of the SR 52 and 125 freeways.

Residential uses in Santee are primarily composed of single-family detached units on standard subdivision lots; over half of the developed acreage in the City is in single-family housing uses. With approximately 12,094 single-family units, this residential type represents approximately 64 percent of the City's housing stock. Single-family homes in Santee are typically "starter homes", of 1,200 to 1,500 square feet in size on 6,000 square foot lots. This type of residential development is found in all sections of the City, but it is particularly dominant north of the San Diego River. Since adoption of the City's General Plan in 1984, this type of residential development has been dominant; however there has been a marked shift towards larger move-up housing products. Given the lack of available land in the R-2 district (6,000 square foot lot minimum), the trend towards larger single-family homes on larger lots is expected to comprise the majority of future single-family home development in the City.

Multi-family housing, including apartments, condominiums, and mobile homes, provides the balance of housing in the City today, 35 percent. There are currently 12 mobilehome parks located within the City, with 2,345 total spaces, or 13 percent of the housing stock. These parks provide a unique living environment and source of affordable housing. Sizes of the parks range from 66 to 364 spaces. Most of the 12 parks are located near the City's highly traveled roads including Mission Gorge Road, Magnolia Avenue and Prospect Avenue. The recent and planned future phases of SR 52 through the City will eliminate a number of mobilehomes located along the freeway alignment.

Apartments and condominiums comprise approximately 22 percent of the City's housing stock with approximately 4,408 units. This residential type is typically located along the City's major roads, including Fanita Drive, Mission Gorge Road, Carlton Hills Blvd, Halberns Drive and Magnolia Avenue. Since adoption of the General Plan in 1984, approximately 1,400 condominiums and apartments have been constructed in the City. As is the case with mobilehome parks, the City lost several large multiple-family residential projects with the ongoing construction of the State Route 52 and 125 freeways.

The housing stock in the City is relatively new when compared to the region as a whole. Of the total housing units in the City, 13.1 percent were built before 1960, compared to 24.2 region-

wide. Only 1.3 percent of the total housing units in Santee were built before 1940, compared to 5.2 percent region-wide.

In 1997, the majority (70 percent) of the residents in the City owned their homes. This was the second highest homeownership rate in the region. This high rate of homeownership can be partially attributed to the large number of mobile homes in the City, which tend to be owner-occupied, and the relative affordability of the City's housing stock.

### **Cities/County 2030 Forecast Housing Projections**

Between 2002 and 2020, the housing stock growth rate is expected to grow by 4,131 units to a total of 22,969. This constitutes a growth rate of 22 percent. During that same time period, the housing stock in the region is projected to grow by 28 percent.

## **5.3.2 SIGNIFICANCE CRITERIA**

Population and housing impacts would be significant if implementation of the proposed General Plan would:

- Generate a population which would substantially deviate from regional population forecast;
- Generate a population that would create a demand for public services that would exceed the capacity of service providers; and/or
- Fail to provide housing opportunities to accommodate projected local and regional growth.

## **5.3.3 IMPACTS**

### **5.3.3.1 Population**

Implementation of the General Plan forms the basis for anticipated population growth in the City. While each residential designation in the City allows a range of dwelling unit densities, the actual number of dwelling units constructed and associated population amounts would realistically fall near the middle of the density range due natural constraints including: presence of biological resources, soil and geologic conditions, floodplains and slope gradients. Access, availability of services and desired product types would also influence the ultimate number of dwelling units constructed and the population.

Based on examination of the land use allocations of the Land Use Plan (Section 5.1) and Census 2000 population projections, the City is projecting a population in 2010 of 60,219. By 2020, the population is expected to reach 67,463. Therefore, the existing population of 53,693 would increase by 26 percent. These projections assume future residential projects develop at the mid-range of the density scale. While development of the proposed Land Use Plan is based on expected densities of development, the actual population growth may be lower depending on changes in regional housing trends and local economics.

The City's 2020 population projection for the proposed General Plan would be slightly less than the projections in the Preliminary 2030 Cities/County Forecast. As noted above, SANDAG's projected population in the City for the year 2020 would be 67,703, while the City is estimating a 2020 population of 67,463. As described above, this City-derived estimate is based on development of the City at the mid-range of the density scale. To derive projected population, an average household size of 2.95 persons is assumed. The difference of 240 residents represents a 0.3 percent decrease, which is not significant and does not substantially deviate from the regional forecast.

### **5.3.3.2 Housing**

Based on examination of the land use allocations on the Land Use Plan (Section 5.1) and Census 2000 population projections, the City predicts the number of residential dwelling units to reach 22,859 by the year 2020. Therefore, the existing number of dwelling units would increase by approximately 17 percent. As discussed above, these projects assume future residential projects develop at the mid-range of the density scale and are provided for overall planning purposes.

The 2020 dwelling unit projection for the proposed General Plan would be slightly less than the 2030 Cities/County Forecast. As noted above, SANDAG's projected number of dwelling units in the City for year 2020 would be 22,969. In the year 2020, of the proposed General Plan would be 110 units less than SANDAG's 2030 Cities/County Forecast, which represents a reduction of less than one-half of one percent.

## **5.3.4 MITIGATION MEASURES**

Implementation of the following measures would reduce potential impacts of development to below a level of significance under the proposed General Plan with respect to population and housing. Many of the measures relate to implementation of policies within the proposed Elements. As applicable, the name of the Element and the policy number are indicated.

***Mitigation Measure 5.3-1:*** Provide a variety of residential development opportunities in the City, ranging in density from very low-density estate homes to medium-high density development. (Housing Element, Policy 1.1)

***Mitigation Measure 5.3-2:*** Require that housing constructed expressly for low and moderate-income households not be concentrated in any single area of Santee. (Housing Element, Policy 1.3)

***Mitigation Measure 5.3-3:*** Respond to State-mandated requirements for the development of low and moderate income housing by allowing developers a 25 percent density bonus or other financial incentive for providing at least 25 percent of the units in a project for low and moderate income residents. Provide rental assistance vouchers, as available, for some or all of the affordable units provided. (Housing Element, Policy 1.5)

***Mitigation Measure 5.3-4:*** Encourage the retention of existing single-family residential neighborhoods which are economically and physically sound, and monitor the effect of growth and change. (Housing Element, Policy 4.1)

***Mitigation Measure 5.3-5:*** Encourage the retention of existing, viable mobile home parks which are economically and physically sound. (Housing Element, Policy 4.2)

***Mitigation Measure 5.3-6:*** Encourage vigorous enforcement of existing building, safety, and housing codes to promote property maintenance. (Housing Element, Policy 4.4)

***Mitigation Measure 5.3-7:*** The City should promote the use of innovative site planning techniques that contribute towards the provision of residential product styles and designs. (Land Use Element, Policy 2.1)

### **5.3.5 SIGNIFICANCE OF IMPACT AFTER MITIGATION**

With implementation of the mitigation measures identified above, impacts related to population and housing would be reduced to below a level of significance.

### **5.3.6 PLAN TO PLAN ANALYSIS**

The proposed General Plan update projects 22,859 dwelling units in the year 2020 which is 396 more units than the existing General Plan projection of 22,463. Likewise, the proposed General Plan update projects a year 2020 population of 67,463 which is 1,197 more people than the existing General Plan projection of 66,266. These differences are not considered to be significant.

## **5.4 PUBLIC FACILITIES, SERVICES AND UTILITIES**

### **5.4.1 EXISTING CONDITIONS**

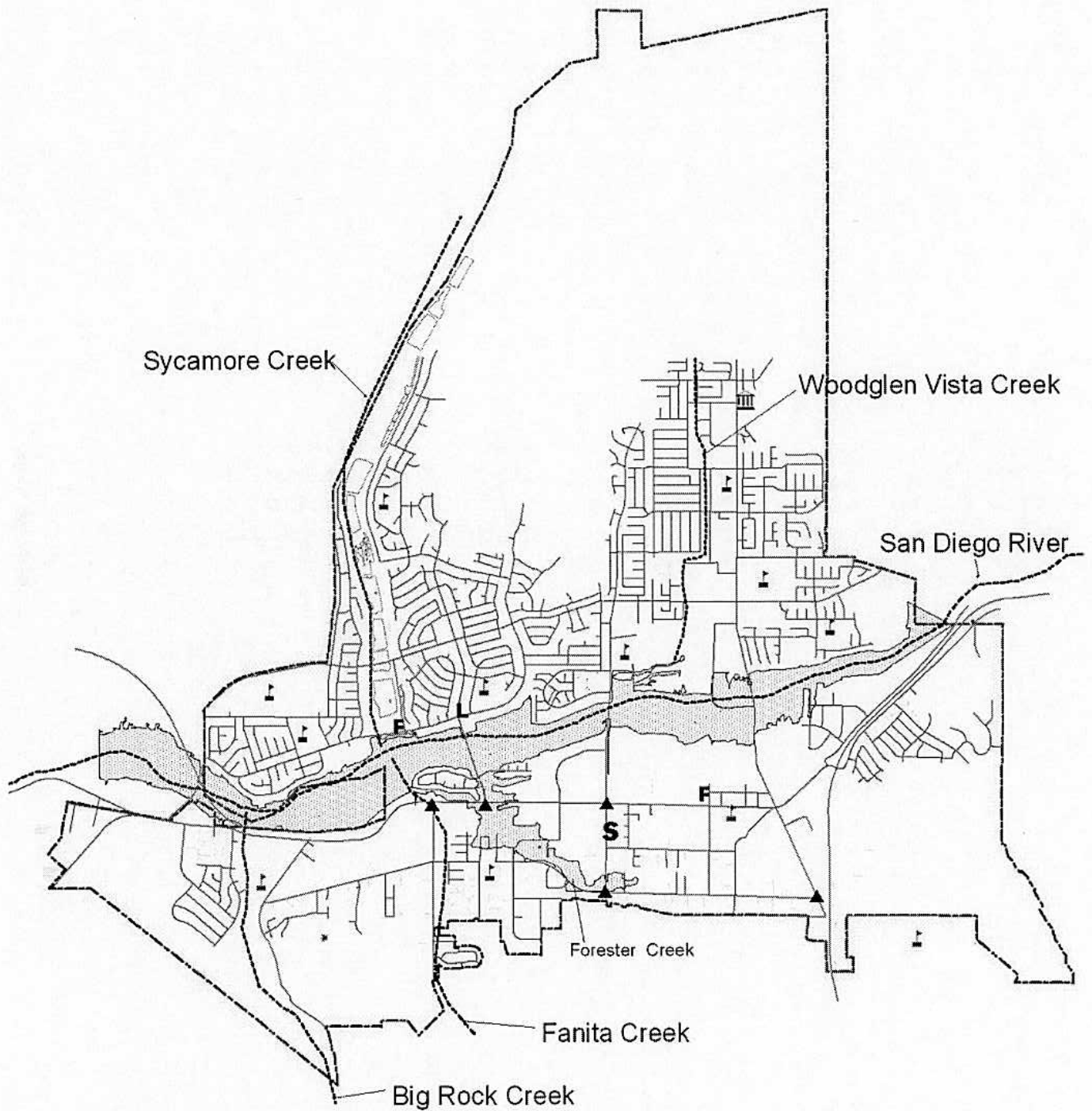
#### **5.4.1.1 Schools**




The Santee School District (SSD) serves the Santee area for grades kindergarten through eighth grade (K-8) and has ten schools, nine of which are within the City (See Figure 5.4-1. Existing (K-8) schools serving the City are: Cajon Park, Carlton Hills, Carlton Oaks, Chet F. Harritt Elementary, Hill Creek Elementary, Prospect Avenue Elementary, Rio Seco Elementary, Santee Elementary, and Sycamore Canyon. In addition SSD also has the Alternative School, which is an alternative education school to assist children being home-schooled and operates a tenth elementary school, Pepper Drive Elementary, which is located outside the City. Table 5.4-1 shows the enrollment and capacity as of October 2002 for the elementary schools within the City.

**TABLE 5.4-1  
2002-2003 Elementary School Enrollment and Capacity**

<b>SCHOOL</b>	<b>ENROLLMENT</b>	<b>CAPACITY</b>
Cajon Park	914	1,124
Carlton Hills	776	809
Carlton Oaks	596	1,018
Chet F. Harritt	636	887
Hill Creek	719	1,111
Prospect Avenue	433	615
Rio Seco	764	1,037
Santee	625	830
Sycamore Canyon	521	551
<b>TOTAL</b>	<b>5,984</b>	<b>7,982</b>

Adequate capacity exists within the K-8 schools serving the City. Enrollment within the City is actually declining, due to the slowing rate of residential growth together with an overall aging of the regional population. No new construction is planned at any of the existing schools. In fact, a recent report prepared for the district concluded that there is no expected need for a new school in the District over the next 20 years.



LEGEND	
<b>F</b>	Fire Station
<b>L</b>	Library
<b>S</b>	Sheriff Station
	City Government Office
	City Boundary
	Schools



Not to Scale

Source: City of Santee Safety Element

Public Facility Locations \_\_\_\_\_ Figure 5.4-1

The Grossmont Union High School District (GUHSD) serves the City for grades nine through twelve. The high school district has two high schools in Santee: West Hills High School on Mast Boulevard near Medina Drive; and Santana High School on Magnolia Avenue between Mast Boulevard and Second Street. In October 2001, West Hills had an enrollment of 2,226 students with a capacity of approximately 2,397 students; Santana had an enrollment of 1,777 students with a capacity of approximately 2,040 students. Therefore, the total high school population within the City is 4,003, with a capacity for 4,437 high school students. Although overcrowding exists in several of the GUHSD schools outside the City, West Hills High School and Santana High School have adequate capacity.

Pursuant to Government Code Section 53080, new development may be assessed by school districts to offset demands for services, with limits on the assessment set by state law. The assessment is divided between the SSD and the GUHSD where their service areas overlap. SSD collects 62 percent of the assessment and GUHSD collects 38 percent. SSD currently assessed developers \$1.33 per square foot for residential development and \$0.21 per square foot for commercial or industrial uses. GUHSD assesses developers \$1.08 per square foot for residential development and \$0.13 per square foot for commercial or industrial uses. The school fees are collected when building permits are issued.

#### **5.4.1.2 Libraries**

Currently, library service in the City is provided by the San Diego County Library. The Santee branch library is located on Carlton Hills Boulevard (Figure 5.4-1). The 7,500 square-foot library has a collection of approximately 54,396 volumes. There are also libraries nearby in Lakeside, City of San Diego, and El Cajon.

In addition to these branches, the City of San Diego Public Library operates a Bookmobile that is used primarily to bring books to immobile people, educate elementary school children, and provide access to books when a particular branch is closed for some reason. Several cities within the County are also part of a countywide cooperative relationship known as the Serra Cooperative Library System. This cooperative library system allows residents of the various cities and the County of San Diego to use facilities of other public libraries in the same area.

For example, a resident of the City of Santee could use the City of San Diego Main Library or any branch library facilities through the Serra Cooperative Library System, and a resident of the City of San Diego could use the library facilities of the City of Santee. This system expands the accessibility of public library facilities to communities that are adjacent to each other.

The San Diego County Library service ratio goal is 0.5 square feet of library floor space for each resident averaged throughout the service area. However, this is a very ambitious goal and most of the County libraries do not meet the goal. Based on the City's current population of 53,693, a total of 26,846 square feet of library space would be required to achieve the County's goal. Thus, the 7,500 square feet of library space contained within the Santee Library would achieve 28 percent of the goal. Although the goal is not met, library service within the City is considered to be adequate due to the additional programs mentioned above.

The City of Santee has plans to build a new library on the Trolley Square commercial center, although funding has not been obtained to date. A new library would boost service ratios to levels significantly above the Countywide average. The actual timing of construction of the future library is dependent upon the availability of funding.

#### **5.4.1.3 Fire Protection/Emergency Medical**

The City's Fire and Life Safety Department provides fire and paramedic service in the City. The department currently maintains two stations, one at 8950 Cottonwood Avenue and another at 9130 Carlton Oaks Drive (Figure 5.4-1). The Cottonwood Avenue station houses one engine, one truck, and one paramedic ambulance and is staffed with nine full-time firefighters. The Carlton Oaks Drive station houses one engine and one rescue unit and is staffed with five full-time firefighters. Santee maintains a minimum daily staffing of 16 emergency response personnel including the "on-call" Duty Chief. Thirteen retired senior firefighter volunteers are available as needed.

The Santee Fire and Life Safety Department currently provides paramedic advanced life support services with first responding fire companies until transporting units arrive. Transporting emergency medical services are provided by Heartland Paramedics. The paramedic ambulances are staffed with firefighter paramedics and operated in partnership with the Lakeside Fire Protection District under the terms of a contract with County Service Area 69.

The City strives to provide an average maximum initial response time of no more than six minutes with an average response time of no more than ten minutes for supporting paramedic transportation units 90 percent of the time. The current average response time throughout the City is 6.5 minutes for fire apparatus (e.g., fire engines and trucks) and 5.5 minutes for paramedic ambulances.

The City has a signed automatic aid agreement on first alarm or greater with all surrounding communities including Alpine Fire Protection District (FPD), East County FPD, El Cajon Fire Department (FD), La Mesa FD; Lemon Grove FD; San Miguel FPD, and the City of San Diego FD. The City is also part of both the San Diego County and State of California Department of Forestry and U.S. Forest Service.

#### **5.4.1.4 Law Enforcement**

Police protection in the City of Santee is provided by the San Diego County Sheriff's Department. The Santee Sheriff's substation is located at 8811 Cuyamaca Street. A new Sheriff's storefront is scheduled to open in the Santee Trolley Square commercial center in early 2003. The City has contracted with the Sheriff's Department for 14 enforcement units during each 24-hour period. These units are divided into two beats, one for law enforcement and another for traffic enforcement. There are a total of 54 sworn law enforcement officers, and other personnel including retired senior volunteers and reserve officers. The ratio of officers to population is one officer per 1,000 residents.



The current average priority 1 call response time is 4.2 minutes and priority 2 average response time is 9.0 minutes. The department does not have response rate goals, their policy is to respond as quickly as possible. For backup assistance, deputies first call on additional beats operating out of the Santee substation. If additional help is needed, the Sheriff's office is called and that office puts out calls to adjacent jurisdictions and calls in volunteers as needed.

### **5.4.1.5 Water**

#### **Regional Water Supply**

The regional water suppliers serving the City include the Metropolitan Water District (MWD) and the San Diego County Water Authority (SDCWA). MWD is the principal supplier supplying water to many water agencies throughout southern California including the SDCWA. MWD receives its water from the Colorado River via the Colorado River Aqueduct and from northern California via the California Aqueduct, which is part of the State Water Project. The SDCWA sells water to 23 member agencies.

It was originally believed that the Colorado River could yield approximately 20 million acre feet (MAF) per year, however, it is now clear that the river can only yield approximately 15 MAF per year. Although California's allotment from the Colorado River is 4.4 MAF annually, California currently takes approximately 5.2 MAF annually from the Colorado River by also relying on surplus water not used by Arizona and Nevada. These states are now requiring more water, and therefore California can no longer rely on receiving their surplus.

Long-term water supply in southern California continues to be a concern because the region is so heavily dependent on remote water sources. In San Diego County less than ten percent of water demand is met from local sources.

The Colorado River cannot meet the increasing demand, especially from California. Therefore, California has agreed to lower its use to its original allotment of 4.4 MAF annually from the Colorado River. Several steps have been taken to ensure that California reduces its demand. These include upgrading the All-American Canal, water transfer agreements, and innovations such as seawater desalinization.

The SDCWA produced an Urban Water Management Plan in the year 2000 which predicted water supply and demand through the year 2020. In the year 2000, water demand within the SDCWA service area was 695,000 AF. Based on population projections of SANDAG's 2020 Cities/County Forecast, SDCWA projects the total demand in 2020 to be 813,000 AF. SDCWA has projected that in the year 2020 their imported water supplies would be 589,500 AF. To supplement this and meet the additional need, SDCWA projects that they will have a local water supply (from surface water, water recycling, groundwater, and seawater desalinization) of 223,500 AF.

## **Local Water Supply**

The City is served by the Padre Dam Municipal Water District (PDMWD), a multi-purpose public utility providing wholesale and retail water, wastewater collection, disposal, treatment, water recycling, and recreation. Within the PDMWD service area, which includes the communities of Lakeside and Alpine as well as Santee, are approximately 317 miles of potable water mains and 25 miles of recycled water mains. In the year 2000, approximately 7.56 million gallons per day (mgd) was supplied to the City (this figure includes a small amount of unincorporated County land outside of the City boundaries).

PDMWD maintains seven water above-ground storage reservoirs within the City. The Charles C. Price Reservoir, located just east of SR 67 and Via Madonna, is the largest, with a capacity of 15.5 million gallons. The Northcote Reservoir, located at the end of Northcote Road, is the smallest with a capacity of 0.71 million gallons. The Fanita Reservoir, located just south of the southern terminus of Organdy Lane, is the only tank in the City which holds recycled water, storing up to 1.5 million gallons.

PDMWD has prepared a Master Plan with projections of future service. The Master Plan used SANDAG's 2020 Cities/County population forecast, which estimated the population of the City in the year 2020 to be 74,856 residents. Taking into account the City's population in 2020 as well as the populations of other areas they serve, PDMWD projects the 2020 water supply demand to be 11.67 mgd. PDMWD is prepared to handle this demand.

PDMWD has also prepared an Urban Water Management Plan with information on present and future water sources and water demands. They used historical, metered consumption records in order to determine future water demand. The Plan determined that the water demand of the entire District would be 30,189 AF in the year 2020. To estimate the population in 2020, the District used Major Geographical Regional Areas and used SANDAG Series 8 data to projected planned land uses.

### **5.4.1.6 Wastewater**

Wastewater collection and treatment for the City is provided by the PDMWD. A portion of the wastewater is sent to the District's water reclamation facility (WRF) for tertiary treatment and recycling. The balance is sent to the City of San Diego's Point Loma Wastewater Treatment Plant (WTP).

The PDMWD WRF is located adjacent to and just north of the Santee Lakes Park and services the City of Santee, along with parts of El Cajon and parts of the County of San Diego. The WRF treats wastewater to the State of California Title 22 standards, which means the water is safe for full human body contact, but is not permitted for drinking. The treatment process used removes biological nutrients such as organic material and nitrogen, without the use of chemicals. PDMWD WRF currently has a treatment capacity of approximately two mgd. In addition, PDMWD owns approximately 6.7 mgd capacity in the San Diego Metropolitan Wastewater System; therefore PDMWD has the ability to treat approximately eight mgd of wastewater. The Point Loma WTP services an area of approximately 450 square miles and treats up to 190 mgd. The facility is

currently being upgraded and will have a capacity of 240 mgd when completed. The treatment process involves the removal of materials such as plastics, coffee grounds, and oil, and then chemicals such as ferric chloride and organic polymers are used to remove even smaller materials. After this process approximately 80 percent of suspended solids have been removed, and the treated effluent is discharged through the Ocean Outfall into the ocean.

Approximately 5.6 mgd of wastewater is presently generated in the City. Of this total, approximately two mgd of wastewater is treated at the PDMWD WRF; the remaining 3.6 mgd is sent to the Point Loma Sewage WTP. One mgd of the tertiary-treated effluent produced each day is used to fill the seven lakes at the District's Santee Lakes Regional Park and Campground, the remaining one mgd is used to irrigate over 140 sites including City parks, streetscape landscaping, the SR 52 right-of-way, school sites, office structures and residential common landscape areas. If use of the recycled irrigation water used by customers is low due to seasonal rainfall, the recycled water is de-chlorinated and discharged through the Santee Lakes to the San Diego River.

PDMWD's Master Plan also projects 2020 demands on the wastewater system. This projection also used SANDAG's 2020 Cities/County population forecast, which estimated the population of the City in the year 2020 at 74,856 residents. Taking into account the City's population in 2020 as well as the populations of other areas they serve, PDMWD projects the 2020 daily wastewater generation rate to be 7.5 mgd, which it is prepared to manage

#### **5.4.1.7 Solid Waste**

Waste Management, the City's franchise hauler, provides the collection, removal, and disposal of solid waste in the City for residential and commercial uses. In addition to refuse disposal, the hauler provides refuse collection, curbside recycling and yard waste collection, household hazardous waste disposal services, public education, and any other services required to meet the waste management needs of the City. This includes the development of programs necessary to meet the state-mandated, 50 percent waste reduction goal established by AB 939 (the Integrated Management Act of 1989). On each recycling collection route approximately 75 percent of residences set out their recycling, and approximately 60 percent set out their yard waste recycling.

According to the California Integrated Waste Management Board, in the year 2000 solid waste disposal for the City was approximately 17,000 tons for households and 43,000 tons for non-residential, for an annual total of approximately 60,000 tons of solid waste disposed of from the City. For the year 2000, the City had an approximate diversion rate of 33 percent, therefore approximately 19,800 tons of solid waste was recycled and 40,200 tons of solid waste was disposed of in landfills. The City has a daily disposal rate of 1.9 pounds per resident and 15.2 pounds per employee.

Waste Management takes a majority of the City's refuse directly to the Sycamore Sanitary Landfill. A minor amount of refuse is taken to a local transfer station, where a majority of that refuse is then taken to the Sycamore Sanitary Landfill, while a nominal amount is taken to the Otay Landfill.

The Sycamore Sanitary Landfill has a permitted capacity of 27,947,234 cubic yards, with a remaining capacity as of June 2001 of 23,947,234 cubic yards, and is anticipated to reach capacity by 2015. However, Allied Waste Industries, who own the landfill, are working with the City to obtain permission to expand the capacity and extend the life of the landfill to the year 2053.

The Otay Landfill has a permitted capacity of 59,857,199 cubic yards, and as of September 2025 had a remaining capacity of 41,152,377 cubic yards. It is anticipated to reach capacity in 2027.

#### **5.4.1.8 Energy**

Electricity and natural gas service in the City are provided by San Diego Gas and Electric (SDG&E).

##### **Electricity**

The Santee Substation and the Carlton Hills Substation supply electricity distributed to the City. The average daily consumption of electricity in the City is 598,694-kilowatt hours (kWh).

The distribution lines in the City are located both above ground and underground. Each year, SDG&E allocates capital funds for the purpose of converting overhead electric distribution lines. Under the provisions of Rule 20A established by the California Public Utilities Commission, the City may designate major streets for undergrounding the overhead lines. In general, all new commercial, industrial and residential developments are required to accept underground service.

SDG&E has the capacity to meet the present demand for electrical service, and there are no service deficiencies in the existing distribution system. SDG&E is currently upgrading the Santee Substation to increase reliability for the 12-kilovolt circuits that originate in this substation, and also allow for increased load demand to be served over the next several years. The upgrade is anticipated to be complete in December of 2003.

##### **Natural Gas**

SDG&E receives its natural gas from many different sources. Through the existing interstate pipeline system, SDG&E receives natural gas from the San Juan Basin (New Mexico), Permian Basin (West Texas), Rocky Mountains and Western Canada in addition to some small amounts from California producers. The natural gas delivered to the City is received from Southern California Gas Company pipelines into SDG&E transmission pipeline system at Rainbow, California and transported through SDG&E's transmission system to the City. A 20-inch 800 pounds per square inch (psi) pipeline delivers the natural gas into a 36-inch 800 psi pipeline and into SDG&E's high-pressure distribution system in the City. From these sources gas enters the natural gas distribution system which delivers gas to the majority of customers in the City.

The amount of natural gas used in the City varies widely throughout the year. The average daily use of natural gas in the City is 21,813 therms. Gas consumption for the City in the year 2002

was greatest in the month of February with a total of 1,291,543 therms, and lowest in the month of September with 354,793 therms.

The current natural gas distribution system is in good operating condition and is adequate to meet the current demand. No improvements are planned at this time.

## **5.4.2 SIGNIFICANCE CRITERIA**

Public facilities, services, and utilities impacts would be significant if implementation of the proposed General Plan would:

- Increase the student population such that the capacity of existing or planned school facilities would be exceeded;
- Increase the demand for library services such that it exceeds the ability to provide adequate service for residents;
- Increase the demand for fire protection services such that the department is prevented from meeting its established response time goal of six minutes for emergency fire protection calls;
- Increase the demand for emergency medical services such that the fire department is unable to meet an average minimum response time of no more than ten minutes for supporting transport units 90 percent of the time;
- Increase the demand for law enforcement services such that the Sheriff's Department is prevented from achieving a staffing level of one law enforcement officers per 1,000 residents and/or require the need for new facilities to serve increased demand;
- Increase demand for water and wastewater services in excess of the existing or future availability, capacity of distribution/conveyance systems, and/or treatment facilities;
- Generate substantial amounts of solid waste which would substantially decrease the total life expectancy of local landfills below current projections; and/or
- Generate a demand for energy (electricity or natural gas) that would exceed the planned capacity of the energy suppliers.

## **5.4.3 IMPACTS**

### **5.4.3.1 Schools**

Implementation of the proposed General Plan would result in additional residential units which would generate school-aged children attending local schools operated by both the SSD and GUHSD. The SSD and GUHSD student generation factors were used to calculate the maximum number of additional students that would result from a net increase of 4,021 residential units. Using SSD's student generation factor of 0.49 students per dwelling unit, buildout of the proposed General Plan would result in an additional 1,971 students, for a total of 7,955 K-8 students. Therefore, adequate capacity exists within the SSD to accommodate buildout of the proposed General Plan, and in fact would result in a remaining capacity of 27 elementary school

students. Using GUHSD's student generation factor of 0.11 students per dwelling unit, proposed buildout would result in an additional 443 students, for a total of 4,446 high school students. Therefore, buildout of the proposed General Plan would result in nine high school students beyond current capacity.

Although buildout of the proposed General Plan would not result in over-capacity of the SSD, depending on where development occurs, several individual schools could exceed their current capacity. If this were to occur, the SSD would, redistribute attendance boundaries, bring portable buildings onsite, or adjust schedules to accommodate all students. Since buildout of the General Plan would likely only result in nine students beyond the existing capacity, portable classroom buildings could be brought onto either or both high school sites to accommodate the additional students, and could be financed by developer fees.

#### **5.4.3.2 Libraries**

As the proposed General Plan is implemented, new residential, mixed-use, commercial, and industrial uses would be developed. The population of the City would increase by an estimated 13,770 people to a total population of 67,463. Therefore, the demand for library services would increase including the need for additional library space, staff, books and programs.

The existing Santee Library would not meet the service ratio goal of 0.5 square feet per resident established by San Diego County. However, this service ratio is only a goal, not a mandate. Based on the expected buildout population under the proposed General Plan, a total of 33,731 square feet of library space would be required to achieve the goal of 0.5 square feet per resident. As indicated earlier, the existing library contains only 7,500 square feet. The City recognizes that the existing library is not adequate to serve the needs of the City, however, the City is seeking funding to construct a new, 17,500 square foot library within the Trolley Square commercial center. A new library would boost service ratios to levels significantly above the countywide average.

#### **5.4.3.3 Fire Protection/Emergency Medical**

Implementation of the proposed General Plan would result in new development in the City. The proposed plan would add 4,021 dwelling units, as well as additional commercial, industrial and institutional buildings. Due to this expansion of the urban area and increased population, especially in the northern portion of the City, it is expected that the demand for fire protection and emergency medical services would increase. As the demand for fire protection services increase, the response times to emergencies may exceed established response time goals, particularly for the far northern areas of the City (Fanita Ranch). Additional facilities, staff, and equipment would be required for the City Fire Department to maintain its emergency response standards for fire protection and emergency medical services (personal communication, Bob Pfohl, Fire Chief, 11/5/02).

#### **5.4.3.4 Law Enforcement**

Similar to fire protection services, population growth and increased commercial, industrial, and institutional uses would correspond to an increased demand for law enforcement services. The population in the year 2020 (67,463) would require a total of 67 law enforcement officers to maintain the existing ratio of one law enforcement officer per 1,000 residents. Therefore, at buildout the City would need an additional 13 law enforcement officers beyond what they currently have. As the demand for law enforcement services increases, the response times to priority one and two calls could increase. Additional staff, and equipment would be required for investigative and crime prevention purposes (personal communication, Dottie Kuehni, Crime Analysis (12/12/02)).

#### **5.4.3.5 Water**

Buildout of the proposed General Plan would increase the areas designated for residential, commercial, and industrial land use. The City's population would increase by 15,122 residents, therefore increasing the overall demand on water supply. This increased population will continue to place a demand on the regional water supply. However, as indicated above, SDCWA has planned for such growth in their Urban Water Management Plan.

Increasing overall demand on water supply would result in the need for additional reservoirs. Based on current population projects PDMWD is planning an additional reservoir near the southern end of Mesa Road, with construction to begin in 2007. In addition, if development occurs in the Fanita Ranch area, two reservoirs would be needed to serve that development alone. If the Sky Ranch area develops, one reservoir would be needed to support that development. In addition, new development is required to provide the necessary water service infrastructure including distribution lines and storage facilities. This will help ensure adequate water distribution and storage for the City.

As described above, PDMWD is prepared to meet the demands of a 2020 population of over 74,000 residents within the City. Since the population figure has been revised and the City now projects a 2020 population of 67,463, PDMWD would be able to serve the 2020 population of the City. In addition, as described in Section 5.4.1.6, PDMWD would also be able to produce up to one and a half mgd of recycled water.

Also described above, PDMWD has prepared an Urban Water Management Plan which took into account the 2020 population of the City. The Plan indicates that the District would be capable of serving this future population.

#### **5.4.3.6 Wastewater**

Implementation of the proposed General Plan would increase the development potential within the City, particularly with respect to residential use. As development occurs, the total volume of wastewater generated by the City would incrementally increase. As stated earlier, PDMWD owns approximately 6.7 mgd capacity in the San Diego Metropolitan Wastewater System, as well as the capacity to treat 1.3 mgd at its own treatment facility, therefore PDMWD has the

ability to treat eight mgd, which is 0.5 mgd more capacity than is projected to be required in 2020. Since the population figure has been revised and the City now projects a buildout population of 67,463, PDMWD would be able to serve the wastewater needs of the City.

#### **5.4.3.7 Solid Waste**

Implementation of the proposed General Plan would incrementally add to the solid waste stream, thereby further decreasing the capacity and lifespan of landfills in the County. Waste would be generated from both construction activities as well as the resulting new development.

Based on the daily waste generation factor of 1.9 pounds per person, at population buildout the City would dispose of approximately 21,000 tons of solid waste for households annually. This results in an increase of 4,000 tons more than the existing 17,000 tons of solid waste disposed of annually for households.

Based on SANDAG's 2030 Cities/County Forecast, in 2020 the City will have 27,924 employees. Using the daily waste generation rate of 15.2 pounds per employee, in the year 2020 the City would dispose of approximately 69,000 tons of solid waste for non-residential uses annually. This results in an increase of 26,000 tons more than the existing 43,000 tons of solid waste disposed of annually for non-residential uses.

The total amount of solid waste at the proposed General Plan buildout would be 90,000 tons annually, 30,000 tons greater than the 60,000 tons currently disposed of annually. If the waste diversion rate remains 33 percent, approximately 30,000 tons would be recycled and 60,000 tons would be disposed of in landfills. If the City meets its waste diversion rate of 50 percent, 45,000 tons would be recycled with the remaining 45,000 tons disposed of at area landfills.

The project would result in a net increase in solid waste to be placed in the Sycamore Sanitary Landfill and Otay Landfill, and to an alternate landfill once these landfills close. However, the amount of solid waste from the City would only account for 0.05 percent of the Sycamore Sanitary Landfill's annual permitted capacity, and only 0.03 percent of Otay Landfill's annual permitted capacity. Therefore, the proposed project would not result in a significant impact on landfill capacity.

#### **5.4.3.8 Energy**

##### **Electricity**

Additional development permitted under the proposed General Plan would increase electrical demand and would require additional supply compared to existing conditions. SDG&E annually performs load forecasts for its distribution circuits and substations. The circuit forecasts look ahead 3 years and the substation forecasts look ahead 5 years. For longer-term projections, Area Studies may be considered. Area Studies are conducted to determine when a new substation is required or when more detailed and long-term data is desired. This is usually considered when an area experiences rapid load growth. In general, SDG&E's electric distribution load forecasts



are subject to change due to the dynamic nature of its distribution system and customer load growth.

Based on the projected 2020 dwelling units, it can be roughly estimated that the City would use 752,000 kWh. The impacts on the electrical system are not anticipated to be significant, and SDG&E has indicated it would be capable of serving the City.

## **Natural Gas**

Additional development permitted under the proposed General Plan would also increase natural gas usage. Based on the projected increase in dwelling units for the year 2020, it can be roughly estimated that the average daily natural gas use would be 27,000 therms.

SDG&E has indicated that they believe the existing gas distribution infrastructure, with only the typical additions required to provide gas service to any new customers, would be sufficient to meet those needs without any major gas system improvements.

## **Energy Conservation**

Natural gas and the oil used to generate electricity are finite resources, and conservation measures are needed to ensure availability for future generations. A variety of energy conservation programs are provided by SDG&E to City residents and businesses. These programs include:

- Conducting surveys to determine energy use and recommending energy efficiency measures to reduce energy use;
- Providing discounts for retrofitting lighting, refrigeration and mechanical equipment with energy efficient technologies; and
- Incentives for using energy during non-peak hours to reduce the peak-hours demand.

Due to continual improvements in the energy conservation industry, SDG&E constantly enhances, expands or replaces the programs to better serve their customers.

## **5.4.4 MITIGATION MEASURES**

Implementation of the following measures would reduce impacts to public facilities, services, and utilities. Many of the measures relate to implementation of policies within the proposed General Plan. As applicable, the name of the elements and policy numbers are indicated.

***Mitigation Measure 5.4-1:*** The City should ensure that land divisions and developments are approved within the City only when a project's improvements, dedications, fees and other revenues to the City and other agencies fully cover the project's incremental costs to the City and other agencies. These costs are for providing new or upgraded capital improvements and other public facilities and equipment resulting from, and attributable to the project, which are necessary to protect and promote the public's health, safety and welfare and to implement

feasible mitigation measures. Such facilities include, but are not limited to: parks, bridges, major roads, traffic signals, street lights, drainage systems, sewers, water, flood control, fire, police, schools, hiking/bicycle trails and other related facilities. In calculating benefits of land divisions and developments, the City may consider other public objectives and goals including social, economic (job creation, secondary economic benefits, etc) and environmental factors. (Land Use Element, Policy 3.1)

***Mitigation Measure 5.4-2:*** The City shall continue to update and implement a five-year Capital Improvement Program to improve existing public facilities and develop necessary new public facilities. (Land Use Element, Policy 3.4)

#### **5.4.4.1 Schools**

***Mitigation Measure 5.4-3:*** The City shall help assess impacts to schools from new development projects and require developers to coordinate the payment of school impact fees with the school districts in accordance with State law.

#### **5.4.4.2 Libraries**

***Mitigation Measure 5.4-4:*** The City shall participate in San Diego County Library planning programs to ensure that the Santee Library is adequately furnished with books, facilities, state-of-the-art information services and informed staff. The City shall actively pursue funding for construction of a new library.

#### **5.4.4.3 Fire Protection/Emergency Medical**

***Mitigation Measure 5.4-5:*** Proposed developments should be approved only after it is determined that there will be adequate water pressure to maintain the required fire flow at the time of development. (Safety Element, Policy 4.1)

***Mitigation Measure 5.4-6:*** The City should ensure that all new development meets established response time standards for fire and life safety services. (Safety Element, Policy 4.2)

***Mitigation Measure 5.4-7:*** The City should support the continuation of the existing weed abatement program. (Safety Element, Policy 4.6)

***Mitigation Measure 5.4-8:*** Encourage and support the delivery of a high level of emergency services through cooperation with other agencies and use of available financial opportunities. (Safety Element, Policy 4.8)

***Mitigation Measure 5.4-9:*** All proposed development shall satisfy the minimum structural fire protection standards contained in the adopted edition of the Uniform Fire and Building Codes; however, where deemed appropriate the City shall enhance the minimum standards to provide optimum protection. (Safety Element, Policy 4.9)

***Mitigation Measure 5.4-10:*** Encourage the continued development, implementation, and public awareness of fire prevention programs. (Safety Element, Policy 4.10)

***Mitigation Measure 5.4-11:*** In order to minimize fire hazards, the Santee Fire and Life Safety Department shall routinely be involved in the review of development applications. Considerations shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations and needed fire flow requirements. (Safety Element, Policy 4.11)

***Mitigation Measure 5.4-12:*** The timing of additional fire station construction or renovation, or new services shall relate to the rise of service demand in the City and surrounding areas. (Safety Element, Policy 4.12)

***Mitigation Measure 5.4-13:*** Support mutual aid agreements and communications links with County and the other municipalities participating in the Unified San Diego County Emergency Service Organization. (Safety Element, Policy 4.13)

***Mitigation Measure 5.4-14:*** The City shall update its adopted emergency operations plan periodically to ensure the safety of residents, employees and visitors in times of man-made or natural disaster. (Safety Element, Policy 8.2)

#### **5.4.4.4 Law Enforcement**

Mitigation would be achieved by the previously mentioned Mitigation Measure 5.4-13 in addition to the following:

***Mitigation Measure 5.4-15:*** The City shall incorporate Crime Prevention Through Environmental Design (CPTED) principles into site planning for new developments and renovations of existing developments, taking into account the concepts of defensible space, surveillance, territoriality, access control and maintenance. (Safety Element, Policy 5.2)

***Mitigation Measure 5.4-16:*** The City shall involve law enforcement personnel in the review of new development applications through participation in the Development Review process. (Safety Element, Policy 5.4)

#### **5.4.4.5 Water**

***Mitigation Measure 5.4-17:*** The City should encourage the use of drought-resistant vegetation and encourage the use of recycled water for irrigation for both private development as well as public projects and facilities. (Conservation Element, Policy 3.1)

***Mitigation Measure 5.4-18:*** The City shall encourage the development and utilization of innovative water conservation measures in all proposed developments. (Conservation Element, Policy 3.2)

***Mitigation Measure 5.4-19:*** The City should continue to support the Padre Dam Municipal Water District in expanding the water reclamation facility to its ultimate capacity and support the expansion of recycled water infrastructure. (Conservation Element, Policy 3.3)

***Mitigation Measure 5.4-20:*** The City should encourage the Padre Dam Municipal Water District to satisfy both existing and planned potable water and recycled water demands within the City and District service area prior to considering out-of-district contracts and agreements. (Conservation Element, Policy 3.4)

***Mitigation Measure 5.4-21:*** The City shall coordinate water supply planning with the San Diego County Water Authority and with the Metropolitan Water District. (Conservation Element, Implementation Measure 8.5 #8)

***Mitigation Measure 5.4-22:*** The City shall actively support programs that promote water conservation throughout the City. (Conservation Element, Implementation Measure 8.5 #9)

***Mitigation Measure 5.4-23:*** The City shall continue to evaluate the City's water system facilities periodically to accommodate changes in water demand resulting from technological developments, population trends and new land use patterns. (Conservation Element, Implementation Measure 8.5 #10)

#### **5.4.4.6 Wastewater**

Mitigation would be achieved by the previously mentioned Mitigation Measure 5.4-19 in addition to the following:

***Mitigation Measure 5.4-24:*** For proposed development and redevelopment projects, the City shall require developers to coordinate with PDMWD to determine the wastewater service demand, and the necessary infrastructure improvements and/or new facilities.

***Mitigation Measure 5.4-25:*** The City should encourage the development and use of recycled water for appropriate land uses to encourage the conservation of, and reduced demand for, potable water. (Land Use Element, Policy 3.2)

#### **5.4.4.6 Solid Waste**

***Mitigation Measure 5.4-26:*** The City shall maintain regular solid waste collection services to safeguard public health and local aesthetics by contracting with a suitable service provider. The City shall monitor the provider's activities and request service modifications to serve the community's changing needs, stemming from demographic, economic, regulatory, or business fluctuations.

***Mitigation Measure 5.4-27:*** The City shall strive to achieve the 50-percent waste reduction goal established by AB 939.

## **5.4.5 SIGNIFICANCE OF IMPACT AFTER MITIGATION**

With implementation of the mitigation measures identified above, impacts related to public facilities, services, and utilities would be reduced to below a level of significance.

## **5.4.6 PLAN TO PLAN ANALYSIS**

Implementation of the proposed General Plan would not result in a significant increase in need for public facilities, services, and utilities when compared to the existing General Plan based on the minimal change in population and land uses.

The proposed General Plan does not propose an increase in development except for residential units and industrial uses. Although the proposed General Plan would result in 396 more residential units, this only represents a one percent increase over the existing general plan. In addition, the proposed General Plan calls for increased density, thereby increasing the efficiency of public services. The proposed General Plan would also result in an increase of industrial uses, however this increase would be only slightly more than the existing General Plan. In addition, the proposed General Plan would result in slightly less acres of commercial and office uses along with less acres of Specific Plan and Planned Urban Development areas, which would result in a decrease in demand for public facilities, services, and utilities.

## **5.5 PARKS AND RECREATION**

### **5.5.1 EXISTING CONDITIONS**

A variety of public and private recreational opportunities are available to the residents of the City including City-operated parks and recreation areas, school facilities, and non City-operated parks and recreation areas. The combined acreage of all park and recreation facilities currently available within the City limits is 691.75 acres including 286.50 acres of developed public parkland and recreation facilities, (including 171.00 acres for the Santee Lakes Regional Park), and 405.25 acres of other recreational facilities, (Table 5.5-1). Based on the current population of 53,693 residents, this represents a ratio of 12.88 acres for every 1,000 residents. The City's Parks and Recreation Master Plan sets the City's goal for parks at ten acres of parkland for every 1,000 people in the City. Of the ten acres, the goal is for five acres to be developed public park facilities and the remaining five acres be comprised of other recreational facilities. Based on the existing population, the City currently has a ratio of 5.33 acres of developed public parks and recreation facilities for every 1,000 residents and a ratio of 7.55 acres of other park and recreation facilities for every 1,000 residents.

A discussion of each of the major recreational opportunities is provided below.

#### **5.5.1.1 Developed Public Parkland and Recreation Facilities**

Developed public parkland and recreation facilities are considered publicly owned improved areas, including the Santee Lakes Regional Park, which is owned by the Padre Dam Municipal Water District. The City currently operates one Mini Park, four Neighborhood Parks and two Community Parks within the City limits (Figure 5.5-1 ). In addition, the City is in the process of creating a linear park known as the Santee River Park which is a more passive recreation opportunity. The combined acreage of developed public parkland and recreation facilities is 286.50 acres.

In addition to parks, the City operates a variety of recreation programs and provides a network of trails for recreational cycling, horseback riding and walking.

A brief description of these facilities is provided below.

#### **Mini Parks**

Mini Parks are small areas, no larger than two acres which serve a population of between 500 to 1,000. There is one mini park within the City. Santee Mini Park is 0.25 acre and is located at the Santee School property on Mission Gorge Road, east of Cottonwood Avenue. Features of the Santee Mini park include picnic tables, a children's play lot, an open grass area, and a City activity building used for recreation programs.

**TABLE 5.5-1**  
**Park and Recreational Facilities**

<b>PARK OR RECREATION FACILITY</b>	<b>ACREAGE</b>
<b>Mini Parks</b>	
Santee Mini-Park	0.25
<b>Neighborhood Parks</b>	
Big Rock Park	5.00
Shadow Hill Park	5.69
West Hills Park	13.6
Woodglen Vista Park	9.96
<b>Community Parks</b>	
Mast Park	26.00
Town Center Community Park <sup>1</sup>	55.00
<b>Santee Lakes Regional Park</b>	171.00
<b>Subtotal</b>	<b>286.50</b>
<b>Other Recreational Facilities</b>	
Goodan Ranch Regional Park	80.25 <sup>2</sup>
Mission Trails Regional Park	191.00 <sup>3</sup>
San Diego River Park – Floodway Recreation Areas	26.00
School Facilities	108.00 <sup>4</sup>
<b>Subtotal</b>	<b>405.25</b>
<b>TOTAL</b>	<b>691.75</b>

Source: Proposed Recreation Element of the Santee General Plan.

<sup>1</sup> Currently under construction.

<sup>2</sup> Acreage based on percentage of City ownership.

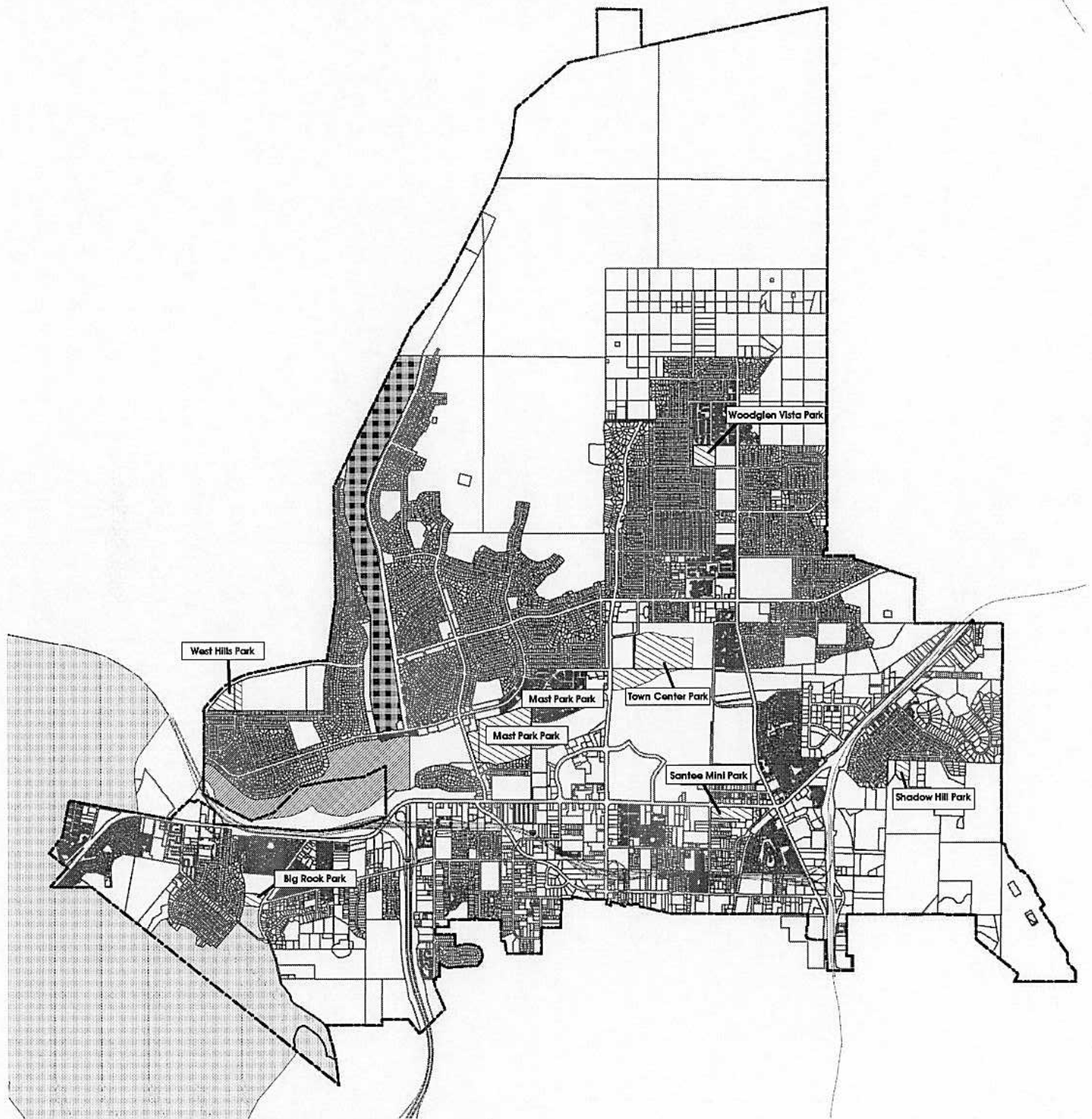
<sup>3</sup> Acreage represents portion within the City.

<sup>4</sup> Acreage represents 50 percent of actual acreage. See Section 5.5.1.2 for further explanation

## Neighborhood Parks

Neighborhood Parks range in size from 2 to 20 acres and serve a population of between 2,000 and 5,000. They typically provide the following types of recreation opportunities: active sports, passive recreation and relaxation, and neighborhood centers. There are a total of four Neighborhood Parks in the City which offer a variety of recreation activities.

Big Rock Park is a five-acre park located adjacent to Chet F. Harriett Elementary School, south of Mission Gorge Road. Big Rock Park includes tennis courts, horseshoe pits, a basketball court,



LEGEND

-  City Parks
-  Santee Lakes Recreational Area
-  Carlton Oaks Country Club
-  Mission Trails Regional Park

Source: City of Santee Recreation Element



Not to Scale

Park and Recreation Locations \_\_\_\_\_ Figure 5.5-1



children's play lots, picnic tables, barbecue grills, restrooms, a sand volleyball court, an open grass area, and a City activity building.

Shadow Hill Park is located in the eastern portion of the City and is the newest Neighborhood Park. The 5.69-acre park includes a large grass play area, tennis courts, basketball court, picnic area, restrooms, children's play area, and walking paths.

West Hills Park consists of 13.6 acres located directly west of West Hills High School. Features include restrooms, a concession building, ball fields, children's play lots, sand volleyball court, storage building, horseshoe pits, picnic tables, and a trail system.

Woodglen Vista Park is a 9.96-acre park located in the northeastern portion of the City near Cajon Park Elementary School. The park includes picnic tables, barbecue grills, a tennis court, children's play lots, a ball field, an open grass area, a basketball court, a skate park, and restrooms.

## **Community Parks**

Community Parks range in size from 20 to 50 acres and serve a population of 10,000 to 25,000. Recreational activities commonly include: sports fields, camping, fishing, and passive recreation. There are two Community Parks in the City.

Mast Park is currently a 26-acre park located along the north bank of the San Diego River on the western border of the Town Center. Amenities include picnic tables, barbecue grills, a horse trail, children's play lot, a walking/biking trail, nature interpretive areas, a multipurpose court, , and restrooms.

In 2001, the City approved the Town Center Community Park Master Plan for the phased development of a 55-acre park within the Town Center. Features will include a gymnasium/aquatic center, a community center, a skateboard park, ball and soccer fields, indoor soccer facilities, picnic areas, and walking trails along the San Diego River. The first phase of the park is currently under construction and is scheduled to be completed in fall of 2003.

## **Recreation Programs**

In addition to providing physical park facilities, the City also offers a wide variety of recreational programs and activities for tots, youths, teens and adults. Programs include performing arts, sports and fitness, arts and crafts, enrichment, day camps and the Tiny Tots Adventures. The City also provides senior-specific activities including get-away trips. Since the City does not currently have a full service community center, the recreational programs are run from several locations including the City Hall complex and from the activity buildings at Santee Mini-Park and Big Rock Park. A full-service community center is planned as part of one of the future phases of the Town Center Community Park.

There are also several sport leagues that offer regional activities for City youths. These leagues include baseball, softball, soccer, basketball and football. While these are not City recreational

offerings, the City does provide financial assistance in coordinating use of City fields and maintaining joint access agreements for use of school fields.

### **Santee Lakes Regional Park and Campground**

The Santee Lakes Regional Park and Campground is operated by Padre Dam Municipal Water District. The 171.00-acre facility includes seven man-made lakes and features day use activities such as fishing, picnicking, boating, hiking and biking as well as overnight campground facilities.

#### **5.5.1.2 Other Recreational Facilities**

##### **Goodan Park**

In 1991, the City, together with California Department of Fish and Game, the County of San Diego and the City of Poway, purchased 321 acres of open space located between Santee and Poway at the north end of Sycamore Canyon. This property, known as the Goodan Ranch, was purchased to protect the area from development. In 1995, the property was formally designated as the Goodan Ranch Regional Park. As noted in Table 5.5-1, the City takes credit for 80.25 acres of the park, which is based on percent ownership.

While the park provides significant recreational opportunities at no charge to City residents with several miles of hiking, biking and equestrian trails and connections to the 1,700-acre Sycamore Canyon Open Space Preserve and future Mission Trails North properties, there is no direct legal access to the property from the City. While efforts are underway to secure access via Sycamore Canyon, use of the park by City residents will continue to be limited until a direct access can be provided.

##### **Mission Trails Regional Park**

The Mission Trails Regional Park is operated by the City of San Diego but is partially located within the City. Although only 191 acres are within the City, the park includes over 5,800 acres with over 40 miles of biking, hiking and equestrian trails which are available free of charge to City residents. The park provides a variety of recreational opportunities including hiking, rock climbing, horseback riding, bicycling, fishing and nature appreciation. The park also includes an interpretive center and an overnight campground facility at Kumeyaay Lake. The City of San Diego is also planning an equestrian center for the eastern end of the park, near the terminus of Mast Boulevard.

##### **San Diego River Park – Floodway Recreation Areas**

A portion of the San Diego River channel, located just west of Cuyamaca Street, is currently designated for passive recreational uses such as walking, biking, picnics, or fishing. Passive recreational uses are limited to the river itself and north side of the channel. The south side of the channel is designated for habitat uses only, and recreational usage is prohibited.

## **School Facilities**

Existing school sites in the Santee School District and Grossmont Union High School District are utilized through joint-use agreements to provide public outdoor recreational areas for City residents. Approximately 216 acres are available for active recreation uses including sports fields, hard-court games (tennis, basketball) and other indoor recreational facilities. Due to their limited time availability to the public, these school areas are figured for park acreage purposes in Table 5.5-1 at 50 percent of their total acreage (108 acres).

## **Trails**

The City has approximately 37 miles of existing bikeways and pedestrian pathways (Figure 5.2-4). There are approximately six miles of Class I bike paths, 25 miles of Class II bike lanes, and six miles of Class III bike routes. The City's Class I pathways serve both bicyclists and pedestrians.

Most areas of the City are served by existing bikeway facilities with the exception of the southeast portion of the City. This area, south of Mission Gorge Road and east of SR-125, supports residential and commercial/industrial land uses but lacks bikeway facilities.

Pedestrian access is currently provided by sidewalks adjacent to City streets, as well as within designated pedestrian paths that are often shared with bicyclists. Despite the significant amount of open space in the City, there are no designated public access hiking trails in the City, although easements for future trails have been conditions on recently approved projects. However, the portion of Mission Trails Regional Park that is within the City does contain several trails.

## **Santee River Park**

The City has developed several phases of the Santee River Park. This concept involves a linear park along the San Diego River which is a combination of habitat preservation and public access with passive recreation. The Santee River Park includes several facilities discussed above such as Mast Park and the Floodway Recreation Area.

## **Carlton Oaks Country Club**

The Carlton Oaks Country Club is a privately owned resort that includes a golf course. The 18-hole championship golf course is open to the public for a fee.

## **5.5.2 SIGNIFICANCE CRITERIA**

Parks and recreation impacts would be significant if implementation of the proposed General Plan would:

- Result in a combined ratio of less than ten acres of park and recreation facilities for every 1,000 residents and/or less than five acres of publicly owned and improved parkland.

### 5.5.3 IMPACTS

Buildout in accordance with the proposed General Plan could impact parks and recreation opportunities. At buildout, the current parks and recreation area would not achieve the per capita ratio of developed, publicly-owned parks established by the proposed Recreation Element. Implementation of the policies of the proposed Recreation Element as well as the City's requirements for dedication of parkland or "in-lieu of" fees would assure that sufficient improved park and recreation facilities would be available at buildout. However, due to delays associated with collecting sufficient funding to acquire, plan and construct recreation facilities, short-term parks and recreation shortages may occur.

In order to achieve the standard of five acres of improved public park and recreational facilities for every 1,000 residents at buildout of the proposed General Plan, a total of 337.3 acres of publicly-owned developed public parks would be required. As discussed earlier, there are currently 286.50 acres available within the City. This would mean that another 50.8 acres of developed public parks would be required to achieve the standard.

In order to achieve the standard of five acres of other recreational facilities for every 1,000 residents at buildout, a total of 337.3 acres of other recreational facilities would be required. As described above, there are currently 405.25 acres available within the City. Therefore, at buildout the City would exceed the standard for other recreational facilities.

Along with an overall need for extra park and recreation facilities City-wide, additional park facilities would be needed in the Fanita Ranch area.

The timely provision of improved public parks and recreational facilities would be achieved through continued implementation of the City's Park Lands Dedication Ordinance and the Parks and Recreation Facilities Master Plan, as well as policies contained in the proposed Recreation Element. The Park Lands Dedication Ordinance requires dedication of parkland as part of new development or payment of fees in lieu of actual dedication. Only the payment of fees is required for developments with 50 or fewer parcels; for developments with over 50 parcels, the City Council determines whether to require dedication of land or fee payment. The amount of land to be dedicated as set forth in the Park Lands Dedication Ordinance is based upon the average occupancy rate per dwelling type and the ratio of dedication equivalent to five acres per 1,000 populations. The amount of fees are based on the city-wide average value of land available for park purposes within the urbanized area of the city, plus the estimated cost for developing the land into usable parks. Collected fees are pooled by the City and deposited in the park facilities fund to provide funding for land acquisition, development, and/or rehabilitation of parkland. General park maintenance is funded through the City's General Fund. According to the Park Lands Dedication Ordinance, development of park or recreational facilities for which fees have been paid in lieu will begin when it is determined that sufficient residential development has occurred to render the park or recreational facilities reasonably necessary.

It is anticipated a master plan would be prepared for the future development of Fanita Ranch. This plan would be required to conform with the City requirements for the provision of

neighborhood parks and other recreational facilities needed to provide for the recreational needs of future Fanita Ranch residents. The plan would require City review and approval which would assure that adequate parks and recreation areas are provided as part of the future development.

## 5.5.4 MITIGATION MEASURES

Implementation of the following measures would reduce potential impacts of buildout under the proposed General Plan with respect to parks and recreation opportunities. Many of the measures relate to implementation of policies within the proposed elements. As applicable, the name of the element and the policy number are indicated.

***Mitigation Measure 5.5-1:*** Provide a minimum of 10 acres of park and recreational facilities for every 1,000 population in Santee. These 10 acres could include a combination of local parks, trails, school playgrounds and other public facilities which meet part of the need for local recreational facilities. (Recreation Element, Objective 1.0)

***Mitigation Measure 5.5-2:*** The City shall increase the amount of park and recreational facility acreage in Santee to more closely conform to the local parkland standard. (Recreation Element, Policy 1.1)

***Mitigation Measure 5.5-3:*** The City shall base the fees paid in lieu of dedication of parkland on the fair market value of land according to the formula established in the Park Lands Dedication Ordinance. (Recreation Element, Policy 1.6)

***Mitigation Measure 5.5-4:*** The City shall not permit the payment of in-lieu fees for developments of 50 lots or more, unless the City Council finds there are no suitable lands available for parkland dedication. (Recreation Element, Policy 1.7)

***Mitigation Measure 5.5-5:*** The City shall aggressively pursue the development of additional publicly owned parks and recreation facilities which are distributed throughout the City to meet the needs of all residents. (Recreation Element, Policy 2.6)

***Mitigation Measure 5.5-6:*** The City shall acquire sites and develop facilities to provide for special recreation needs. (Recreation Element, Policy 3.1)

***Mitigation Measure 5.5-7:*** The City shall utilize a wide array of funding sources for City recreational needs including public and private grants and funding sources as well as private contributions. (Recreation Element, Policy 4.2)

***Mitigation Measure 5.5-8:*** Acquire land through the use of Quimby Act dedications or in-lieu fees for the development of parks and recreational facilities in areas of the City which are currently lacking them or show a deficit based on the local park standard or service areas. (Recreation Element, Implementation Measure 6.1)

***Mitigation Measure 5.5-9:*** Develop a future system of trails on the Fanita Ranch site as well as throughout the City's Recreation Multiple Species Conservation Program Preserve Planning Area. Priority shall be given to using existing trail alignments whenever feasible. (Trails Element, Policy 6.2)

***Mitigation Measure 5.5-10:*** New development shall dedicate parkland or pay in-lieu fees in accordance with the City's Park Land Dedication Ordinance.

***Mitigation Measure 5.5-11:*** Periodically update the City's Parks and Recreation Facilities Master Plan to guide discussions related to park siting, funding, development, and recreational programming. (Recreation Element, Implementation 8.9)

## **5.5.5 SIGNIFICANCE OF IMPACT AFTER MITIGATION**

With implementation of the mitigation measures identified above, impacts related to parks and recreation would be reduced to below a level of significance.

## **5.5.6 PLAN TO PLAN ANALYSIS**

Implementation of the proposed General Plan update would not result in a significant increase in impacts related to parks and recreation when compared to the adopted General Plan. The proposed Recreation Element in combination with the City's Park Land Dedication Ordinance would require the same level of parks and recreation opportunities per capita as the adopted General Plan. In addition, the proposed Recreation Element would provide proactive policies to assure that sufficient parks and recreation opportunities would be provided concurrent with need. The proposed General Plan also establishes a vision for a community-wide system of open space, parks and trails called the Santee Recreation, Open Space and Conservation System (Santee ROCS) that will provide additional emphasis on protection of the City's recreational and open space areas.

## **5.6 BIOLOGICAL RESOURCES**

The following discussion of biological resources is based on data collected as part of the preparation of the draft MSCP Santee subarea plan dated April 24, 2002. The document is on file at the City of Santee Department of Development Services. The City's subarea plan is not analyzed as part of this Environmental Impact Report and the following description of the development of the Santee subarea plan as well as the MSCP Subregional Plan is provided as background information.

### **Multiple Species Conservation Program**

The Multiple Species Conservation Program (MSCP) is a comprehensive habitat conservation planning program that addresses multiple species habitat needs and the preservation of native vegetation communities for a 900-square-mile (582,243 acres) area in southwestern San Diego County. The MSCP includes 11 city jurisdictions, portions of the unincorporated County of San Diego, and several special districts as shown on Figure 5.1-2. It is one of three subregional habitat planning efforts in San Diego County which contribute to the preservation of regional biodiversity through coordination with other habitat conservation planning efforts throughout southern California. The MSCP is intended to allow local jurisdictions, including the City, to maintain land use control and development flexibility by planning a regional preserve system that can meet future public and private project mitigation needs.

Local jurisdictions and special districts will implement their respective portions of the MSCP Plan through subarea plans, which will describe specific implementing mechanisms for the MSCP. The MSCP subarea plans will contribute collectively to the conservation of vegetation communities and species in the MSCP study area. The combination of the subregional MSCP Plan and subarea plans are to serve as a multiple species Habitat Conservation Plan (HCP) pursuant to Section 10(a)(1)B of the federal Endangered Species Act and a Natural Community Conservation Plan (NCCP) pursuant to the California NCCP Act of 1991 and the state Endangered Species Act. The participating jurisdictions and special districts will submit these plans to the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) in support of applications for permits and management authorizations, respectively, to impact listed species and other species of concern. The conservation and management responsibilities, guarantees of implementation, and corresponding authorizations for all parties are to be contained in an implementing agreement between the entity responsible (i.e., City of Santee) for each subarea plan and the wildlife agencies (USFWS and CDFG).

The City has completed a draft Santee Subarea Habitat Conservation Plan/Natural Communities Conservation Plan (subarea plan) under the umbrella of the MSCP. The draft subarea plan comprehensively addresses how the City will conserve natural biotic communities and sensitive plant and wildlife species pursuant to the California NCCP Act of 1991, and the California and U.S. Endangered Species Acts (CESA and ESA). The subarea plan would be an NCCP Plan and a Habitat HCP pursuant to Section 10(a) of the ESA (as amended). Thus, approval and adoption of this Plan by the City would result in issuance of federal and state authorizations for the take of certain listed rare, threatened, or endangered species. These authorizations would be granted to

the City by the USFWS and the CDFG, collectively referred to as the wildlife agencies. The City, in turn, may then authorize the taking of natural habitats or associated species by public or private projects within its jurisdiction, as long as those biological resources are adequately conserved by the subarea plan and the projects are consistent with and covered by the provisions of the subarea plan.

The City is currently in consultations with the USFWS and CDFG regarding the draft subarea plan. It is the City's intent to complete and adopt the subarea plan following the General Plan update, and to include the subarea plan in the General Plan as a future amendment.

## **5.6.1 EXISTING CONDITIONS**

### **5.6.1.1 Biological Resources Database**

Biological resource information was obtained by compiling existing biological data into a spatially explicit database and conducting field surveys in those areas where additional data were required.

#### **Existing Information**

Three sources of existing biological information were used: (1) the MSCP regional biological digital databases developed for the San Diego MSCP subregional plan (San Diego Association of Governments 1995); (2) environmental documents provided by the City; and (3) extensive field surveys conducted specifically for the draft subarea plan. The regional biological database provided the following map layers: vegetation communities, recent sensitive species locations (primarily sightings from 1985 through 1998, plus 2002 survey data), roads and parcel boundaries, and topographic and other features. This database was updated using environmental documents provided by the City and information gathered during citywide field surveys conducted in the spring of 2002.

#### **Biological Surveys**

Field biologists conducted biological surveys at selected locations in the City that had not been previously or recently surveyed, that had undergone significant recent changes in land use, or that were considered potentially important. In addition, biologists field-checked and updated vegetation mapping in many areas throughout the City. Vacant lands considered least likely to support significant biological resources and small patches of habitat totally isolated by urban development received the least attention; lands with high potential to support sensitive species or to otherwise contribute to preserve design received the greatest attention. The greatest survey efforts were concentrated along the San Diego River and on the slopes of Rattlesnake Mountain where recent survey data was most lacking.

#### **Vegetation Mapping**

Vegetation was mapped in the field onto 1:6,000-scale (1 inch = 500 feet) GIS base maps showing existing regional vegetation mapping. Aerial photographs at 1:6,000-scale were used as



needed to assist with mapping onto GIS maps. Vegetation classification follows the regional vegetation database categories, which are based on Holland's plant community descriptions (Holland 1986). For areas not field-checked, environmental documents and aerial photography, where available, were used to confirm vegetation types.

### 5.6.1.2 Inventory and Distribution of Biological Resources

#### Vegetation Communities

Over 40% percent (over 4,500 acres) of the City is still covered by natural habitats. Ten distinct vegetation generalized communities occur within the City: Diegan coastal sage scrub, chaparral, grassland (native and non-native), coast live oak woodland, southern coast live oak riparian forest, southern cottonwood-willow riparian forest, southern riparian forest, southern riparian scrub, freshwater (open), freshwater marsh, non-vegetated channel/floodway, and disturbed wetland. The vegetation communities are mapped on Figure 5.6-1 and summarized in Table 5.6-1. This map appears in the proposed Conservation Element as Figure 6-3.

**TABLE 5.6-1**  
**Existing Vegetation Communities<sup>1</sup>**

<b>Vegetation Communities</b>	<b>Total<sup>2,3</sup> Area (acres)</b>
Diegan Coastal Sage Scrub	2,743
Chaparral	844
Grassland	599
Coast Live Oak Woodland	9
Southern Coast Live Oak Riparian Forest <sup>4</sup>	11
Southern Cottonwood-Willow Riparian Forest <sup>4</sup>	30
Southern Sycamore-Alder Riparian Woodland <sup>4</sup>	15
Southern Riparian Forest <sup>4</sup>	23
Southern Riparian Scrub <sup>4</sup>	107
Freshwater (Open) <sup>4</sup>	70
Freshwater Marsh <sup>4</sup>	15
Non-Vegetated Channel/Floodway <sup>4</sup>	32
Disturbed Wetland <sup>4</sup>	23
<b>TOTAL</b>	<b>4,521</b>

<sup>1</sup> Based on draft Santee subarea plan

<sup>2</sup> Numbers may not sum to totals as shown, due to rounding.

<sup>3</sup> Total does not include Padre Dam NCCP subarea plan area.

<sup>4</sup> These vegetation types are wetland vegetation communities.

Most of the acreage of this natural vegetation occurs in relatively large blocks of habitat adjacent to extensive open space areas outside of the City. These large tracts have been subdivided into discrete areas (Figure 5.6-2) and are described below.

The San Diego River Subunit includes the undeveloped lands along the San Diego River. The majority of this natural habitat is riparian scrub, although there is a significant amount of disturbed land and unvegetated channel.

The Rattlesnake Mountain Subunit occurs in the southeast portion of the City and is composed of one large patch (south of Shadow Hill Road and East of Graves Avenue) and two medium-sized patches of coastal sage scrub (both at the eastern edge of the City; one north of the San Diego River and south of Mast Boulevard; the other southeast of Woodside Avenue). A substantial amount of disturbed habitat also occurs adjacent to the patch at Woodside Avenue.

The Mission Trails Subunit includes a large block of contiguous habitat in the southwestern corner of the City. This block is largely composed of chaparral and coastal sage scrub; however, a significant amount of native and nonnative grasslands also occur here. There also is a vernal pool complex embedded in the matrix of coastal sage scrub.

The Magnolia Summit Subunit occurs in the north-central part of the City between the border with San Diego County to the east and the Fanita Ranch subunit to the north and west. This area is almost entirely covered by coastal sage scrub.

The Fanita Ranch Subunit occurs at the north end of the City and is a matrix of chaparral, coastal sage scrub, with a mix of native and nonnative grasslands on the western slopes leading into Sycamore Canyon. The Fanita Ranch Subunit is contiguous with the Magnolia Summit Subunit to the east and south.

A number of small patches of natural habitat occur throughout the City on portions of infill parcels that were not developed due to environmental constraints of other prior development decisions. For the most part, these small patches of habitat are of low biological value due to their lack of connectivity to other natural areas and the high degree of edge effects that will continue to affect them.

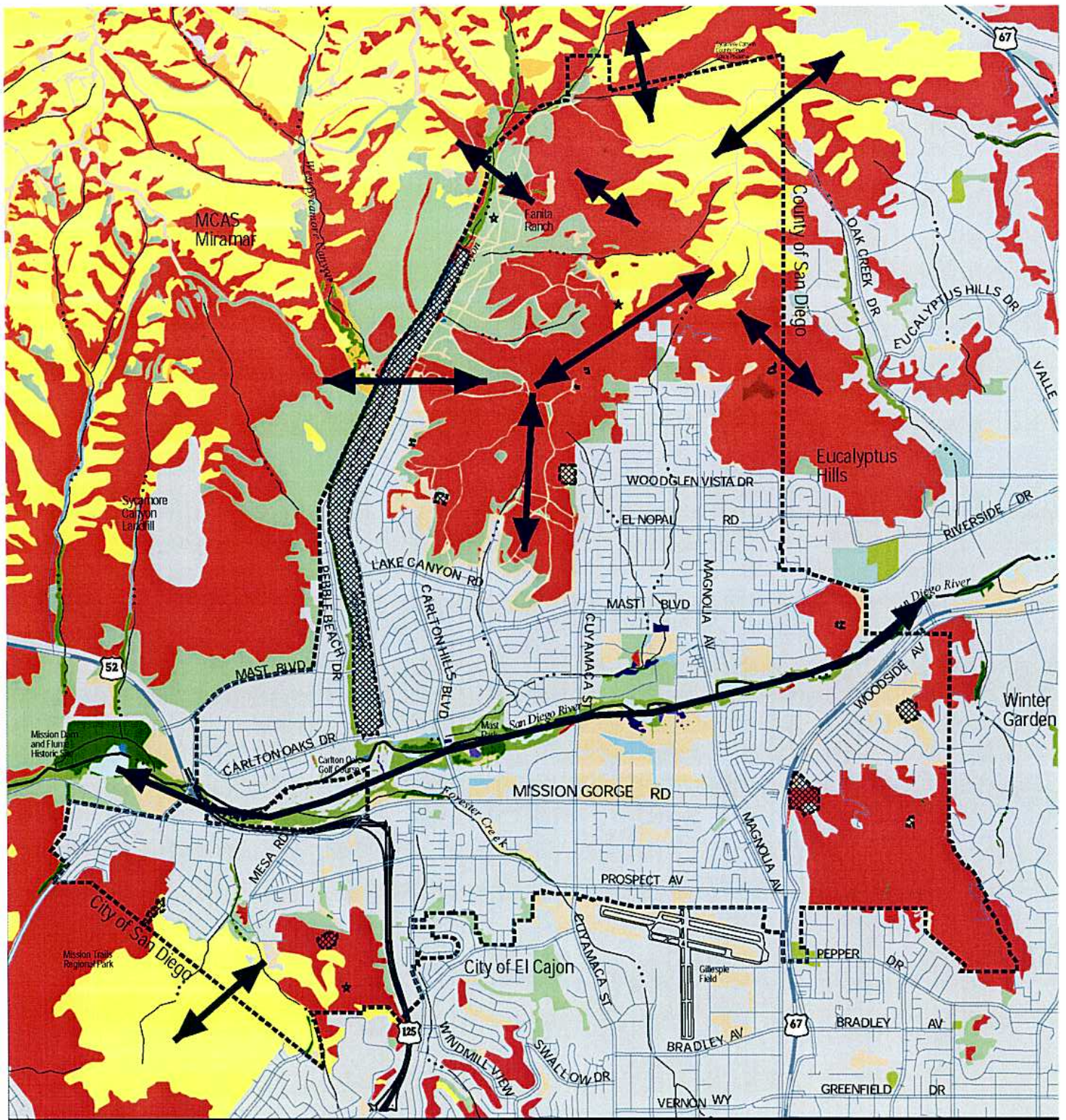
### **Sensitive Species**

There are at least 99 sensitive species potentially occurring in the City (see Table 5.6-2 for a list of those species). Of these, 35 species have been documented in the City and recorded in the MSCP GIS database (Table 5.6-3).

### **Wildlife Corridors**

Functional biological linkages may provide for recolonization and genetic exchange for plant and animal species, but they cannot ameliorate other area-related effects of fragmentation. It should be noted that the definition of biological corridors is species-specific; certain linkages may be effective for some species and not for others.





- |  |  |  |
|--|--|--|
| <ul style="list-style-type: none"> <li>Diegan Coastal Sage Scrub</li> <li>Alluvial Scrub</li> <li>Chaparral (includes southern mixed chaparral)</li> <li>Coastal Sage-Chaparral Scrub</li> <li>Grassland (includes native, valley needlegrass, and non-native grasslands)</li> <li>Freshwater Marsh</li> <li>Disturbed Wetland</li> <li>Southern Riparian Forest (includes coast live oak, cottonwood-willow, and arroyo willow southern riparian forest types)</li> </ul> | <ul style="list-style-type: none"> <li>Southern Sycamore-alder Riparian Woodland</li> <li>Southern Riparian Scrub (includes southern willow scrub)</li> <li>Live Oak Woodland (includes coast live oak and dense coast live oak woodlands)</li> <li>Disturbed Habitat</li> <li>Nonnative Trees</li> <li>Open Water</li> <li>Non-Vegetated Channel/Floodway</li> <li>Agriculture (includes orchards/vineyards and intensive agriculture)</li> </ul> | <ul style="list-style-type: none"> <li>Extensive Agriculture</li> <li>Urban/Developed</li> <li>Vernal Pool Complex</li> <li>Major Linkages and Corridors</li> <li>Subarea Boundary</li> <li>Not a Part (Padre Dam MWD NCCP Subarea)</li> </ul> |
|--|--|--|

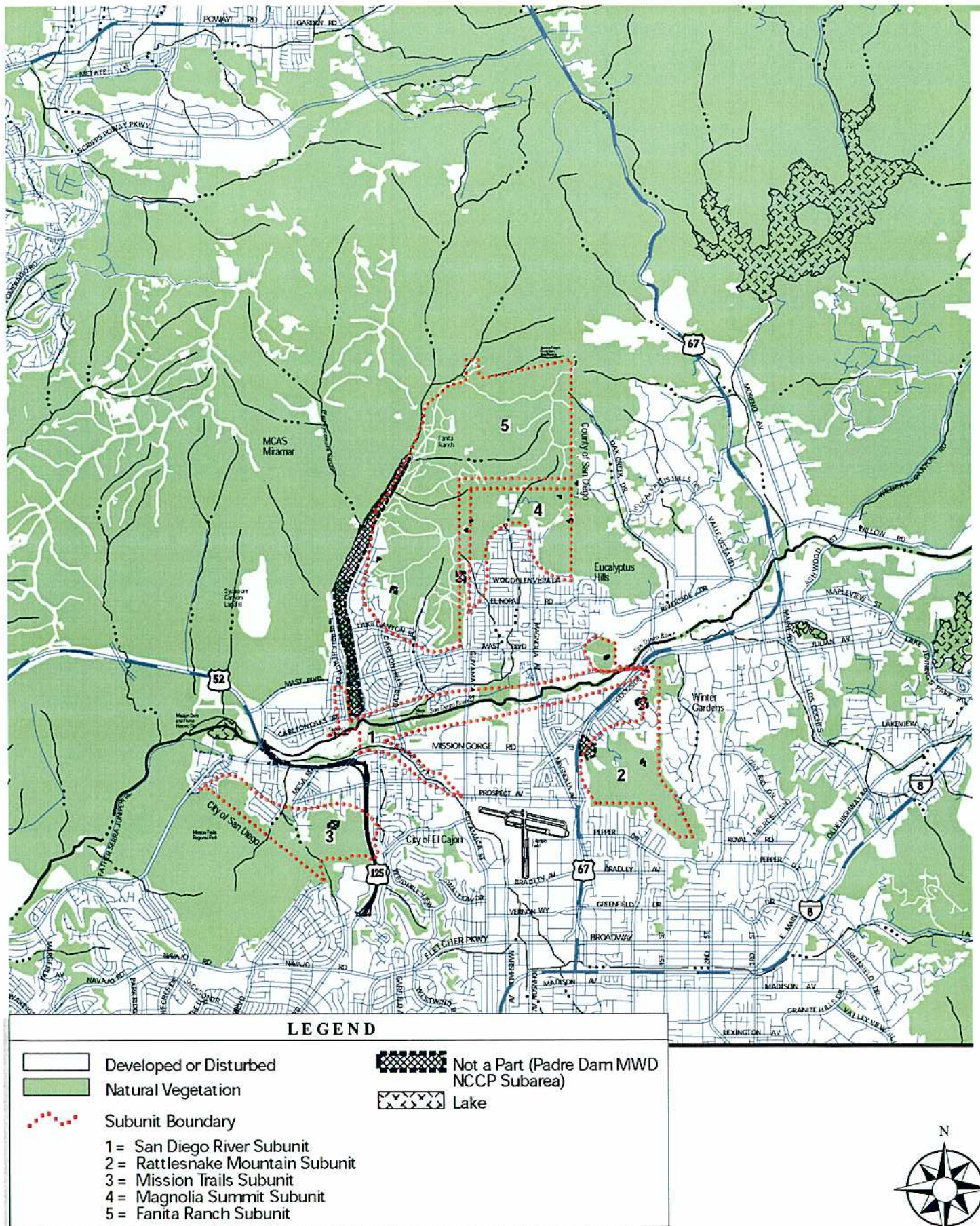


Source: TAIC, 2002

Vegetation Communities \_\_\_\_\_ Figure 5.6-1



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**TABLE 5.6-2**  
**Sensitive Species Potentially Occurring in Santee**

<b>Common Name</b>	<b>Scientific Name</b>	<b>Status Fed/Ca/CNPS</b>
<b>Plants</b>		
San Diego thormmint	<i>Acanthomintha ilicifolia</i>	FT/SE/1B
San Diego ambrosia	<i>Ambrosia pumila</i>	FE/SE/1B
Encinitas baccharis	<i>Baccharis vanessae</i>	FT/SE/1B
Orcutt's brodiaea	<i>Brodiaea orcuttii</i>	FSC/-/1B
Tufted pine-grass	<i>Calamagrostis koelerioides</i>	-/-/-
Dunn's mariposa lily	<i>Calochortus dunii</i>	FSC/SR/1B
Slender-pod jewelflower	<i>Caulanthus stenocarpus</i>	FSC/SR/-
Lakeside ceanothus	<i>Ceanothus cyaneus</i>	FSC/-/1B
Smooth tarplant	<i>Centromadia pungens</i> ssp. <i>laevis</i>	FSC/-/1B
Orcutt's bird's beak	<i>Cordylanthus orcuttianus</i>	FSC/-/2
Del Mar Mesa sand aster	<i>Corethrogyne filaginifolia</i> var. <i>linifolia</i>	FSC/-/1B
Short-leaved dudleya	<i>Dudleya blochmaniae</i> ssp. <i>brevifolia</i>	FSC/SE/1B
Variegated dudleya	<i>Dudleya variegata</i>	FSC/-/1B
Sticky (-leaved) dudleya	<i>Dudleya viscida</i>	FSC/-/1B
Palmer's goldenbush	<i>Ericameria palmeri</i> ssp. <i>palmeri</i>	FSC/-/2
San Diego button-celery	<i>Eryngium aristulatum parishii</i>	FE/SE/1B
Coast wallflower	<i>Erysimum ammophilum</i>	FSC/-/1B
Coast barrel cactus	<i>Ferocactus viridescens</i>	FSC/-/2
Palmer's grapplinghook	<i>Harpagonella palmeri</i>	FSC/-
San Diego marsh-elder	<i>Iva hayesiana</i>	-/-
Heart-leaved pitcher sage	<i>Lepechinia cardiophylla</i>	FSC/-/1B
Gander's pitcher sage	<i>Lepechinia ganderi</i>	FSC/-/1B
Felt leaved rock mint	<i>Monardella hypoleuca lanata</i>	-/-/1B
Willow monardella	<i>Monardella linoides</i> ssp. <i>viminea</i>	FE/SE/1B
San Diego goldenstar	<i>Muilla clevelandii</i>	FSC/-/1B
Little mousetail	<i>Myosurus minimus apus</i>	FSC/-/3
Spreading (=Ditch) navarretia	<i>Navarretia fossalis</i>	FT/-/1B
Snake cholla	<i>Opuntia parryi serpentina</i>	FSC/-/1B
California orcutt-grass	<i>Orcuttia californica</i>	FE/SE/1B
San Diego mesa mint	<i>Pogogyne abramsii</i>	FE/SE/1B
San Miguel savory	<i>Satureja</i> (=Calamintha) <i>chandleri</i>	-/-/4
Gander's ragwort	<i>Senecio ganderi</i>	FSC/SR/1B
Narrow-leaved nightshade	<i>Solanum tenuilobatum</i>	-/-/-
Parry's tetracoccus	<i>Tetracoccus dioicus</i>	FSC/-/1B
<b>Invertebrates</b>		
San Diego fairy shrimp	<i>Branchinecta sandiegoensis</i>	FE/-
Quino checkerspot	<i>Euphydryas editha quino</i>	FE/-
Harbison's dun skipper	<i>Euphyes vestris harbisoni</i>	FSC/-
Hermes copper	<i>Lycaena hermes</i>	FSC/-
Riverside fairy shrimp	<i>Streptocephalus wootoni</i>	FE/-
<b>Amphibians and Reptiles</b>		
Silvery legless lizard	<i>Aniella pulchra pulchra</i>	FSC/CSC
Arroyo toad	<i>Bufo microscaphus californicus</i>	FE/CSC
Southwestern pond turtle	<i>Clemmys marmorata pallida</i>	FSC/CSC
Orange-throated whiptail	<i>Cnemidophorus hyperythrus beldingi</i>	FSC/CSC
Coastal western whiptail	<i>Cnemidophorus tigris multiscutatus</i>	FSC/-
San Diego banded gecko	<i>Coleonyx variegatus abbotti</i>	FSC/-
Northern red diamond rattlesnake	<i>Crotalus ruber ruber</i>	FSC/CSC
San Diego ring-necked snake	<i>Diadophis punctatus similis</i>	-/CSC
Coronado skink	<i>Eumeces skiltonianus interparietalis</i>	FSC/CSC
Coastal rosy boa	<i>Lichanura trivirgata roseofusca</i>	FSC/CFP
San Diego horned lizard	<i>Phrynosoma coronatum blainvillei</i>	FSC/CSC
California red-legged frog	<i>Rana aurora draytonii</i>	FT
Coast patch-nosed snake	<i>Salvadora hexalepis virgultea</i>	FSC/CSC
Western Spadefoot Toad	<i>Scaphiopus hammondi</i>	FSC/CSC
Granite spiny lizard	<i>Sceloporus orcutti</i>	-/-
Two-striped garter snake	<i>Thamnophis hammondi</i>	FSC/CSC

**TABLE 5.6-2**  
**Sensitive Species Potentially Occurring in Santee**

Common Name	Scientific Name	Status Fed/Ca/CNPS
<b>Birds</b>		
Cooper's hawk	<i>Accipiter cooperi</i>	-/CSC
Tricolored blackbird	<i>Agelaius tricolor</i>	FSC/CSC
Rufous-crowned sparrow	<i>Aimophila ruficeps canescens</i>	FSC/CSC
Grasshopper Sparrow	<i>Ammodramus savannarum</i>	MNBMC/-
Sage sparrow	<i>Amphispiza belli</i>	FSC/CSC
Golden eagle	<i>Aquila chryseos</i>	-/CSC
Long-eared owl	<i>Asio otus</i>	-/CSC
Burrowing owl	<i>Athene cunicularia hypugaea</i>	FSC/CSC
Canada goose (winter)	<i>Branta canadensis</i>	-/-
Ferruginous hawk	<i>Buteo regalis</i>	-/CSC
Swainson's hawk	<i>Buteo swainsoni</i>	-/ST
Coastal cactus wren	<i>Campylorhynchus brunneicapillus cousei</i>	-/CSC
Mountain plover	<i>Charadrius montanus</i>	-/CSC
Lesser nighthawk	<i>Chordeiles acutipennis</i>	-/-
Northern harrier	<i>Circus cyaneus</i>	-/CSC
Yellow Warbler	<i>Dendroica petechia</i>	-/CSC
White-tailed Kite	<i>Elanus leucurus majusculus</i>	-/-
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	FE/-
Peregrine falcon	<i>Falco peregrinus</i>	(delisted)FE/SE
Bald eagle	<i>Haliaeetus leucocephalus</i>	FE/SE
Yellow-breasted Chat	<i>Icteria virens</i>	-/CSC
Western least bittern	<i>Ixobrychus exilis hesperis</i>	FSC/CSC
Loggerhead shrike	<i>Lanius ludovicianus</i>	FSC/CSC
Long-billed curlew	<i>Numenius americanus</i>	-/CSC
Osprey	<i>Pandion haliaetus</i>	-/CSC
Double-crest. cormorant (breed)	<i>Phalacrocorax auritis</i>	-/CSC
White-faced ibis	<i>Plegadis chihi</i>	-/CSC
California gnatcatcher	<i>Polioptila californica californica</i>	FT/CSC
Western bluebird	<i>Sialia mexicana</i>	-/-
Least Bell's vireo	<i>Vireo bellii pusillus</i>	FE/SE
<b>Mammals</b>		
Pallid bat	<i>Antozous pallidus</i>	-/CSC
Dulzura California pocket mouse	<i>Chaetodipus californicus femoralis</i>	-/CSC
NW San Diego pocket mouse	<i>Chaetodipus fallax fallax</i>	-/CSC
Townsend's W. big-eared bat	<i>Corynorhinus townsendii pallescens</i>	FSC/CSC
California mastiff bat	<i>Eumops perotis californicus</i>	-/CSC
Mountain lion	<i>Felis concolor</i>	-/-
San Diego black-tailed jackrabbit	<i>Lepus californicus bennettii</i>	-/CSC
California leaf-nosed bat	<i>Macrotus californicus</i>	-/CSC
San Diego desert woodrat	<i>Neotoma lepida intermedia</i>	-/CSC
Big free-tailed bat	<i>Nyctinomops macrotis</i>	-/CSC
Southern mule deer	<i>Odocoileus hemionus</i>	-/-
Pacific S. grasshopper mouse	<i>Onychomys torridus ramona</i>	FSC/CSC
Pale big-eared bat	<i>Plecotus townsendii pallescens</i>	-/CSC
American badger	<i>Taxidea taxus</i>	-/CSC

**State Listing**

SE State-listed endangered  
 ST State-listed threatened  
 SR State-listed rare  
 SCE State candidate for listing, endangered  
 SCT State candidate for listing, threatened

**California Native Plant Society (CNPS) Status**

List of Species Designation: **1B** = Rare or endangered in California and elsewhere (meets CDFG criteria for rare or endangered listing). **2** = Rare or endangered in California, more common elsewhere. **3** = Plants about which more information is needed. **4** = Plants of limited distribution.

**R-E-D Code** R - Rarity: **1** = Rare, but found in sufficient numbers and distributed widely enough that the potential for extinction or extirpation is low. **2** = Occurrences confined to several populations or one extended population. **3** = Occurrence limited to one or a few highly restricted populations, or present in such small numbers that it is seldom reported. E - Endangerment: **1** = Not endangered. **2** = Endangered in a portion of its range. **3** = Endangered throughout its range. D - Distribution: **1** = More or less widespread outside California. **2** = Rare outside California. **3** = Endemic to California.

**Federal Listing**

FE Federally listed endangered  
 FT Federally listed threatened  
 FPE Federally proposed endangered  
 FPT Federally proposed threatened



**TABLE 5.6-3**  
**Plant and Animal Species Documented**  
**in the MSCP GIS Database in the City**  
**June, 2002**

COMMON NAME	SCIENTIFIC NAME	NUMBER OF OCCURRENCES
<b>Plants</b>		
San Diego ambrosia	<i>Ambrosia pumila</i>	2
Variegated dudleya	<i>Dudleya variegata</i>	16
Palmer's goldenbush	<i>Ericameria palmeri</i> var. <i>palmeri</i>	1
San Diego button-celery	<i>Eryngium aristulatum</i> var. <i>parishii</i>	9
San Diego barrel cactus	<i>Ferocactus viridescens</i>	119
Palmer's grappling hook	<i>Harpagonella palmeri</i> var. <i>palmeri</i>	1
Willow monardella	<i>Monardella linoides</i> ssp. <i>viminea</i>	18
San Diego goldenstar	<i>Muilla clelandii</i>	63
San Diego Mesa-mint	<i>Pogogyne abramsii</i>	5
Ashy spike-moss	<i>Selaginella cinerascens</i>	5
San Diego sunflower	<i>Viguiera laciniata</i>	62
<b>Reptiles</b>		
Orange-throated whiptail	<i>Cnemidophorus hyperythrus beldingi</i>	43
Northern red diamond rattlesnake	<i>Crotalus ruber ruber</i>	2
San Diego horned lizard	<i>Phrynosoma coronatum blainvillei</i>	26
Granite Spiny Lizard	<i>Sceloporus orcutti</i>	25
Two-striped garter snake	<i>Thamnophis hammondi</i>	1
<b>Birds</b>		
Cooper's hawk	<i>Accipiter cooperii</i>	10
California rufous-crowned sparrow	<i>Aimophila ruficeps canescens</i>	151
Grasshopper sparrow	<i>Ammodramus savannarum</i>	61
Bells sage sparrow	<i>Amphispiza belli belli</i>	9
Golden eagle	<i>Aquila chrysaetos</i>	1
Long-eared owl	<i>Asio otus</i>	1
Red-shouldered Hawk	<i>Buteo lineatus</i>	2
Coastal cactus wren	<i>Campylorhynchus brunneicapillus cousei</i>	7
Northern harrier	<i>Circus cyaneus</i>	4
Yellow warbler	<i>Dendroica petechia</i>	10
Black-shouldered kite	<i>Elanus caeruleus</i>	4
Southwestern willow flycatcher	<i>Empidonax traillii</i>	1
Yellow-breasted chat	<i>Icteria virens</i>	4
Loggerhead shrike	<i>Lanius ludovicianus</i>	3
California gnatcatcher	<i>Polioptila californica</i>	144
Least Bells vireo	<i>Vireo bellii pusillus</i>	19
<b>Mammals</b>		
Mountain lion	<i>Felis concolor</i>	1
S.D. black-tailed jackrabbit	<i>Lepus californicus bennettii</i>	12
San Diego desert woodrat	<i>Neotoma lepida intermedia</i>	4

There are two primary large-scale habitat connections in the City and one potential “stepping stone” corridor: (1) The MCAS Miramar to Fanita Ranch habitat linkage, (2) the San Diego River corridor, and (3) Rattlesnake Mountain to Fanita Ranch potential stepping stone corridor. The MCAS Miramar to Fanita Ranch habitat linkage maintains connectivity for wildlife movement from the Fanita Ranch and the County lands farther east to MCAS Miramar and Mission Trails Regional Park. This habitat connection is currently a broad connection with relatively few constraints to wildlife movement.

The San Diego River corridor is a riparian linkage that provides for wildlife movement from Lakeside through the City, to the Mission Trails Regional Park. This wildlife corridor is currently highly constrained by urban development in the eastern portion of the City; however, many opportunities for restoration of habitat value and connectivity still exist.

No continuous north-south landscape or habitat linkages remain in the City to accommodate wildlife movement between core habitat areas on MCAS Miramar to the north and the Rattlesnake Mountain area to the south. The Rattlesnake Mountain to Fanita Ranch potential stepping stone corridor appears to be a functional movement corridor for gnatcatchers and other upland scrub habitat birds based on on-the-ground evaluation of line-of-sight stepping stone proximity (i.e., birds can see the next patch in the stepping stone corridor which may encourage directional movement and use of the corridor). However, without mark and recapture data documenting movement between these habitat patches, a definitive assessment of the utility of this habitat linkage is not possible.

## **5.6.2 SIGNIFICANCE CRITERIA**

Biological resources impacts would be significant if implementation of the proposed General Plan would:

- Substantially reduce habitat of a fish or wildlife species;
- Cause a fish or wildlife population to drop to below self-sustaining levels;
- Threaten to eliminate a plant or animal community;
- Reduce the number or range of an endangered, rare or threatened species;
- Preclude the movement of native resident or migratory wildlife species;
- Conflict with federal, state, regional, or local policies or plans protecting biological resources; and/or
- Create noise levels greater than 60 dBA Leq in areas occupied by sensitive biological noise receptors (primarily breeding bird species including the California gnatcatcher and the least Bell’s vireo).

## **5.6.3 IMPACTS**

### **5.6.3.1 Vegetation Communities**

Future development in the City in accordance with the proposed General Plan would result in the development of approximately 1,800 acres of existing vacant land. This development would

result in the loss of existing habitat in the City; however it is difficult to quantify actual community or species-specific impacts since the actual footprints of future development are unknown. However, impacts would occur to some degree within all of the sensitive biological communities within the City. While buildout of the proposed General Plan may significantly impact sensitive plant communities, these impacts would be minimized through implementation of existing regulations (such as the State and Federal Endangered Species Acts, the State Fish and Game Code and Section 404 of the Clean Water Act), consultation with the Resources Agencies including California Department of Fish and Game, United States Fish and Wildlife Service and the United States Army Corps of Engineers, and implementation of the goals and policies of the proposed Conservation Element.

### **5.6.3.2 Sensitive Species**

While buildout of the proposed General Plan may significantly impact sensitive species and their habitats, these impacts would be minimized through implementation of existing regulations (such as the State and Federal Endangered Species Acts, the State Fish and Game Code and Section 404 of the Clean Water Act), consultation with the Resources Agencies including California Department of Fish and Game, United States Fish and Wildlife Service and the United States Army Corps of Engineers, and implementation of the goals and policies of the proposed Conservation Element.

Because of these existing protections and the goals and policies of the proposed Conservation Element which establish additional biologically sensitive development guidelines and criteria including requirements for long-term monitoring of permanent open space areas and completion of a subarea plan that sets aside a minimum of 2,600 acres of permanent open space, the proposed General Plan would not significantly impact any sensitive species or their habitats.

### **5.6.3.4 Wildlife Corridors**

The existing wildlife corridor that occurs in the riparian habitat on the San Diego River would not be significantly impacted by the proposed General Plan. Existing wetland riparian habitat would be protected by existing regulations such as the Flood Damage Prevention Ordinance, and existing state and federal regulations intended to achieve State and federal “no net loss” policies for wetlands. In addition, the proposed Conservation Element would also establish appropriate buffers from the edge of the riparian habitat. Protection of the riparian habitat and buffer would provide opportunities for restoration and enhancement of this wildlife corridor; therefore, there would be no significant impacts to this corridor.

The MCAS Miramar to Fanita Ranch habitat linkage could be significantly impacted by build out of the proposed General Plan depending on the final development footprints and roadway networks approved for the Fanita Ranch.

### **5.6.3.5 Noise Impacts to Wildlife**

Sensitive biological noise receptors (primarily breeding bird species) may be significantly impacted if average weighted noise levels exceed 60 dBA  $L_{eq}$ . This noise threshold standard was

established by USFWS in 1991 as a recommended noise level not to be exceeded to protect the California gnatcatcher, the least Bell's vireo and other bird species. Noise associated with vehicular traffic is the most common noise source with the potential to adversely affect noise-sensitive biological resources. The Noise Element of the proposed General Plan includes estimated future noise contours that would result in significant impacts to sensitive biological receptors (Figure 5.6.3).

## 5.6.4 MITIGATION MEASURES

Implementation of Mitigation Measure 5.1-16 in addition to the following measures would reduce potential impacts to biological resources associated with the proposed General Plan to below a level of significance. Many of the measures relate to implementation of policies within the proposed Elements. As applicable, the name of the Element and the policy number are indicated.

***Mitigation Measure 5.6-1:*** The City shall encourage the preservation and enhancement of significant biological resources in areas designated as permanent open space. (Conservation Element, Policy 7.1)

***Mitigation Measure 5.6-2:*** The City shall require that all development proposals provide adequate mitigation measures for identified significant biological resources, including selective preservation, sensitive site planning techniques and mitigation for identified impacts. (Conservation Element, Policy 7.2)

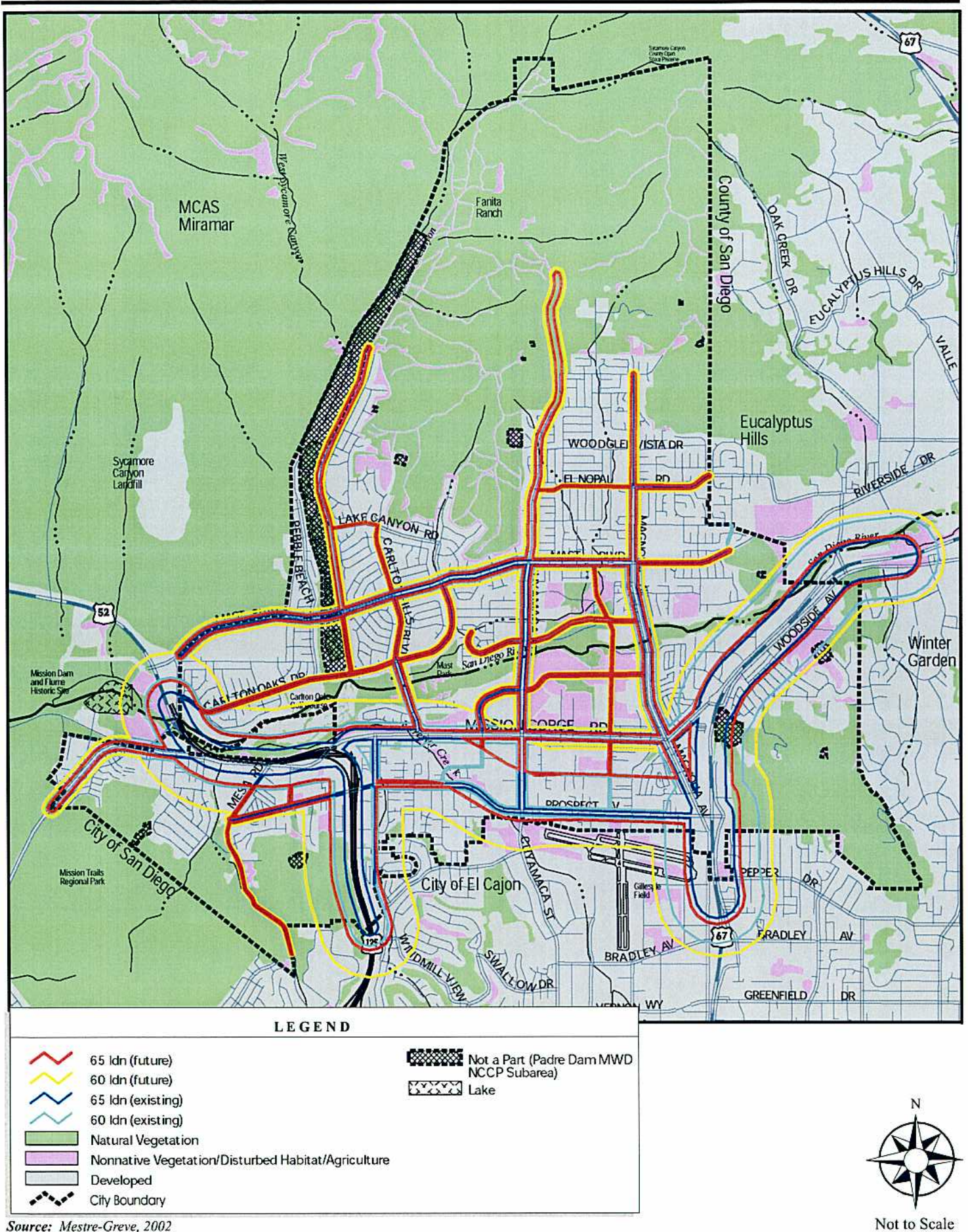
***Mitigation Measure 5.6-3:*** The City shall require that, for all development proposals involving the setting aside of land for permanent open space either on-site or off-site, provisions are in place to ensure the long term management of the open space and biological resources. (Conservation Element, Policy 7.3)

***Mitigation Measure 5.6-4:*** The City shall use the environmental review process to identify, conserve and enhance unique natural, biological and cultural resources, to ensure the preservation of significant natural resources and features, to regulate and condition development within areas susceptible to natural hazards and to ensure the preservation of significant biological resources, historical resources or archaeological sites. (Conservation Element, Other Implementation Measures)

***Mitigation Measure 5.6-5:*** The City shall utilize the mapped information on Figure 6-1, Hydrology, Figure 6-2, Cultural Resources and Figure 6-3, Biological Resources, during the Development Review process in order to identify significant resource areas that the proposed development may affect, and to determine the appropriate mitigation measures required. (Conservation Element, Other Implementation Measures)

***Mitigation Measure 5.6-6:*** Wildlife Conservation Board funds will be continuously appropriated for the "acquisition, development, rehabilitation, restoration, and protection of habitat that promotes the recovery of threatened and endangered species, that provides corridors linking





Existing and Future Noise Contours \_\_\_\_\_ Figure 5.6-3

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separate habitat areas to prevent fragmentation, and that protects significant natural landscapes and ecosystems such as old growth redwoods and oak woodlands and other significant habitat areas.” Some funds will be appropriated for specific projects while other aspects will be competitive. (Conservation Element, Park and Open Space Funding and Acquisition)

***Mitigation Measure 5.6-7:*** The City shall encourage the protection of the San Diego River Corridor and all other City water corridors to reduce flood hazards, protect significant biological resources and scenic values, and to provide for appropriate recreational uses. (Conservation Element, Policy 2.1)

***Mitigation Measure 5.6-8:*** The City shall evaluate the impacts of noise on sensitive habitats and species adjacent to major roadways and provide appropriate mitigation for identified impacts.

## **5.6.5 SIGNIFICANCE OF IMPACT AFTER MITIGATION**

With implementation of the mitigation measures above as well as implementation of existing regulations (such as the State and Federal Endangered Species Acts, the State Fish and Game Code and Section 404 of the Clean Water Act), consultation with the Resources Agencies including California Department of Fish and Game, United States Fish and Wildlife Service and the United States Army Corps of Engineers, and implementation of the goals and policies of the proposed Conservation Element, impacts related to biological resources would be reduced to below a level of significance.

## 5.7 **NOISE**

A noise study was conducted by Mestre Greve Associates. The noise study, which is included as Appendix C, is the primary source for the discussion below.

### 5.7.1 **EXISTING CONDITIONS**

#### 5.7.1.1 **Background**

##### **Definition**

Noise is often defined as unwanted sound. Sound, however, is measurable, whereas noise is subjective. Sound is energy mechanically transmitted by pressure waves in a compressible medium such as air and is technically described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB).

##### **Effects of Noise**

For most people, the usual consequences of noise are associated with speech interference, distractions at home and at work, disturbance with rest and sleep, and the disruption of recreational pursuits. The long-term effects of excessive noise exposure are physical as well as psychological. Physical effects may include headaches, nausea, irritability, constriction of blood vessels, changes in the heart and respiratory rate and increased muscle tension. Prolonged exposure to high noise levels may result in hearing damage. Psychological effects may result from the stress and irritability associated with a change in sleeping patterns due to excessive noise.

##### **Rating Scales**

A specific rating scale, the A-weighted decibel, commonly abbreviated as dBA, has been devised to relate sound to the sensitivity of the human hearing system. This scale is calibrated to the faintest sound audible and has approximately the same frequency response as the human hearing system. Figure 5.7-1 provides examples of various noises and their typical A-weighted noise level.

Several rating scales have been developed for measurement of community noise. These scales account for: (1) the parameters of noise that have been shown to contribute to the effects of noise on man; (2) the variety of noises found in the environment; (3) the variations in noise levels that occur as a person moves through the environment; and (4) the variations associated with the time of day. Three of the predominate noise scales are discussed below.

**Leq** is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. Leq is the “energy” average noise level during the time period of the sample. Leq can be measured for any time period,



dB(A)	OVER-ALL LEVEL Sound Pressure Level Reference: 0.0002 Microbars	COMMUNITY (Outdoor)	HOME OR INDUSTRY	LOUDNESS Human Judgement of Different Sound Levels
130		Military Jet Aircraft Take-Off With After-burner From Aircraft Carrier @50 R. (130)	Oxygen Torch (121)	120 dB(A) 32 Times as Loud
120 110	UNCOMFORTABLY LOUD	Turbo-Fan Aircraft @Take Off Power @200 R. (110)	Riveting Machine (110) Rock-N-Roll Band (108-114)	110 dB(A) 16 Times as Loud
100		Jet Flyover @1000 R. (103) Boeing 707, DC-8 @6080 R. Before Landing (106) Bell J-2A Helicopter @100 R. (100)		100 dB(A) 8 Times as Loud
90	VERY LOUD	Power Mower (96) Boeing 737, DC-9 @6080 R. Before Landing (97) Motorcycle @25 R. (90)	Newspaper Press (97)	90 dB(A) 4 Times as Loud
80		Car Wash @20 R. (89) Prop. Airplane Flyover @1000 R. (88) Diesel Truck, 40 MPH @50 R. (84) Diesel Train, 45 MPH @100 R. (83)	Food Blender (88) Milling Machine (85) Garbage Disposal (80)	80 dB(A) 2 Times as Loud
70	MODERATELY LOUD	High Urban Ambient Sound (80) Passenger Car, 65 MPH @25 R. (77) Freeway @50 R. From Pavement Edge, 10:00 AM (76 +or- 6)	Living Room Music (76) TV-Audio, Vacuum Cleaner	70 dB(A)
60		Air Conditioning Unit @100 R. (60)	Cash Register @10 R. (65-70) Electric Typewriter @10 R. (64) Dishwasher (Rinse) @10 R. (60) Conversation (60)	60 dB(A) 1/2 as Loud
50	QUIET	Large Transformers @100 R. (50)		50 dB(A) 1/4 as Loud
40		Bird Calls (44) Lower Limit Urban Ambient Sound (40)		40 dB(A) 1/8 as Loud
20	JUST AUDIBLE	Desert at Night (dB(A) Scale Interrupted)		
10	THRESHOLD OF HEARING			

SOURCE Reproduced from Melville C. Branch and R. Dale Beland, "Outdoor Noise in the Metropolitan Environment,"  
Published by the City of Los Angeles, 1970, p.2.



Not to Scale

Source: Mestre Greve Associates, 11/2002

Typical A-Weighted Noise Levels \_\_\_\_\_ Figure 5.7-1

but is typically measured for 1 hour. This 1 hour noise level can also be referred to as the Hourly Noise level (HNL).

- **CNEL** (Community Noise Equivalent Level) is the predominant rating scale now in use in California for land use compatibility assessment, particularly for aircraft. The CNEL incorporates both the dBA scale and factors of annoyance. CNEL is an energy-averaging metric that combines the 24-hour average noise level of each noise event in a 24-hour period, the number of events during that period, and a percentage allocation to three separate time periods. This allocation is used to portray the increased annoyance of noise during the evening and nighttime hours. The CNEL assigns a weighting of 5 dBA to aircraft noise events occurring between the hours of 7 p.m. and 10 p.m. and a weighting of 10 dBA to noise events occurring between 10 p.m. and 7 a.m.
- **Ldn**, the day-night scale is similar to the CNEL scale except that evening noises are not penalized. It is a measure of the overall noise experienced during an entire day. The time-weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized for occurring at these times. In the Ldn scale, those noise levels that occur during the night (10 p.m. to 7 a.m.) are penalized by 10 dB. This penalty was selected to attempt to account for increased human sensitivity to noise during the quieter period of a day, where home and sleep is the most probable activity. For all practical purposes, Ldn and CNEL are identical.

### **5.7.1.2 Noise and Land Use Compatibility**

For planning purposes, noise/land use compatibility standards for various classes of land uses are used to ensure that noise exposure is considered in development decisions. The proposed local noise compatibility standards are typically based on guidelines provided by the State of California as shown in Figure 5.7-2. Sensitive noise receptors include residences, schools, hospitals, parks, libraries and churches.

### **5.7.1.3 Noise Regulations and Policies**

#### **City of Santee Noise Abatement and Control Ordinance**

The City of Santee Noise Abatement and Control (Chapter 8.12 of the Municipal Code) establishes the noise level limits for various stationary noise sources generated on private property affecting neighboring properties. The Noise Ordinance specifies sound level limits in terms of one-hour average sound level (Leq). The noise level limits contained in the City's Noise Ordinance are summarized in Table 5.7-1. Table 5.7-1 also lists the daytime and nighttime noise levels that cannot be exceeded under the noise ordinance. Greater noise levels are permitted during the day as compared to evening and night.

The Noise Ordinance requires that the daytime noise level at an outdoor area of a residential property not exceed 50 dBA for the daytime. Evening time and nighttime noise level limits are reduced by 5 dBA and 10 dBA, respectively, to reflect the increased sensitivity to noise occurring during this time period.

Land Use Category	Community Noise Exposure Ldn, dB					
	55	60	65	70	75	80
Residential - Low Density Single Family, Duplex, Mobile Homes						
Residential - Multi. Family						
Transient Lodging - Motels, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes (See Note #1)						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Professional						
Industrial, Manufacturing, Utilities, Agriculture						

#### INTERPRETATION:



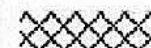
##### Normally Acceptable

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements



##### Conditionally Acceptable

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



##### Normally Unacceptable

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



##### Clearly Unacceptable

New construction or development should generally not be undertaken.

#### Notes:

1. Applies to noise sensitive areas which serve a significant function for the use which could be adversely affected by noise; such as, outside areas used primarily for instruction, meditation areas, rest and relaxation areas, and other areas where general peace and quiet are important.

Source: City of Santee General Plan

**TABLE 5.7-1**  
**City of Santee Noise Ordinance Limits**

ZONE	NOISE LEVEL NOT TO BE EXCEEDED ONE-HOUR AVERAGE NOISE LEVEL (dBA)		
	7 A.M. TO 7 P.M. (DAYTIME)	7 P.M. TO 10 P.M. (EVENING TIME)	10 P.M. TO 7 A.M. (NIGHTTIME)
<b>EXTERIOR NOISE STANDARDS</b>			
All Residential Districts, Open Space	50	45	40
Public, Resort Recreation, Office Professional and Neighborhood Commercial	55	50	45
All other commercial zones	60	55	50
Light Industrial	70	70	70
General Industrial	75	75	75
Boundary between an industrial zone and a residential zone	60	55	50

**NOTE:** For all other zones, the sound level limit on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts; provided, however that the noise level limit applicable to extractive industries, including but not limited to borrow pits and mines, shall be the noise level limit applicable to the Light Industrial zone, or other standard as required for industrial uses adjacent to a residential zone.

### Noise Element

The Noise Element of the existing General Plan contains a Land Use Compatibility table for determining the compatibility of various land uses with noise levels. The guidelines rate compatibility in terms of “normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable.” For residential uses, Ldn levels up to 60 dBA are Normally Acceptable, Ldn levels up to 70 dBA are Conditionally Acceptable, Ldn levels of 70 dBA are Normally Unacceptable and Ldn levels exceeding 75 dBA are Clearly Unacceptable.

A land use exposed to noise levels that are considered Normally Acceptable would be compatible with the noise environment and no special noise insulation would be required. If new construction is exposed to existing or future noise levels exceeding the City’s standard, a noise analysis would be required to determine mitigation required to reduce noise levels. The analysis would be required to determine mitigation measures to reduce noise levels to a compatible level. Proposed development exposed to Clearly Unacceptable noise levels should generally not be undertaken.

### Title 24 Noise Insulation Standards

The California Administrative Code, Title 24, Noise Insulation Standards requires that the interior noise level of all new multiple family residences, hotels, and motels must be 45 dBA CNEL or below. If the exterior sound level exceeds the threshold of 60 dBA CNEL, Title 24 requires the preparation of a site-specific acoustical analysis showing that the proposed design will limit interior noise to less than 45 dBA CNEL.

#### **5.7.1.4 Existing Noise Sources and Levels**

The City of Santee is subject to various noise sources including traffic, aircraft from Gillespie Field and Marine Corps Air Station Miramar, and to a lesser extent commercial/industrial and community activities.

##### **Traffic Noise**

Traffic represents the most significant source of noise in the City. An estimate of traffic noise levels in terms of Ldn was computed for the roadways within the City. The Highway Noise Model published by the Federal Highway Administration ("FHWA Highway Traffic Noise Prediction Model," FHWA-RD-77-108, December, 1978) was utilized.

As shown on Figure 5.7-3 all major roadways in the City currently carry traffic volumes which result in noise levels of 60 dBA Ldn or higher at adjacent properties. The distances from the centerline of the road to the existing 60, 65 and 70 dBA Ldn contours for the roadways are shown in Table 5.7-2. It should be noted that the values given represent a worst-case depiction of existing noise levels which are based on the worst-case analysis of traffic generation and which do not take into account the effect of any existing noise barriers, intervening structures, or topography that may affect ambient noise levels. Areas with noise barriers or structures that break line of sight from a receptor to the roadway experience lower levels.

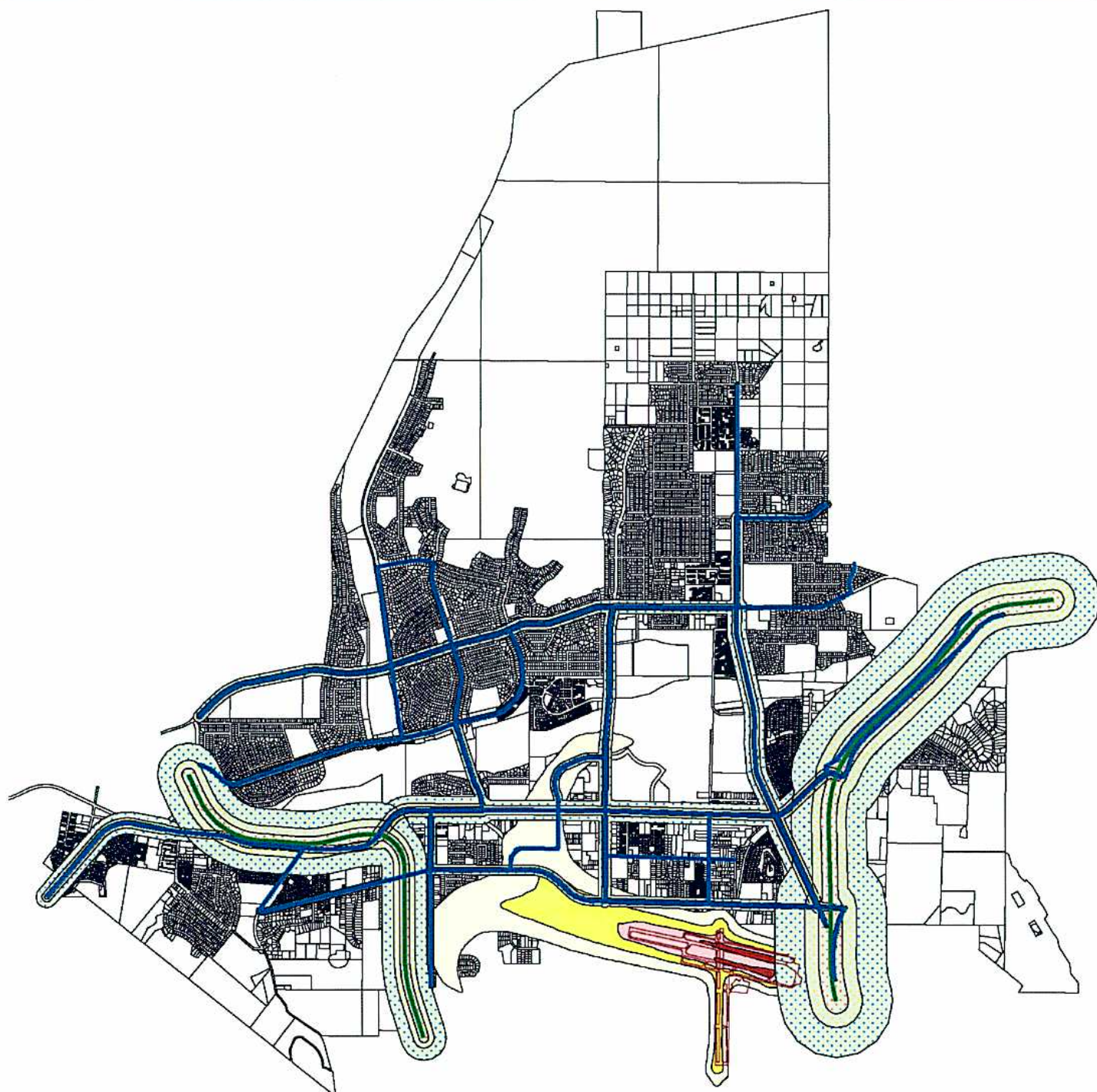
As shown in Table 5.7-2, areas adjacent to SR 67, SR 52, and SR 125 as well as portions of Mission Gorge Road, Magnolia Street, Prospect Avenue and Woodside Avenue experience noise levels in excess of 70 dBA Ldn. Traffic noise levels in excess of 65 dBA Ldn are generated along Magnolia Avenue, Mast Boulevard, Graves Avenue, Cuyamaca Street, El Nopal, Town Center Parkway, portions of Prospect Avenue, Carlton Hills Boulevard, and Carlton Oaks Drive. Traffic noise levels along Buena Vista, Mesa Road and Cottonwood Avenue experience noise levels in excess of 60 dBA Ldn.

##### **Aircraft Noise**

Aircraft is another noise source within the City. The Marine Corps Air Station (MCAS) Miramar is located northwest of the City. The 60 dBA CNEL does not penetrate the City of Santee. Helicopters from Miramar do travel over the northern portion of the City; however, these trips are intermittent and do not cause the noise standard to be exceeded.

Gillespie Field is located immediately south of the City. Aircraft flyovers from Gillespie Field affect residential properties in this southern area of the City and a portion of the noise sensitive Prospect Avenue School. The 1989 Comprehensive Land Use Plan (CLUP) for Gillespie Field does not provide existing noise levels. It does, however, identify aircraft projected noise levels for the year 2010 as discussed below in Section 5.7.3.2.





# LEGEND

- Roadway noise (existing year 2002)
- 70 ldn (existing) roadway & freeway noise contour
- 65 ldn (existing) roadway & freeway noise contours
- 60 ldn (existing) roadway & freeway noise contour

## Gillespie Field cnel noise contours

- 60 db
- 65 db
- 70 db
- 75 db



Not to Scale

Source: City of Santee General Plan

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**TABLE 5.7-2**  
**Existing Roadway Traffic Noise Levels**

ROADWAY	A CROSS STREET	B CROSS STREET	LDN @ 100'	DISTANCE (FEET) TO LDN CONTOUR FROM CENTERLINE OF ROADWAY		
				70 dBA	65 dBA	60 dBA
Buena Vista Ave.	Cuyamaca St	Cottonwood Ave.	53.3	RW	RW	RW
Carlton Hills Blvd.	Lake Canyon Rd	Mast Blvd.	58.0	RW	RW	74
Carlton Hills Blvd.	Mast Blvd	Carlton Oaks Dr.	58.6	RW	RW	80
Carlton Hills Blvd.	Carlton Oaks Dr	Mission Gorge Rd.	62.8	RW	71	154
Carlton Oaks Dr.	West Hills Pkwy	Fanita Pkwy.	59.9	RW	RW	99
Carlton Oaks Dr.	Fanita Pkwy	Carlton Hills Bl.	61.2	RW	56	120
Carlton Oaks Dr.	Carlton Hills Bl	Mast Blvd.	57.9	RW	RW	73
Cottonwood Ave.	Mission Gorge Rd	Prospect Ave.	55.5	RW	RW	50
Cuyamaca St.	Mast Blvd	Mission Gorge Rd.	64.3	RW	90	193
Cuyamaca St.	Mission Gorge Rd	Prospect Ave.	64.2	RW	89	191
El Nopal	Magnolia Ave	Santana St.	60.6	RW	51	109
Fanita Dr.	Mission Gorge Rd	Prospect Ave.	63.5	RW	79	170
Fanita Dr.	Prospect Ave	Weld Blvd.	59.1	RW	RW	87
Fanita Pkwy.	Lake Canyon Rd	Mast Blvd.	55.4	RW	RW	49
Fanita Pkwy.	Mast Blvd	Carlton Oaks Dr.	53.0	RW	RW	RW
Graves Ave.	Prospect Ave	Pepper Dr.	62.4	RW	67	143
Lake Canyon Rd.	Fanita Pkwy	Carlton Hills Bl.	50.7	RW	RW	RW
Los Ranchitos Rd.	2nd St	Mast Blvd.	52.4	RW	RW	RW
Magnolia Ave.	Princess Joann R	El Nopal	57.7	RW	RW	70
Magnolia Ave.	El Nopal	Mast Blvd.	63.9	RW	84	182
Magnolia Ave.	Mast Blvd	Mission Gorge Rd.	67.1	64	138	296
Magnolia Ave.	Mission Gorge Rd	Prospect Ave.	68.8	83	179	386
Magnolia Ave.	Prospect Ave	Bradley Ave.	62.2	RW	65	141
Mast Blvd.	West Hills Pkwy	Fanita Pkwy.	63.6	RW	80	173
Mast Blvd.	Fanita Pkwy	Carlton Hills Bl.	63.4	RW	78	168
Mast Blvd.	Carlton Hills Bl	Halberns Blvd.	63.5	RW	79	171
Mast Blvd.	Halberns Blvd	Cuyamaca St.	64.1	RW	87	188
Mast Blvd.	Cuyamaca St	Magnolia Ave.	64.7	RW	96	206
Mast Blvd.	Magnolia Ave	Los Ranchitos Rd.	57.4	RW	RW	68
Mesa Rd.	Mission Gorge Rd	Prospect Ave.	55.8	RW	RW	52



**TABLE 5.7-2 (Continued)**  
**Existing Roadway Traffic Noise Levels**

ROADWAY	A CROSS STREET	B CROSS STREET	DISTANCE (FEET) TO LDN CONTOUR FROM CENTERLINE OF ROADWAY			
			LDN @ 100'	70 dBA	65 dBA	60 dBA
Mission Gorge Rd.	Father Junipero	Wet Hills Pkwy.	67.6	69	149	321
Mission Gorge Rd.	West Hills Pkwy	Sr 52	66.2	56	120	258
Mission Gorge Rd.	Sr 52	Fanita Dr.	69.3	90	194	418
Mission Gorge Rd.	Fanita Dr	Carton Hills Blvd.	69.1	87	187	402
Mission Gorge Rd.	Carlton Hills Bl	Cuyamaca St.	66.9	62	135	290
Mission Gorge Rd.	Cuyamaca St	Magnolia Ave.	67.4	68	146	314
Olive Ln.	Mission Gorge Rd	Prospect Ave.	54.4	RW	RW	RW
Prospect Ave.	Mesa Dr	Fanita Dr.	59.6	RW	RW	94
Prospect Ave.	Fanita Dr	Cuyamaca St.	62.5	RW	68	146
Prospect Ave.	Cuyamaca St	Magnolia Ave.	63.3	RW	77	166
Prospect Ave.	Magnolia Ave	Sr 67	66.4	58	124	267
Prospect Ave.	Sr 67	Graves Ave.	63.4	RW	78	168
Town Center Pkwy.	Mission Gorge Rd	Cuyamaca St.	61.5	RW	59	126
Woodside Ave.	Magnolia Ave	SR 67	68.2	76	164	354
Woodside Ave.	SR 67	Riverford Rd.	61.8	RW	61	132
Woodside Ave. N.	SR 67 Ramp	Riverford Rd.	59.5	RW	RW	92
SR 67	Riverford Rd	Woodside Ave.	75.5	233	503	1084
SR 67	Prospect Ave.	Pepper Ave..	77.1	298	642	1384
SR 67	Woodside Ave.	Prospect Ave..	75.7	240	517	1113
SR 125	S. Of SR-52		72.4	145	312	673

RW - Noise contour falls within roadway right-of-way.

## **Transit Noise**

The San Diego Trolley is not considered to be a significant source of noise in the City because of its intermittent operation and its alignment along Cuyamaca Street, which is a commercial and office corridor.

## **Commercial/Industrial (Stationary) Noise**

The City has few significant, stationary noise sources. There are two large outdoor manufacturing uses in the City. One is a sand-mining operation and associated block manufacturing plant on Magnolia Avenue and the second is a concrete plant located on the south side of Prospect Avenue, just west of Cuyamaca Street. Both of these uses have been at their present locations prior to the City's incorporation in 1980 and are legal, nonconforming uses. The Prospect Avenue operation is not bordered by existing or planned residential on any sides and has not been a source of noise complaints over the years. Residential uses have been constructed on the north side of the river bordering the sand mining operation and adjacent to the block plant on Magnolia Avenue and additional residential uses are planned to the west. Periodic noise complaints about this operation have occurred over the years; complaints, however, regarding the mining operation itself have dropped as the pace of the mining operation has decreased.

The only other significant stationary noise source in the City is noise emanating from commercial loading docks on sites bordered by residential. This noise would be characterized as primarily nuisance noise. All stationary noise sources are regulated through the City's Noise Abatement and Control Ordinance.

## **5.7.2 SIGNIFICANCE CRITERIA**

Noise impacts would be significant if implementation of the proposed General Plan would:

- Expose sensitive uses, such as residences, schools, libraries, hospitals, day-care facilities, convalescent homes, long-term medical or mental care facilities to exterior noise levels in excess of 65 dBA Ldn; and/or
- Result in a noise increase of 3 dB or greater on noise sensitive uses where noise levels already exceed 65 dBA Ldn.

## **5.7.3 IMPACTS**

Potential noise impacts are commonly divided into two groups-temporary and long-term. Temporary impacts are usually associated with noise generated by construction activities. Long-term impacts are associated with traffic, aircraft overflights and commercial/industrial uses.

### **5.7.3.1 Temporary Impacts**

Construction noise represents a temporary impact on ambient noise levels. Noise generated by construction equipment, which may include trucks, graders, bulldozers, concrete mixers and portable generators can reach high levels. Worst-case examples of construction noise at 50 feet are presented in Figure 5.7-4. The peak noise level for most of the equipment that will be used during the construction is 70 to 95 dBA at a distance of 50 feet. At 200 feet, the peak construction noise levels range from 58 to 83 dBA. At 400 feet, the peak noise levels range from 52 to 77 dBA. These noise levels are based upon worst-case conditions, and typically, noise levels near the actual site would be less.

The development contemplated by the proposed General Plan would result in construction noise impacts. The most effective method of controlling construction noise is through local control of construction hours. Construction hours are limited by the City's Noise Abatement and Control Ordinance which designates the hours of the day when construction activities and the noise generated by these activities are acceptable. The Ordinance also sets maximum noise levels for construction activities. Construction activities associated with the General Plan buildout will continue to be regulated in accordance with the City's Noise Abatement and Control Ordinance.

### **5.7.3.2 Long -Term Impacts**

Long-term impacts will occur based on future traffic, aircraft operations, and commercial and industrial uses. It should be noted that the Proposed General Plan would augment the Title 24 regulations by requiring that the same standard and procedures for single-family homes in areas impacted by aircraft noise of 65 dBA or greater.

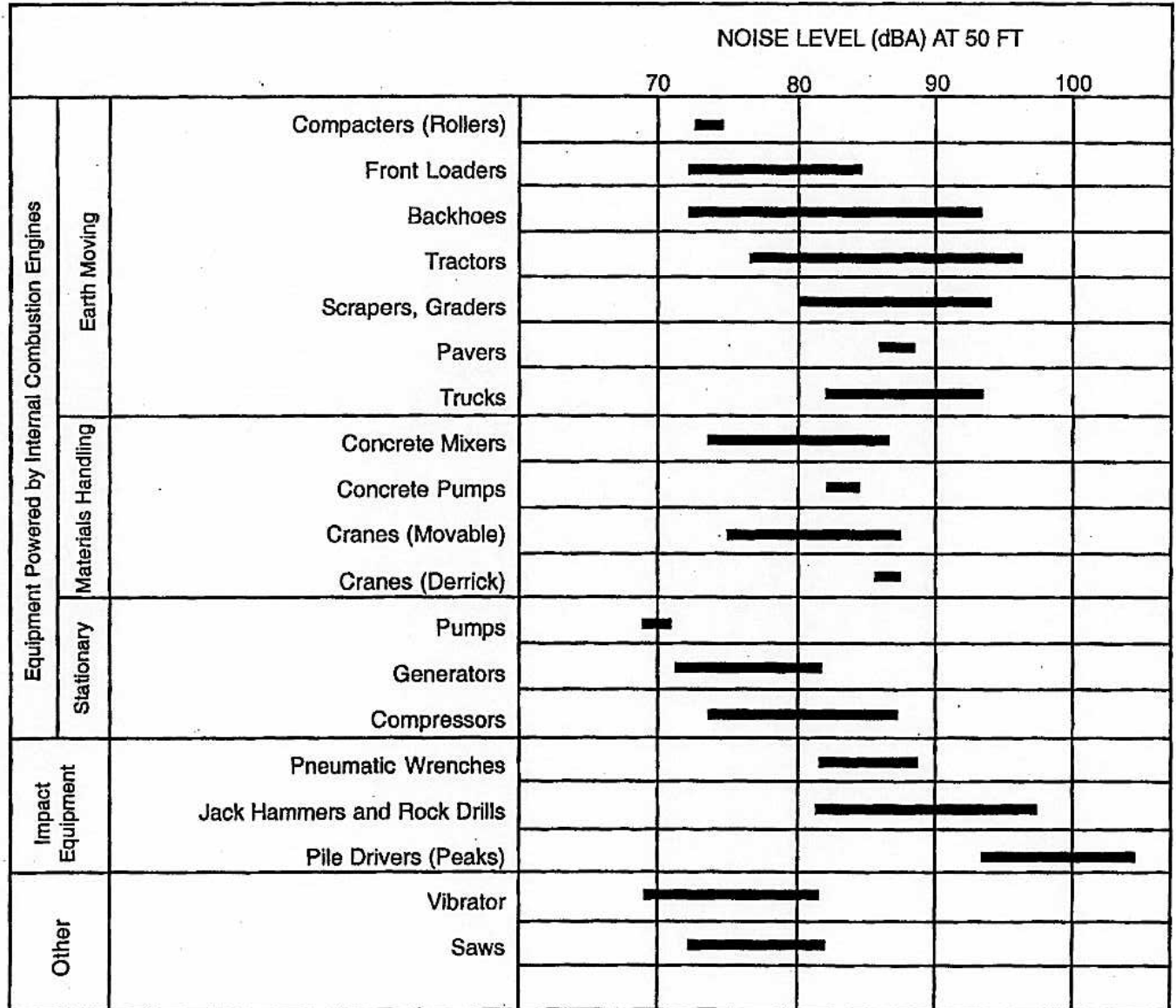
### **City of Santee Noise Standards**

The City is proposing to alter the criterion for assessing the compatibility of sensitive land uses with noise sources from 60 dBA Ldn to 65 dBA Ldn. While the increase would result in a higher threshold for determining the significance of noise in the City, the increase in the criterion would not in itself result in a significant impact to sensitive uses. The 65 dBA Ldn standard is the most commonly used noise threshold in San Diego County and throughout the state. The increase in the noise threshold would reduce the extent and height of required noise barriers such as walls and berms. The interior noise standard of 45 dB which is applied through the City's Noise Ordinance and Title 24 would continue to apply.

### **Future Traffic Noise**

The General Plan would allow the development of additional units and additional square footage of non-residential uses in the City. The additional development would result in an increase in traffic which, in turn, would increase noise levels in the City.

An estimate of future traffic noise levels in terms of dBA Ldn was computed for the roadways affected by the General Plan buildout using the Highway Noise Model (HNM) published by the Federal Highway Administration ("FHWA Highway Traffic Noise Prediction Model," FHWA-



Not to Scale

Construction Equipment Noise Levels \_\_\_\_\_ Figure 5.7-4

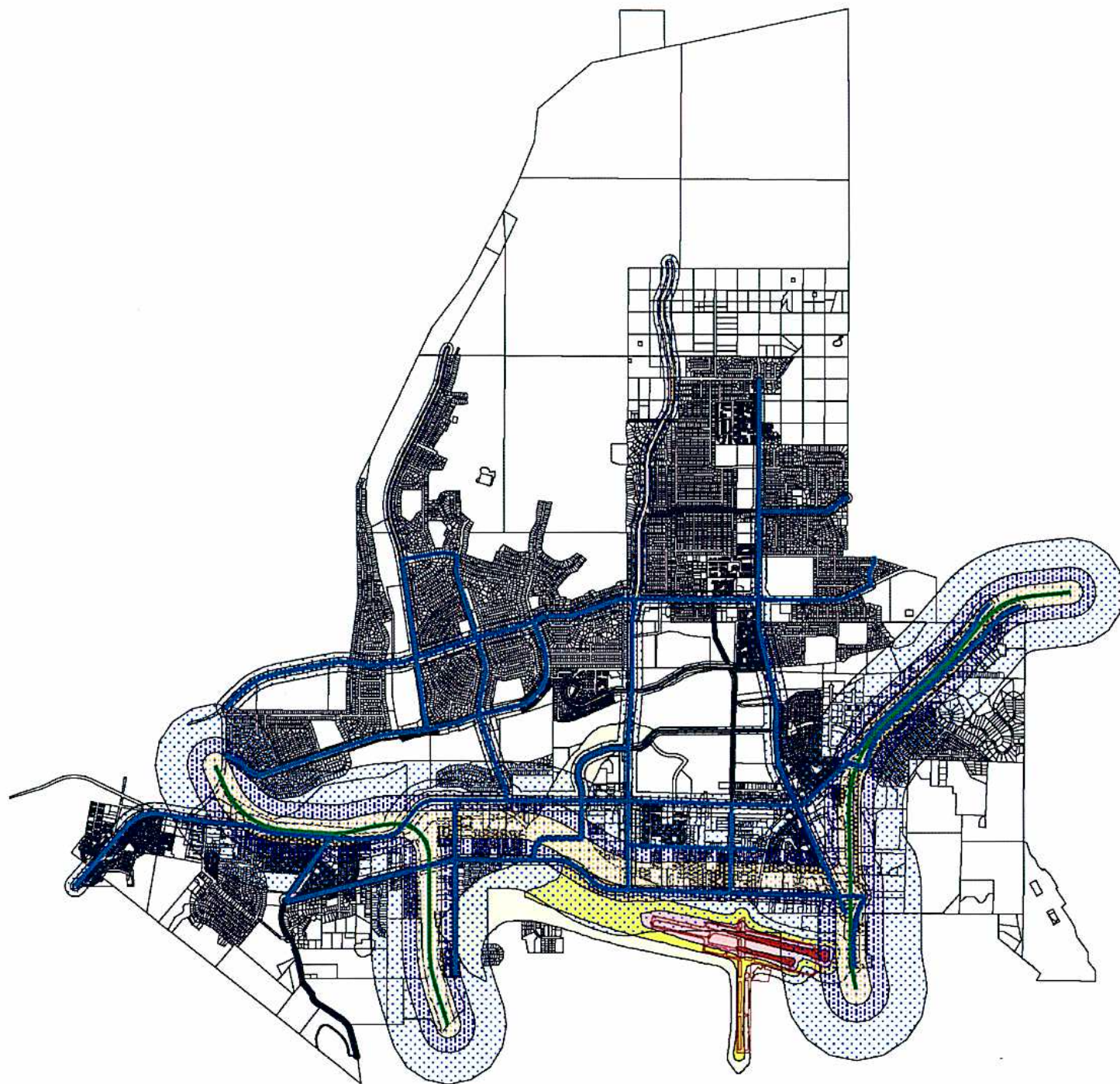
RD-77-108, December, 1978). CALVENO noise emission curves developed by Caltrans were used with the FHWA model as these curves better model the California vehicle mix. The noise contours associated with the proposed General Plan are depicted in Figure 5.7-5 and the distances to the future 60, 65 and 70 dBA Ldn contours for the roadways within the City in Table 5.7-3. These represent the distance from the centerline of the road to the contour value shown. Noise impacts are considered significant if noise sensitive uses are exposed to noise levels in excess of 65 dBA Ldn. It should be noted that the number of vehicle trips used to model future noise contours represent a worst-case analysis which reflects the most intensive land use alternatives evaluated as part of the General Plan and does not take into account existing noise barriers such as topography and intervening structures that would serve to reduce noise levels.

Table 5.7-3 indicates that future traffic on SR 52, SR 67, SR 125, Mission Gorge Road, and portions of Cuyamaca Street, Magnolia Avenue, Mast Boulevard and Woodside Avenue, Carlton Hill and Prospect Avenue would generate substantial levels of noise along these roadways. Future noise levels would be dominated by the completion of the planned SR 52 freeway as well as increases in traffic along the existing SR 125 and SR 67 freeways. The future traffic noise along these roadways would be in excess of 70 dBA Ldn. Significant traffic noise levels (greater than 65 dBA Ldn) will occur along Carlton Oaks, Riverpark Drive, Town Center Parkway, Graves Avenue, and portions of Cuyamaca Street, Fanita Parkway, Magnolia Avenue, Mast Boulevard, Prospect Avenue, El Nopal, Fanita Parkway and Woodside Avenue. Areas adjacent to Cottonwood Avenue, Mesa Drive and Olive Lane would be in excess of 60 dBA Ldn. It should be noted that for those areas where future noise would be greater than 65dBA Ldn, the noise impacts are only considered significant where sensitive uses, such as residential, daycare centers, hospitals and similar uses occur along those streets.

Significant noise level increases resulting from the proposed General Plan would occur at several locations throughout the City. Table 5.7-4 shows those roadways that would experience an increase of 3 dB or more compared with the existing conditions. Increases of 3 dB or more are considered significant when they occur in areas with noise levels in excess of the City's 65 dBA Ldn standard already exist. SR 67 and SR 125 are the only areas that currently have noise levels in excess of 65 dBA Ldn that would experience a 3 dB increase. The increase in noise levels at these locations is considered significant. Existing noise-sensitive development along the affected roadways would be impacted as well as future development.

### Future Aircraft Noise

The existing Comprehensive Land Use Plan (CLUP) for Gillespie Field projects future noise levels through the year 2010. Any projections beyond that timeframe are considered speculative since approved data on either future flight projections or noise contours do not currently exist. The CLUP for Gillespie Field indicates that aircraft noise levels in the areas immediately northwest of the airport would be in excess of 65 dBA CNEL as shown in Figure 5.1-3. Table 5.7-5 summarizes the land use designations that would be impacted by noise level of 65 dBA CNEL or greater. In the residentially designated area (Rhone Road / Pryor Drive area)



# LEGEND

- Roadway noise (future year 2020) noise contour
- Freeway noise (future year 2020)
- 65 Ldn (future) roadway & freeway noise contour
- 60 Ldn (future) roadway & freeway noise contour
- 70 Ldn (future) roadway & freeway noise contour

## Gillespie field cnel noise contours

- 60 db
- 65 db
- 70 db
- 75 db



Not to Scale

Source: City of Santee General Plan

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**TABLE 5.7-3**  
**Future Traffic Noise Levels (Ldn) – Proposed General Plan**

ROADWAY	A CROSS STREET	B CROSS STREET	LDN @ 100'	DISTANCE (FEET) TO LDN CONTOUR FROM CENTERLINE OF ROADWAY		
				70 dBA	65 dBA	60 dBA
Buena Vista Ave.	Cuyamaca St.	Cottonwood Ave.	54.9	RW	RW	RW
Carlton Hills Blvd.	Lake Canyon Rd.	Mast Blvd.	58.5	RW	RW	80
Carlton Hills Blvd.	Mast Blvd.	Carlton Oaks Dr.	61.2	RW	56	120
Carlton Hills Blvd.	Carlton Oaks Dr.	Mission Gorge Rd.	65.9	54	115	248
Carlton Oaks Dr.	West Hills Pkwy.	Fanita Pkwy.	60.5	RW	50	109
Carlton Oaks Dr.	Fanita Pkwy.	Carlton Hills Blvd.	60.6	RW	51	110
Carlton Oaks Dr.	Carlton Hills Blvd.	Mast Blvd.	62.0	RW	63	135
Cottonwood Ave.	Mast Blvd.	Mission Gorge Rd..	57.8	RW	RW	71
Cottonwood Ave.	Mission Gorge Rd.	Prospect Ave.	59.4	RW	RW	91
Cuyamaca St.	N. Of Princess Joann		65.9	54	115	248
Cuyamaca St.	Princess Joann	Woodglen Vista	64.8	RW	98	210
Cuyamaca St.	Woodglen Vista	El Nopal	65.6	51	110	236
Cuyamaca St.	El Nopal	Mast Blvd.	65.1	RW	102	219
Cuyamaca St.	Mast Blvd.	Town Center Pkwy.	63.6	RW	81	174
Cuyamaca St.	Town Center Pkwy.	Mission Gorge Rd.	62.4	RW	67	144
Cuyamaca St.	Mission Gorge Rd.	Prospect Ave.	60.9	RW	53	114
El Nopal	Cuyamaca St.	Magnolia Ave.	57.0	RW	RW	64
El Nopal	Magnolia Ave.	Santana St.	62.2	RW	65	141
Fanita Dr.	Mission Gorge Rd.	Prospect Ave.	63.7	RW	82	176
Fanita Dr.	Prospect Ave.	Weld Blvd.	58.8	RW	RW	84
Fanita Pkwy.	North Of Lake Canyon		63.5	RW	79	170
Fanita Pkwy.	Lake Canyon Rd.	Mast Blvd.	63.3	RW	77	166
Fanita Pkwy.	Mast Blvd.	Carlton Oaks Dr.	60.2	RW	RW	104
Graves Ave.	Woodside Ave.	Prospect Ave.	64.5	RW	93	200
Graves Ave.	Prospect Ave.	Pepper Dr.	63.4	RW	78	167
Lake Canyon Rd.	Fanita Pkwy.	Carlton Hills Blvd.	51.3	RW	RW	RW
Magnolia Ave.	Princess Joann Rd.	El Nopal	63.2	RW	76	163
Magnolia Ave.	El Nopal	Mast Blvd	65.3	RW	105	226
Magnolia Ave.	Mast Blvd.	Mission Gorge Rd.	68.4	79	169	365
Magnolia Ave.	Mission Gorge Rd.	Prospect Ave.	69.9	99	213	458



**TABLE 5.7-3 (Continued)**  
**Future Traffic Noise Levels (Ldn) – Proposed General Plan**

ROADWAY	A CROSS STREET	B CROSS STREET	LDN @ 100'	DISTANCE (FEET) TO LDN CONTOUR FROM CENTERLINE OF ROADWAY		
				70 dBA	65 dBA	60 dBA
Magnolia Ave.	Prospect Ave.	Bradley Ave.	64.9	RW	98	212
Marrokai Ln.	Prospect Ave.	Mission Gorge Rd.	60.6	RW	51	109
Mast Blvd.	West Hills Pkwy.	Fanita Pkwy.	66.9	62	133	287
Mast Blvd.	Fanita Pkwy.	Carlton Hills Blvd.	64.7	RW	95	205
Mast Blvd.	Carlton Hills Blvd.	Halberns Blvd.	65.5	50	109	234
Mast Blvd.	Halberns Blvd.	Cuyamaca St.	66.3	57	122	263
Mast Blvd.	Cuyamaca St.	Magnolia Ave.	65.8	53	113	244
Mast Blvd.	Magnolia Ave.	Los Ranchitos Rd.	61.5	RW	59	127
Mesa Rd.	Mission Gorge Rd.	Prospect Ave.	59.0	RW	RW	85
Mesa Rd.	Prospect Ave.	Rancho Fanita	57.5	RW	RW	69
Mesa Rd.	Rancho Fanita	Lake Murray	58.5	RW	RW	79
Mission Gorge Rd.	Father Junipero	Wet Hills Pkwy.	67.4	67	144	310
Mission Gorge Rd.	West Hills Pkwy	SR 52	67.9	72	156	335
Mission Gorge Rd.	SR 52	Fanita Dr.	71.8	131	282	608
Mission Gorge Rd.	Fanita Dr.	Carlton Hills Blvd.	71.0	117	253	545
Mission Gorge Rd.	Carlton Hills Blvd.	Cuyamaca St.	67.1	64	138	296
Mission Gorge Rd.	Cuyamaca St.	Magnolia Ave.	66.8	61	131	283
Olive Ln.	Mission Gorge Rd.	Prospect Ave.	58.5	RW	RW	80
Prospect Ave.	Mesa Dr.	Fanita Dr.	64.3	RW	89	192
Prospect Ave.	Fanita Dr.	Cuyamaca St.	62.4	RW	67	145
Prospect Ave.	Cuyamaca St.	Magnolia Ave.	62.9	RW	72	156
Prospect Ave.	Magnolia Ave.	SR 67	66.4	58	124	267
Prospect Ave.	SR 67	Graves Ave.	63.4	RW	78	168
Riverpark Dr.	Willow Pond	Magnolia Ave.	61.4	RW	57	123
Town Center Pkwy.	Mission Gorge Rd.	Cuyamaca St.	64.7	RW	96	206
Town Center Pkwy.	Cuyamaca St.	Magnolia Ave.	60.6	RW	51	109
Woodside Ave.	Magnolia Ave.	SR 67	67.1	64	138	296
Woodside Ave.	SR 67	Riverford Rd.	63.5	RW	80	171
Woodside Ave. N.	SR 67 Ramp	Riverford Rd.	66.5	58	126	271
SR 52	Mast Blvd.	SR 125	78.9	394	848	1827
SR 52	SR 125	Cuyamaca St.	79.1	407	876	1887

**TABLE 5.7-3 (Continued)**  
**Future Traffic Noise Levels (Ldn) – Proposed General Plan**

ROADWAY	A CROSS STREET	B CROSS STREET	LDN @ 100'	DISTANCE (FEET) TO LDN CONTOUR FROM CENTERLINE OF ROADWAY		
				70 dBA	65 dBA	60 dBA
SR 52	Cuyamaca St.	N And S Ramp	78.4	365	786	1692
SR 52	North Ramp	SR 67	75.4	230	495	1066
SR 52	South Ramp	SR 67	75.4	230	495	1066
SR 125	South Of SR 52		78.7	378	815	1756
SR 67	North Of SR 52		78.0	344	741	1596
SR 67	South Of SR 52		79.9	454	979	2109

RW – Noise contour falls within roadway right-of-way.

**TABLE 5.7-4**  
**Roadway Segments with An Increase of 3dB or Greater**

ROADWAY	A CROSS STREET	B CROSS STREET	EXISTING CONDITIONS (dBA)	PROPOSED GENERAL PLAN (dBA)	DIFFERENCE (dBA)
Carlton Hills Blvd.	Carlton Oaks Dr .	Mission Gorge Rd.	62.8	65.9	3.1
Carlton Oaks Dr.	Carlton Hills Blvd.	Mast Blvd.	57.9	63.9	4.0
Cottonwood Ave.	Mission Gorge Rd.	Prospect Ave.	55.5	59.0	4.0
Fanita Pkwy.	Lake Canyon Rd.	Mast Blvd.	55.4	63.3	7.9
Fanita Pkwy.	Mast Blvd.	Carlton Oaks Dr.	53.0	60.2	7.2
Magnolia Ave.	Princess Joann Rd.	El Nopal	57.7	62.5	5.5
Mast Blvd.	West Hills Pkwy.	Fanita Pkwy.	63.6	66.9	3.3
Mast Blvd.	Magnolia Ave.	Los Ranchitos Rd.	57.4	61.5	4.1
Mesa Rd.	Mission Gorge Rd.	Prospect Ave.	55.8	59	3.2
Olive Ln.	Mission Gorge Rd.	Prospect Ave.	54.4	58.6	4.2
Prospect Ave.	Mesa Dr.	Fanita Dr.	59.6	64.3	4.7
Town Center Pkwy.	Mission Gorge Rd.	Cuyamaca St.	61.5	64.7	3.2
Woodside Ave. N.	SR 67 Ramp	Riverford Rd.	59.5	66.5	7.0
SR 125	South Of Mission Gorge		72.4	78.6	6.2
SR 67	North Of Mission Gorge		75.5	78	2.5
SR 67	South Of Mission Gorge		75.7	79.9	4.2

**TABLE 5.7-5**  
**Land Uses Impacted by 65 dBA CNEL or Greater**  
**(Gillespie Field)**

LAND USE DESIGNATION	NUMBER OF SITES
Low-medium Density Residential (2-5 du/acre)	65
Light Industrial	12
General Industrial	48
Park/Open Space	7
Public	1
Office Professional	3
General Commercial	7
<b>TOTAL</b>	<b>143</b>

there are 15 vacant lots (all in the area east of Rhone Road and south of Pryor Drive) that are designated for future residential development. The table also depicts other less sensitive land uses that will be and are currently impacted by the 65 dBA CNEL contour. As discussed in Section 5.1, Land Use, the residentially designated lots within the 65-70 dBA CNEL noise contours would not be in conformance with the Gillespie Field CLUP and would be significant. Mitigation measures proposed would help reduce impacts associated with Gillespie Field, however, these impacts would not be reduced to below a level of significance. The deletion of residential designations within the 65-70 dBA Ldn contours is addressed as an alternative in Chapter 9.0.

Based on currently available data, aircraft noise levels from MCAS Miramar are projected to be less than 60 CNEL within the City, and therefore, would not significantly impact land uses proposed by the General Plan .

It should be noted that changes to the number of aircraft operations, the mix of aircraft or the flight paths at either airport could alter the existing projected noise contours, resulting in increased or lessened noise impacts to sensitive uses in the City. In addition, the San Diego Regional Airport Authority is in the process of creating a "Master CLUP". Once completed and adopted the Master CLUP will supercede the existing CLUP. By state law, the new Master CLUP must be adopted by June of 2005 and is on target to be completed in early 2005 (Nan Valerio, Pers. Comm., February 13, 2003).

### Transit Noise

The San Diego Trolley is not considered to be a significant source of noise in the future because of its intermittent operation and its alignment along Cuyamaca Street, which is a commercial and office corridor.

### Commercial/Industrial (Stationary) Noise

Commercial and industrial uses will continue to be sources of nuisance noise in the future. The impacts, however, are not anticipated to be significant because these uses will continue to be regulated by the City's Noise Abatement and Control Ordinance.

## **5.7.4 MITIGATION MEASURES**

Implementation of the following measures would reduce potential noise impacts associated with the General Plan. Most of the measures relate to implementation of policies within the proposed General Plan. As applicable, the name of the element and the policy number are indicated.

***Mitigation Measure 5.7-1:*** The City shall support a coordinated program to protect and improve the acoustical environment of the City including development review for new public and private development and code compliance for existing development. (Noise Element, Policy 1.1)

***Mitigation Measure 5.7-2:*** The City shall utilize noise studies and noise contour maps when evaluating development proposals during the discretionary review process. (Noise Element, Policy 1.2)

***Mitigation Measure 5.7-3:*** The City shall enforce motor vehicle laws and standards as appropriate, related to traffic flow and speed, in an effort to reduce noise along roadways experiencing high noise levels. (Noise Element, Policy 1.3)

***Mitigation Measure 5.7-4:*** The City shall promote alternative sound attenuation measures rather than traditional wall barriers wherever feasible; these may include plexiglass, berms, landscaping, and the siting of noise-sensitive uses on a parcel away from the roadway or other noise source. (Noise Element, Policy 1.4)

***Mitigation Measure 5.7-5:*** The City shall review future projects with particular scrutiny regarding the reduction of unnecessary noise near noise-sensitive areas such as hospitals, schools, parks, etc. (Noise Element, Policy 1.5)

***Mitigation Measure 5.7-6:*** The City shall continue to monitor noise throughout Santee and enforce the standards and regulations of the City's Noise Ordinance. (Noise Element, Policy 1.6)

***Mitigation Measure 5.7-7:*** The City shall discourage any future expansion of the facilities of Gillespie Field or intensification of operation, other than what has been already planned in the airport's master plan, that would result in greater noise impacts to the City. (Noise Element, Policy 1.7)

***Mitigation Measure 5.7-8:*** The City shall encourage the implementation of noise control procedures by Gillespie Field to minimize noise exposure caused by aircraft flyovers within the City. (Noise Element, Policy 1.8)

**Mitigation Measure 5.7-9:** The City shall continue to monitor helicopter routes from MCAS Miramar to ensure approved routes are adhered to and shall oppose any realignment of existing routes or establishment of new routes that would result in increased noise impacts to the City. (Noise Element, Policy 1.13)

**Mitigation Measure 5.7-10:** The City shall, whenever feasible, take noise generation into consideration for new equipment purchases for the City. (Noise Element, Policy 1.14)

**Mitigation Measure 5.7-11:** The City shall encourage Caltrans to recognize and implement the City's noise standards for planned and future freeway projects in the City. (Noise Element, Policy 1.15)

**Mitigation Measure 5.7-12:** The City shall ensure that appropriate regulations and standards are incorporated into the City's development policies and ordinances, including the use of noise evaluations in Environmental Impact Reports and statements, which take all aspects of noise into consideration. (Noise Element, Policy 1.16)

**Mitigation Measure 5.7-13:** The City shall officially support the control of noise through legal regulations and cooperative government efforts. (Noise Element, Policy 1.17)

**Mitigation Measure 5.7-14:** The City shall adhere to planning guidelines and building codes which include noise control for the exterior and interior living space of all new residential developments within noise impacted areas. (Noise Element, Policy 2.1)

**Mitigation Measure 5.7-15:** The City should require new development to mitigate noise impacts to existing uses resulting from new development when: 1) such development adds traffic to existing City streets that necessitates the widening of the street; and 2) the additional traffic generated by the new development causes the noise standard or significance thresholds to be exceeded. (Noise Element, Policy 2.2)

**Mitigation Measure 5.7-16:** The City shall ensure compliance with the limited construction hours and sound level standards specified by the City of Santee Noise Abatement and Control Ordinance (Section 8.12.290) of the City of Santee Municipal Code.

**Mitigation Measure 5.7-17:** The City shall continue to regulate stationary noise sources such as existing outdoor manufacturing operations and commercial loading dock and delivery activities in accordance with the City's Noise Abatement and Control Ordinance (Section 8.12 of the Santee Municipal Code).

**Mitigation Measure 5.7-18:** In accordance with the Zoning Code, the City should continue to require any intensive outdoor uses to obtain approval of a Conditional Use Permit as a means of allowing the City to place appropriate conditions on the use to ensure that it is compatible with adjacent land uses. Appropriate conditions could include restrictions on the hours of operation or conditions requiring the implementation of sound attenuation measures.

**Mitigation Measure 5.7-19:** The City shall continue to actively enforce violations of the Noise Abatement and Control Ordinance through the Sheriff's Department and City Code Compliance program.

**Mitigation Measure 5.7-20:** The City shall require site plan review for all development proposed within the Gillespie Field Airport Influence Area to ensure that design features are incorporated into the site plan which specifically addresses airport safety and noise hazards. (Safety Element, Policy 7.1)

**Mitigation Measure 5.7-21:** The City shall require the recordation of aviation easements for new development proposed within the 60-70dB noise contours and the Runway Protection and Inner Approach / Departure zones for Gillespie Field. (Noise Element, Policy 1.12)

**Mitigation Measure 5.7-22:** The City shall require disclosure of airport noise impacts as a condition of all future residential development in the ~~65~~60-70dB noise contours. (Noise Element, Policy 1.11)

**Mitigation Measure 5.7-23:** As recommended by the Gillespie Field Comprehensive Land Use Plan, the City of Santee shall work with the County of San Diego to reduce the future 65 dB CNEL noise contour impact on residentially zoned areas. (Noise Element, Policy 1.9)

**Mitigation Measure 5.7-24:** The City of Santee shall require single- ~~and multi~~-family residences located between the ~~65~~60-70 dB CNEL contours for Gillespie Field to ensure that interior noise levels do not exceed 45 dB Ldn. (Noise Element, Policy 1.10)

**Mitigation Measure 5.7-25:** The City of Santee shall submit development plans to the San Diego County Regional Airport Authority for a consistency determination.

## 5.7.5 SIGNIFICANCE OF IMPACT AFTER MITIGATION

With implementation of the mitigation measures identified above, impacts to new development along roadways which would generate traffic noise in excess of 65 dBA Ldn would be reduced to below a level of significance. However, the City cannot require sound attenuation on existing noise sensitive uses on along these roadways. Thus, impacts to existing development may not be able to be fully mitigated. In addition, noise impacts associated with Gillespie Field would remain significant.

## 5.7.6 PLAN TO PLAN ANALYSIS

### 5.7.6.1 Traffic Noise

Based on a comparison of the existing and proposed General Plans in Appendix C, the future noise levels due to the proposed General Plan update would be slightly higher than the existing General Plan for a number of areas. The future noise levels associated with the proposed General Plan update will be higher for areas along Cuyamaca Street from El Nopal to Mast

Boulevard, along Fanita Drive between Mission Gorge Road and Prospect Avenue, along Mission Gorge from West Hills Parkway to SR 52, along Prospect Avenue between Mesa Drive and Fanita Drive, and along some areas of SR 52, SR 125 and SR 67. The noise increases range between 0.1 and 2.7 dBA, with the highest noise increase occurring along Prospect Avenue. These noise increase levels are not considered to be significant because they either do not exceed the threshold of 65 dBA or if they already do, the future increase would not exceed 3 dBA. There will also be decreases in noise levels associated with the proposed General Plan update throughout the city in comparison to the existing General Plan. The decreases in noise levels occur along limited sections of Carlton Hills Boulevard, Cuyamaca Street, El Nopal, Carlton Oaks, Cuyamaca Street, Magnolia Street, Mast Boulevard and Mission Gorge Road. The largest decrease in noise levels (over 3 dBA) would occur along Cuyamaca Street from Mast Blvd. to Prospect Ave. and along El Nopal from Cuyamaca St. to Magnolia Ave.

#### **5.7.6.2 Aircraft Noise**

Because the proposed land use designations of the existing General Plan and the proposed General Plan are similar in the vicinity of Gillespie Field, there would be no major differences between the two plans in terms of noise impact from aircraft operations.

#### **5.7.6.3 Transit Noise**

Because the proposed land use designations of the existing General Plan and the proposed General Plan are similar in the areas where the San Diego Trolley would operate, there would be no major differences between the two plans in terms of noise impact from the light rail operations.

#### **5.7.6.4 Commercial/Industrial (Stationary) Noise**

The City's Noise Abatement and Control Ordinance under either the existing General Plan or the proposed General Plan update would regulate commercial and industrial uses in the same manner.

## **5.8 AIR QUALITY**

### **5.8.1 EXISTING CONDITIONS**

Mestre Greve and Associates prepared an air quality report for the proposed project. The air quality technical report is included as Appendix D to this DEIR and is summarized below.

#### **5.8.1.1 Climate and Meteorology**

Santee is located within the San Diego Air Basin (SDAB), which generally corresponds to the boundaries of San Diego County. The local climate is classified as Mediterranean. This type of climate is characterized by a repetitive pattern of frequent early morning cloudiness, hazy afternoon sunshine, daytime onshore breezes, and limited temperature change throughout the year. The average daily temperature is 62° Fahrenheit (F). Limited rainfall occurs in winter while summers are often completely dry. An average of 13 inches of rain falls each year from November to April.

While these atmospheric conditions create desirable living conditions, they also facilitate poor air quality conditions. More specifically, the ability of the atmosphere to disperse air pollutants is limited. The onshore winds across the coastline diminish quickly when they reach the foothill communities east of San Diego, and the sinking air within the onshore high pressure system forms a massive temperature inversion that traps all air pollutants near the ground. The resulting horizontal and vertical stagnation, in conjunction with the ample sunshine, cause a number of reactive pollutants to undergo photochemical reactions. Through these reactions, smog is formed. Occasionally, high smog levels in coastal communities occur when polluted air from the South Coast Air Basin (the greater Los Angeles and Orange County area) drifts seaward and southward at night, and then blows onshore the next day. Regardless of local air pollution control efforts in San Diego, such interbasin transport will occasionally cause unhealthy air.

#### **5.8.1.2 Air Quality Standards**

Federal and State ambient air quality standards designate maximum levels of background pollution considered acceptable (with an adequate margin of safety) to protect the public health, safety, and welfare. They are designed to protect “sensitive receptors”; such as, persons susceptible to respiratory distress (asthmatics), the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. These standards are categorized into primary standards (which protect the public health) and secondary standards (which protect the public welfare). The numbers of days on which pollutant levels exceed State and/or Federal criteria are used to evaluate air quality.

#### **National Ambient Air Quality Standards**

Pursuant to the 1970 Federal Clean Air Act (42 U.S.C. 7401), as amended in 1977 and 1990, the Federal Environmental Protection Agency (EPA) has developed National Ambient Air Quality Standards (NAAQS). In 1971, NAAQS were established for six known pollutants: ozone (O<sub>3</sub>);



carbon monoxide (CO); nitrogen oxides (NO<sub>x</sub>); sulfur dioxide (SO<sub>2</sub>); lead; and, total suspended particulate matter smaller than 10 microns in diameter (PM<sub>10</sub>). In addition, based on recent research, it is anticipated that national standards for particles with diameters of 2.5 micron or less (PM-2.5) will be adopted in the future. Federal standards for these pollutants are measured in parts per million (ppm) or micrograms per milliliter (µg/m<sup>3</sup>) and are not to be exceeded more than once per year. The EPA has also allowed states the option of developing stricter standards than the NAAQS. Since California had established standards before the federal action, there is considerable difference between California and Federal clean air standards (Table 5.8-1). In those instances where State and Federal standards differ, the more restrictive one(s) apply.

### **California Ambient Air Quality Standards**

Due to the unique air quality problems in California, the California Air Resources Board (CARB) has developed more stringent standards for the six NAAQS pollutants, and has included sulfates, hydrogen sulfide, vinyl chloride (chloroethylene), and visibility-reducing particulates in its California Ambient Air Quality Standards (CAAQS). State standards for O<sub>3</sub>, CO, NO<sub>x</sub>, SO<sub>2</sub>, and PM<sub>10</sub> are not to be exceeded. The standards for the other air pollutants are not to be equaled or exceeded.

### **Air Quality Management Planning**

In 1979, EPA required each state to prepare a State Implementation Plan (SIP) to bring every non-attainment air basin within the United States into compliance with all NAAQS. SIPs are documents that contain air quality goals, strategies, schedules, and enforcement actions that must be implemented by each non-attainment air basin. Due to continued violations of NAAQS standards in the San Diego Air Basin (SDAB), the San Diego Air Pollution Control District (APCD), in conjunction with the San Diego Association of Governments (SANDAG), prepared a Regional Air Quality Strategy (RAQS) for its portion of the SIP in the early 1970's (revised in 1979 and 1982). The initial RAQS targeted attainment (achieving air quality standards) by 1982, although this goal was not achieved. In 1982 extensions until 1987 were granted to many air basins (including SDAB). No further revisions to the 1982 RAQS were made by the APCD until Congress enacted new Federal Clean Air Act amendments in 1990.

The 1989 California Clean Air Act (AB 2595) also mandates that non-attainment districts develop an air quality management plan (AQMP), which is to be updated every three years, to meet both State and Federal standards as soon as possible. Subsequently, the APCD and SANDAG revised the federally mandated RAQS to reflect State standards. The first State RAQS for the SDAB was developed in 1991 from pollution sources located within the air basin, although little can be done locally about interbasin transport. The revised 1994 State RAQS, which were approved by EPA in 1996, found that the SDAB, in the absence of interbasin transport, can meet the Federal ozone standard by the year 1999 without the creation of any new control programs not already in progress. Accordingly, the EPA reclassified the SDAB from "severe" to "serious." Any violations of ozone standards in the year 2000 or beyond are forecast to occur only on days when transport from the Los Angeles Basin creates substantially elevated baseline levels upon which any local basin impacts would be exacerbated.

**TABLE 5.8-1  
Ambient Air Quality Standards**

Pollutant	Averaging Time	California Standards		Federal Standards		
		Concentration	Method	Primary	Secondary	Method
Ozone (O <sub>3</sub> )	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet Photometry	0.12 ppm (235 µg/m <sup>3</sup> )	Same as Primary Standard	Ethylene Chemiluminescence
	8 Hour	---		0.08 ppm (157 µg/m <sup>3</sup> )		
Respirable Particulate Matter (PM <sub>10</sub> )	Annual Geometric Mean	30 µg/m <sup>3</sup>	Size Selective Inlet Sampler ARB Method P (8/22/85)	---	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	24 Hour	50 µg/m <sup>3</sup>		150 µg/m <sup>3</sup>		
	Annual Arithmetic Mean	---		50 µg/m <sup>3</sup>		
Fine Particulate Matter (PM <sub>2.5</sub> )	24 Hour	No Separate State Standard		65 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean			15 µg/m <sup>3</sup>		
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )	Non-dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m <sup>3</sup> )	None	Non-dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m <sup>3</sup> )		40 ppm (40 mg/m <sup>3</sup> )		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )		---		
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Arithmetic Mean	---	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.25 ppm (470 µg/m <sup>3</sup> )		---		
Lead	30 days average	1.5 µg/m <sup>3</sup>	AIHL Method 54 (14/74) Atomic Absorption	---	---	High Volume Sampler and Atomic Absorption
	Calendar Quarter	---		1.5 µg/m <sup>3</sup>	Same as Primary Standard	
Sulfur Dioxide (SO <sub>2</sub> )	Annual Arithmetic Mean	---	Florescence	0.030 ppm (80 µg/m <sup>3</sup> )	---	Pararosaniline
	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )		0.14 ppm (365 µg/m <sup>3</sup> )	---	
	3 Hour	---		---	0.5 ppm (1300 µg/m <sup>3</sup> )	
	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )		---		
Visibility Reducing Particles	8 Hour (10 am to 6 pm, PST)	In sufficient amount to produce an extinction coefficient of 0.232 per kilometer – visibility of ten miles or more (0.07 – 30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70 percent. Method: ARB Method V (8/18/89).		No Federal Standards		
Sulfates	24 Hour	25 µg/m <sup>3</sup>	Turbidmetric Barium Sulfate-AIHL Method 61 (2/76)			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Cadmium Hydroxide Stractan			

Currently the San Diego Air Basin has met the attainment standard for all air pollutants monitored, including carbon monoxide (CO), with the exception of PM<sub>10</sub> and ozone. The SDAB is non-attainment for ozone based on both the federal and state standards, and non-attainment for PM<sub>10</sub> based on the state standard only.

In addition to preparing RAQS, other duties delegated to the APCD include: the regulation of stationary air pollution sources; air quality monitoring; emission inventories; air quality analyses and forecasts; and, enforcement of all Federal and State air quality standards within the SDAB. Before permits to generate any new emissions are granted for a project, APCD rules and regulations require that sources of potential air pollutants be remediated prior to construction by the following: using control equipment (scrubber, oxidizer, etc.); verification that any public health risk does not exceed “de minimus” levels; the removal of asbestos containing material (ACM) and lead-based paint (LBP) prior to structural demolition; and, specific procedures that must be used to minimize potential airborne releases of hazardous/toxic materials.

### **Sources of Pollution**

Nitrogen oxides (NO<sub>x</sub>) and reactive organic gases (ROG) are the two precursors of photochemical smog. In San Diego County, 68% of the 310 tons of ROG emitted per day comes from mobile sources (cars, ships, planes, heavy equipment, etc.). For NO<sub>x</sub>, 88% of the 240 tons emitted per day is from mobile sources. In addition, polluted air from the south Coast (Los Angeles) Air Basin occasionally drifts into San Diego by interbasin transport, which blows pollutants seaward and southward at night, and then onshore the next day. Computer modeling of smog formation has shown that a reduction of about 25% for NO<sub>x</sub> and ROG would allow the San Diego Air Basin to meet the Federal ozone standard on days when there is no substantial inter basin transport from other airsheds. However, no matter what San Diego County does to achieve clean air in the SDAB, such interbasin transport will occasionally result in unhealthy air over much of the County despite its ongoing effort to control air pollution.

In urbanized areas, projects that add to the regional trip generation increase the vehicle miles traveled (VMT) within the overall airshed and add traffic to the local roadway systems in the vicinity of the project site which can cause substantial air quality impacts. This is particularly true if the area is already in non-compliance with Federal and/or State air quality standards (e.g., SDAB). Furthermore, if such traffic occurs when atmospheric ventilation is poor, a large number of vehicles are “cold-started” and operating at pollution inefficient speeds, and roadways are already congested with non-project traffic, microscale air pollution “hot spots” can form in the area immediately around points of congested traffic.

Air quality can also be negatively impacted by secondary pollution sources such as dusts, fumes, paints, thinners or solvents used in construction and maintenance activities; increased fossil-fuel combustion in power plants; emissions from nearby gas stations; increased visitor air travel to and from the area; tire dust from wear; and re-suspended roadway dust. These emissions are typically either temporary or very small in comparison to project-related vehicular emissions. In addition to small airborne dust particulates, construction also generates many large particles that can settle on parked cars, benches, and other nearby horizontal surfaces creating a soiling nuisance and a possible unhealthy air quality effect.

## Baseline Air Quality

The APCD monitors air quality conditions at various locations throughout the Basin. For the purposes of this DEIR, data from the El Cajon monitoring station was used to characterize existing conditions in the vicinity of the proposed project location and to establish a baseline for estimating future conditions with and without the proposed project alternatives. The data collected at this station is considered to be representative of the air quality experienced in the vicinity of the project area.

The monitored air quality data at El Cajon is available for ozone (O<sub>3</sub>), particulates (PM<sub>10</sub>), carbon monoxide (CO), and NO<sub>x</sub> (CO monitoring was discontinued in the last two years at the El Cajon station). The number of violations for the four criteria pollutants monitored at this station for 1999 through 2001 is shown in Table 5.8-2.

**TABLE 5.8-2**  
**1999-2001 Criteria Air Pollution Violations**

POLLUTANT	STATE STANDARD	NUMBER OF DAYS ABOVE STATE STANDARD		
		1999	2000	2001
Ozone	0.09 ppm (hourly)	3	3	3
Carbon Monoxide	9.0 ppm (8-hour average)	0	0	0
Nitrogen Dioxide	0.25 ppm (hourly)	0	0	0
Particulate Matter	50 µg/m <sup>3</sup> (24-hour average)	24	12	41

Source: San Diego Air Pollution Control District

As can be seen, the two criteria pollutants of concern in the project area are ozone and particulate matter. The state ozone standard was exceeded 3 days in 2001, 5 days in 2000 and 3 days in 1999. The federal standard was not exceeded in the last three years. The state standards for PM<sub>10</sub> have been exceeded at the El Cajon monitoring station between 12 and 41 days over the past three years.

## Citywide Emissions

The majority of emissions generated by the City are a result of mobile sources. An estimate of the amount of criteria pollutants (shown in pounds {lbs} and tons per day) currently generated in the City was made and is shown in Table 5.8-3 below.

**TABLE 5.8-3**  
**City Wide Total Emissions – Existing Conditions**

	POLLUTANT EMISSIONS				
	CO	ROG	NO <sub>x</sub>	PM <sub>10</sub>	SO <sub>x</sub>
<b>RESIDENTIAL (Lbs/day)</b>					
Vehicular Trips	31,113.1	2,093.4	3,410.2	155.5	685.6
Natural Gas Consumption	74.9	19.9	299.7	0.7	0.0
Electrical Generation	62.8	3.1	360.9	12.6	37.7
<b>COMMERCIAL, OFFICE, AND OTHER NON-RESIDENTIAL (Lbs/day)</b>					
Vehicular Trips	61,980.4	4,103.8	7,150.4	337.7	1,501.3
<b>Total Emissions</b>					
Existing Emissions (Lbs/Day)	93,231	6,220	11,221	506	2,225
<i>SCAPCD Thresholds (Lbs/Day)</i>	<i>550</i>	<i>55</i>	<i>55</i>	<i>150</i>	<i>150</i>
Existing Emissions (Tons/Day)	46.62	3.11	5.61	0.25	1.11
2001 SDAB (Tons/Day)	1342	580	228	131	13
Percent of Regional (Tons/Day)	3.474%	0.536%	2.458%	0.193%	8.338%

### Localized Emissions

In addition to regional emissions, localized accumulation of pollutants can occur. The emission of concern on a localized basis is CO. Carbon monoxide is a primary pollutant; unlike ozone, carbon monoxide is directly emitted from a variety of sources. The most notable source of carbon monoxide is motor vehicles. For this reason, carbon monoxide concentrations are usually indicative of the local air quality generated by a roadway network and are used to assess its impacts on the local air quality. Comparisons of levels with state and federal carbon monoxide standards indicate the severity of the existing concentrations for receptors in the project area. The Federal and State standards for carbon monoxide are presented in Table 5.8-4.

**TABLE 5.8-4**  
**Federal and State Carbon Monoxide Standards**

	AVERAGING TIME	STANDARD
Federal	1 hour	35 ppm
	8 hours	9 ppm
State	1 hour	20 ppm
	8 hours	9 ppm

Carbon monoxide levels were assessed using the CALINE4 computer model, developed by the California Department of Transportation (Caltrans). Three intersections were chosen to conduct this assessment. The intersections were chosen based on their high level of existing traffic or had the highest traffic increases adjacent to a sensitive land use. The three intersections selected are Mast Boulevard/Carlton Hills, Mast Boulevard/Cuyamaca Street, and Mission

Gorge/Magnolia Avenue. The first two of these intersections are adjacent to residential land uses and the third intersection is adjacent to commercial land uses.

The existing (2002) background CO concentrations were estimated using the average of the CO monitoring data for the last five years. The nearest available CO background data for the project area is the El Cajon monitoring station. The average CO background data at the El Cajon monitoring station in the last five years are 5.5 ppm for the 1-hour averaging time and 4.1 ppm for the 8-hour averaging time. Therefore, 5.5 ppm is added to the worst case meteorological 1-hour projections, and 4.1 ppm to the 8-hour projections, to account for the existing background carbon monoxide levels. The 8-hour average CO concentration is estimated utilizing a persistence factor of 0.7. The modeling results of the existing CO levels are presented in Table 5.8-5.

**TABLE 5.8-5**  
**Existing Carbon Monoxide Concentrations (ppm)**

ROADWAY/RECEPTOR LOCATIONS	CARBON MONOXIDE CONCENTRATIONS (PPM)	
	1 HOUR <sup>1</sup>	8 HOUR <sup>2</sup>
1. NE Mast Boulevard/Carlton Hills – Residential	7.2	5.3
2. NW Mast Boulevard/Cuyamaca Street – Residential	8.1	5.7
3. NE Mission Gorge/Magnolia Avenue - Commercial	8.8	6.2
<b>Number of Days of Exceeding State Standard</b>	<b>0</b>	<b>0</b>

NOTE: The CO concentrations include the ambient concentrations of 5.5 ppm for 1-hour levels, and 4.1 ppm for 8-hour levels.

<sup>1</sup> State standards equals 20 ppm

<sup>2</sup> State standards equals 9 ppm

The data indicate that the existing CO concentrations in the vicinity of the project site currently comply with the 1-hour and 8-hour averaging time for state and federal standards.

## 5.8.2 SIGNIFICANCE CRITERIA

Air quality impacts would be significant if implementation of the proposed General Plan would:

- Conflict with or obstruct implementation of the Regional Air Quality Strategy (RAQS);
- Violate air quality standards;
- Expose sensitive receptors to substantial pollutant concentrations;
- Create objectionable odors affecting a substantial number of people; or
- Expose sensitive receptors to CO concentrations that are in excess of the one-hour threshold of 20 parts per million (ppm) for a 1-hour average.

### **5.8.3 IMPACTS**

Air quality impacts are divided into short-term and long-term. Short-term impacts are the result of construction or grading operations. Long-term impacts are associated with the buildout condition of the proposed General Plan.

#### **5.8.3.1 Short-Term Impacts**

##### **Construction Emissions**

The buildout of the General Plan would result in short-term construction emissions. The construction emissions are dependent on each individual project. Construction emissions for each project can be determined based on specific project information such as the grading area, the quantity of earthwork moved, the duration of the construction period, and equipment size, type and number.

The primary pollutants emitted during construction activities are NO<sub>x</sub> and PM<sub>10</sub>. The PM<sub>10</sub> emissions resulting from grading activities are very localized. Dust generated by such activities usually becomes more of a local nuisance than a serious health problem. Common practice for minimizing dust generation is watering before and during grading. If water or other soil stabilizers are used to control dust, the emissions can be reduced by 50 percent.

##### **Diesel Exhaust Toxics From Construction Equipment**

In recent years the carcinogenic components of diesel exhaust have become a serious issue. However, impacts from toxic substances related to cumulative exposure and are typically assessed over a 70-year period. Diesel exhaust emissions are typically generated by a considerable number of truck trips. The demolition phase, when the peak diesel exhaust emissions typically occur, is not expected take more than a year to complete for most projects, and the complete construction of each individual project is not expected to take more than a few years. Because of the relatively short duration of construction, diesel emissions resulting from the construction are not expected to result in a significant impact.

#### **5.8.3.2 Long-Term Impacts**

As previously mentioned, CO is a pollutant of major concern and is indicative of the local air quality generated by a roadway network. Local air quality impacts can be assessed by comparing future carbon monoxide levels with State and Federal carbon monoxide standards moreover by comparing future CO concentrations with and without the project.

##### **Localized Emissions**

Future carbon monoxide concentrations with the project were forecasted with the CALINE4 computer model. The same intersections used to conduct the existing conditions analysis were also used for the future scenario. Since the predominant source of the CO emissions would be expected at intersections, three intersections within the project area that showed the highest increase in vehicular traffic (worst-case).

The CO concentration modeling for the proposed General Plan are shown in Table 5.8-6. The future CO levels for the proposed General Plan are projected to range between 5.9 and 6.3 ppm for the 1-hour averaging time, and between 4.3 and 4.4 ppm for the 8-hour averaging time. The future CO levels for the proposed General Plan are projected to comply with the 1-hour and 8-hour average CO State and federal standards.

**TABLE 5.8-6**  
**Worst Case Projections of Carbon Monoxide Concentrations**

ROADWAY/RECEPTOR LOCATIONS	FUTURE CO CONCENTRATIONS (PPM) PROPOSED GENERAL PLAN	
	1 HOUR <sup>1</sup>	8 HOUR <sup>2</sup>
<sup>1</sup> NE Mast Boulevard/Carlton Hills – Residential	5.9	4.3
<sup>2</sup> NW Mast Boulevard/Cuyamaca Street – Residential	6.1	4.3
<sup>3</sup> NE Mission Gorge/Magnolia Avenue – Commercial	6.3	4.4
<b>Number of Days of Exceeding State Standard</b>	<b>0</b>	<b>0</b>

NOTE: The CO concentrations include the ambient concentrations of 5.5 ppm for 1-hour levels, and 4.1 ppm for 8-hour levels.

<sup>1</sup> State standards equals 20 ppm

<sup>2</sup> State standards equals 9 ppm

### Regional Air Quality

The primary source of emissions from the buildout of the proposed General Plan would be generated by automobile trips. Additional sources of emissions would be from the combustion of natural gas and the generation of electricity. Trip generation and land use data were compiled to predict future average daily trips (ADT). From the ADT, vehicle miles traveled (VMT) was estimated. Emissions calculations formulas from South Coast Air Quality Management District's (SCAQMD) 1993 CEQA Handbook were used to determine total emissions.

As can be seen in Table 5.8-7, future emissions associated with the proposed General Plan would not create a significant impact. Buildout of the proposed General Plan would result in higher VMT. However, this increase is offset by the fact that future emissions factors are predicted to be much lower (due to cleaner fuel burning vehicles and local, State, and Federal requirements to continue to promote low emission vehicles). Most noticeable within this table is the large reduction in CO emissions of the proposed General Plan. This is a result of cleaner fuel burning vehicles, which in turn, results in lower future emissions factor. The emission factor for CO, existing conditions, is 9.82 grams per mile (gm/mi), while the future emission factor is 2.99 gm/mi. The emission factors of all of the criteria pollutants are lower in the future. All criteria pollutants analyzed, save SO<sub>x</sub>, would be reduced in the future. SO<sub>x</sub> would increase (an additional 34 lbs/day) but would remain well below the 150 lbs/day currently allowed. Basin-



wide, emissions produced from the buildout of the proposed General Plan, when compared to basin-wide emissions from the year 2001, would account for about 1 percent of the CO emissions, about 8.5 percent of the SO<sub>x</sub> emissions and less than 1 percent of the remaining emissions of criteria pollutants (ROG, NO<sub>x</sub>, PM<sub>10</sub>).

**TABLE 5.8-7**  
**City Wide Total Emissions - Proposed General Plan Vs. Existing Conditions**

	POLLUTANT EMISSIONS (LBS/DAY)				
	CO	ROG	NO <sub>x</sub>	PM <sub>10</sub>	SO <sub>x</sub>
<b>RESIDENTIAL (Lbs/Day)</b>					
Vehicular Trips	11498.6	801.7	1231.9	177.8	856.9
Natural Gas Consumption	92.6	24.5	370.5	0.9	0.0
Electrical Generation	77.9	3.9	447.7	15.6	46.7
<b>COMMERCIAL, OFFICE, AND OTHER NON-RESIDENTIAL (Lbs/Day)</b>					
Vehicular Trips	16,715.7	1,133.4	1,875.7	278.1	1,357.7
<b>Total Emissions</b>	<b>28,385</b>	<b>1,963</b>	<b>3,926</b>	<b>472</b>	<b>2,261</b>
Existing Conditions Emissions (Lbs/Day)	93,231	6,220	11,221	506	2,225
<b>Difference (Reduction)</b>	<b>(64,846)</b>	<b>(4,257)</b>	<b>(7,295)</b>	<b>(34)</b>	<b>36</b>
<i>SCAPCD Thresholds (Lbs/Day)</i>	<i>550</i>	<i>55</i>	<i>55</i>	<i>150</i>	<i>150</i>
<i>Exceeds Threshold?</i>	NO	NO	NO	NO	NO
2001 SDAB (Tons/Day)	1342	580	228	131	13
Percent of Regional (Tons/Day)	1.058%	0.169%	0.860%	0.180%	8.476%

## 5.8.4 MITIGATION MEASURES

Although no significant air quality impacts have been identified, several best management practices associated with potential construction impacts as well as policies identified in the General Plan would ensure that emissions of criteria pollutants would remain below significant levels. As applicable, the name of the element and the policy number are indicated.

### 5.8.4.1 Short-Term Mitigation Measures

The following measure is recommended to reduce pollutant emissions from construction activities.

**Mitigation Measure 5.8-1:** Construction-related emissions would be reduced to below a level of significance with implementation of the following:

- Use water trucks to keep all areas where vehicles move damp enough to prevent dust raised when traveling on the site;

- Wet down the site in the late morning and after work is completed for the day;
- After construction, wet inactive areas down to reduce windblown dust;
- Employ street sweeping, should silt be carried over to adjacent public roadways;
- Wash off trucks leaving the site;
- Reestablish ground cover on construction site through seeding and watering on portions of the site that will not be disturbed for lengthy periods (such as two months or more);
- Maintain construction equipment engines by keeping them tuned; and
- Reduce traffic speeds on all unpaved road surfaces to 15 miles per hour or less.

#### **5.8.4.2 Long-Term Mitigation Measures**

The most significant reductions in regional and local air pollutant emissions are attainable through the reduction of vehicular travel associated with future development. The following Policies of the proposed General Plan would help reduce vehicular travel.

***Mitigation Measure 5.8-2:*** The City shall ensure that industrial development creates no significant off-site impacts concerning access and circulation, noise, dust, odors, visual features and hazardous materials, that cannot be adequately mitigated. (Land Use Element, Policy 5.3 )

***Mitigation Measure 5.8-3:*** The City should work with the region to develop traffic and congestion management programs to improve commute times and improve air quality. (Circulation Element, Policy 1.7)

***Mitigation Measure 5.8-4:*** The City should promote the continued development of San Diego Trolley routes that benefit the residents of Santee. (Circulation Element, Policy 2.1)

***Mitigation Measure 5.8-5:*** The City should work with the Metropolitan Transit Development Board to maintain a bus route network that provides the most benefit to the residents of Santee. (Circulation Element, Policy 2.2)

***Mitigation Measure 5.8-6:*** The City should promote the development of hiking and bicycle trails along the San Diego River in conjunction with the San Diego River Plan. (Circulation Element, Policy 2.3)

***Mitigation Measure 5.8-7:*** The City shall continue to implement and maintain a comprehensive bicycle route system, and to designate appropriate bikeways. (Circulation Element, Policy 2.4)

***Mitigation Measure 5.8-8:*** The City shall encourage and provide for Ride Sharing, Park and Ride, and other similar commuter programs that eliminate vehicles from freeways and arterials. (Circulation Element, Policy 2.5)

***Mitigation Measure 5.8-9:*** The City should encourage the incorporation of pedestrian-friendly design concepts including separated sidewalks and bikeways, landscaped parkways, traffic calming measures, safe intersection designs and access to transit facilities and services. into both public and private developments. (Circulation Element, Policy 2.6)

**Mitigation Measure 5.8-10:** The City shall encourage the development of improved signalization and intersection design. (Circulation Element, Policy 3.1)

**Mitigation Measure 5.8-11:** The City should work with the Metropolitan Transit Development Board to provide accessibility to the San Diego Trolley and Metropolitan Transit System buses. (Circulation Element, Policy 5.2)

**Mitigation Measure 5.8-12:** The City supports the connection of CalTrans traffic signals on City streets to the City's interconnected traffic signal system to maintain traffic flow. (Circulation Element, Policy 6.6)

## 5.8.5 SIGNIFICANCE OF IMPACT AFTER MITIGATION

As previously stated, no significant air quality impacts have been identified with implementation of the proposed General Plan. However, construction-related best management practices, as well as implementation of the policies and goals of the proposed General Plan, would ensure that no significant air quality impacts would result with the buildout of the proposed General Plan.

## 5.8.6 PLAN TO PLAN ANALYSIS

Emissions of criteria pollutants associated with existing General Plan would be similar to those generated by the proposed General Plan. As shown in Table 5.8-8, air quality emissions of criteria pollutants would be less than that which currently exists and would be slightly higher than that of the proposed General Plan. Similar to the proposed General Plan, buildout of the existing General Plan would result in higher VMT. However, this increase is offset by the fact that future emissions factors are predicted to be much lower (due to cleaner fuel burning vehicles and local, State, and Federal requirements to continue to promote low emission vehicles). As discussed above, cleaner fuel burning vehicles would result in lower emission factors that would, in turn, result in a significant reduction of emissions at buildout. All criteria pollutants analyzed, save SO<sub>x</sub>, would be reduced in the future. SO<sub>x</sub> would increase (an additional 36 lbs/day) but would remain well below the 150 lbs/day currently allowed. Basin-wide, emissions produced from the buildout of the existing General Plan would account for about 1 percent of the CO emissions, about 8.5 percent of the SO<sub>x</sub> emissions and less than 1 percent of the remaining emissions of criteria pollutants (ROG, NO<sub>x</sub>, PM<sub>10</sub>).

**TABLE 5.8-8**  
**Total Emissions - Existing General Plan Vs. Existing Conditions**

	POLLUTANT EMISSIONS				
	CO	ROG	NO <sub>x</sub>	PM <sub>10</sub>	SO <sub>x</sub>
<b>RESIDENTIAL (Lbs/day)</b>					
Vehicular Trips	11,564.2	806.2	1,239.0	178.8	861.8
Natural Gas Consumption	95.8	25.4	383.4	1.0	0.0
Electrical Generation	79.9	4.0	459.2	16.0	47.9
<b>COMMERCIAL, OFFICE, AND OTHER NON-RESIDENTIAL (Lbs/day)</b>					
Vehicular Trips	16,613.7	1,126.5	1,864.2	276.4	1,349.4
<b>Total Emissions</b>	<b>28,354</b>	<b>1,962</b>	<b>3,946</b>	<b>472</b>	<b>2,259</b>
Existing Conditions Emissions (Lbs/Day)	93,231	6,220	11,221	506	2,225
<b>Difference (Reduction)</b>	<b>(64,877)</b>	<b>(4,258)</b>	<b>(7,275)</b>	<b>(34)</b>	<b>34</b>
<i>SCAPCD Thresholds (Lbs/Day)</i>	<i>550</i>	<i>55</i>	<i>55</i>	<i>150</i>	<i>150</i>
<i>Exceeds Threshold?</i>	NO	NO	NO	NO	NO
2001 SDAB (Tons/Day)	1,342	580	228	131	13
Percent of Regional (Tons/Day)	1.057%	0.169%	0.864%	0.180%	8.467%

## **5.9 VISUAL QUALITY/AESTHETICS**

### **5.9.1 EXISTING CONDITIONS**

#### **5.9.1.1 General Character of the City**

Santee is a community which has transitioned from its rural heritage to an urbanized city while preserving substantial amounts of open space. In general, it presents a positive visual image. The City has matured well by maintaining distinct residential and commercial use areas, modest scale development, and avoidance of extreme planning and architectural styles. Today, some areas have become fully urbanized while peripheral areas still offer a more semi-rural setting.

There are three major entryways into the City. The west entries along Mission Gorge Road and SR 52 create a positive statement as the roadways descend into the valley where the City lies. The statement is one of an open, rural feeling which utilizes open space and hillsides as a scenic backdrop. The entry from the east is off SR 67, southbound at Woodside Avenue, where the setting is industrial, or northbound at Cuyamaca Street where the setting is a mix of industrial and commercial uses.

#### **5.9.1.2 Residential Neighborhoods**

Older single-family homes, located predominately south of Mission Gorge Road, exhibit a wide variety of designs but are typically situated with minimal on-site improvements. Newer tract housing is predominant north of the San Diego River. These homes are typically located on standard subdivision 6,000 square-foot lots. Due to the rapid housing expansion that started in the mid-1950's, strong demand led to the construction of single-family detached tract housing developments which were built not as an extension of historical settlement patterns but as an economical response to housing market forces. As such, clear delineation of neighborhoods is not often apparent.

Multi-family residential development in the City includes apartment buildings and condominium complexes as well as mobile homes. Apartments and condominium complexes are typically located along the City's major roads, including Fanita Drive, Mission Gorge Road, Carlton Hills Boulevard, Halberns Drive and Magnolia Avenue. Mobile homes are located for the most part south of Mission Gorge Road, within self-contained mobile home parks. Perimeter design treatments typically include landscaping and block walls.

#### **5.9.1.3 Town Center**

The Town Center Specific Plan guides development in the City's central core. The Town Center is being established as the focal point and activity center of the City, which includes the Santee Trolley Square and Santee multi-modal transit station. The San Diego River traverses the Town Center, accentuated by riparian vegetation and both improved and unimproved floodway.

Virtually all the significant commercial and office land inventory is located within the Town Center. The architectural theme is California contemporary that borrows Mediterranean and mission style treatments. Recurring architectural elements and site features include stucco, tile accents, water features, shaded seating areas and pedestrian promenades. The relatively new commercial development in Town Center differs from the City's older commercial areas by featuring coordinated, comprehensive site planning including use of reciprocal access and parking, enhanced landscaping, unifying architecture and a higher level of site amenities and improvements.

#### **5.9.1.4 General Commercial**

While a majority of commercial development is within the Town Center, a mix of commercial development also exists throughout the City. Office professional development is primarily located at various sites along Mission Gorge Road and Cuyamaca Street. Corporate outlets within the strip commercial developments are located along Mission Gorge Road. The Mission Gorge Road Design Standards sets forth specific architectural themes, landscape standards and site planning requirements for properties along Mission Gorge Road.

Neighborhood commercial centers have reasonably attractive architecture and site features and many have been renovated to incorporate unifying architectural themes, signage and landscaped features.

Strip commercial outlets, typical of the City's older commercial areas, are sited on lots of varying depths, and exhibit a wide range of site planning characteristics with regard to setbacks, architecture, landscaping, signage and access. Undistinguished architecture, lack of landscaping and numerous curb cuts all contribute to a rather haphazard pattern of strip commercial development.

#### **5.9.1.5 Industrial**

Industrial land uses in the City are concentrated in the south central area of the City along Prospect Avenue, Magnolia Avenue and Cuyamaca Street, and north of Woodside Avenue along the San Diego River Corridor. The Prospect Avenue industrial area offers a wide variety of building styles, lot configurations and site features east of Cuyamaca Street, and more cohesive, coordinated development in an industrial park setting west of Cuyamaca Street. The Woodside Avenue/SR 67 area exhibits a more consistent planned industrial concept where building styles, access and landscape treatments act as unifying elements in the more recently developed light industrial parks.

#### **5.9.1.6 Open Space**

The City has a large amount of open space; over 40 percent of the City is currently vacant. Parcels that comprise the primary vacant areas are undeveloped canyons and hillsides in the north (Fanita Ranch and the north Magnolia Avenue area), southeast (Rattlesnake Mountain) and steeply-sloped and rolling terrain in the southwest portions of the City. A significant amount of

vacant acreage is also found along the San Diego River corridor, including the floodway and floodplain, and along with large centrally-located vacant parcels in the Town Center.

Open space in the City provides a number of scenic resources such as panoramic hillside views and backdrops as well as visual and physical links to the San Diego River and its tributaries.

### **5.9.1.7 Landforms and Views**

Encompassed within the landforms of the City are the flat San Diego River valley and the gently-sloping areas which transition to the steeply-sloped hillsides associated with major ridgeline systems. The hillsides, ridgelines, and rock outcrops found in the north (Fanita Ranch and the north Magnolia Avenue area), southeast (Rattlesnake Mountain) and steeply-sloped and rolling terrain in the southwest portions of the City form significant landform features.

Significant visual resources include the San Diego River, Mission Trails Regional Park, Mast Park, Rattlesnake Mountain, and the hills in the northern part of the City. The orientation of the San Diego River corridor is east/west and creates long views within Santee and to the surrounding ridgelines and mountains. The elevated western entry to the City along Mission Gorge Road also affords an opportunity for scenic views along the San Diego River corridor. Rattlesnake Mountain, Mission Trails Regional Park, and Mast Park are also areas that also provide significant views from within the City.

## **5.9.2 SIGNIFICANCE CRITERIA**

Visual quality/aesthetics impacts would be significant if implementation of the proposed General Plan would:

- Substantially damage scenic resources or vistas; and/or
- Substantially degrade the existing visual character of the community.

## **5.9.3 IMPACTS**

### **5.9.3.1 Scenic Resources and Vistas**

The greatest impact would result from development of large vacant areas, particularly the most southerly areas of Fanita Ranch, and Rattlesnake Mountain, which would be developed primarily with homes, but also employment and local-serving commercial uses. These areas are highly visible from within the City as well as surrounding cities. Vacant land possesses the most significant landform features in the City, and development will require grading and construction of manufactured slopes. Development of vacant land would impact scenic resources that occur within those areas. Potential impacts to visual quality would be reduced to below a level of significance through implementation of the City's Grading Ordinance and Zoning Ordinance Hillside Development Guidelines that require hillside adaptive architecture, contour grading and slope revegetation to preserve natural slope appearance. In addition, due to the rugged topography of Fanita Ranch and Rattlesnake Mountain, steep slopes and high habitat values and

functions, clustered development and siting for avoidance of natural hazards and significant biological resources will be required to allow for the preservation of significant, unfragmented open space and habitat areas on these sites. Other scenic resources and vistas such as Mission Trails Regional Park, Mast Park and the San Diego River corridor would remain unaffected by future development under the proposed General Plan as these areas are set aside for preservation under the proposed Conservation Element.

### **5.9.3.2 Visual Character**

Increased growth of the City has the potential to significantly impact the character of the outlying portions of the City by converting vacant land to urban development. While there may be localized changes within the already urbanized areas, the overall visual character would not be substantially affected. Potential adverse impacts include denser development patterns, large, non-residential structures, non-traditional architecture, and increased roadway widths and parking areas. Positive impacts include community renewal, elimination of blight and improved land uses, public spaces, architecture, landscaping, pedestrian amenities, signs and lighting.

The visual character would be most affected in the outskirts of the urbanized area and in the City's central core where the natural vacant land would be lost to urban development. The visual character would change even though open space within future developments would be preserved in accordance with the proposed Conservation Element. In particular, development within the north, northwest, and southeast hills could alter the natural topography due to grading; however, efforts would be made to lessen the impact through adherence to the Hillside Development Guidelines, Grading Ordinance and policies identified in the proposed Conservation and Community Enhancement Elements. Future development in the City's Town Center area would also be subjected to the design guidelines of the Town Center Specific Plan.

Although the visual character within the City would be impacted, these impacts would also be lessened by the fact that high elevation, vacant, protected land would still exist to the north and west of the City limits (Sycamore Canyon Open Space Preserve, MCAS Miramar and Mission Trails Regional Park). The long-view corridors would not be significantly affected because the San Diego River Corridor would not change, and many upper elevation hills would be retained as open space in accordance with the proposed Conservation and Community Enhancement Elements.

## **5.9.4 MITIGATION MEASURES**

The following measures would reduce impacts related to visual quality/aesthetics. Where applicable, the applicable policies of the General Plan are indicated in parentheses.

***Mitigation Measure 5.9-1:*** The City shall encourage that significant natural landforms be maintained during development whenever possible. (Conservation Element, Policy 1.1)



**Mitigation Measure 5.9-2:** To protect and wisely manage hillsides and topographic resources, the City shall use the following hillside development guidelines. (Conservation Element, Policy 1.3):

Percent Natural Slope	Guideline
Less than 10%	This is not a hillside condition. Conventional grading techniques are acceptable
10% - 19.9%	Development with grading will occur in this zone, but existing landforms should retain their natural character. Padded building sites are permitted on these slopes, but contour grading, split level architectural prototypes, with stacking and clustering is expected.
20% and over	Special hillside grading, architectural and site design techniques are expected, and architectural prototypes should conform to the natural landform. Compact development plans should be used to minimize grading footprints.

**Mitigation Measure 5.9-3:** The City should encourage the preservation of significant natural features, such as watercourses, ridgelines, steep canyons, and major rock outcroppings through the Development Review process. (Conservation Element, Policy 10.2)

**Mitigation Measure 5.9-4:** The City should encourage the preservation of appropriate open space in the Town Center area for recreational and open space purposes as part of the overall Specific Plan. (Conservation Element, Policy 10.3)

**Mitigation Measure 5.9-5:** The City shall encourage compact development plans when appropriate to maximize the preservation of open spaces. (Conservation Element, Policy 11.5)

**Mitigation Measure 5.9-6:** The City shall promote introduction of distinctive landscape treatments, signage, entry statements, etc., in residential areas. (Community Enhancement Element, Policy 2.1)

**Mitigation Measure 5.9-7:** The City shall encourage the use of existing natural features (river, hillsides, etc.) as character/theme sources for new residential development. (Community Enhancement Element, Policy 2.2)

**Mitigation Measure 5.9-8:** The City should encourage the strengthening of neighborhood edges through strategic location of open space/ recreational buffers, use of distinctive street tree/streetscape designs and changes in residential products/forms. (Community Enhancement Element, Policy 2.3)

**Mitigation Measure 5.9-9:** The City shall encourage adaptive housing products and siting treatments in hillsides and along the river corridor that respect and enhance the features of the natural environment. (Community Enhancement Element, Policy 3.5)

**Mitigation Measure 5.9-10:** The City shall develop a neighborhood revitalization program that brings together City resources, the resources of other agencies and residents to voluntarily improve the appearance and safety of their neighborhoods. (Community Enhancement Element, Policy 5.1)

**Mitigation Measure 5.9-11:** The City shall promote coordinated structure setbacks, re-orientation of business entrances, coordinated thematic landscaping, minimizing curb cuts and consolidation of entrance/exist locations during rehabilitation or redevelopment of commercial areas. (Community Enhancement Element, Policy 7.2)

**Mitigation Measure 5.9-12:** The City shall ensure that all industrial development is attractive and of high quality design to enhance the image of the City. (Community Enhancement Element, Policy 8.4)

**Mitigation Measure 5.9-13:** The City shall preserve high quality scenic views from the western entry along Mission Gorge Road and State Route 52. (Community Enhancement Element, Policy 10.1)

**Mitigation Measure 5.9-14:** The City shall maintain distinctive signage, accent plantings and paving materials for entries from the east and south. (Community Enhancement Element, Policy 10.2)

**Mitigation Measure 5.9-15:** The City shall pursue the undergrounding of utilities and/or the relocation of overhead utility lines to enhance road corridors. (Community Enhancement Element, Policy 11.1)

**Mitigation Measure 5.9-16:** The City shall ensure all signs are compatible with the overall streetscape design and pursue the consolidation or redesign/removal of those signs which are disruptive elements. (Community Enhancement Element, Policy 11.2)

**Mitigation Measure 5.9-17:** The City shall ensure the provision of open space which provides adequate visual relief from developed portions of the City. (Community Enhancement Element, Policy 13.1)

**Mitigation Measure 5.9-18:** The City shall ensure that adequate amounts of open space are located along the San Diego River and its tributaries to protect and enhance the river character. (Community Enhancement Element, Policy 13.2)

**Mitigation Measure 5.9-19:** The City shall ensure that open space is provided in hillside areas proposed for development that performs multiple functions of view maintenance, resource protection and hazard avoidance. (Community Enhancement Element, Policy 13.3)

**Mitigation Measure 5.9-20:** The City shall encourage and coordinate with developers to minimize grading for new development throughout the City. (Community Enhancement Element, Policy 14.1)

***Mitigation Measure 5.9-21:*** The City shall ensure that development is oriented along natural terrain contours to the extent possible to maintain landform integrity. (Community Enhancement Element, Policy 14.2)

***Mitigation Measure 5.9-22:*** The City shall require use of contour grading techniques, whenever possible, to maintain the natural appearance of manufactured slopes. (Community Enhancement Element, Policy 14.3)

***Mitigation Measure 5.9-23:*** The City shall encourage the protection of prominent ridgelines whenever feasible. This shall be accomplished by siting development below ridgelines in such a manner that permits the ridgeline to remain visible. (Community Enhancement Element, Policy 14.5)

***Mitigation Measure 5.9-24:*** The City shall require revegetation of graded slopes with indigenous plant materials, where feasible, to maintain scenic views and assist in slope stabilization. (Community Enhancement Element, Policy 15.1)

***Mitigation Measure 5.9-25:*** The City should provide for the maintenance of view opportunities to surrounding hillsides by ensuring proposed structures do not significantly impact existing community-level viewsheds. (Community Enhancement Element, Policy 15.2)

***Mitigation Measure 5.9-26:*** The City should encourage the preservation of the biological and visual resources of the San Diego River as part of any development in the Town Center area. (Land Use Element, Policy 1.3)

***Mitigation Measure 5.9-27:*** The City should encourage the City of San Diego to protect vacant lands in the East Elliot area along the City's western boundary as part of a regional biological preserve system. (Land Use Element, Policy 9.1)

***Mitigation Measure 5.9-28:*** The City shall ensure that any projects affected by the Town Center Specific Plan, Mission Gorge Road Design Standards, the Zoning Ordinance Hillside Overlay District Guidelines (Hillside Development Guidelines), the MSCP Subarea Plan, or the City's Grading Ordinance, follow all regulations to protect visual quality.

***Mitigation Measure 5.9-29:*** The City shall utilize the environmental and Development Review process to ensure that grading practices used within the City minimized potential safety hazards while maintaining aesthetic qualities and natural landforms. (Conservation Element, Implementation Measure 8.5 #6)

## **5.9.5 SIGNIFICANCE OF IMPACT AFTER MITIGATION**

With implementation of the mitigation measures identified above, impacts related to visual quality/aesthetics would be reduced to below a level of significance.

## 5.9.6 PLAN TO PLAN ANALYSIS

Implementation of the proposed General Plan update would not result in a significant increase in impacts related to visual quality/aesthetics when compared to the existing General Plan. There would be no substantial increase in either population or developed area at buildout, and no major land use changes that would affect visual quality. The buildout of residential dwelling units under the proposed General Plan (22,859 dwelling units) would result in 396 more residential structures; however, the increase is not significant and the proposed land use changes would increase densities and cluster development on infill sites and in areas of gentler topography outside the major hillside areas. When compared to the existing General Plan, the proposed General Plan is more responsive to views and visual character and would likely have less of an impact, due to the City's new and strengthened policies identified in the proposed Land Use, Conservation and Community Enhancement Elements. The proposed General Plan also establishes a vision for a community-wide system of open space, parks and trails called the Santee Recreation, Open Space and Conservation System (Santee ROCS) that will provide additional emphasis on protection of the City's open space areas.

## **5.10 GEOLOGY/SOILS**

### **5.10.1 EXISTING CONDITIONS**

The following geologic description is based on information from the Geotechnical/Seismic Hazard Study prepared by Geocon and located in Appendix E.

#### **5.10.1.1 Topography**

The City lies near the junction of a relatively narrow coastal plain and the Peninsular Mountain Ranges of southwestern California and Baja California. The coastal plain is made up of a series of marine terraces which are deeply incised by canyons and tributaries, including the channel of the San Diego River which bisects the City. Much of the City is located within the San Diego River Valley; however, the northern part of the City, much of which is undeveloped, is located on the highest of these old marine terraces. In the southeastern part of the City, the marine terrace and valley province ends abruptly in the foothills of the Peninsular Ranges.

#### **5.10.1.2 Rock Formations**

The geologic stratigraphy of the City consists of three geologic formations (Figure 5.10-1). Formational units include, in order of increasing age, the Eocene-age Stadium Conglomerate, Friars Formation, and Cretaceous granitic rock associated with the Peninsular Ranges. Both the Stadium Conglomerate and Friars Formation are sedimentary units. The clay portions of the Friars Formation are typically weak and prone to landsliding, whereas the overlying Stadium Conglomerate, although itself resistant to instability, may be “carried” with landslides in the underlying Friars Formation.

The Stadium Conglomerate (Tst) occurs throughout the southwestern and northern parts of the City underlying the high terrace and overlying both the granitic rocks and the Friars Formation. This deposit generally consists of dense sandy to clayey, gravel and cobble conglomerate with interbedded silty sands.

Friars Formation (Tf) deposits are found overlying the granitic rocks in the southern and north-central parts of the City. This formation is exposed between Cuyamaca Street and the eastern foot of Cowles Mountain, in the southwestern portion of the City, and throughout the northern part of the City, with the exception of the northeastern area of the Fanita Ranch.

The high marine terrace which forms the surface of the northern parts of the City above Carlton Hills is underlain by Friars Formation and Stadium Conglomerate. Both formations overlie granitic rocks. Gabbroic rocks and undifferentiated Santiago Peak Volcanics from the Cretaceous, and metavolcanic and metasedimentary rocks from the Jurassic Period may be found in limited areas designated as Granitic Rock.

### **5.10.1.3 Soils**

The geologic stratigraphy of the City consists of several surficial soil types (Figure 5.10-1). The surficial soil deposits consist of undocumented fill, previously-placed fill, topsoil, colluvium, alluvium/debris flows, landslide deposits, and terrace deposits.

In undeveloped and developed areas of the City, fill soils presumed to be undocumented have been mapped in numerous geotechnical reports. An example of a larger undocumented fill deposit is located in an undeveloped area north of the northern terminus of Strathmore Drive. These types of deposits typically contain a wide range of soil types including silt, sand, clay, and rock derived from the local geologic formations.

The majority of the central and southern portions of the City are developed. The fill materials placed during development of these areas generally consist of silty and clayey sands and sandy clays with gravel and cobble mixtures.

In the undeveloped areas, topsoils blanket the majority of the formational units and range in thickness from approximately one to three feet. The topsoils are generally characterized as silty/clayey, fine to medium sands and sandy clays. Topsoil deposits typically are considered compressible in their natural state, and ordinarily require remedial grading in areas planned to receive structural fill and/or settlement-sensitive structures.

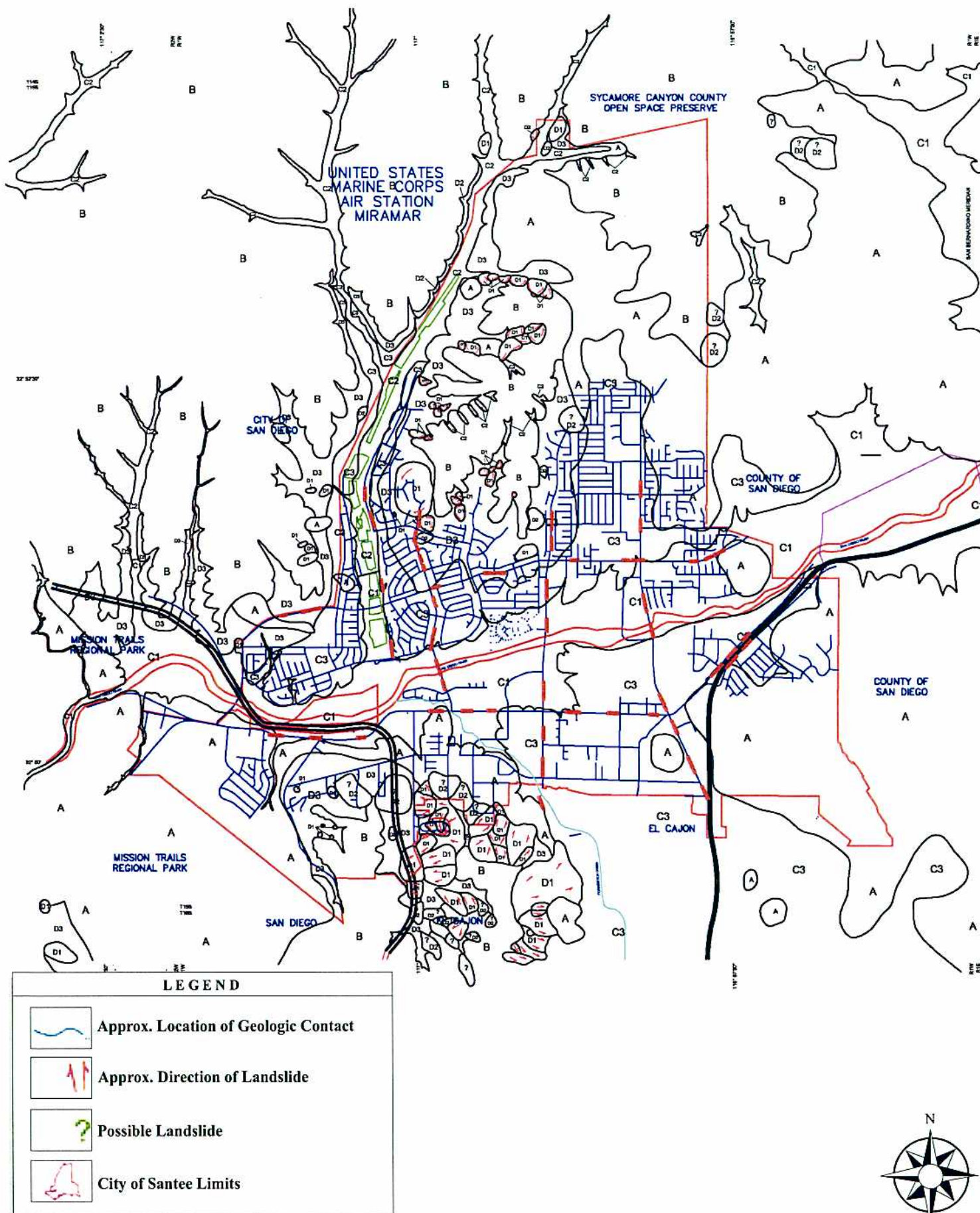
Colluvial soils are deep deposits of soils that have accumulated near the base of slopes through erosion of upslope materials and soil-creep processes. Colluvial deposits are encountered in the gentle, low-lying, slope areas near alluvial drainages primarily overlying the Friars Formation; however, they also occur in areas underlain by Stadium Conglomerate and granitic rock.

For purposes of this discussion, the alluvium and debris flow materials have not been differentiated. These deposits consist of relatively loose/soft, silty/clayey sands and sandy clays, with varying amounts of gravel and cobble derived from the bedrock units. Alluvial deposits typically occur in the drainage areas, such as the San Diego River channel, the valley bottoms, and lower portions of the valley slopes.

Terrace deposits/older alluvium are found within a limited area between the alluvial deposits and either the Friars Formation or granitic rock. These deposits are relatively limited in extent and consist of locally cemented gravely sands and/or clayey gravel/cobble conglomerate.

### **5.10.1.4 Seismic Conditions**

Seismic hazards pertain to threats to life and property caused by earthquake-induced ground shaking. The City is fortunate, in that no active or potentially active faults are known to occur within or adjacent to the City, however, it is similar to all other areas in California in that it is subject to periodic seismic shaking due to the earthquakes along remote or regional active faults.



Source: Geocon, 10/2002

Soils and Geologic Hazards Map \_\_\_\_\_ Figure 5.10-1A

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Legend	Soil Type	Location	Relative Landslide Susceptibility	Liquifaction Hazard	Expansion Condition
A	Granitic	Hard Rock Outcrops and Decomposed Granitics, Northern Slopes (Fanita Ranch), Central Area (Ramsgate Way) Southwestern Area (Rancho Fanita Drive, Cowles Mountain)	Least Susceptible	Nominal	Very Low
B	Stadium Conglomerate	Northwestern and Northern Slopes (Fanita Ranch), Southern Undeveloped Area	Marginally Susceptible (Generally Susceptible Debris to Flow)	Nominal	Low
C1	Alluvium	Main Drainage Channels, Possible Shallow Groundwater, San Diego River	Marginally Susceptible	Moderate to High	Variable
C2	Alluvium/Debris Flow	Secondary Drainage and Tributary Channels, Fluctuating Groundwater	Variable	Nominal to Low	Moderate
C3	Terrace Deposits/Older Alluvium	Gentle Slopes Western Areas, Flanks of the San Diego River Valley (Carlton Oaks Drive), Central Area (Woodpark Drive)	Generally to Marginally Susceptible (Where Underlain by Friars Formation)	Low to Moderate	Variable
D1	Landslides Confirmed	Sloping Southern Area (Route 125 and Fanita Drive, Fanita Ranch, Carlton Hills)	Most Susceptible	Nominal	Moderate to High
D2	Landslides Possible	Various Areas Throughout Friars Formation	Most Susceptible	Nominal	Moderate to High
D3	Friars Formation	Northern Slopes (Cuyamaca Street, Lake Canyon Road, Fanita Ranch), And Southern Slopes (Mesa Heights Road, Route 125)	Most Susceptible	Nominal	Moderate to High
--	Unmapped Surficial Deposits: Undocumented Fill, Topsoil, Colluvium	Undeveloped Areas	Variable	Variable	Variable
--	Unmapped Surficial Deposits: Previously Placed Fill	Developed Areas	Variable	Variable	Variable

Source: Geocon, 10/2002

The Rose Canyon Fault Zone, located approximately ten miles west of the City, is the closest known active fault. Earthquakes that might occur on the Rose Canyon Fault Zone or other faults within the southern California and northern Baja California area are potential generators of significant ground motion in the City. The Rose Canyon Fault Zone is the dominant source of potential ground motion in the City. Seismic parameters for the Rose Canyon Fault Zone include an estimated maximum earthquake magnitude of 6.9.

#### **5.10.1.5 Liquefaction Potential**

Within the City, the soil deposits that may be susceptible to liquefaction are the alluvial soils found in the San Diego River and its deeper tributary channels. The general extent of the liquefaction-susceptible materials is shown on Figure 5.10-1. Although all major deposits of alluvial soils have been shown as being susceptible to liquefaction, some areas may have a water table sufficiently deep or may have particular soil conditions that result in a very low potential for liquefaction based on the anticipated maximum intensity of shaking for the area. In general, for deposits with a water table below a depth of 50 feet, a seismic event would have to be especially strong for liquefaction to occur and, therefore, these deposits have a low potential for liquefaction as a result of the maximum events anticipated.

#### **5.10.1.6 Slope Stability**

Numerous ancient landslides and several possible landslide features exist within the City. The approximate locations of known or suspected landslides are shown on Figure 5.10-1. Nearly all of the landslides encountered at the northern, undeveloped portion of the City occur along relatively gentle slopes within the Friars Formation and below an elevation of approximately 590 feet above Mean Sea Level (AMSL). On the southern portion of the City, landslides occur approximately between elevations of 400 to 600 feet AMSL. The largest of the ancient landslides are typically 1,000 to 1,500 feet in width and length (as in Carlton Hills) and extend to depths of 20 to 100 feet below the ground surface. Landslide complexes or clusters of more than one individual slide are common in the Fanita Ranch area. Landslide areas are characterized by bulging, hummocky topography, as well as deflected drainages. Some landslide areas express a more subdued topography suggestive of older landslide deposits.

#### **5.10.1.7 Debris Flow Deposits**

A debris flow is a rapid downslope movement of saturated soil and near surface rock debris. The locations of some of the larger flows identified within the City limits are shown on Figure 5.10-1. The debris flows or mudflows are initiated near the crests of very steep ridges underlain by Stadium Conglomerate and probably occur as a result of high intensity rainfall. As the near surface soils become saturated, the soils lose strength and fail relatively rapidly to form a river of mud and rock with considerable destructive power. While the causes of debris flows are generally well understood, specific details concerning these events make them difficult to predict. High rainfall, loss of vegetation cover through fire or other causes, and the steepness of the slope appear to be the main causative factors.

### **5.10.1.8 Groundwater and Seepage**

Groundwater and seepage conditions are significant factors in assessing engineering and geologic hazards. Groundwater is typically found in the deep alluvial drainage areas such as the San Diego River channel, but may also be found in shallower drainages as a result of storm water infiltration. Seepage is typically the result of a ground water table or perched water, either seasonal or permanent, being exposed at the ground surface. Groundwater and seepage are major contributing factors to landsliding in San Diego County, especially in the reactivation of old landslides.

Perched groundwater or seepage has been encountered during previous investigations in the City within alluvial drainages and hillside areas. The groundwater/seepage in drainage courses is presumed to be associated with surface runoff of rainwater along the natural watershed.

### **5.10.2 SIGNIFICANCE CRITERIA**

Geology/soils impacts would be significant if implementation of the proposed General Plan would:

- Expose people or structures to substantial risk of injury or loss of life, or destruction of property caused by seismic or geologic hazards.

### **5.10.3 IMPACTS**

Potential geologic hazard areas exist within the City, as indicated on Figure 5.10-1. The areas of primary concern include those properties north of Carlton Hills Boulevard, and those located on both sides of Fanita Drive and south of Prospect Avenue along the south-central City boundary. These areas are underlain by the Friars Formation and are potentially susceptible to landslide or debris flow. Other areas of concern include those properties along the San Diego River and along the Sycamore Canyon Drainage Sub-Basin. These areas are overlain by alluvial soils and are susceptible to liquefaction.

Seismic activity is also considered to be a hazardous geologic condition in the City. A moderate or major earthquake could occur that would threaten lives and property. Ground shaking could cause secondary geologic hazards such as slope failures and seismically-induced settlement. Since the City is located far from any major active faults, the potential for landsliding caused by earthquakes is considered to be low. Buildout of the proposed General Plan would result in 22,869 residential units that would be exposed to the effects of ground shaking. As such, there would be a proportionate increase in personal and property damage as the population within the City increases.

Potential impacts to future development would be reduced to below a level of significance through implementation of policies contained in the Safety Element including the application of remedial measures identified in the geotechnical investigations, which are required by the Grading Ordinance, for all new development within the City. In addition, conformance to

building construction standards for seismic safety within the Uniform Building Code (UBC) would assure that new structures would be able to withstand anticipated seismic events within the City.

## 5.10.4 MITIGATION MEASURES

The following measures would reduce impacts related to geology and soils associated with the proposed General Plan. All of the measures relate to implementation of policies within the proposed Safety Element as indicated in parentheses.

***Mitigation Measure 5.10-1:*** The City should utilize existing and evolving geologic, geophysical and engineering knowledge to distinguish and delineate those areas which are particularly susceptible to damage from seismic and other geologic conditions. (Safety Element, Policy 2.1)

***Mitigation Measure 5.10-2:*** The City should ensure that if a project is proposed in an area identified herein as seismically and/or geologically hazardous, the proposal shall demonstrate through appropriate geologic studies and investigations that either the unfavorable conditions do not exist in the specific area in question or that they may be avoided or mitigated through proper site planning, design and construction. (Safety Element, Policy 2.2)

***Mitigation Measure 5.10-3:*** The City shall require that all potential geotechnical and soil hazards be fully investigated at the environmental review stage prior to project approval. Such investigations shall include those identified by Table 9.1, Determination of Geotechnical Studies Required and such soil studies as may be warranted by results of the Initial Environmental Study. (Safety Element, Policy 2.3)

## 5.10.5 SIGNIFICANCE OF IMPACT AFTER MITIGATION

With implementation of the mitigation measures identified above, impacts related to geology/soils would be reduced to below a level of significance.

## 5.10.6 PLAN TO PLAN ANALYSIS

Implementation of the proposed General Plan update would not result in a significant increase in impacts related to geologic hazards when compared to the existing General Plan. There would be no major land use changes that would increase the exposure of persons or property to geologic hazards. The proposed Safety Element in combination with the City's Grading Ordinance would require geotechnical analyses as is required in the existing General Plan. The City would continue to take a proactive approach in assessing potential geologic risk to new development through implementation of the policies contained within the proposed Safety Element as well as requirements of the Uniform Building Code and the City's Grading Ordinance, which requires soil and geological reports for all grading permits. Furthermore, the proposed Conservation Element anticipates the preservation of significant acres of permanent open space in the City and, thereby, reduces the extent of the areas where future development would be subjected to geotechnical or seismic hazards.

## **5.11 HYDROLOGY/WATER QUALITY**

### **5.11.1 EXISTING CONDITIONS**

#### **5.11.1.1 Surface Water**

##### **Hydrologic and Watershed Characteristics**

The City of Santee is located within the Santee Hydrologic Subarea of the Lower San Diego Hydrologic Area within the San Diego Hydrologic Unit (HU). The San Diego HU is 1 of 11 such drainage areas designated in the 1994 San Diego Regional Water Quality Control Board (RWQCB) Water Quality Control Plan for the San Diego Basin (Basin Plan). The San Diego HU is a long, triangular-shaped area of approximately 440 square miles drained by the San Diego River that extends from El Capitan Reservoir to the Pacific Ocean. Either within or flowing into the San Diego HU are major water storage facilities including El Capitan, San Vicente, Cuyamaca, Jennings, and Murray reservoirs. Jennings, San Vicente, and Murray store mainly Colorado River water, whereas, El Capitan mainly stores local runoff and some Colorado River water. Cuyamaca Reservoir stores only local runoff. Much of the impounded water is used to serve major population centers, including a portion of the San Diego metropolitan area and the communities of El Cajon, Santee, Lakeside, Alpine and Julian. Annual precipitation ranges from less than 11 inches at the coast to about 35 inches around Cuyamaca and El Capitan Reservoir.

The water in Santee's waterways comes primarily from three sources: surface runoff, groundwater from aquifers, and recycled water from Padre Dam Municipal Water District's treatment plant and Santee Lakes reclamation area.

The City of Santee has three major drainage courses and three secondary drainage courses shown on Figure 5.14-1. The three primary waterbodies include: the San Diego River and its tributaries, Forester Creek and Sycamore Creek. Secondary drainages, which are tributaries to the San Diego River, include Woodglen Vista Creek, Fanita Creek and Big Rock Creek, which parallels Big Rock Road. All of the City's creeks have their own watersheds in addition to lying within the larger San Diego River watershed. Forester Creek drains the runoff from the north-facing slopes of hills within the City of El Cajon, Sycamore Creek drains the runoff from Sycamore Canyon and from Carlton Hills, and the creeks running parallel to Fanita Drive and Big Rock Road drain the runoff from Cowles Mountain and Fanita Hills located within the City of El Cajon. All of these watersheds empty into the San Diego River, which flows westward into the Pacific Ocean.

#### **5.11.1.2 Ground Water**

According to the Basin Plan, all major drainage basins in the San Diego region contain groundwater basins. The basins are relatively small in area and usually shallow. Although these groundwater basins are limited in size, the groundwater yield from the basins has been important to the development of the region. A number of the larger groundwater basins can be of future significance in the region for storage of both imported waters and reclaimed wastewaters. Nearly

all of the local ground waters of the region have been intensively developed for municipal and agricultural supply purposes.

The San Diego County Water Authority's *2000 Urban Water Management Plan* estimates that water agencies within its service area use about 24,000 acre-feet per year (AFY) of groundwater. In general, groundwater supplies are limited by both the geology and the semi-arid hydrologic conditions of the region. Narrow river valleys with shallow alluvial deposits are characteristic of many of the more productive ground water basins. Excessive salinity in many basins has occurred as a result of irrigation with saline imported water and over pumping. Outside of the alluvial basins, groundwater resources are limited and generally only capable of yielding small amounts of groundwater.

Groundwater basins within the City of Santee are generally limited to areas along the San Diego River, Sycamore Creek, and Forester Creek. The quality of groundwater is low as indicated by the TDS goal as tabulated for this area by the Basin Plan. The goal for the area is 1,200 mg/l which is generally considered not suitable as a source for potable water.

### **5.11.1.3 Flood Hazards and Drainage Facilities**

#### **Flood Hazards**

The Federal Emergency Management Agency (FEMA) has conducted floodplain mapping within the City. The majority of the City has been mapped as "areas determined to be outside the 500-year floodplain", however, the area along the San Diego River that flows roughly through the middle of the City, is designated as "special flood hazard areas inundated by 100-year flood" (Refer to Figure 5.14-1)

Extending from the Julian area to Mission Bay, the San Diego River Basin includes over 400 square miles; of which more than 300 square miles lie upstream from Santee. Along its course, the river's floodplain ranges from approximately 600 to 4,000 feet wide, while the floodplain reaches an approximate maximum width of 2,500 feet within the City. Through extensive sand extraction as well as road and bridge construction, dams, and other developments, the river's natural hydraulic characteristics have been significantly altered.

Within the City there are a total of 1,020 acres within the floodplain of the San Diego River. Of this, approximately 596 acres are within the floodway and 424 acres are within the floodplain fringe. The Forester Creek floodplain is estimated to cover an area of approximately 100 acres. The low flow channel of Sycamore Creek is estimated to cover roughly 42 acres. The low flow channel of the creek parallel to Big Rock Road covers approximately 5 acres while the low flow channel of the creek parallel to Fanita Drive is approximately 2.8 acres (within the City). Section 5.14 (Public Health and Safety) includes a discussion of risks associated with dam failure and inundation.

## **Drainage Facilities**

The City of Santee municipal separate storm sewer system (MS4) consists of nearly 50 miles of storm drain pipes, 5 miles of open channel, and 10 miles of creeks and rivers. The largest receiving drainage in the City is the San Diego River, which enters the City in the east and flows westward toward the Pacific Ocean. Other major receiving drainages include Forester Creek and Sycamore Creek. Forester Creek enters from the southeast and enters into the San Diego River at a location west of Carlton Hills Boulevard. Sycamore Creek enters the City from the north, flows southward, and enters the San Diego River just past Santee Lakes Regional Park. Runoff generated within the City drains primarily into one of these three drainage basins (Figure 5.11-1).

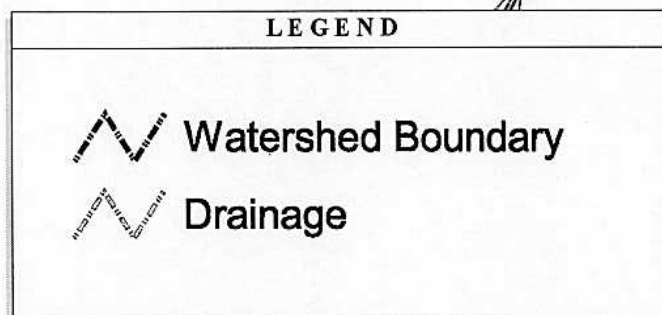
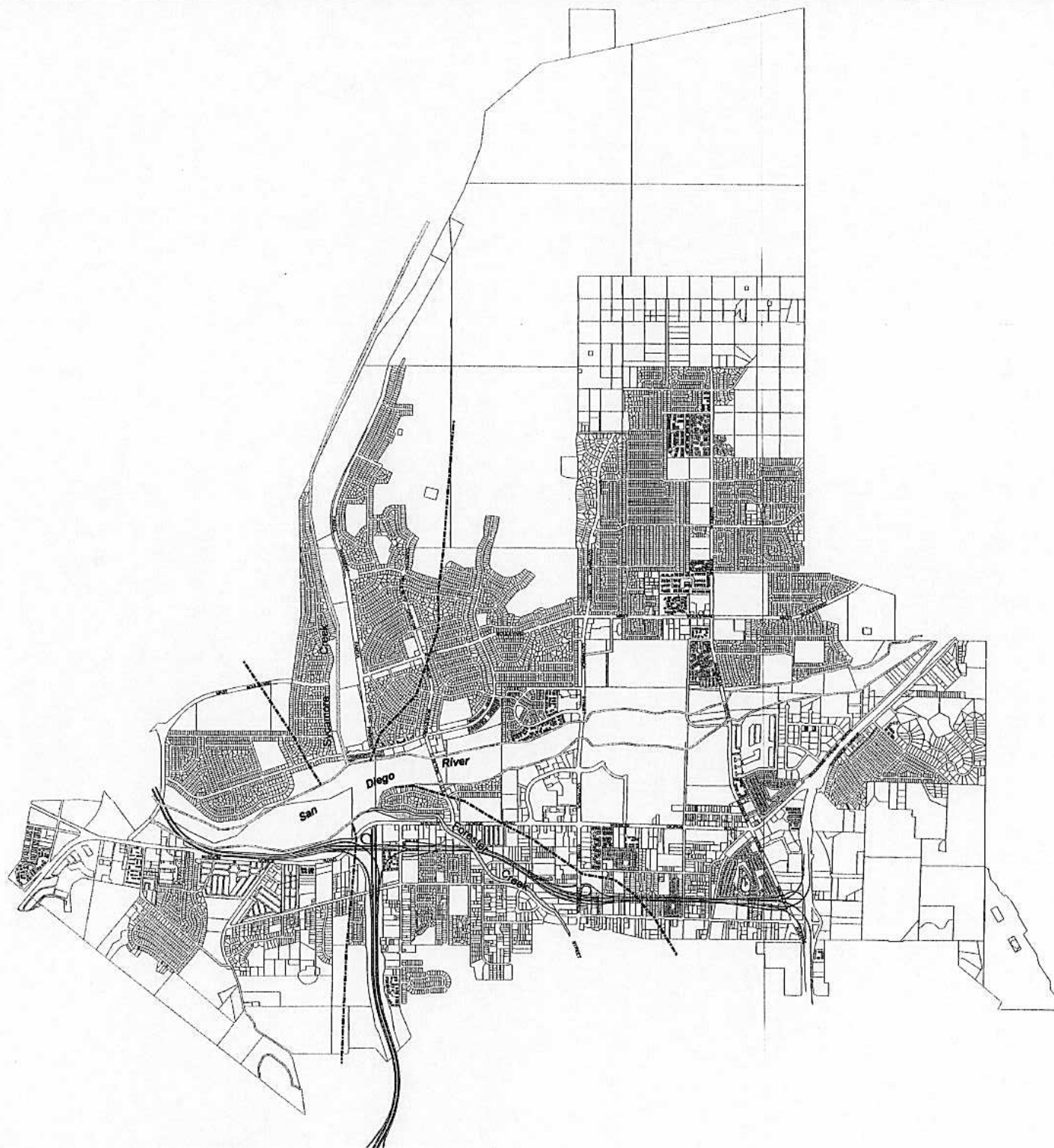
As the City has developed, drainage infrastructure has been constructed to reduce the potential for flooding and divert storm water from properties and roadways. The majority of the infrastructure has been designed to accommodate the storm waters of a 100-year flood.

A drainage study was prepared for the City in 1990 (BSI Consultants, 1990). The purpose of the report was to document the existing hydrologic and hydraulic characteristics of the City and to make recommendations for necessary improvements throughout the City. The results of the study concluded that capacity deficiencies occurred in all areas analyzed. In addition, service lives of the facilities were classified as deficient throughout much of the City; however, this classification does not impose any threat to life or property. Many of the capacity deficiencies exist because of short stretches of mild slope. Many of the stretches are considered to be minor, while others may require a parallel system until the slope steepens. In general, drainage facilities on the north side of the San Diego River were adequate while those on the south side were deficient. Again, this is a result of the mild slope on the south side. The report also included recommendations to improve existing conditions. Since the BSI report was completed, the City has addressed identified deficiencies through construction of a number of City Capital Improvement Projects including new drainage facilities in the Mesa Road area, drainage facilities in Mission Gorge Road and Cuyamaca Street and the ongoing Forester Creek Improvement Project. In addition, development has been conditioned to construct master drainage facilities as needed to address drainage deficiencies. Examples include the Santee Trolley Square, the Navy Housing project at Fanita and Prospect, as well as smaller project-like The Heights and Black Horse Estates subdivisions and the Mission Creek mixed-use development.

### **5.11.1.4 Water Quality**

#### **Existing Water Pollutants**

In general, pollutants from point and non-point sources typically affect the quality of surface water and groundwater. A point source is defined as any discernible or discrete conveyance (such as a pipe, channel or outfall) from which pollutants are discharged. By definition, point source pollution originates from an identifiable “point” of waste release. A point source discharge may emanate from commercial, industrial or municipal facilities throughout the City.



Source: City of Santee, 2002



Not to Scale

Santee Drainage Basin Map \_\_\_\_\_ Figure 5.11-1



In addition, illicit connections configured to the MS4 via pipe, drain, channel, catch basin, grated inlet, or junction box may convey polluted discharge to local water bodies.

Urban runoff discharges conveyed from MS4s have been determined a cause of receiving water quality impairment in the San Diego Region and throughout the United States. Urban runoff pollutants, including pathogens, sediment, fertilizers, pesticides, heavy metals and petroleum products, originate over a widespread area and thus classified as a non-point source of pollution.

Yearly dry weather field screening and analytical monitoring, performed at various locations throughout the City, is used to detect and eliminate illicit connections and conveyances, identify pollutants of concern, and to characterize and identify conveyances that are discharging elevated levels of pollutants to surface waters. Identified pollutants of concern within various local water bodies include oil and grease, fecal coliform, pH, total dissolved solids (TDS), dissolved oxygen, phosphorous, ammonia, trash and debris.

The City completed a Jurisdictional Urban Runoff Management Plan (JURMP) in 2002 to address local water quality issues. The local plan addresses water quality issues in the primary water basins within the City. The program focuses on reducing pollution in the three major areas of development: planning, construction, and existing development. Components of the program include public reporting of illegal dumping, facility and site inspections, residential complaint response, and providing education information to a variety of audiences describing water quality issues. The goal of the plan is to reduce or eliminate the contaminants that are transported in stormwater and ultimately delivered to the rivers and creeks in the City and downstream. Implementation of the Best Management Practices (BMPs) of the JURMP would decrease water quality impacts from point and non-point source pollutants.

Additionally, the City of Santee has undertaken the *Forester Creek Improvement Project*. This project will serve to support the goals and objectives of the San Diego River Watershed Urban Runoff Management Plan by widening and revegetation of the channel and restoration and creation of wetland habitat. The wetlands will improve water quality by providing flow retention, infiltration, and pollutant load reductions. The project is scheduled to begin in the summer of 2003. Lastly, implementation of the City's Subarea Plan would also serve to improve water quality through the reduction of surface water runoff and the reduction of impervious surfaces through the focusing of development.

## **Regulatory Framework**

### **National Pollution Discharge Elimination System (NPDES)**

There has been an increased level of regulatory activity in recent years focused on the effects of urban runoff on water quality. In 1987, amendments were made to the Federal Clean Water Act, which established a regulatory framework for regulating storm water discharges from municipal, industrial and construction sources. The City of Santee is regulated under applicable elements of the Federal Clean Water Act, including the National Pollutant Discharge Elimination System (NPDES). In California, NPDES permits are issued through the State Water Resources Control Board (SWRCB), and regulated by the San Diego Regional Water Quality Control Board

(SDRWQCB). The San Diego Municipal Storm Water Permit (NPDES No. CAS0108758) was issued by the SWRCB in February of 2001 to the County of San Diego to incorporate all nine watersheds within the County under one permit. This permit mandates each jurisdiction, including the City of Santee, to develop jurisdictional (Jurisdictional Urban Runoff Management Plan) and watershed (Watershed Urban Runoff Management Plan) plans to address urban runoff and water quality issues. In addition, a local Standard Urban Stormwater Mitigation Plan (SUSMP) and amended ordinances must be adopted to minimize the impacts of urban development on receiving waters.

The City of Santee's Jurisdictional Urban Runoff Management Plan (JURMP) outlines the specific measures the City will take to meet permit requirements including construction, commercial, and industrial site inspections, public education and outreach efforts, dry weather field screening, and enforcement of local stormwater ordinance. Pursuant to the General Municipal Permit, The City of Santee Standard Urban Stormwater Mitigation Plan (SUSMP) has been developed to reduce pollutants and runoff flows from all new development and significant re-development projects. In addition, the San Diego River Watershed Urban Runoff Management Plan (WURMP) has been developed to identify and address water quality goals within the San Diego River Watershed.

Industrial and construction sites throughout San Diego County and within the City of Santee may be subject to regulation under the NPDES General Industrial Permit (NPDES No. CAS000001) and NPDES General Construction Permit (NPDES No. CAS000002). Industrial facility permit requirements are based on the principal activities on the site and construction activity permits are required for applicable sites exceeding five acres (effective 3/03, this threshold will be reduced to one acre). Specific conformance requirements for industrial and construction sites include implementing an approved Storm Water Pollution Prevention Plan (SWPPP) and monitoring/testing program, with pollution control measures involving the use of best available technology (BAT), best conventional pollutant control technology (BCT), and/or best management practices (BMPs) pursuant to direction by the SWRCB and the applicable RWQCB office.

In addition, all local industrial and construction sites are subject to local permits, plans and ordinances (stormwater, grading, construction and use). The City's Grading Ordinance includes specific grading design standards and erosion control requirements to reduce erosion and sediment-laden runoff from construction sites. The City's Zoning Code includes landscape standards, which require all planted slopes to provide 100% coverage within nine months of planting to aid in reducing erosion and runoff.

### Water Quality Control Plan for the San Diego Basin (9)

As part of its regulatory powers, the SWRCB, in conjunction with the RWQCB has the responsibility of formulating and adopting long-range policies and objectives for water quality through the preparation of the Water Quality Control Plan for the San Diego Basin (9) (RWQCB 1994). The San Diego Basin Plan establishes a number of beneficial uses and water quality objectives for surface and groundwater resources.

Beneficial uses are generally defined in the Basin Plan as “the uses of water necessary for the survival or well being of man, plus plants and wildlife.” Identified beneficial uses for surface and ground waters within and downstream of the City are summarized below.

- San Diego River – Surface water beneficial uses include municipal and domestic supply, agricultural supply, industrial service supply, contact and non-contact recreation, warm and cold freshwater habitat and wildlife habitat. Identified beneficial uses for groundwater resources include municipal and domestic supply, agricultural supply, and industrial service supply.
- Sycamore Creek - Surface water beneficial uses include municipal and domestic supply, industrial service supply, contact and non-contact recreation, wildlife habitat, warm and cold-water ecosystem habitats, and habitat for threatened or endangered species.
- Forester Creek – Surface water beneficial uses include industrial service supply, contact and non-contact recreation, wildlife habitat, and warm and cold-water ecosystem habitats.

Water quality objectives identified in the Basin Plan are based on established beneficial uses, and are defined as “the limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses.” Water quality objectives are thus derived from beneficial uses, which are based on the ability of given water sources (in terms of water quality) to safely accommodate specific uses. Accordingly, an individual water source may exhibit poor water quality in terms of the overall types and levels of constituents present, yet still meet the water quality objectives identified in the Basin Plan. Water quality objectives identified for surface and groundwater resources in the project site and vicinity are summarized in Table 5.11-1.

### **Section 303(d) Process- Impaired Water Bodies List**

Section 303(d) of the federal Clean Water Act requires states to identify waters that do not meet water quality standards after application of technology based controls. Applicable water quality standards include the designated beneficial uses and the adopted water quality objectives. States are required to compile this information in a list and submit the list to USEPA for review and approval. This list is known as the Section 303(d) list of impaired waters. As part of this listing process, states are required to prioritize waters/watersheds for future development of total maximum daily load (TMDL). The TMDL is the amount of a pollutant that can be discharged into a water body and still maintain water quality standards. Pollutant loadings above the TMDL are expected to adversely affect water quality by causing receiving waters to exceed applicable water quality standards.

The SWRCB and Regional Water Quality Control Boards have ongoing efforts to monitor and assess water quality, to prepare the Section 303(d) list, and to subsequently develop TMDLs. The State’s most recent Section 303(d) list was approved in 2002 and contains 679 water bodies; many are listed as being impaired for multiple pollutants. The San Diego Hydrologic Unit is included on the 2002 303 (d) list for bacteria indicators from point and non-point sources. Development of the TMDL of bacteria indicators for the San Diego Hydrologic Unit has been

**TABLE 5.11-1**  
**Surface and Groundwater Quality Objectives**  
**For Applicable Areas And Subareas of The San Diego Hydrologic Unit<sup>1</sup>**

<b>SURFACE WATER</b>												
<b>LOWER SAN DIEGO HA</b>												
Constituent (mg/l or as noted)												
TDS	Cl	SO <sub>4</sub>	% Na	N&P	Fe	Mn	MBAS	B	Odor	Turb NTU	Color Units	F
1000	400	500	60	*	0.3	0.05	0.5	1.0	None	20	20	--
<b>SANTEE HAS</b>												
Constituent (mg/l or as noted)												
TDS	Cl	SO <sub>4</sub>	% Na	NO <sub>3</sub>	Fe	Mn	MBAS	B	Odor	Turb NTU	Color Units	F
1000	400	500	60	*	1.0	1.0	0.5	1.0	None	20	20	--
<b>GROUNDWATER</b>												
<b>SANTEE HSA</b>												
Constituent (mg/l or as noted)												
TDS	Cl	SO <sub>4</sub>	% Na	NO <sub>3</sub>	Fe	Mn	MBAS	B	Odor	Turb NTU	Color Units	F
1000	400	500	60	45	0.3	0.05	0.5	0.75	None	5	15	1.0

<sup>1</sup> Concentrations not to be exceeded more than 10 percent of the time during any one-year period.

\* Shall be maintained at levels below those which stimulate algae and emergent plant growth.

Abbreviation Key: TDS = total dissolved solids; Cl = Chlorides; SO<sub>4</sub> = Sulfate; Na = Sodium; NO<sub>3</sub> = Nitrate; Fe = Iron; Mn = Manganese; MBAS = Methylene Blue – Activated Substances (anionic surfactant or commercial detergent); B = Boron; Turb = Turbidity (measured in National Turbidity Units [NTU]); F = Fluoride; N&P = Nitrogen and Phosphorus.

Source: RWQCB 1994.

classified as a medium priority with the SWRCB and RWQCB. In addition Forester Creek and the Lower San Diego River are included on the 2002 303 (d) list as well. Forester Creek is listed as impaired for fecal coliform, pH, and TDS while the Lower San Diego River is proposed for listing under fecal coliform, undissolved oxygen, phosphorus and TDS impairments. Forester Creek and the San Diego River are also included on a “watch” list found in the San Diego River Watershed Urban Runoff Management Plan (Draft November 2002). Forester Creek is included on this list for eutrophication and trash while the San Diego River is included for benthic community degradation, benzene, trash, chlordane, eutrophication, exotic vegetation and MTBE. The watch list consists of potential constituent of concern (as defined by the San Diego Regional Water Quality Control Board) that may further define areas in which to focus future efforts. The watch list is provided to assist in long range planning efforts.

## 5.11.2 SIGNIFICANCE CRITERIA

Hydrology/water quality impacts would be significant if implementation of the proposed General Plan would:

- Substantially alter a natural watercourse or divert existing surface flows and site runoff patterns;
- Substantially increase runoff velocities at discharge points resulting in localized and downstream erosion and sedimentation;
- Substantially deplete groundwater resources or aquifer recharge areas or divert existing groundwater flows;
- Subject existing and proposed development to flooding hazards; or
- Substantially degrade the quality of groundwater and surface water that could adversely affect human health and safety due to increased sediment loads during construction as well as urban runoff pollution from future development.

## 5.11.3 IMPACTS

### 2.11.3.1 Hydrology

The proposed General Plan would result in the development of much of the remaining vacant land by the year 2020 with residences, retail, industries and other land uses. However, despite the conservation of land within existing and planned open space areas, development in accordance with the proposed General Plan would result in an increase of impervious surfaces that could potentially affect the hydrology within the City.

As discussed above, a drainage study was prepared for the City in 1990 (BSI Consultants, 1990); the study recommended specific measures to improve drainage facilities within the City. Implementation of the recommended improvements would assure runoff could be accommodated by the existing and proposed drainage facilities infrastructure in the City. This study is used in developing the City's Capital Improvement Projects list of public drainage projects and to help identify needed drainage improvements necessary for new private development.

The increase in impervious surfaces would reduce the amount of water infiltration into the groundwater table. This would result in a decrease in groundwater recharge over time. However, this would not be significant. As discussed above, small amounts of ground water do exist within the County. However, this water is generally of poor quality, high in total dissolved solids (TDS) and given the high level of TDS (1,200 mg/l) is not generally suitable for potable uses. As such, groundwater is not relied upon as a source of water by the City nor is the City is dependent upon groundwater.

Associated with the increase in impervious surfaces is the potential for surface water diversion. Alteration of the existing drainage patterns through future development could result in water diversion to areas with insufficient drainage facilities.

A secondary result of new or altered drainage patterns is the potential for increased storm water velocities and associated flood hazards. Improvements associated with the 1990 drainage study would improve the drainage capacities of the City to accommodate surface water diversion, increased storm water velocities, and the potential for increased flood hazards that may result as part of the proposed General Plan.

No bodies of water (surface water and groundwater) used for public potable water supply are located in the City. No impacts to the quality of the public water supply would result from implementation of the proposed General Plan. Implementation of BMPs outlined in the JURMP as well as the policies and goals of the General Plan (included as mitigation measures) would assure that potential impacts to downstream receptors would be below a level of significance.

### **5.11.3.2 Water Quality**

As previously discussed, the proposed General Plan would result in the development of additional residential, commercial, and additional major point sources (e.g., industrial uses). As mentioned above, the San Diego River, Sycamore Creek, and Forester Creek drainage basins are the three receptors of runoff within the City. Direct runoff to the drainage basins would be increased and would contain pollutants such as sediment, pathogens, heavy metals, petroleum products, nutrients, and trash. In addition, grading and construction activities could also generate sediments as well as oil and grease which could enter surface waters. These non-point source pollutants would enter one of the three drainages within the City and could incrementally decrease water quality and impair the beneficial uses of surface waters.

As previously discussed, the City has prepared a JURMP. The purpose of the JURMP is to outline the specific measures the City will take to meet permit requirements including construction, commercial, and industrial site inspections, public education and outreach efforts, dry weather field screening, and enforcement of local stormwater ordinance. Pursuant to the General Municipal Permit, The City of Santee Standard Urban Stormwater Mitigation Plan (SUSMP) has been developed to reduce pollutants and runoff flows from all new development and significant re-development projects. In addition, the San Diego River Watershed Urban Runoff Management Plan (WURMP) has been developed to identify and address water quality goals within the San Diego River Watershed.

In addition, industrial and construction activities would be subject to specific conformance requirements of the State Water Quality Control Board's General Construction and Industrial NPDES Permits, including the implementation of an approved Storm Water Pollution Prevention Plan (SWPPP) and monitoring/testing program, with pollution control measures involving the use of best available technology (BAT), best conventional pollutant control technology (BCT), and/or best management practices (BMPs) pursuant to direction by the SWRCB and the applicable RWQCB office.

Compliance with the above-listed plans would reduce potential water quality impacts from implementation of the proposed General Plan to below a level of significance.

## 5.11.4 MITIGATION MEASURES

The following measures are recommended to mitigate significant impacts to hydrology/water quality. All of the measures relate to implementation of policies within the proposed Conservation Element as indicated in parenthesis.

***Mitigation Measure 5.11-1:*** The City should ensure that land divisions and developments are approved within the City only when a project's improvements, dedications, fees and other revenues to the City and other agencies fully cover the project's incremental costs to the City and other agencies. These costs are for providing new or upgraded capital improvements and other public facilities and equipment resulting from, and attributable to the project, which are necessary to protect and promote the public's health, safety and welfare and to implement feasible mitigation measures. Such facilities include, but are not limited to: parks, bridges, major roads, traffic signals, street lights, drainage systems, sewers, water, flood control, fire, police, schools, hiking/bicycle trails and other related facilities. In calculating benefits of land divisions and developments, the City may consider other public objectives and goals including social, economic (job creation, secondary economic benefits, etc) and environmental factors. (Land Use Element Policy 3.1)

***Mitigation Measure 5.11-2:*** The City shall continue to update and implement a 5-year Capital Improvement Program to improve existing public facilities and develop necessary new public facilities. (Land Use Element Policy 3.4.)

***Mitigation Measure 5.11-3:*** The City shall use careful planning and review to identify and eliminate urban runoff problems before development is approved. (Conservation Element, Policy 9.1)

***Mitigation Measure 5.11-4:*** The City shall enforce the implementation of appropriate best management practices (BMPs) during construction projects. (Conservation Element, Policy 9.2)

***Mitigation Measure 5.11-5:*** Reduce the discharge of pollutants into the storm drain system from existing municipal, industrial, and commercial facilities and residential areas to the maximum extent practicable. (Conservation Element, Policy 9.3)

***Mitigation Measure 5.11-6:*** Actively seek and eliminate illicit discharges and connections to the storm water conveyance system. (Conservation Element, Policy 9.4)

***Mitigation Measure 5.11-7:*** The City shall continue to coordinate water quality planning and implementation efforts with other cities.. (Conservation Element, Policy 9.5)

***Mitigation Measure 5.11-8:*** The City shall continue to enforce the Storm Water Management and Discharge Control Ordinance (Chapter 13.42 of the Santee Municipal Code) which prohibits non-stormwater discharge into the City of Santee MS4.

***Mitigation Measure 5.11-9:*** The City shall continue to implement the adopted Standard Stormwater Mitigation Plan (SUSMP) to ensure to the maximum extent practicable that new development and significant re-development does not increase pollutant loads from a project site.

***Mitigation Measure 5.11-10:*** The City shall continue to implement the adopted Jurisdictional Urban Runoff Management Plan (JURMP) including performing annual dry weather field screening and monitoring to identify pollutants of concern, and to characterize conveyances that are discharging elevated levels of pollutants to surface waters, coordination and implementation of community outreach and education efforts to bring awareness to water quality issues and the inspection and enforcement of local and State stormwater regulations at all construction, industrial, commercial, and municipal facilities within the City of Santee.

## **5.11.5 SIGNIFICANCE OF IMPACT AFTER MITIGATION**

With implementation of the proposed mitigation measures, impacts related to hydrology/water quality would be reduced to below a level of significance.

## **5.11.6 PLAN TO PLAN ANALYSIS**

A comparison of the existing and proposed General Plans revealed that the overall change in residential, commercial, and industrial development would be minimal. Therefore, the amount of impervious surfaces would not significantly change with implementation of the proposed General Plan update. Furthermore, the increased preservation of open space would reduce impervious surface area in comparison with the existing General Plan.



## **5.12 CULTURAL RESOURCES**

### **5.12.1 EXISTING CONDITIONS**

Cultural resources are defined as those environmental components which are fragile and non-renewable evidences of human activity as reflected in districts, sites, structures, artifacts, works of art, and natural features that were of importance in human events. As contained within the Santee City limits, these primarily consist of archaeological sites, features, and structures ranging from early prehistoric to recent historic age. An analysis of the City's cultural resources was conducted by ASM Affiliates, Inc., using site records on file at the Regional State Historic Preservation Office at San Diego State University and the San Diego Museum of Man, the numerous extant archaeological investigation reports prepared for the area, a limited field reconnaissance, and aerial photographs.

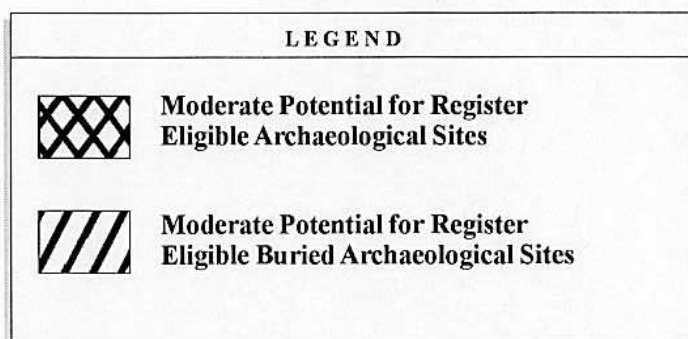
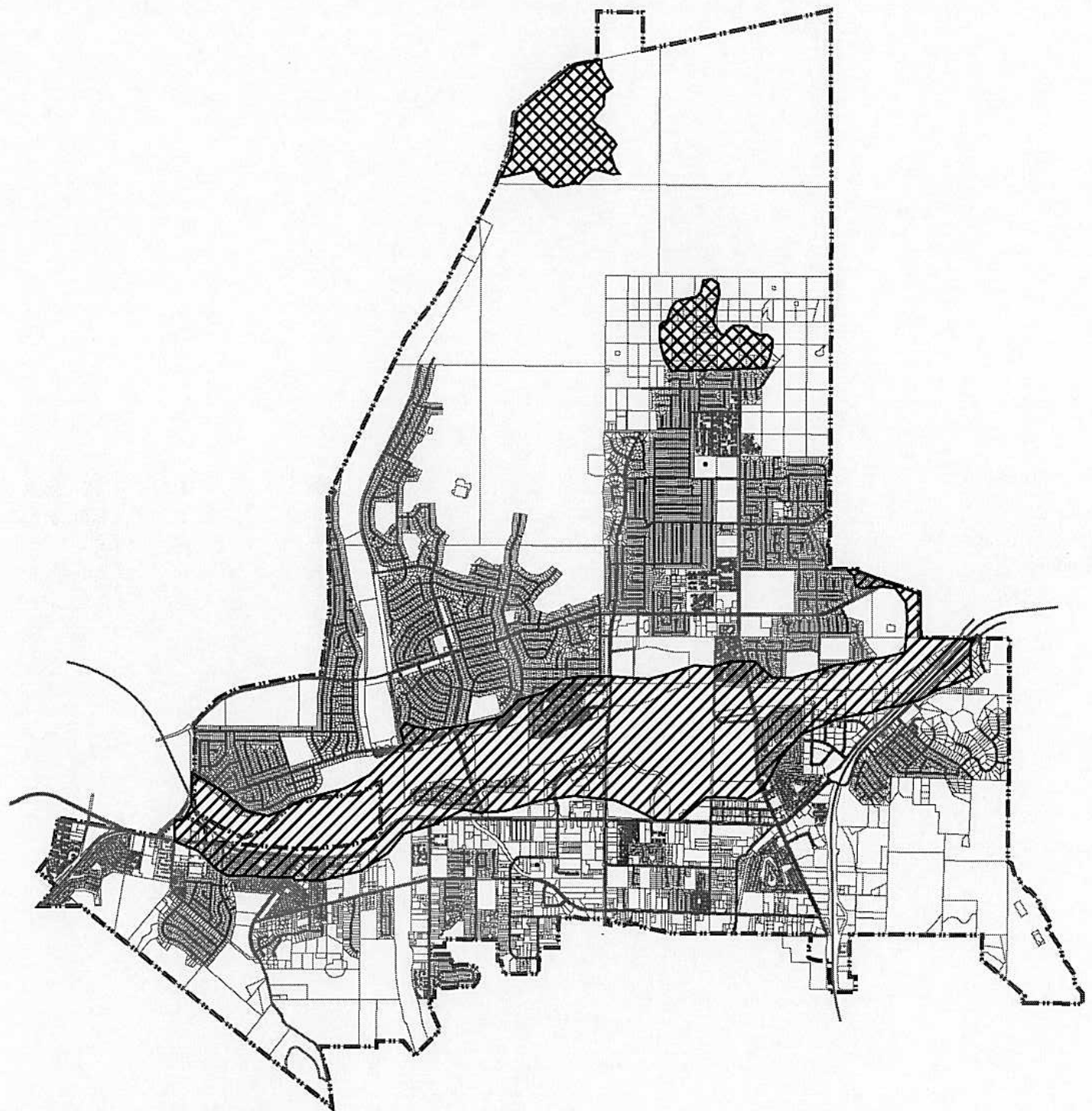
Although much of the City is highly urbanized, a number of significant cultural resources are known to occur within its boundaries. Areas of potential cultural resource sensitivity are discussed below and shown in Figure 5.12-1.

Many sites of Native American and historic origin are known to occur within the City of Santee, the majority of these are located along or near sources of water such as the San Diego River, Forester Creek and Sycamore Creek. Currently, most of the City is either urbanized and therefore of low probability for significant cultural resources, or has been subjected to surveys within the last decade resulting in complete resource inventories. As such, the potential for unexamined areas with significant and California Register of Historic Resources eligible historic properties (sites) is fairly low. The cultural resource sensitivity map (Figure 5.12-1) delineates areas within the City of moderate potential for Register Eligible archaeological sites as well as areas of moderate potential for Register Eligible buried archaeological sites. These areas include two pockets of land in the northern area of the city and the river plain itself, where there is the potential for buried archaeological sites. The remaining areas of the City are devoid of, have a low potential for, or have known archaeological resources.

Within the City, three general subareas exist that may either be regions of known significant resources or lands of projected resource potential. The three subareas are described below.

#### **5.12.1.1 San Diego River**

This corridor bisects the City from east to west, and consists of the prehistoric floodplain of the river. Numerous studies have been conducted in this subarea resulting in the discovery of major villages, several temporary camps, lithic scatters and milling stations. Also, most of the historic resources are located in this area or are predicted to exist near subsurface. Because of periodic flooding of the corridor, alluvial deposits may have buried many significant sites (thus necessitating different detection methods that would be used for surveys on high ground).



Not to Scale

Source: City of Santee, 2002

Potential Cultural Resource Sensitivity Map \_\_\_\_\_ Figure 5.12-1

### **5.12.1.2 Sycamore Canyon**

This subarea consists of a portion of the eastern slope of the north-south trending Sycamore Canyon. Extensive development in the southern half of the canyon has obliterated most of the previously identified sites. However, a grouping of prehistoric loci in the northern portion of the canyon have been identified by recent surveys and are considered important. Included are village/temporary campsites with midden, rock art, rock features and other archaeological debris of both scientific and heritage value. These sites appear to be affiliated with the Late Prehistoric occupation of the region and, given their close proximity to the Mission, may yield important data on the period succeeding Spanish contact.

### **5.12.1.3 North Magnolia Avenue**

This area consists of the undeveloped land bounded by Fanita Ranch on the west and north, the city limits on the east, and residential subdivisions centered around Magnolia Avenue on the south. Although only prehistoric sites are known to occur within the area, the majority of acreage in this small interior valley has not been systematically inventoried; thus the potential for additional resources is considered moderate.

### **5.12.1.4 Prehistoric Resources**

The San Diego River Valley has been a prime focus for human occupation since Native American hunter-gatherers first arrived in the San Diego County region. While climatic conditions are known to have fluctuated during the prehistoric period, the valley would have remained an important environment providing both a reliable water supply and abundant fauna and floral resources. Settlement of this rich environment was extensive in its range from the coast to the mountains and intensive in its relative density of sites. Archaeologically, the settlements are evidenced today in numerous prehistoric resources, which dot the river valley area in and around Santee.

Archaeological research conducted in this region over the last fifty years indicates that the prehistoric period may be subdivided into what is generally accepted to be three major culture-historical traditions: Paleo-Indian, Early Archaic and Late Prehistoric. The Paleo-Indian Tradition is typified by artifact assemblages of the San Dieguito, sole inhabitants of coastal and inland areas from roughly 12,000 to 7,500 years ago (B.P.). Beginning about 8,000 B.P. and extending until 3,000 to 2,000 B.P., the people of the Early Archaic Tradition occupied the region, although their presence is predominantly represented by large shell middens located along the coast littoral to the west. The ancestors of the ethnographically documented Kumeyaay were the last prehistoric culture to have occupied the area, representing the Late Prehistoric Tradition ending at the time of Spanish contact.

At present, a total of 65 cultural sites are known to occur within the Santee city limits based on a review of official records. The great majority (60) of cultural resources in the Santee area are prehistoric sites with one that has both a prehistoric and an historic component. Prehistoric sites in the area tend to be characterized by diversity in the archaeological assemblage including bedrock milling stations, artifact scatters, and midden soils varying in size from small, temporary

encampments to large, complex habitation areas. This is evidenced by the fact that only 20 sites are defined by only a lithic artifact scatter. Most are late prehistoric in age though a few may relate to the Early Archaic and Paleo-Indian cultural traditions. The late prehistoric sites may be affiliated with the Kumeyaay people that inhabited the area at the time of Euro-American contact. Fifteen prehistoric sites have been evaluated for eligibility to the state or national register. Six of these were determined eligible for listing and nine were ineligible, including SDI-5535/H referenced below. Human remains are known to occur at only one site, SDI-9243. The latter was evaluated and determined eligible to the National Register of Historic Places.

### **5.12.1.5 Historic Resources**

Whereas those cultural resources related to Native American occupation are classified as prehistoric, those related to Euro-American presence in the region are defined as historic resources. In San Diego, the historic period begins with establishment of the first mission in Alta California by Father Junipero Serra in 1769. Lasting until about 1824, this first phase of historic occupation has been designated the Spanish missionization and early agricultural development period. Following this, four other phases are delineated: the Mexican land grant distribution (1824-1920); Early American ranching (1846-1880); late ranching and early town growth period in Santee (formerly Cowleston) (1880-1920); and finally the Modern Period (1920-present) (Wirth Associates, 1983).

Five historic sites have been recorded within Santee representing less than 10 percent of the total cultural resource inventory within the City. One of these, SDI-5535/H, is an historic trash scatter that also contains a prehistoric component. Two of the sites date to the early 1930's and were recorded during a survey for proposed State Route 52. They include an historic trash site near Cuyamaca Street and Mission Gorge Road, and a Depression-era agricultural complex located in the eastern part of the City near Woodside Avenue. Another site is the Edgemoor Farm Polo Barn within the vicinity of Mission Gorge Road and Magnolia Avenue, an area that may contain numerous historic archaeological remains. The fifth site is an historic trash scatter that has not been assessed. Only SDI-5535/H has been evaluated for National Register of Historic Places (NRHP) listing and it was subsequently determined to be ineligible.

## **5.12.2 SIGNIFICANCE CRITERIA**

For purposes of this EIR, cultural resources impacts would be significant if implementation of the proposed General Plan would:

- Adversely affect a significant historical resource;
- Adversely affect a significant prehistoric resource; and/or
- Disturb human remains.

## **5.12.3 ENVIRONMENTAL IMPACTS**

While the majority of the City is developed, there is the potential to encounter prehistoric resources in undeveloped areas of the City. Given the character of the prehistoric environment, the potential

for additional, as yet unidentified archaeological sites is considered moderate. If prehistoric resources occur in undeveloped areas, grading and excavation activities would impact resources. Impacts to these resources would be considered significant.

Similarly, there is the potential to encounter historic resources in undeveloped areas of the City. Infill development could potentially impact historic resources. One registered historic structure was identified within the City: the “Polo Barn”, located on the west side of Magnolia Avenue on land occupied by the County of San Diego’s Edgemoor facility. The demolition or modification of structures adjacent to known historic buildings could indirectly impact the integrity of the historic structure.

## 5.12.4 MITIGATION MEASURES

Implementation of the following measures would reduce potential impacts to prehistoric and historic resources associated with the proposed General Plan. All of the measures relate to implementation of policies as identified within the proposed Conservation Element.

***Mitigation Measure 5.12-1:*** The City shall require either the preservation of identified archaeological sites or the professional retrieval of artifacts prior to the development of a site consistent with the provisions of the California Environmental Quality Act. Preservation may include various measures including avoidance, preservation in place, incorporation into open space, or covering or capping. The type of preservation would depend upon the nature and significance of the archaeological resource and the practical requirements of the proposed land use. (Conservation Element, Policy 8.1)

***Mitigation Measure 5.12-2:*** The City should require curation of any recovered artifacts as a condition of any cultural resources mitigation program. (Conservation Element, Policy 8.2)

***Mitigation Measure 5.12-3:*** An historic evaluation of any structure more than 45 years old would be required prior to issuance of a permit which could result in an adverse impact on these structures. The evaluation shall be based on the criteria identified in Section 15064.5 of the CEQA Guidelines. The evaluation shall determine if the effect on an historic structure would be significant. If so, the evaluation shall recommend measures to be taken to reduce the impact on significant historic structures.

## 5.12.5 SIGNIFICANCE OF IMPACT AFTER MITIGATION

With implementation of the mitigation measures and policies contained in the proposed General Plan identified above, impacts related to cultural resources would be reduced. The ability of the measures to reduce impacts to below a level of significance is dependent on the nature of the resources. In some cases, the measures may not be able to reduce impacts to below a level of significance.

## **5.12.6 PLAN TO PLAN ANALYSIS**

Implementation of the proposed General Plan update would not result in a significant increase in impacts to cultural resources when compared with the adopted General Plan. Specifically, the proposed changes to the Land Use Element would not increase the potential developable area over that of the existing General Plan or allow development of areas not contemplated for development in the existing General Plan.

## **5.13 PALEONTOLOGICAL RESOURCES**

### **5.13.1 EXISTING CONDITIONS**

#### **5.13.1.1 Background**

Paleontological resources are the remains of indications of ancient non-human organisms. They are scarce non-renewable natural resources. Fossil remains such as bones, teeth, shells, and leaves are found in geologic deposits (rock formations) where they were originally buried. As a result, the potential for fossils in a given area can be predicted based on known relationships between geologic formations and fossil occurrences. Fossil remains, fossil sites, fossil producing geologic formations and geologic formations that have the potential for containing fossils remains are all considered to be resources/potential resources. Fossil remains are considered important if they are: 1) well preserved; 2) identifiable; 3) type/topotypic specimens; 4) age diagnostic; 5) useful in environmental reconstruction; and/or 6) represent new, rare, and/or endemic taxa.

#### **5.13.1.2 Potential for Fossils**

The Eocene-age Stadium Conglomerate and Friars Formation underlie the City. Friars Formation (Tf) deposits are found overlying the granitic rocks in the southern and north-central parts of the City, while the Stadium Conglomerate (Tst) occurs throughout the southwestern and northern parts of the City underlying the high terrace and overlying both the granitic rocks and the Friars Formation.

According to the San Diego Natural History Museum's *Paleontological Resources County of San Diego* (Deméré, 1993). Both the Friars Formation and the Stadium Conglomerate are considered to have a high paleontological resource potential.

The Friars Formation is rich in vertebrate fossils, especially terrestrial mammals such as opossums, insectivores, primates, rodents, artiodactyls, and perissodactyls. In addition, the Friars Formation has produced well-preserved remains of marine microfossils and macroinvertebrates as well as fossil leaves. The Stadium Conglomerate has yielded a moderately diverse assemblage of terrestrial mammals including opossums, primates, rodents, carnivores, and artiodactyls.

### **5.13.2 SIGNIFICANCE CRITERIA**

Paleontological resources impacts would be significant if implementation of the proposed General Plan would:

- Destroy a unique paleontological resource or impact a geologic formation possessing a medium to high fossil-bearing potential.

### 5.13.3 IMPACTS

As can be seen in Figure 5.10.1, both the Friars Formation and Stadium Conglomerate cover a large portion of developable land in the City. In addition, these two formations also exist in infill areas within the City where potentially significant paleontological resources may occur. If paleontological resources occur in undeveloped areas, grading and excavation activities would impact resources. Impacts to these resources would be considered significant.

### 5.13.4 MITIGATION MEASURES

The following mitigation measure is recommended to mitigate significant impacts to paleontological resources.

***Mitigation Measure 5.13-1:*** For proposed new development or infill developments that occur within an area rated moderate or high for paleontological resources (i.e., Friars Formation and/or Stadium Conglomerate), the City shall require a monitor to be on-site during grading activities involving original cuts into those materials. If significant paleontological resources are discovered, mitigation in the form of research, recordation, data recovery and/or in-situ preservation shall be required. Fossil remains collected shall be cleaned, sorted, and catalogued, and then with the owner's permission, deposited in a scientific institution with paleontological collections.

### 5.13.5 SIGNIFICANCE OF IMPACT AFTER MITIGATION

With implementation of the mitigation measure identified above, impacts related to paleontological resources would be reduced to below a level of significance.

### 5.13.6 PLAN TO PLAN ANALYSIS

Implementation of the proposed General Plan would not result in a significant increase in paleontological resources when compared with the adopted General Plan. Specifically, the proposed changes to the Land Use Element would not increase the potential developable area over that of the existing General Plan. In fact, with the adoption of the proposed General Plan, more areas of land would be conserved as permanent open space, thereby reducing the potential for impacts to paleontological resources. Additionally, potential impacts to paleontological resources would need to be addressed with or without the implementation of the proposed General Plan.



## **5.14 PUBLIC HEALTH AND SAFETY**

### **5.14.1 EXISTING CONDITIONS**

#### **5.14.1.1 Flooding**

##### **Rivers and Creeks**

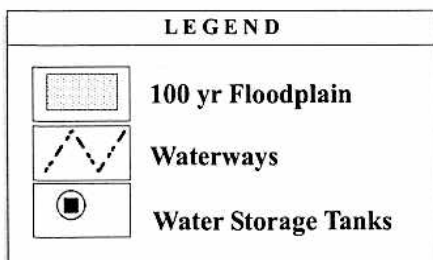
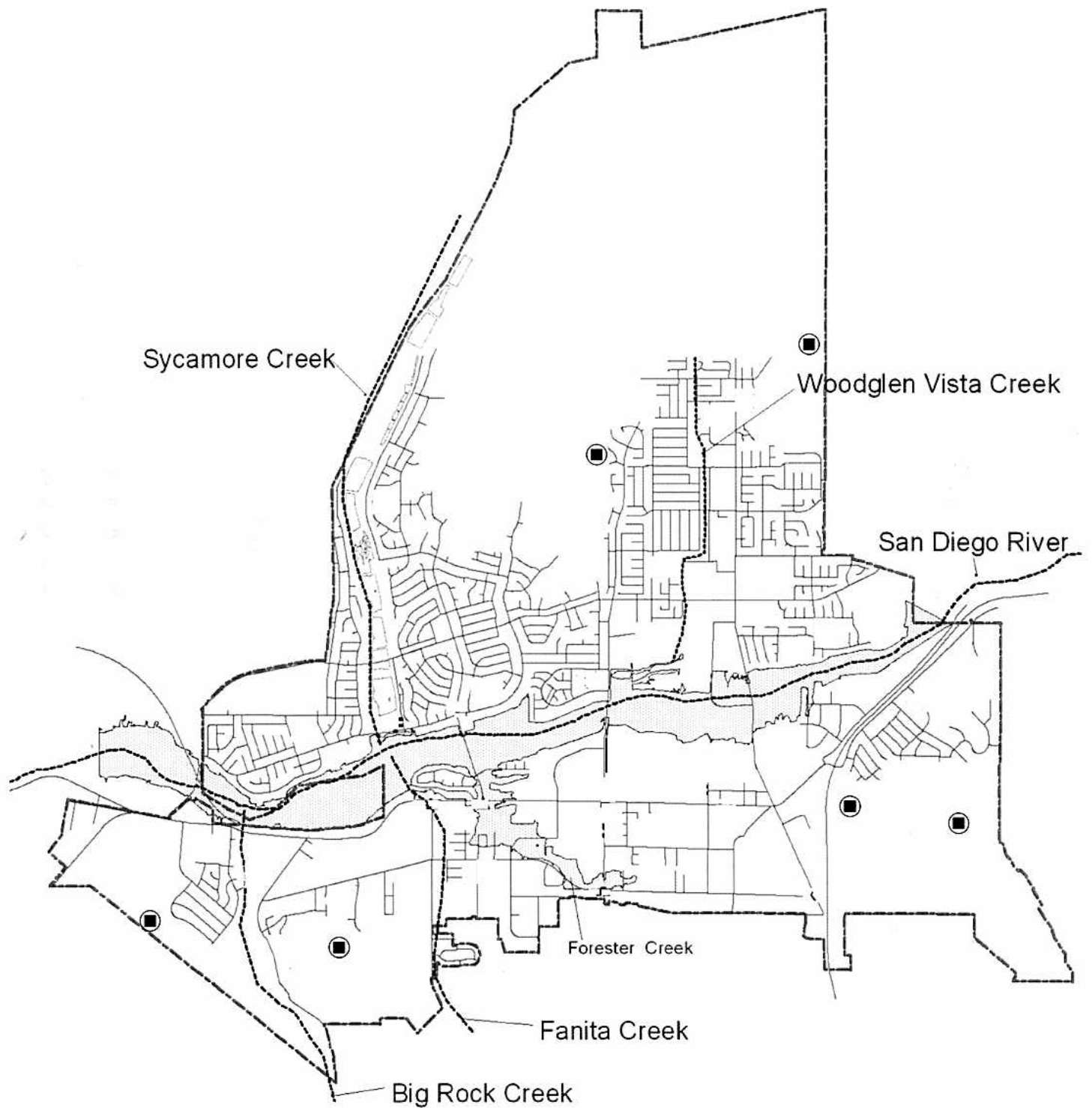
The City has six major drainage courses, including: the San Diego River and its tributaries - Forester Creek, Sycamore Creek, Woodglen Vista Creek, Fanita Creek and Big Rock Creek, which parallels Big Rock Road. These water courses are shown on Figure 5.14-1. Historical flood records indicate extensive flood damage to surrounding areas in the City associated with flood events along the San Diego River and to a lesser extent, Forester Creek. The Federal Emergency Management Agency (FEMA) mapped the San Diego River and Forester Creek and updated maps as of June 19, 1997 as part of the National Flood Insurance Program. Figure 5.14-1 reflects that mapping plus all known changes that have been made to the floodplain to date.

Within the City there are a total of 1,020 acres within the floodplain of the San Diego River, roughly 596 acres within the floodway and 424 acres occur within the floodplain fringe. The Forester Creek floodplain is estimated to cover an area of approximately 100 acres. The low flow channel of Sycamore Creek is estimated to cover roughly 42 acres (also shown on Figure 5.14-1). The low flow channel of the creek parallel to Big Rock Road covers roughly five acres. The portion of the low flow channel of the creek parallel to Fanita Drive that is within Santee covers roughly 2.8 acres. The majority of Woodglen Vista Creek has been channelized, with the only natural portion being south of Mast Boulevard.

There is a variety of existing and designated land uses (i.e. residential, commercial, and industrial) located within the floodplain areas of these waterways. Many of these uses would be susceptible to flood damage (depending upon their siting and design considerations) in the event of a 100-year storm.

In 1993, the City completed a comprehensive update of the City's Flood Damage Prevention Ordinance to minimize the public and private losses due to flooding. The intent of the ordinance is to reduce the risks to residents and public and private improvements from flooding. The ordinance precludes development in flood-prone floodway areas and requires all new development to be designed to be above the height of the 100-year flood.

Portions of the San Diego River and Forester Creek have been improved to reduce flooding. The City is in the process of making improvements to Forester Creek between Mission Gorge Road and Prospect Avenue. The improvements of Forester Creek would increase the flood-carrying capacity of the creek to contain the 100-year flow. This project would reduce the floodplain of the creek from 100 to approximately 25-30 acres in size. These improvements are expected to be completed by 2004.



Source: City of Santee Safety Element

Primary Waterways, 100 Year  
Floodplain and Water Storage Tank Locations \_\_\_\_\_ Figure 5.14-1



## **Water Reservoirs**

As described in Section 5.4.1.6, Padre Dam Municipal Water District (PDMWD) maintains seven above-ground water reservoir tanks within the City (Figure 5.14-1). Each of the tanks is located on the top of a hill in order to minimize the need for pumps. In the event of the failure and release of water from any of the tanks, the land adjacent to and below the ruptured reservoir could be flooded.

In addition to the tanks within the City, there are also two above-ground water storage tanks located nearby. One is located near Grossmont College, just south of the City limits. This reservoir holds 3.6 million gallons of water for the Padre Dam Municipal and Helix Water Districts. The Fletcher Hills Reservoir on Weld Avenue in El Cajon has a capacity of 1.5 million gallons.

In addition to above-ground storage tanks, there are three lakes located upstream from the City which are used for water storage. These include the San Vicente Dam, the El Capitan Dam, and the Chet Harrit Dam (Lake Jennings).

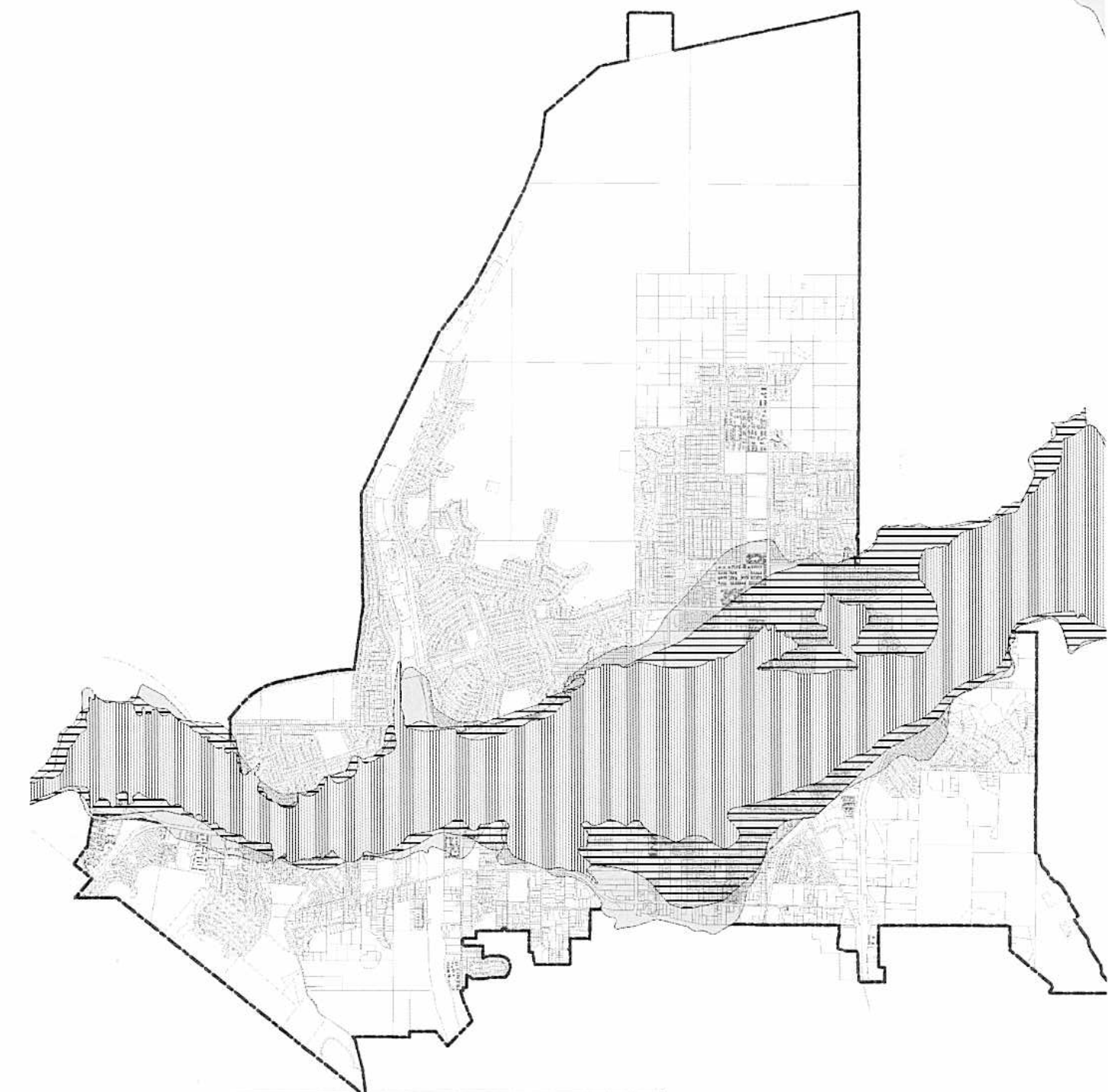
Areas of inundation in the event the dams containing these reservoirs fail are identified in Figure 5.14-2. The inundation maps for the El Capitan Dam and the San Vicente Dam were prepared in 1974; the Chet Harrit Dam inundation map was prepared in approximately 1975. Based on current knowledge, no hazardous conditions exist at any of the dams. The California Department of Water Resources, Division of Dam Safety, reviews the safety of these dams annually. In addition, the County of San Diego Office of Disaster Preparedness has prepared a report entitled "General Dam Evacuation Plan for San Diego County".

### **5.14.1.2 Wildland Fire Hazard**

Wildland fire risks are greatest in the northern portion of the City in the area known as Fanita Ranch. Rattlesnake Mountain in the southeast corner as well as the Carlton Hills area in the southwest corner of the City support large tracts of chaparral and sage scrub. These brush-covered areas are rated as a medium fire hazard. The fact that many of these brush-covered hillsides are not easily accessible, adds to the City's wildland fire hazard.

A significant wildland fire, one that burns a minimum of 500 acres and requires the heavy use of mutual aid resources, occurs in the City periodically. The Carlton Hills and Rattlesnake Mountain areas, both of which represent inaccessible, elevated, brush-covered hillsides, have a higher than average proportion of the fires in the City.

The City does not border any State Responsibility Areas; therefore, the City Fire Department has primary responsibility for fighting wildfires, not the California Department of Forestry (CDF). However, CDF may be the first responder or assist in wildfires due to the mutual aid agreement. For more information on the wildfire fire protection services provided by the City and adjacent fire departments under mutual aid agreements refer to Section 5.4.1.3.



**LEGEND**



**Lake Jennings Reservoir Inundation Area**



**El Capitan Reservoir Inundation Area**



**San Vicente Reservoir Inundation Area**



Not to Scale

Source: City of Santee Safety Element, 2002

### **5.14.1.3 Hazardous Materials**

Hazardous materials are any materials that, because of its quantity, concentration, or physical and chemical characteristics, pose a significant present or potential hazard to human health and safety or to the environment. Large- and small-quantity generators of hazardous materials include such commercial uses as automotive service stations, painters, dry cleaners, photographers, etc.

#### **Contaminated Sites**

Hazardous materials can cause acute and chronic health and environmental hazards if exposed to substances as a result of fires, spills, industrial accidents, improper storage or disposal, or other types of releases or emission.

The County's Hazardous Materials Division maintains a list sites throughout the County that have been contaminated with hazardous materials. The July 8, 2002 list identifies seven contaminated sites with confirmed leaks or emissions or those that are in the remedial action stage within the City. Four of the contaminated sites are on Mission Gorge Road, and one each is located on Carlton Hills Boulevard, Edgemoor Drive, and Magnolia Avenue. Most contaminated sites are due to leaks in underground storage tanks. There are also state and national lists of contaminated sites. The state Department of Toxic Substance Control (DTSC) lists one active contaminated site within the City, which is an automobile service station located on Mission Gorge Road. No sites within the City are listed on the National Priority List (NPL). Both the County Hazardous Materials Division and the state DTSC work with property owners to clean-up contaminated sites.

#### **Hazardous Materials Management**

Hazardous material incident management is the responsibility of the City's Fire Department. The City also belongs to the San Diego County Joint Powers Authority Hazardous Materials Response Team, which responds to assist with major incidents. If evacuations are required, the City can utilize Sheriff Department personnel.

The City also falls under the jurisdiction of the San Diego County Hazardous Waste Management Plan which is the primary planning document providing overall policy on effective management of the County's hazardous waste. The plan describes how San Diego County's hazardous waste stream can be safely managed, and serves as the guide for local decisions regarding the management of hazardous wastes.

The Hazardous Materials Division of the County of San Diego's Department of Environmental Health is responsible for inspecting and regulating hazardous materials within the City. The Hazardous Materials Division protects the health and safety of the public and the environment by assuring that hazardous materials and bio-medical waste are properly handled, stored, and disposed of. They assist regulated businesses in the City with development of their business plans, as well as developing an area plan for hazardous material emergency response coordination in the City and County.

For residences, the City also provides curbside pick-up of waste automotive oil and filters in addition to participating in a Household Hazardous Waste Program, which allows residents to safely dispose of any unused or leftover portions of products containing toxic chemicals for free. Residents can bring these types of materials to one of two collection facilities in their original containers for safe disposal at no cost to the homeowner.

#### **5.14.1.4 Crime**

In San Diego County, the local cities are ranked according to the frequency of committed crimes. Cities with lower ranks have lower crime rates, and cities with higher ranks have higher rates. The State ranks local cities (and the County unincorporated area) according to the number of crimes committed per 1,000 residents. According to both the FBI Crime Index and the California Crime Index, out of 19 jurisdictions in San Diego County, the City ranked 4<sup>th</sup> lowest in 2001.

Thefts and burglaries are the largest crime problem in the City. Roughly half of all burglaries in the City during the last year were along Mission Gorge Road, with the rest scattered throughout the City. The Sheriff's Department administers a Neighborhood Watch Program in the City, aimed at reducing the number of burglaries.

One of the primary strategies employed by the Sheriff's Department to address thefts and other crimes in the residential and business community is the Crime Prevention Through Environmental Design (CEPTD) program. This program emphasizes the application of preventative measures in both new construction locations as well as existing buildings or locations. Similar to the Fire Department, the Sheriff's Department reviews all new proposed development in the City through the Development Review process. The Sheriffs provide input on crime prevention issues and suggest design changes or the addition of project features which can improve safety.

The City's Sheriff's station is the only Sheriff's command where deputies are assigned to investigate graffiti as a major function of their duties on a regular basis. Most neighboring jurisdictions do not investigate graffiti unless it is gang related. The City's graffiti investigators enjoy a 100 percent conviction rate on graffiti cases submitted to the District Attorney's Office. General acts of graffiti have been displaced to neighboring communities due to the investigative efforts of Santee deputies and the lower priority placed on this activity by neighboring law enforcement agencies.

Additional information pertaining to law enforcement services is provided in Section 5.4.1.4, Public Facilities.

#### **5.14.1.5 Emergency Preparedness**

The City is exposed to many hazards, all of which have the potential for disrupting community activities by causing property damage, injuries, and casualties. Possible natural hazards include earthquakes, floods, fires, landslides, droughts and tropical storms. There is also a threat of a

war-related incident such as a nuclear, biochemical or conventional attack. Other disaster situations could develop from a hazardous materials incident, conflagration, water or air pollution, major transportation accident, gas or energy shortage, terrorism or civil disorders.

All cities in California must have a plan for response to emergency and disaster situations pursuant to the State Emergency Services Act. The City has adopted an Emergency Operations Plan, which addresses the planned response to extraordinary emergency situations associated with natural and man-induced disasters. The plan describes the overall responsibilities of federal, state and county entities, as well as the City's Emergency Management Organization for protecting life and property in the City.

The City is also a member of the Unified San Diego County Emergency Services Organization (ESO) which is comprised of the 18 incorporated cities within the County of San Diego. The ESO operates under a Joint Powers Agreement that provides for cooperation and coordination of disaster response and recovery activities between member jurisdictions.

Each year, the City conducts drills and training simulations for the emergency operations center to assure improved operation in the event of an actual disaster.

#### **5.14.1.6 Airport Safety**

The City is situated between military aircraft operating from MCAS Miramar to the northwest and general aviation aircraft operating from Gillespie Field to the immediate south.

As discussed in Section 5.1 (Land Use), none of the accident potential zones related to the operations at MCAS Miramar (formerly NAS Miramar) penetrate the City of Santee.

As discussed in Section 5.1 (Land Use), the Gillespie Field Clear Zone at the northern end of Runway 35 and the Clear Zone at the western end of Runway 27R extend into the City of Santee. The Santee Zoning Ordinance (as of 1989), in conjunction with aviation easements acquired within or adjacent to the Clear Zones at Runway 35 and 27R, provide assurance that new construction would not create excessively high structures near the airport's clear zones.

A more comprehensive discussion of airport/land use compatibility in terms of safety is found in the California Airport Land Use Planning Handbook (January 2002). The handbook describes the following six safety zones for general aviation airports:

- Zone 1: Runway Protection Zone;
- Zone 2: Inner Approach/Departure Zone;
- Zone 3: Inner Turning Zone;
- Zone 4: Outer Approach/Departure Zone;
- Zone 5: Sideline Zone; and
- Zone 6: Traffic Pattern Zone.

It is the intent of the handbook to establish relatively uniform risk levels across each zone, but distinct from the other zones. The shapes and sizes of the zones are largely based upon the accident data and analyses presented in the handbook. The flight paths which aircraft typically follow when approaching and departing a runway (particularly, at less than traffic pattern altitude) are also considered.

Table 5.14-1 indicates the general risk factors prevalent in each zone and provides a qualitative description of the land use characteristics considered compatible, conditionally compatible or incompatible within each of the six basic safety zones, as described by the handbook.

Variables not fully accounted for in the safety zones involve existing land use characteristics of the airport environs. Intensive development is often considered acceptable within urban areas because the costs of avoiding such development are greater than in rural areas. Table 5.14-2 presents a set of specific safety compatibility criteria guidelines formulated with this factor in mind. A distinction is made between a current setting which is heavily urbanized versus a current setting in a suburban or rural area where much of the land remains undeveloped.

Figure 5.14-3 depicts the Gillespie Field safety zones for Runways 27R and 27L superimposed on existing land uses. The boundaries of the safety zones were provided to the City by the Caltrans Division of Aeronautics. The existing City of Santee land uses within these zones are summarized in Table 5.14-3. The determination of compatible, conditionally compatible, or incompatible is based upon the Safety Criteria Compatibility Guidelines in Table 5.14-2 and a current setting of "Urban." No surveys of the Gillespie Field vicinity have been conducted to determine which properties may be conditionally compatible. Depending on the proximity of the airport and the height of any proposed structures, the Federal Aviation Agency (FAA) may require a Notice of Proposed Construction or Alteration (Form 7460-1) pursuant to Federal Aviation Regulation, Part 77, Objects Affecting Navigable Airspace.

The Runway Protection Zone at the east and west ends of Runway 27R encompasses 28 acres within the City of Santee. Existing incompatible land uses are Residential (5.1 acres), Commercial (1.8 acres), and Industrial (5.7 acres). All other existing land uses, including Vacant (3.6 acres), and Public/Semi-Public (5.0 acres), are compatible with the Runway Protection Zone.

The Inner Approach/Departure Zone at the west ends of Runways 27R and 27L encompasses 140 acres within the City of Santee. Existing incompatible land uses are Residential (42.2 acres). Existing Industrial (17.0 acres) and Public/Semi-Public (5.2 acres) may be conditionally compatible land uses. Existing Vacant land (5.9 acres) is compatible with the Inner Approach/Departure Zone.

The Inner Turning Zone at the east and west ends of Runway 27R encompasses 125 acres within the City of Santee. Existing land uses, including Residential (24.6 acres), Commercial (12.5 acres), Industrial (43.7 acres), and Public/Semi-Public (1.2 acres) may be conditionally compatible. Vacant land (31.3 acres) is compatible with the Inner Turning Zone.



**TABLE 5.14-1**  
**Basic Safety Compatibility Qualities**

<b>RISK FACTORS / RUNWAY PROXIMITY</b>	<b>BASIC COMPATIBILITY QUALITIES</b>
<b>Zone 1: Runway Protection Zone (RPZ)</b> <ul style="list-style-type: none"> <li>➤ Very high risk</li> <li>➤ Runway protection zone as defined by FAA criteria</li> <li>➤ For military airports, clear zones as defined by AICUZ criteria</li> </ul>	<ul style="list-style-type: none"> <li>➤ Airport ownership of property encouraged</li> <li>➤ Prohibit all new structures</li> <li>➤ Prohibit residential land uses</li> <li>➤ Avoid nonresidential uses except if very low intensity in character and confined to the sides and outer end of the area</li> </ul>
<b>Zone 2: Inner Approach/Departure Zone</b> <ul style="list-style-type: none"> <li>➤ Substantial risk: RPZs together with inner safety zones encompass 30% to 50% of near-airport aircraft accident sites (air carrier and general aviation)</li> <li>➤ Zone extends beyond and, if RPZ is narrow, along sides of RPZ</li> <li>➤ Encompasses areas overflown at low altitudes - typically only 200 to 400 feet above runway elevation</li> </ul>	<ul style="list-style-type: none"> <li>➤ Prohibit residential uses except on large, agricultural parcels</li> <li>➤ Limit nonresidential uses to activities which attract few people (uses such as shopping centers, most eating establishments, theaters, meeting halls, multi-story office buildings, and labor-intensive manufacturing plants unacceptable)</li> <li>➤ Prohibit children's schools, day care centers, hospitals, nursing homes</li> <li>➤ Prohibit hazardous uses (e.g., aboveground bulk fuel storage)</li> </ul>
<b>Zone 3: Inner Turning Zone</b> <ul style="list-style-type: none"> <li>➤ Zone primarily applicable to general aviation airports</li> <li>➤ Encompasses locations where aircraft typically turning from the base to final approach legs of the standard traffic pattern and are descending from traffic pattern altitude</li> <li>➤ Zone also includes the area where departing aircraft normally complete the transition from takeoff power and flat settings to a climb mode and have begun to turn to their en route heading</li> </ul>	<ul style="list-style-type: none"> <li>➤ Limit residential uses to very low densities (if not deemed unacceptable because of noise)</li> <li>➤ Avoid nonresidential uses having moderate or higher usage intensities (e.g., major shopping centers, fast food restaurants, theaters, meeting halls, buildings with more than three aboveground habitable floors are generally unacceptable)</li> <li>➤ Prohibit children's schools, large day care centers, hospitals, nursing homes</li> <li>➤ Prohibit hazardous uses (e.g., aboveground bulk fuel)</li> </ul>
<b>Zone 4: Outer Approach/Departure Zone</b> <ul style="list-style-type: none"> <li>➤ Situated along extend runway centerline beyond Zone 3</li> <li>➤ Approach aircraft usually at less than traffic pattern altitude</li> <li>➤ Particularly applicable for busy general aviation runways (because of elongated traffic pattern), runways with straight-in instrument approach procedures, and other runways where straight-in or straight-out flight paths are common</li> <li>➤ Zone can be reduced in size or eliminated for runways with very-low activity levels</li> </ul>	<ul style="list-style-type: none"> <li>➤ In undeveloped areas, limit residential uses to very low densities (if not deemed unacceptable because of noise); if alternative uses are impractical, allow higher densities as infill in urban areas</li> <li>➤ Limit nonresidential uses as in Zone 3</li> <li>➤ Prohibit children's schools, large day care centers, hospitals, nursing homes</li> </ul>
<b>Zone 5: Sideline Zone</b> <ul style="list-style-type: none"> <li>➤ Encompasses close-in area lateral to runways</li> <li>➤ Area not normally overflown; primary risk is with aircraft (especially twins) losing directional control on takeoff</li> <li>➤ Area is on airport property at most airports</li> </ul>	<ul style="list-style-type: none"> <li>➤ Avoid residential uses unless airport related (noise usually also a factor)</li> <li>➤ Allow all common aviation-related activities provided that height-limit criteria are met</li> <li>➤ Limit other nonresidential uses similarly to Zone 3, but with slightly higher usage intensities</li> <li>➤ Prohibit children's schools, large day care centers, hospitals, nursing homes</li> </ul>

**TABLE 5.14-1 (Continued)**  
**Basic Safety Compatibility Qualities**

RISK FACTORS / RUNWAY PROXIMITY	BASIC COMPATIBILITY QUALITIES
<p><b>Zone 6: Traffic Pattern Zone</b></p> <ul style="list-style-type: none"> <li>➤ Generally low likelihood of accident occurrence at most airports; risk concern primarily with uses for which potential consequences are severe</li> <li>➤ Zone includes all other portions of regular traffic patterns and pattern entry routes</li> </ul>	<ul style="list-style-type: none"> <li>➤ Allow residential uses</li> <li>➤ Allow most nonresidential uses; prohibit outdoor stadiums and similar uses with very high intensities</li> <li>➤ Prohibit children's schools, large day care centers, hospitals, nursing homes</li> </ul>

Source: California Airport Land Use Planning Handbook (January 2002)

**Definitions**

As used in this table, the following meanings are intended:

*Allow:* Use is acceptable

*Limit:* Use is acceptable only if density/intensity restrictions are met

*Avoid:* Use generally should not be permitted unless no feasible alternative is available

*Prohibit:* Use should not be permitted under any circumstances

*Children's Schools:* Through grade 12

*Large Day Care Centers:* Commercial facilities as defined in accordance with state law; for the purposes here, family day care homes and noncommercial facilities ancillary to a place of business are generally allowed

*Aboveground Bulk Storage of Fuel:* Tank size greater than 6,000 gallons (this suggested criterion is based on Uniform Fire Code criteria which are more stringent for larger tank sizes)

**TABLE 5.14-2**  
**Safety Compatibility Criteria Guidelines**

CURRENT SETTING	SAFETY COMPATIBILITY ZONES <sup>1</sup>					
	(1) RUNWAY PROTECTION ZONE	(2) INNER APPROACH/ DEPARTURE ZONE	(3) INNER TURNING ZONE	(4) OUTER APPROACH/ DEPARTURE ZONE	(5) SIDELINE ZONE	(6) TRAFFIC PATTERN ZONE
Maximum Residential Density Average number of dwelling units per gross acre						
Rural Farmland / Open Space (Minimal Development)	0	Maintain current zoning if less than density criteria for rural / suburban setting				No limit
Rural / Suburban (Mostly to Partially Undeveloped)	0	1 d.u. per 10 – 20 ac.	1 d.u. per 2 – 5 ac.	1 d.u. per 2 – 5 ac.	1 d.u. per 1 – 2 ac.	No limit
Urban (Heavily Developed)	0	0	Allow infill at up to average of surrounding residential area <sup>2</sup>			No limit
Maximum Nonresidential Intensity Average number of people per gross acre <sup>3</sup>						
Rural Farmland / Open Space (Minimal Development)	0 <sup>4</sup>	10 -25	60 - 80	60 - 80	80 - 100	150
Rural / Suburban (Mostly to Partially Undeveloped)	0 <sup>4</sup>	25 - 40	60 -80	60 - 80	80 - 100	150
Urban (Heavily Developed)	0 <sup>4</sup>	40 - 60	80 - 100	80 - 100	100 - 150	No limit <sup>5</sup>
Multipliers for above numbers <sup>6</sup>						
Maximum Number of People Per Single Acre <sup>7</sup>	1.0	2.0	2.0	3.0	2.0	3.0
Bonus for Special Risk- Reduction Bldg. Design	1.0	1.5	2.0	2.0	2.0	2.0

Source: California Airport Land Use Planning Handbook (January 2002)

<sup>1</sup> Clustering to preserve open land encouraged in all residential zones.

<sup>2</sup> Infill is appropriate only if nonresidential uses are not feasible.

<sup>3</sup> Also see Table 5.14-1 for guidelines regarding uses which should be prohibited regardless of usage intensity.

<sup>4</sup> Exceptions can be permitted for agricultural activities, roads, and automobile parking provided that FAA criteria are satisfied.

<sup>5</sup> Large stadiums and similar uses should be prohibited.

<sup>6</sup> Multipliers are cumulative (e.g., maximum intensity per single acre in inner safety zone is 2.0 times the average intensity for the site, but with risk-reduction building design is 2.0 x 1.5 = 3.0 times the average intensity).

<sup>7</sup> Appendix C of the California Airport Land use Planning Handbook discusses the following "Methods for Determining Concentrations of People": 1) parking ordinance, 2) maximum occupancy, and 3) survey of similar uses.

**TABLE 5.14-3**  
**Land Use Designation By Safety Compatibility Zone For Gillespie Field – Existing Land Use**

Land Use Designation	Safety Compatibility Zones					
	(1) Runway Protection	(2) Inner Approach/ Departure	(3) Inner Turning	(4) Outer Approach/ Departure	(5) Sideline	(6) Traffic Pattern <sup>1</sup>
<u>Residential</u>						
Single Family	3.9***	42.2***	13.6*	47.0*	1.4*	208.0**
Mobile Home Park						91.0**
Multi Family	1.1***		11.0*	5.5*		46.5**
<b><i>Total Residential</i></b>	<b>5.0</b>	<b>42.2</b>	<b>24.6</b>	<b>52.5</b>	<b>1.4</b>	<b>345.5</b>
<u>Commercial/Office</u>	1.8***		12.5*			131.6**
<u>Industrial</u>	5.7***	17.0*	43.7*		14.3*	40.6**
<u>Public/Semi-Public</u>	5.0**	5.2*	1.2*	13.0*	1.1*	194.0**
<u>Vacant</u>	3.6**	5.9**	31.3**	6.5**		498.0**
<b>TOTAL ZONE<sup>1</sup></b>	<b>28.0</b>	<b>14.0</b>	<b>125.0</b>	<b>85.0</b>	<b>16.8</b>	<b>1,306.0</b>

<sup>1</sup> Does not include Public Right-of-Way

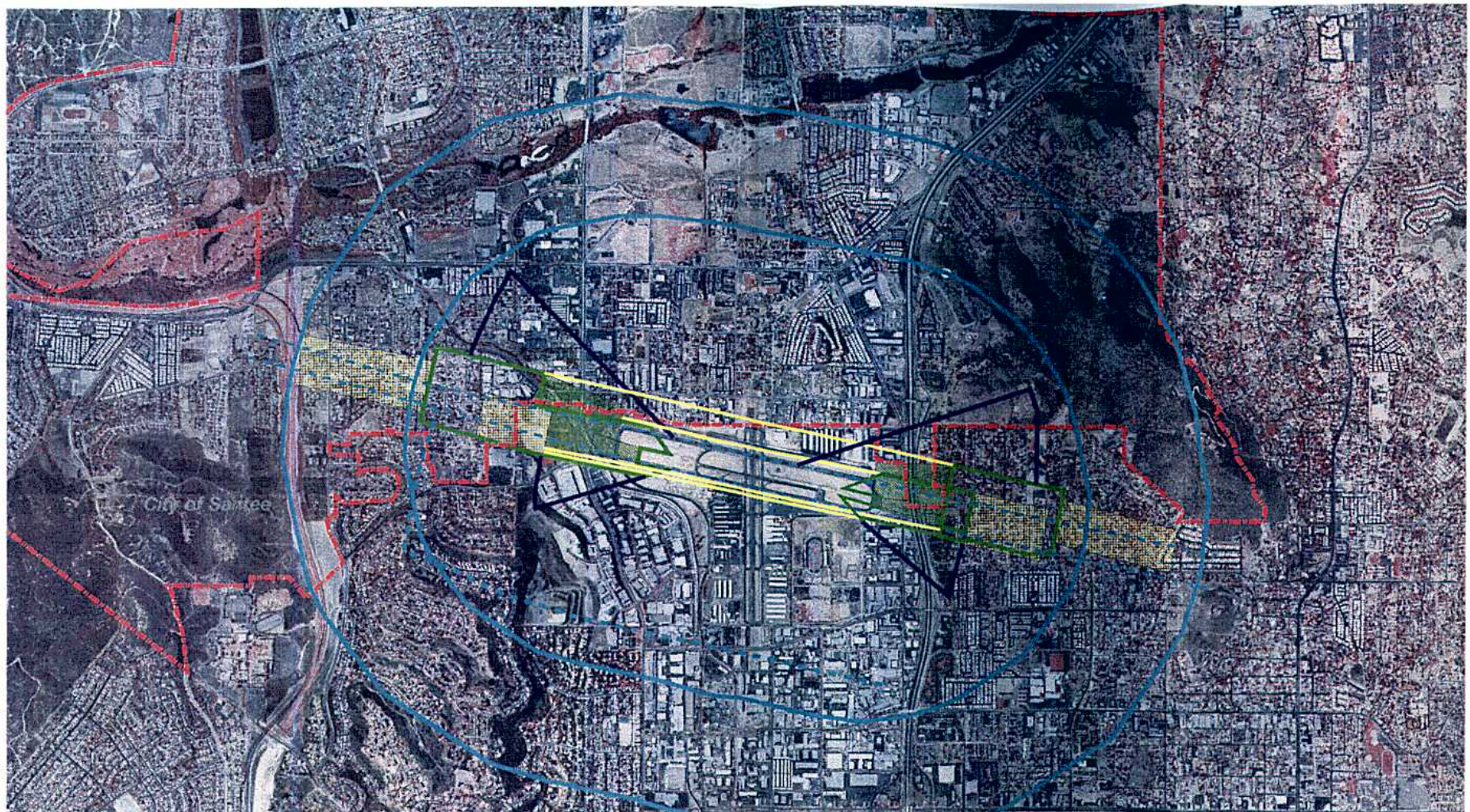
<sup>2</sup> Does not include Outer Approach/Departure Zone acreage.

\* Compatible.

\*\* May be conditionally compatible; however, no surveys have been conducted to verify.

\*\*\* Incompatible.





# LEGEND

- |   |                               |   |                    |
|---|-------------------------------|---|--------------------|
|  | Runway Protection Zone        |  | Touch & Go Pattern |
|  | Outer Approach/Departure Zone |  | Sideline Zone      |
|  | Inner Approach/Departure Zone |  | Inner Turning Zone |
|  | Traffic Pattern Zone          |   |                    |

Source: City of Santee, 2002



Not to Scale

Gillespie Field Safety Zones- Existing Land Uses \_\_\_\_\_ Figure 5.14-3



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The Outer Approach/Departure Zone at the west end of Runways 27R and 27L encompasses 85 acres within the City of Santee. Existing Residential (52.5 acres) and Public/Semi-Public (13.0 acres) may be conditionally compatible land uses. Vacant land (6.5 acres) is compatible with the Outer Approach/Departure Zone.

The Sideline Zone encompasses 16.8 acres within the City of Santee. Existing Industrial (14.3 acres) and Public/Semi-Public (1.1 acres) may be conditionally compatible land uses.

The Traffic Pattern Zone for Runway 27R and 27L is the most extensive of all of the zones and encompasses 1,306 acres (excluding Outer Approach/Departure Zone) within the City of Santee. All existing land uses, including Residential (345.5 acres), Commercial (131.6 acres), Industrial (40.6 acres), and Public/Semi-Public (194 acres), are compatible with the Traffic Pattern Zone.

#### **5.14.1.7 Geologic Hazards**

The City is underlain by three geologic formations and contains several surficial soil types. There are no active or potentially active faults within or adjacent to the City, however the City is still subject to seismic shaking from other regional faults. There are numerous ancient landslides and several possible landslide features within the City. Some alluvial soils may be susceptible to liquefaction, and there is a possibility for debris flow deposits, groundwater, and seepage. Refer to Section 5.10.1 for further detailed discussion of geologic hazards.

### **5.14.2 SIGNIFICANCE CRITERIA**

Public health and safety impacts would be significant if implementation of the proposed General Plan would:

- Substantially increase the flood risk to existing and future development;
- Substantially impede the ability of major drainage to safely transport flood waters;
- Substantially increase the risk of damage from seismic and geologic hazards to existing and proposed structures intended for human habitation and use;
- Substantially increase the exposure of persons to dangerous hazardous materials;
- Substantially impair implementation of an adopted emergency response or evacuation plan;
- Result in significant safety hazards near a public or public-use airport; and/or
- Result in development which exposes people or structures to risk of loss, injury, or death involving wildland fires.

## **5.14.3 IMPACTS**

### **5.14.3.1 Flooding**

As indicated in the previous discussion, flooding risks are primarily related to the six major drainages within the City as well as failures of water storage facilities. Future development within the floodways and floodplains of these drainages has the potential to expose persons and structures to substantial flood risk. In addition, new development within the floodplain has the potential to adversely affect the ability of these drainages to safely transport flood water without risk to adjacent development. Catastrophic failure of above-ground water storage reservoirs or dams containing surface water storage facilities could impact persons and structures which are located in downstream inundation areas.

Implementation of the proposed General Plan would not have a significant impact with respect to flooding. The potential for flooding impacts along major drainages would be limited to existing development which already occurs within the floodplains of these drainages. Floodplain regulations imposed by the City's Flood Damage Protection Ordinance would prevent new structures from being located in a manner which would expose any planned future structures to flood hazards and/or affect the ability of major drainages to convey flood waters. In addition, the Colby-Alquist Floodplain Management Act prohibits the placement of structures in the floodways, except for public utility or communication lines.

Implementation of the proposed General Plan would not create a significant risk associated with structural damage related to water storage facility failure. The potential for dam-related failure is so low as to not be considered significant. Similarly, the risk associated with above-ground reservoirs is considered to be low. While failures could result in property damage, flooding from such an event would not be expected to pose a significant health and safety threat to building occupants.

### **5.14.3.2 Wildland Fire Hazard**

Future development in accordance with the proposed General Plan would create additional wildland fire risk because additional development would occur within areas containing significant tracts of chaparral and sage scrub vegetation which pose a significant wildland fire risk. This is particularly true for future development within the areas of Fanita Ranch, Carlton Hills and Rattlesnake Mountain. Furthermore, implementation of the open space and habitat protection goals and objectives in accordance with the updated Conservation Element would result in the long-term existence of potential sources of wildland fires due to limitation imposed on brush management within these permanent open space areas.

Development in these areas would not only expose future residents to potential wildland fire risks but could also increase the incidents of wildland fires due to the potential for activities associated with development to start wildland fires (e.g. barbecues, sparks from landscape equipment, children playing with matches, etc.). However, this potential impact would be reduced, as the City would require fire buffers between wildland areas and development.



The City's Fire Department employs several measures to reduce wildland fire risks. The Fire Department administers a weed abatement ordinance to reduce the risk of structural damage from wildfires. In the spring, the Fire Department inspects the entire City and notifies property owners to maintain a defensible space around structures and to clear undeveloped lots of weeds. If the weeds are not removed after notification, a Public Hearing may be held to declare the property a Public Nuisance. If property owners do not voluntarily clear the property, the City can direct the work to be done via a private contractor at owner's expense.

Another measure to reduce wildland fire risks is the Fire Department's involvement in plan checks for new development. New development that is near potentially flammable brush must prepare a fire management plan, incorporating fire buffers between structures and wildland fire areas. In addition, all new construction in the City requires the installation of fire sprinklers which further reduces potential for fire loss. The City requires a minimum pressure flow of water for fire protection purposes that is based on the necessary fire flow for the particular occupancy. While there are currently no firefighting water flow pressure problems in the City, future development in the hillside areas could introduce lower water pressures. The Fire Department requires minimum water pressures or tanks to be provided to ensure adequate pressures area available.

#### **5.14.3.3 Hazardous Materials**

Future development on or near known contaminated sites could pose a risk to persons occupying these developments. In addition, improper use, storage, and disposal of hazardous materials by future development could pose a health and safety risk. This risk would be greatest for new industrial development because of the potential for the use of a variety and large quantities of hazardous materials. However, any increase in development would bring with it an increase in the potential for hazardous materials.

State and federal regulations mandating assessment and remediation of potential hazardous materials prior to new development would assure that occupants of future development on sites containing significant hazardous materials would not be exposed to significant health and safety risks. Enforcement of City and County regulations governing the use and storage of hazardous materials would reduce the potential risk posed by new development in accordance with the proposed General Plan. As discussed earlier, The Hazardous Materials Division of the County of San Diego's Department of Environmental Health is responsible for inspecting and regulating hazardous materials within the City.

#### **5.14.3.4 Crime**

Buildout under the proposed General Plan would result in an increase in the incidence of crime in the City. This increase would be proportionately related to the overall increase in population which would occur. As discussed in Section 5.4.3.4, this potential increase in crime incidents would create more demand for police protection services from the County Sheriff's Department.

Buildout of the City would not be expected to result in a significant crime impact. Increased tax revenues generated by new development would help fund additional personnel and equipment

for the County Sheriff's Department to meet the increased demand. In addition, implementation of proactive policies contained in the proposed Safety Element would help to reduce the increase demand for police protection by incorporating crime prevention principles into the design of future developments.

#### **5.14.3.5 Emergency Preparedness**

As development proceeds in the City according to the proposed General Plan, urbanized areas would likely expand. As urbanization increases, the potential impacts of man-made or natural disaster could intensify. The ongoing implementation and updating of the City's own Emergency Operations Plan would assure adequate response to emergencies. In addition, the City would continue to cooperate with state and federal emergency preparedness agencies. In particular, the City would continue to participate in the Unified San Diego County Emergency Services Organization to assure regional cooperation and assistance with emergencies within the City. The City would also continue to conduct drills and training simulations for the emergency operations center to assure improved operation in the event of an actual disaster.

#### **5.14.3.6 Airport Safety**

Since none of the accident potential zones related to the operations at MCAS Miramar penetrate the City of Santee, the proposed General Plan would not result in any land uses that would be incompatible with MCAS Miramar.

Figure 5.14-4 depicts the safety zones for Gillespie Field superimposed on the proposed land use designations of the General Plan update. The proposed City of Santee land uses within these zones are summarized in Table 5.14-4. The determination of compatible, conditionally compatible, or incompatible is based upon Table 5.14-2 and a current setting of "Urban."

#### **Runway Protection Zone**

The Runway Protection Zone at the east and west ends of Runway 27R encompass 28 acres within the City of Santee. Incompatible designated land uses at the west end would include 3.3 acres of General Commercial, 2.3 acres of Light Industrial, and 5.4 acres of General Industrial. Compatible designated land use at the west end would include 0.7 acre of Parks/Open Space assuming continuation of the existing use. Incompatible designated land use at the east end would include 2.3 acres of Medium-High Density Residential. Compatible designated land use at the east end would be 5.2 acres of Public assuming continuation of the existing use.

Compared to the existing land use, the proposed General Plan would reduce incompatible Residential uses within the Runway Protection Zone by 2.7 acres.

Further clarification on compatibility of designated land uses within the Safety Zones, including the Runway Protection Zone, is provided in Chapter 3 of the California Airport Land use Planning Handbook. The Handbook includes the following statements:



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**TABLE 5.14-4**  
**Land Use Designation By Safety Compatibility Zone For Gillespie Field – Proposed General Plan**

LAND USE DESIGNATION	SAFETY COMPATIBILITY ZONES					
	(1) RUNWAY PROTECTION (ACRES)	(2) INNER APPROACH/ DEPARTURE (ACRES)	(3) INNER TURNING (ACRES)	(4) OUTER APPROACH/ DEPARTURE (ACRES)	(5) SIDELINE (ACRES)	(6) TRAFFIC PATTERN <sup>2</sup> (ACRES)
<u>Residential</u>						
HL – Hillside/Limited (0-1 DUs/Gross Ac)			3.7**			61.0*
R1 – Low Density (1-2 DUs/Gross Ac)						42.0*
R1A – Low-Medium Density (2-4 DUs/Gross Ac)			3.4**			
R2 – Low-Medium Density (2-5 DUs/Gross Ac)		52.0****	0.5**	53.3**	225.7	225.7*
R7 – Medium Density (7-14 DUs/Gross Ac)			1.8**	7.8**	68.1	68.1*
R14 – Medium-High Density (14-22 DUs/Gross Ac)	2.3***		9.8**	4.4**	4.1	4.1*
R22 – High Density (22-30 DUs/Gross Ac)						
PUD – Planned Unit Development			14.7**			152.0*
R-B – Residential Business			5.3**			
<b>Total Residential</b>	<b>2.3</b>	<b>52.0</b>	<b>39.2</b>	<b>65.5</b>		<b>552.9</b>
<u>Commercial/Office</u>						
OP - Office Professional			6.5**			10.5*
NC –Neighborhood Commercial						7.9*
GC & GC/IL – General Commercial	3.3***		9.6**			54.1*
TC – Town Center						252.6*
RR- Resort Recreation						
<b>Total Commercial/Office</b>	<b>3.3</b>		<b>16.1</b>			<b>325.1</b>
<u>Industrial</u>						
LI - Light Industrial	2.3***	9.1**	43.1**	1.1**		43.6*
IG - General Industrial	5.4***	10.2**	12.2**		15.6**	
<b>Total Industrial</b>	<b>7.7</b>	<b>19.3</b>	<b>55.3</b>	<b>1.1</b>		<b>43.6</b>
<u>Public</u>						
P/OS – Park/Open Space	0.7*	1.1**	2.7**		1.2**	284.5*
PUB – Public	5.2*			9.5**		3.5*
<b>Total Public</b>	<b>5.9</b>	<b>1.1</b>	<b>2.7</b>	<b>9.5</b>		<b>288.0</b>
<b>TOTAL ZONE<sup>1</sup></b>	<b>28.0</b>	<b>140.0</b>	<b>125.0</b>	<b>85.0</b>	<b>16.8</b>	<b>1,306.0</b>

<sup>1</sup> Does not include Public Right-of-Way

<sup>2</sup> Does not include Outer Approach/Departure Zone acreage.

\* Compatible

\*\* Conditionally Compatible if restrictions in accordance with Table 5.14.2 are applied

\*\*\* Incompatible

- If a local plan merely reflects uses which already exist, the plan does not become inconsistent with the compatibility plan even if the indicated uses are not compatible with airport activities. (page 3-20)
- Another special situation which ALUCs should consider when formulating compatibility policies is how to deal with *infill* development. . . From a broader community planning perspective, creating incompatibility with airport activities may be judged as less of a concern than causing compatibility between adjacent land uses - for example, by placing commercial or industrial uses in the midst of a residential area. (page 3-21)

As shown in Table 5.14-5, over 73% of the areas considered to be incompatible with the Runway Protection Zone are already developed with residential and industrial uses.

**TABLE 5.14-5**  
**Development Status of Incompatible Land Use Designations**  
**in Runway Protection Zone**

LAND USE DESIGNATION	ACRES		
	INCOMPATIBLE LAND USES	ALREADY DEVELOPED	VACANT
R14	2.3	1.12 (48.7%) <sup>1</sup>	1.18
GC	3.3	2.54 (77.0%)	0.76
IL	2.3	1.43 (62.2%)	0.87
IG	5.4	4.66 <sup>2</sup> (86.3%)	0.74
<b>TOTAL</b>	<b>13.3</b>	<b>9.75 (73.3%)</b>	<b>3.55</b>

<sup>1</sup> Percent of incompatible area.

<sup>2</sup> Of this 4.66 acres, 2.15 acres are developed with legally nonconforming single family homes and the remainder is developed with industrial uses.

Although most of the land use designations which are incompatible with the runway protection zone are already developed, development under the proposed General Plan would increase the number of incompatible uses within this zone. Thus, the proposed General Plan would have a significant impact.

### **Inner Approach/Departure Zone**

The Inner Approach/Departure Zone at the east and west ends of Runway 27R encompasses 140 acres within the City of Santee. At buildout, incompatible land uses at the west end would be 52 acres of Low-Medium Density Residential or 9.8 acres more than existing. Conditionally compatible designated land uses at the east end would include 9.1 acres of Light Industrial, 10.2 acres of General Industrial, and 1.1 acres of Parks/Open Space.

As shown in Table 5.14-6, additional development could occur under the proposed General Plan within areas which are considered incompatible with the Inner Approach/Departure Zone.

**TABLE 5.14-6**  
**Development Status of Incompatible Land Use Designations**  
**in Inner Approach/Departure Zone**

LAND USE DESIGNATION	ACRES		
	INCOMPATIBLE LAND USES	ALREADY DEVELOPED	VACANT
R2	52	46.12 (88.7%) <sup>1</sup>	5.88 <sup>2</sup>
TOTAL	52	46.12 (88.7%)	5.88

<sup>1</sup> Percent of incompatible area.

<sup>2</sup> The 5.88 acres is comprised of 15 separate parcels.

### **Inner Turning Zone**

The Inner Turning Zone at the east and west ends of Runway 27R encompasses 125 acres within the City of Santee. Designated land uses, including Residential (39.2 acres), Commercial/Office (16.1 acres), Industrial (55.3 acres), and Public (2.7 acres), would be conditionally compatible with the Inner Turning Zone.

### **Outer Approach/Departure Zone**

The Outer Approach/Departure Zone at the west end of Runways 27R and 27L encompasses 85 acres within the City of Santee. Designated land uses, including Residential (65.5 acres), Industrial (1.1 acres), and Public (9.5 acres) would be conditionally compatible with the Outer Approach/Departure Zone.

### **Sideline Zone**

The Sideline Zone encompasses 16.8 acres within the City of Santee. Designated land uses, including General Industrial (15.6 acres) and Park/Open Space would be conditionally compatible with the Sideline Zone.

### **Traffic Pattern Zone**

The Traffic Pattern Zone for Runway 27R and 27L are the most extensive of all of the zones and encompasses 1,306 acres (excluding Outer Approach/Departure Zone) within the City of Santee. All designated land uses, including Residential (552.9 acres), Commercial/Office (325.1 acres), Industrial (43.6 acres), and Public (288.0 acres), would be compatible with the Traffic Pattern Zone.

### **5.14.3.7 Geologic Hazards**

As discussed in Section 5.10, implementation of the proposed General Plan would result in additional structures within the City and an increase in population. As a result, there would be a proportionate increase in potential risk of damage from seismic and geologic hazards. Of primary concern would be damage from landslides or debris flows, and to a lesser extent from seismic activity.

The potential geologic risk to new development would be reduced by implementation of the policies contained within the proposed Safety Element as well as requirements of the Uniform Building Code and City's Grading Ordinance. The City's Grading Ordinance requires soil and geological reports for all grading permits.

## **5.14.4 MITIGATION MEASURES**

Implementation of Mitigation Measure 5.4-1 along with the following measures would reduce potential public health and safety impacts associated with the proposed General Plan. Most of the measures relate to implementation of policies within the proposed Safety Elements indicated.

### **5.14.4.1 Flooding**

***Mitigation Measure 5.14-1:*** All development proposed within a floodplain area shall be required by the City to utilize design and site planning techniques to ensure that structures are elevated at least one foot above the 100-year flood level. (Safety Element, Policy 1.2)

***Mitigation Measure 5.14-2:*** All proposed projects which would modify the configuration of any of the three main waterways in Santee (San Diego River and Sycamore and Forester Creeks) shall be required to submit a report prepared by a registered hydrologist that analyzes potential effects of the project downstream as well as in the local vicinity. (Safety Element, Policy 1.3)

***Mitigation Measure 5.14-3:*** The City should require a hydrologic study, including the analysis of effects on downstream and upstream properties and on the flood-carrying characteristics of the stream, for development proposed in the floodplain. (Safety Element, Policy 1.6)

***Mitigation Measure 5.14-4:*** Development within the 100-year floodway shall be prohibited, subject to the provisions of the City's Flood Damage Prevention Ordinance (Safety Element, Policy 1.9)

***Mitigation Measure 5.14-5:*** In addition, all new development will be required to comply with other ordinances of the City, such as the Flood Damage Prevention Ordinance, which are intended to limit flood damage hazards.

### **5.14.4.2 Wildland Fire Hazard**

Mitigation would be achieved by the previously mentioned Mitigation Measure 5.4-5, 5.4-6, 5.4-7, 5.4-9, 5.4-11, 5.4-12 in addition to the following:



**Mitigation Measure 5.14-6:** The City shall require the installation of fire hydrants and establishment of emergency vehicle access, before construction with combustible materials can begin on an approved project. (Safety Element, Policy 4.3)

**Mitigation Measure 5.14-7:** The City shall require emergency access routes in all developments to be adequately wide to allow the entry and maneuvering of emergency vehicles. (Safety Element, Policy 4.4)

**Mitigation Measure 5.14-8:** The City shall ensure that the distribution of fire hydrants and capacity of water liens is adequate through periodic review. (Safety Element, Policy 4.7)

In addition, all new development will be required to comply with other ordinances of the City, such as the Fire Code, which are intended to limit fire hazards.

#### **5.14.4.3 Hazardous Materials**

**Mitigation Measure 5.14-9:** The City shall continue to implement the County's Hazardous Waste Management Plan or develop and implement an equivalent plan. (Safety Element, Policy 3.1)

**Mitigation Measure 5.14-10:** The City shall continue to participate in the Hazardous Materials Incident Response Team in dealing with hazardous materials incidents. (Safety Element, Policy 3.2)

**Mitigation Measure 5.14-11:** The City shall review any proposed uses involving the use, transport, storage or handling of hazardous waste to ensure that such uses will not represent a significant risk to surrounding uses or the environment. (Safety Element, Policy 3.4)

**Mitigation Measure 5.14-12:** The City shall continue to provide for a household hazardous waste collection program for City residents as part of the contract with the City trash franchisee. (Safety Element, Policy 3.5)

**Mitigation Measure 5.14-13:** The City shall limit and control the location, manufacture, storage or use of hazardous materials in Santee through implementation of the Zoning Ordinance and the Development Review process. (Safety Element, Policy 8.1)

In addition, all establishments that use hazardous materials in the City will be required to comply with other ordinances of the City which are intended to limit the health and safety risks associated with hazardous materials.

#### **5.14.4.4 Crime**

**Mitigation Measure 5.14-14:** The City shall incorporate Crime Prevention Through Environmental Design (CPTED) principles into site planning for new developments and

renovations of existing developments, taking into account the concepts of defensible space, surveillance, territoriality, access control and maintenance. (Safety Element, Policy 5.2)

***Mitigation Measure 5.15-15:*** The City shall encourage the upgrading of building security requirements. (Safety Element, Policy 5.3)

***Mitigation Measure 5.14-16:*** The City shall involve law enforcement personnel in the review of new development applications through participation in the Development Review process. (Safety Element, Policy 5.4)

***Mitigation Measure 5.14-17:*** All structures should be adequately identified by street address and be lighted sufficiently to deter criminal activity. (Safety Element, policy 5.5)

#### **5.14.4.5 Emergency Preparedness**

***Mitigation Measure 5.14-18:*** The City shall continue to hold periodic disaster exercises in cooperation with the appropriate State and Federal agencies. (Safety Element, Policy 8.1)

***Mitigation Measure 5.14-19:*** The City shall update its adopted Emergency Operations Plan periodically to ensure the safety of residents, employees and visitors in times of man-made or natural disaster. (Safety Element, Policy 8.2)

***Mitigation Measure 5.14-20:*** The City shall continue to hold periodic disaster exercises in cooperation with the appropriate State and Federal agencies. (Safety Element, Policy 9.1).

***Mitigation Measure 5.14-21:*** Critical emergency uses (hospitals, fire stations, police stations, the Emergency Operations Center, public administration buildings and schools) shall not be located in flood hazard areas or in areas that would affect their ability to function in the event of a disaster. (Safety Element, Policy 1.7)

#### **5.14.4.6 Airport Hazard**

***Mitigation Measure 5.14-22:*** The City should review all development proposed within the Gillespie Field Airport Influence Area to ensure that design features are incorporated into the site plan to address identified aircraft crash hazards. (Safety Element, Policy 7.1).

***Mitigation Measure 5.14-23:*** The City shall require the recordation of avigation easements for new development proposed within the 65-70dB noise contours and the Runway Protection and Inner Approach/Departure zones for Gillespie Field. (Noise Element, Policy 1.12).

***Mitigation Measure 5.14-24:*** The City should discourage the establishment of additional high-risk uses, including schools, hospitals, nursing homes and daycare centers (excluding residential care facilities and small family daycare) in the Runway Protection and Inner Approach/Departure zones for Gillespie Field. (Safety Element, Policy 72).

#### **5.14.4.7 Geologic Hazards**

Mitigation would be achieved by the previously mentioned Mitigation Measure 5.10-2 and Mitigation Measure 5.10-3 in Section 5.10.4.

### **5.14.5 SIGNIFICANCE OF IMPACT AFTER MITIGATION**

With implementation of the mitigation measures and policies contained in the proposed General Plan identified above, impacts related to Public Health and Safety would be reduced to below a level of significance with the exception of airport safety. While the proposed mitigation measures would reduce potential conflicts with Gillespie Field, they would not be sufficient to reduce the impacts to below a level of significance.

### **5.14.6 PLAN TO PLAN ANALYSIS**

#### **5.14.6.1 Flooding**

Implementation of the proposed General Plan would not result in a significant increase in flood risk when compared with the existing General Plan. Specifically, the proposed changes to the Land Use Element would not increase the potential flooding risk associated with buildout of the City. No increase in allowed development intensity or extent within floodplains of major drainages would occur with the proposed Land Use Element. Furthermore, adoption of the policies contained in the proposed Safety Element would serve to reduce potential flood hazard by promoting proactive measures to avoid flood risk to new development within major floodplains.

#### **5.14.6.2 Wildland Fire Hazard**

Implementation of the proposed General Plan would not result in a significant increase in wildland fire risk when compared with the existing General Plan. The proposed Land Use Plan would not substantially increase the risk associated with wildland fire. Similar areas of new development within wildland fire risk areas (Fanita Ranch, Carlton Hills and Rattlesnake Mountain) are allowed under the existing General Plan.

Planned residential densities have been increased in several areas that are in or adjacent to wildland fire areas. However, these areas are generally lower elevation areas where sufficient water pressure exists for fire fighting purposes. In addition, conformance with the Uniform Fire Code, including the provision of fire buffers and fire sprinkler systems will be required for all new development under either the existing or proposed General Plan.

#### **5.14.6.3 Hazardous Materials**

Implementation of the proposed General Plan would not result in a significant increase in hazardous materials risk when compared with the adopted General Plan. Approval of the Land Use Element would not introduce any land uses which would have pose greater risk from use and storage of hazardous materials. Existing local, state and federal regulations governing hazardous

materials use and storage would provide equal protection from exposure to hazardous materials under either General Plan.

#### **5.14.6.4 Crime**

Implementation of the proposed General Plan would not result in a significant increase in crime risk when compared with the adopted General Plan based on the minimal change in project population. Furthermore, implementation of proactive crime reduction policies contained in the proposed Safety Element would help to further reduce crime in the City by incorporating crime prevention principles into the design of future development and redevelopment projects.

#### **5.14.6.5 Emergency Preparedness**

Implementation of the proposed General Plan would not result in a significant reduction in emergency preparedness when compared with the adopted General Plan. The proposed Land Use Element would not allow any new uses which could pose an increased public safety risk nor would it reduce the ability of the City to implement its Emergency Operations Plan.

#### **5.14.6.6 Airport Safety**

Compared to existing land use, the proposed General Plan would result in the following changes in terms of incompatible designated land uses: 2.7 acres less of Residential, 1.5 acres more of Commercial, and 2.0 acres more of Industrial.

The proposed General Plan compared with the existing General Plan would result in a decrease of 2.2 acres of incompatible Commercial/Office and an increase of 2.2 acres of incompatible Industrial in the Runway Protection Zone.

The proposed General Plan update compared with the existing General Plan would result in no change in incompatible land uses in the Inner Approach/Departure Zone.

The proposed General Plan compared with the existing General Plan would result in an increase of 7.1 acres of conditionally compatible Residential, a decrease of 6.1 acres of conditionally compatible Commercial/Office, and a decrease of 1.0 acre of conditionally compatible Industrial in the Inner Turning Zone. There are no provisions in the existing General Plan, however, to ensure conditional compatibility.

The proposed General Plan compared with the existing General Plan would result in no change in conditionally incompatible land uses in the Outer Approach/Departure Zone.

The proposed General Plan update compared with the existing General Plan would result in no change in incompatible land uses in the Sideline Zone.

The proposed General Plan update compared with the existing General Plan would result in a decrease of 110 acres of compatible Residential, an increase of 7.2 acres of compatible Commercial/Office, a decrease of 3.1 acres of compatible Industrial, and a decrease of 18.1 acres of Public in the Traffic Pattern Zone.

As noted above, the acreage of incompatible Residential (54.3 acres) and the combined acreage of incompatible Commercial/Office and Industrial (11.0 acres) in the Runway Protection and Inner Approach/Departure zones are the same for the existing General Plan and for the proposed General Plan update. Therefore, implementation of the proposed General Plan would improve the compatibility of land uses within the safety zones when compared with the adopted General Plan, however a significant and unmitigable airport safety impact would exist.

#### **5.14.6.7 Geology Hazards**

Implementation of the proposed General Plan would not result in a significant increase in geologic hazard risk when compared with the adopted General Plan. The proposed Land Use Element would not allow development in areas which would otherwise not be exposed to geologic hazards under the adopted General Plan. Implementation of the policies requiring geotechnical investigation and remediation prior to future development would serve to reduce potential geologic hazard exposure under the proposed General Plan.

# CHAPTER 6.0

## CUMULATIVE IMPACTS

### 6.1 BACKGROUND

Section 15130 of the State CEQA Guidelines requires that an EIR “address cumulative impacts of a project when the project’s incremental effect is cumulatively considerable.” According to Section 15065(c), “Cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. Based on Section 15130, the discussion of cumulative effects “need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness.”

The evaluation of cumulative impacts is required by Section 15130 to be based on either (A) “a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those impacts outside the control of the agency,” or (B) “a summary of projections contained in an adopted plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency.”

Since the project, which is the subject of this EIR, is the update of the Santee General Plan, the focus of this cumulative analysis is upon cumulative effects that may occur from development of the City’s General Plan area with other communities within the County of San Diego. The cumulative effects of projects occurring within the General Plan area is, in reality, the subject of Section 5.0 this EIR. As discussed in Section 5.0, the analysis is based on the environmental effects that would occur as the proposed General Plan area is built out.

With the focus of the cumulative analysis on the effects of development within the City in combination with other communities in the County, it is impossible to identify specific projects

to serve as a basis of comparison. Thus, it is necessary, and appropriate, to rely on regional planning documents, in accordance with Section 15130(B), to serve as a basis for the majority of analysis of the cumulative effects of the General Plan.

Regional plans prepared by SANDAG, APCD, SDRWQCB, and the City of San Diego form the foundation for the majority of this cumulative analysis. Regional planning documents, which are referenced in this cumulative analysis, are summarized below. These publications are available for inspection at the City or the agency which prepared the document.

## **6.1.1 REGIONAL GROWTH MANAGEMENT STRATEGY**

The Regional Growth Management Strategy (Strategy), which was adopted in January 1993, was prepared by SANDAG staff and the Regional Growth Management Technical Committee. The Strategy is intended to provide policies and recommended actions to address the adverse impacts of growth in the San Diego Region. The Strategy, which takes a quality of life approach to growth management, contains standards and objectives and recommended actions for nine quality of life factors: air quality, transportation/congestion management, water, sewage disposal, sensitive lands and open space preservation and protection, solid waste management, hazardous waste management, housing and economic prosperity. Recommendations regarding public facilities financing and siting, growth rate, phasing, and land use distribution are also included. The Strategy also contains a self-certification process for determining local and regional agency consistency.

## **6.1.2 LAND USE DISTRIBUTION ELEMENT OF THE REGIONAL GROWTH MANAGEMENT STRATEGY**

As part of the Regional Growth Management Strategy, the Land Use Distribution Element, which was approved in February 1995, strives to distribute San Diego's future population growth in a manner that maintains and enhances the region's quality of life. Specifically, it recommends that cities revise their general plans to include policies that would focus development in areas with good transit access, improve pedestrian circulation, and provide housing in employment areas.

## **6.1.3 2030 PRELIMINARY CITIES/COUNTY FORECAST**

The long-range forecasts of population, housing, and employment that SANDAG has prepared since the early 1970s are used as a resource by elected officials, planners, academics, and the public. The Preliminary 2030 Cities/County Forecast was released in October 2002. Among other uses, the latest forecast is the basis for the 2030 Regional Transportation Plan or Mobility 2030, which is as discussed below, and the Regional Comprehensive Plan, which is still in preparation.

## **6.1.4 REGIONAL TRANSPORTATION PLAN (DRAFT MOBILITY 2030)**

The draft MOBILITY 2030 is San Diego's Regional Transportation Plan (RTP) – the blueprint to address the mobility challenges created by the region's growth. This long-range plan contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system in the San Diego region through the year 2030. The plan's vision for transportation supports the region's comprehensive strategy to promote smarter, more sustainable growth. At the core of MOBILITY 2030 are seven policy goals:

- Mobility – Improve the mobility of people and freight;
- Accessibility – Improve accessibility to major employment and other regional activity centers;
- Reliability – Improve the reliability and safety of the transportation system;
- Efficiency – Maximize the efficiency of the existing and future transportation system;
- Livability – Promote livable communities;
- Sustainability – Minimize effects on the environment; and
- Equity – Ensure an equitable distribution of the benefits among various demographic and user groups.

The draft MOBILITY 2030 proposes the following actions for implementation by local jurisdictions as part of the general plan process.

### **Land Use and Environment**

*Smart Growth and the Regional Comprehensive Plan – the following proposed actions support the RTP goals of Accessibility, Livability, sustainability, and Equity.*

1. ...update local general and community plans and zoning codes to encourage smart growth development and to strengthen the implementation of the Regional Comprehensive Plan.

*Integrating Transit – The following proposed actions support the RTP goals of Mobility, Accessibility, Livability, Sustainability, and Equity.*

5. Integrate local land use plans and policies with smart growth and the Regional Transit Vision (RTV) principles and goals.



## Systems Development

*Highways and Arterials – the following actions support the RTP goals of Mobility, Reliability, Efficiency, and Sustainability.*

22. Incorporate planned highway network identified in the RTP into local general plans, community plans, and specific project development plans, and reserve appropriate right of way through the subdivision review process and other means.

SANDAG prepared and distributed in November 2002, a Draft EIR for the 2030 RTP, Mobility 2030.

### **6.1.5 DRAFT 2002 CONGESTION MANAGEMENT PROGRAM UPDATE**

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP). The purpose of the CMP is to monitor the performance of the region's transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG, as the designated congestion Management Agency for the San Diego region, must develop, adopt and update the CMP in response to six specific legislative requirements. SANDAG, local jurisdictions, and transportation operators (i.e., Caltrans, MTDB, NCTD, etc.) are responsible for implementing and monitoring the CMP.

Local jurisdictions, including the City, are responsible for collecting and reporting CMP arterial traffic data, preparing Deficiency Plans where required, and implementing the CMP Land Use Analysis Program. In addition, local jurisdictions are responsible for reviewing, approving, and monitoring new development project mitigation.

One element of the existing 1996 CMP that is the direct responsibility of the City is the enhanced CEQA review process to conduct traffic impact studies and provide mitigation for large project impacts on the regional transportation system. A large project is defined as generating, upon its completion, an equivalent of 2,400 or more average daily vehicle trips or 200 or more peak-hour vehicle trips.

### **6.1.6 STATE IMPLEMENTATION PLAN AND REGIONAL AIR QUALITY STRATEGY**

The California Air Resources Board (CARB), which is responsible for improving air quality in the state, has established 14 air basins within California. The City lies within the San Diego Air Basin (San Diego County) which is monitored by the APCD. In 1979, the U.S. Environmental Protection Agency (EPA) required each state to prepare a State Implementation Plan (SIP). A SIP is a compilation of goals, strategies, schedules, and enforcement actions designed to lead the state (including the San Diego Air Basin) into compliance with all federal air quality standards.

In order to meet federal air quality standards in California, the CARB required each air basin to develop its own strategy for achieving the national ambient air quality standards. In response, the APCD prepared the Regional Air Quality Strategy (RAQS). The measures incorporated into the RAQS are considered to be effective based on the region's projected population growth as well as the projected transportation facilities as incorporated into SANDAG's Regional Transportation Plan (RTP). The RAQS are a combination of measures affecting car pooling, parking regulations, truck use, and development density and mixes, as well as limitations on stationary sources, such as electric power generation stations, and area sources, such as barbecue lighter fuel burning.

### **6.1.7 WATER QUALITY CONTROL PLAN FOR THE SAN DIEGO BASIN (9)**

As part of its regulatory powers, the State Water Resources Control Board (SWRCB), in conjunction with the RWQCB, has the responsibility of formulating and adopting long-range policies and objectives for water quality through the preparation of the Water Quality Control Plan for the San Diego Basin (9) (RWQCB 1994). The San Diego Basin Plan establishes a number of beneficial uses and water quality objectives for surface and groundwater resources.

Beneficial uses are generally defined in the Basin Plan as "the uses of water necessary for the survival or well being of man, plus plants and wildlife." The plan identifies beneficial uses for the San Diego River, Sycamore Creek, and Forester. See Section 5.11.1.4 for details.

Water quality objectives identified in the Basin Plan are based on established beneficial uses, and are defined as "the limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses." Water quality objectives are thus derived from beneficial uses, which are based on the ability of given water sources (in terms of water quality) to safely accommodate specific uses. Accordingly, an individual water source may exhibit poor water quality in terms of the overall types and levels of constituents present, yet still meet the water quality objectives identified in the Basin Plan. Water quality objectives identified for surface and groundwater resources in the project site and vicinity are summarized in Table 5.11-1 in Section 5.11.

### **6.1.8 MULTIPLE SPECIES CONSERVATION PROGRAM**

The Multiple Species Conservation Program (MSCP) is a comprehensive habitat conservation planning program that addresses multiple species habitat needs and the preservation of native vegetation communities for a 900-square-mile (582,243 acres) area in southwestern San Diego County, including the City of Santee. The MSCP includes 11 city jurisdictions, portions of the unincorporated County of San Diego, and several special districts as shown on Figure 5.1-2. It is one of three subregional habitat planning efforts in San Diego County which contribute to the preservation of regional biodiversity through coordination with other habitat conservation planning efforts throughout southern California.

Local jurisdictions and special districts will implement their respective portions of the MSCP Plan through subarea plans, which will describe specific implementing mechanisms for the MSCP. The MSCP subarea plans will contribute collectively to the conservation of vegetation communities and species in the MSCP study area.

A joint EIR/Environmental Impact Statement (EIS) was prepared by the City of San Diego and the U.S. Fish and Wildlife Service to address the impacts of the MSCP.

The potential for cumulative impacts associated with each of the major issues addressed in Section 5.0 follows.

## **6.2 SIGNIFICANT CUMULATIVE IMPACTS**

### **6.2.1 TRAFFIC/CIRCULATION**

Cumulative traffic impacts have already been addressed in Section 5.2 since the SANDAG Series 9 Traffic Model that formed the basis for the analysis accounts for future development elsewhere within the region in addition to the City. Traffic forecasts assumed growth in the communities surrounding the City. Thus, the conclusions reached in Section 5.2 relative to future traffic conditions represent the cumulative impacts.

A major objective of the proposed General Plan is to balance the land uses in order to provide housing, jobs and shopping opportunities within the community. This balance would internalize trips within the City, which, in turn, would minimize traffic impacts on surrounding communities. The mixed-use concept being incorporated into specific portions of the General Plan area would also minimize cumulative traffic impacts on surrounding areas by encouraging people to use alternative forms of transportation as well as obtaining every day goods and services within their immediate neighborhood. These General Plan principles directly relate to Actions #1 and #5 of Land Use and Environment as presented above in the discussion of the new Regional Transportation Plan known as MOBILITY 2030.

The proposed General Plan also incorporates the planned highway network identified in the RTP (i.e., SR 52, 67, and 125) as recommended by Action #22 of Systems Development in MOBILITY 2030.

Implementation of the measures specified in the Circulation Element in conjunction with collection of City Traffic Impact fees and Traffic Signal fees to offset cumulative impacts of future development, together with compliance with MOBILITY 2030 would ensure that the City's contribution to local and regional cumulative traffic impacts would be less than significant.

## **6.2.2 NOISE**

As discussed in Section 5.7, increased automobile trips related to new development within the City would combine with additional automobile trips associated with new development elsewhere in the region. While new development would be required to include adequate noise attenuation, no mechanisms exist to require existing noise sensitive uses along roadways which would experience substantial increases in noise levels as Santee and surrounding areas continue to development. Thus, cumulative impacts on existing noise-sensitive uses could be significant and unmitigable.

No major new stationary noise sources are anticipated to result from implementation of the proposed General Plan.

Construction noise could create locally-significant, short-term noise levels, but would not be additive with other construction noise within the region.

## **6.3 NON-SIGNIFICANT CUMULATIVE IMPACTS**

### **6.3.1 LAND USE**

Development in accordance with the proposed General Plan, in conjunction with the buildout of other communities, would contribute to an incremental decrease of open space and habitat while increasing the amount of residential, commercial, industrial and other types of development within San Diego County. New development in the County would place additional demands on regional facilities such as roads and public facilities/utilities; most notably, water, wastewater treatment, schools, solid waste disposal, and police and fire protection. The specific cumulative effects related to these issues are discussed under the respective headings in this section.

SANDAG's Regional Growth Management Strategy and Land Use Distribution Element are intended to be used as a guide for future land use planning within the County. In preparing the proposed General Plan, many of the goals of the Regional Growth Management Strategy and the Land Use Distribution Element were incorporated into the Plan. In accordance with this Element's goals, the proposed General Plan would:

- Increase residential densities in areas that are close to services and along transit corridors;
- Promote Smart Growth concepts by providing opportunities for mixed use development;
- Encourage public services to be provided concurrent with need;
- Maximize jobs, shopping and services access;
- Focus development around transit centers (e.g. the trolley); and
- Promote bicycle use and pedestrian activity.

Thus, the proposed General Plan would respond to the regional land use goals established by SANDAG for the region and would not result in a significant cumulative impact on land use.

## 6.3.2 POPULATION/HOUSING

Population and housing excerpts from the Preliminary 2030 Cities/County Forecast, prepared by SANDAG, are shown on Tables 6.3-1 and 6.3-2. The forecast indicates that the City's population will increase by 14,728, or 27.8 percent, between 2000 and 2020. As shown, the City's rate of population increase is comparable to the County's during the same time period. The forecast predicts that housing units in the City will increase by 22.0 percent, or 4,135, between 2000 and 2020. Again, the City's rate of increase for housing is comparable to the County's during the same twenty-year period. The 2030 Cities/County Forecast for population and housing for the City is addressed in more detail in Section 5.3, Population and Housing, of this EIR.

**TABLE 6.3-1  
Population**

	YEAR		INCREASE	
	2000	2020	NUMBER	PERCENT
City of Santee	52,975	67,703	14,728	27.8
County of San Diego	2,813,833	3,598,871	785,038	27.9
Santee as % of County	1.9	1.9	1.9	

**TABLE 6.3-2  
Housing Units**

	YEAR		INCREASE	
	2000	2020	NUMBER	PERCENT
City of Santee	18,833	22,969	4,135	22.0
County of San Diego	1,040,149	1,276,943	236,794	22.8
Santee as % of County	1.8	1.8	1.7	

As discussed in Section 5.3.3, the City is projecting that the proposed General Plan would accommodate 22,859 dwelling units in 2020 based on the assumption that future residential projects would develop at the mid-range of the density scale. Assuming an average household size of 2.95 persons, the estimated population would be 67,463. Although these numbers are slightly less than those projected by SANDAG, they do not represent a substantial deviation from the preliminary regional forecast.

Using either projection, the City will contribute to a cumulative increase in regional housing and population. As shown in Tables 6.3-1 and 6.3-2, however, the contribution is less than two percent. Therefore, the City's contribution to the cumulative impacts related to population and housing would be less than significant.

### **6.3.3 PUBLIC FACILITIES, SERVICES AND UTILITIES**

As discussed in Section 5.4, the additional growth associated with the proposed General Plan could have an impact on public facilities, services and utilities. For schools, with current capacities the SSD would be able to accommodate additional students at proposed General Plan buildout. For the GUSD, buildout of the proposed General Plan would result in nine students over current capacity. Each individual development would be required to pay appropriate school fees which would assure that no significant cumulative impacts would occur on schools.

Buildout of the proposed General Plan would place a strain on existing library service. However, the City is seeking funding to construct a new, 17,500 square foot library within the Trolley Square commercial center. A new library would boost service ratios to levels significantly above the countywide average.

Although buildout of the proposed General Plan would increase demand for fire, emergency medical, and law enforcement, each project would be required to assure adequate levels of service would be available for each to these services. Taxes generated by new development would also help fund service level improvements. In addition, the General Plan contains a number of policies and goals which would assure adequate services. Thus, implementation of the proposed General Plan would not have a significant cumulative impact on fire, emergency medical and law enforcement.

PDMWD has adequately planned for the future population of the City for both water and wastewater in their long-term master plans, therefore no cumulative impacts would occur.

As solid waste from the City only accounts for 0.05 percent of the Sycamore Sanitary Landfill's annual permitted capacity, and only 0.03 percent of Otay Landfill's permitted capacity, the population growth associated with the proposed General Plan would not result in cumulative impacts.

Although buildout of the proposed General Plan would increase demand for both electricity and natural gas, SDG&E has indicated that they have planned for the future population of the City and would be able to serve the needs of the future population. Thus, no significant cumulative impact on energy would result from the proposed General Plan.

### **6.3.4 PARKS AND RECREATION**

The increase in population for the proposed General Plan would result in the need for additional parkland in order to meet the standard of 10 acres per 1,000 people. However, implementation of the Recreation Element policies, together with the payment of in-lieu fees or dedication of

land by future development, would ensure that the City's contribution to local park and recreation needs would be met, and no cumulative impacts would result.

### **6.3.5 BIOLOGICAL RESOURCES**

A cumulative analysis was conducted as part of the EIR/EIS for the MSCP that included the City. The cumulative analysis addressed MSCP for southwestern San Diego County, the MHCP in northwestern San Diego County, and the County of San Diego Multiple Habitat Conservation and Open Space Program. These three subregional plans, when implemented, would create a habitat preserve system that provides coordinated coverage for the County of San Diego.

The cumulative analysis for the MSCP indicates that implementation would result in direct impacts to species on the Covered Species List of the programs due to the issuance of incidental take permits. It is anticipated that cumulative impacts to species on the Covered Species List would be reduced to a level below significance due to assembly and management of preserves in accordance with NCCP Conservation Guidelines, as proposed by the various programs. Future development in the City is subject to the Natural Communities Conservation Planning Act and the State and Federal Endangered Species Acts and will undergo environmental review and consultation with the Resource Agencies (California Department of Fish and Game and United States Fish and Wildlife Service) to address direct project and cumulative impacts to biological resources. In addition to these existing protections, the Conservation Element also contains a policy that commits the City to complete its Multiple Species Conservation Program Subarea Plan and to conserve a minimum of 2,600 acres in the City as permanent open space to conserve protected habitats and species. As biological impacts would be mitigated on a project level, no significant cumulative impacts would result from implementation of the proposed General Plan.

### **6.3.6 VISUAL QUALITY/AESTHETICS**

As discussed in Section 5.9, impacts to scenic resources and vistas and visual character would be most affected in the outskirts of the urbanized area where the natural vacant land would be lost to urban development. However, implementation of the design guidelines in accordance with the proposed Conservation and Community Enhancement Elements on a project by project level would ensure that the no significant cumulative visual quality/aesthetics would occur.

### **6.3.7 GEOLOGY/SOILS**

The major geologic hazards associated with the City are related to landslides, liquefaction, and earthquakes. The increase in population that would occur with buildout of the proposed General Plan would combine with other population growth in the county that would expose more people to similar risks.

Potential impacts to each future development would be reduced to below a level of significance through implementation of policies contained in the Safety Element including the application of remedial measures identified in the geotechnical investigations, which are required by the Grading Ordinance, for all new development within the City. In addition, conformance to

building construction standards for seismic safety within the UBC would assure that new structures would be able to withstand anticipated seismic events within the City. Therefore, implementation of the proposed General Plan would not result in any significant cumulative impacts.

### **6.3.8 HYDROLOGY/WATER QUALITY**

As discussed in Section 5.11, the proposed General Plan would result in the development of much of the remaining 4,416 vacant areas by the year 2020 with residences, retail, industries and other land uses. Therefore, development in accordance with the proposed General Plan would result in an increase of impervious surfaces. Implementation of the goals and policies contained in the proposed project would assure that individual projects would not have a significant impact on hydrology/water quality. Thus, the proposed General Plan would not result in significant cumulative impacts on hydrology/water quality.

The increased urbanization resulting from buildout of the proposed General Plan would also have the add additional water pollutants as areas within the San Diego River, Sycamore Creek, and Forester Creek drainage basins continue to develop. Implementation of the proposed policies and guidelines contained in the proposed General Plan as well as controls mandated by the City's Jurisdictional Urban Runoff Management Plan and Standard Urban Stormwater Management Plan would ensure that the City's contribution to cumulative water quality impacts would not be significant.

### **6.3.9 CULTURAL RESOURCES**

Prehistoric and historic resources continue to be lost within San Diego County, and any loss of these resources due to buildout of Santee would add to this significant cumulative impact. As discussed in Section 5.12, there is a moderate potential to encounter important prehistoric resources in undeveloped areas of the City. There is also the potential to impact historic resources both in undeveloped areas of the City and in areas of infill. However, with implementation of the measures identified in Section 5.12.4, the City's contribution to the cumulative impact would not be significant.

### **6.3.10 PALEONTOLOGICAL RESOURCES**

According to the Department of Paleontology at the San Diego Natural History Museum (Paleontological Resources – San Diego County, 1993) there are a number of distinct geological rock units (i.e., formations) within San Diego County that record portions of the past 450 million years of Earth history. A number of these formations contain paleontological resources or fossil remains such as bones, teeth, shells, and wood.

As discussed in Section 5.13, buildout under the proposed General Plan could impact paleontological resources associated with the Friars Formation and Stadium Conglomerate which are found in a large portion of developable land in the City. In combination with other development in paleontologically rich areas of the County, additional losses of important fossil



records could occur. However, with implementation of the proposed monitoring and recovery program, the City's contribution to the cumulative impact on paleontological resources would not be significant.

### **6.3.11 PUBLIC HEALTH AND SAFETY**

As discussed in Section 5.14, new development within the City combined with new development throughout the region would expose more people to public health and safety issues related to flooding, fire, hazardous materials, and crime. Impacts would be reduced on a project by project level through implementation of local, state and federal regulations related to flooding and hazardous materials and implementation of the goals and policies found in the City's Safety Element. Adherence to minimum service standards for police and fire protection discussed in Section 5.4 would reduce potential impacts associated with development within the City, which in turn, would reduce the cumulative impact associated with the proposed General Plan. Adherence of new development outside of the City, to state and federal public health and safety regulations as well as regulations and policies specified in the plans and policies of the governing jurisdiction would also serve to minimize the cumulative public health and safety impact. Thus, no significant cumulative impacts would occur with respect to public health and safety.

### **6.3.12 AIR QUALITY**

As discussed in Section 5.8, the SDAB, which is contiguous with San Diego County, is currently classified by the US EPA as a non-attainment area for ozone and PM10. All new development in the San Diego Air Basin compounds these problems by creating more emissions. New development within the City would be no exception, creating long-term air emissions related primarily to increased vehicular use. However, implementation of policies in the Land Use and Circulation Elements that are consistent with the recommendations of the RAQS would ensure that the City's contribution to cumulative air quality impacts would not be significant.

# CHAPTER 7.0

## GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the State CEQA Guidelines requires a discussion of the "ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." More specifically, 1) would the project remove obstacles to population growth, or 2) does the project have characteristics which may encourage and facilitate other activities that could significantly affect the environment?

As described in Section 4.0 (Project Description), the proposed project is the update of the General Plan. The overall goal of the update is to establish strategies that will ensure an appropriate balance between housing, employment, retail, recreation and open space within the City and ensure that necessary services and infrastructure are provided concurrent with demand. The proposed changes to the General Plan are more of an evaluation and adjustment of City goals and policies rather than a completely new vision for the City's future. A second goal is to bring the various Elements of the General Plan into conformance with current State regulations and state of the art techniques for accommodating growth and maintaining a high quality of life.

As of January 1, 2001, there were 18,838 housing units in the City. According to the SANDAG Preliminary 2030 Cities/County Forecast, there will be 22,969 housing units in the City in the year 2020. The City estimates that buildout under the proposed General Plan will result in a total of 22,859 housing units, which is consistent with SANDAG's preliminary 2030 forecasts.

The City's population, as of January 1, 2002, was 53,700. Based on the land use allocations of the proposed Land Use Plan, the City projects that the proposed General Plan will result in a population of 67,463 in the year 2020. This projection assumes future residential projects would develop at the mid-range of the allowed density. This is generally consistent with the SANDAG Preliminary 2030 Cities/County Forecast of 67,703 for Santee in the year 2020.

The proposed General Plan does not include any recommendations, goals, objectives, or policies that would support the extension of infrastructure including roads into currently undeveloped

areas that are not already contemplated for development in the City's adopted General Plan. The proposed General Plan also contains specific policies that ensure that infrastructure and services necessary to serve future development are provided concurrent with any future development.

The proposed General Plan does consider pre-zoning and the future annexation of land along the western boundary. However, as discussed in Section 4.0 (Project Description) the majority of this land, which is currently designated for residential development, would be designated as Park/Open Space (P/OS). Other portions of the land would be designated as General Commercial (GC). These areas are currently designated for higher density residential. Therefore, the City's proposed pre-zoning designations do not contemplate development in areas which are not already planned for future development. In addition, the proposed General Plan proposes open space in some areas along the City's western border which are designated for future residential development under current City of San Diego land use plans.

The Conservation Element of the proposed General Plan commits the City to preserve approximately 2,600 acres of open space to preserve protected habitats and species. These and other existing and planned open space areas, including the Santee Recreation, Open Space and Conservation System, would further reduce the extent of the areas where future growth could occur.

The proposed General Plan does not facilitate any land use or other activities that could foster growth in areas that are not already contemplated for development, nor does it propose development in areas that are currently designated for open space uses. In fact, the majority of the proposed land use changes focus on raising densities and development intensities on infill and existing developed properties in the City, and increasing the amount of open space in the City at buildout. Therefore, the proposed General Plan would not cause any significant growth-inducing impacts.

## **CHAPTER 8.0**

# **SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES**

Section 15126.2(c) of the State CEQA Guidelines requires a discussion of the significant irreversible changes which would be caused by the proposed project should it be implemented to assure that consumption is justified including: 1) the use of nonrenewable resources; 2) the provision of access to a previously inaccessible area; and 3) the irretrievable commitments of resources.

The City of Santee is located within an already urbanized area of San Diego County that is already accessible. The extension of streets into currently undeveloped areas of the City would not occur until such time as development occurs. Therefore, the General Plan update would not result in the provision of access to a previously inaccessible area.

As discussed in Section 5.7, implementation of the proposed General Plan would result in the irretrievable loss of natural habitat within the City of Santee by converting vacant land to planned housing, employment, retail, parks and streets. There are no changes in land use designations in the proposed General Plan, however, that would allow development in areas that are not already contemplated for development in the existing General Plan.

Implementation of the General Plan update would also result in long-term, irretrievable commitments of non-renewable resources connected with grading and construction. Natural resources utilization would include incremental demand on lumber and forest products, sand and gravel, asphalt, petrochemicals, and other construction materials. The resultant consumption of fossil fuels would incrementally reduce existing supplies of fuel oil, natural gas and gasoline. An incremental increase in energy demand would also occur during post-construction activities including lighting, heating of commercial and residential buildings. This commitment of resources would be representative of resource commitments normally associated with urban development that would occur anywhere in the region.

Long-term irretrievable commitments of natural resources and energy supplies to serve the proposed uses would continue. These incremental commitments of non-renewable resources would be at a level normally associated with urban development and would be neither unusual nor unexpected.

# CHAPTER 9.0

## PROJECT ALTERNATIVES

In considering the appropriateness of a proposed project, CEQA mandates that alternatives be discussed. Section 15126.6 of the State CEQA Guidelines requires the discussion of a range of reasonable alternatives to a project which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the proposed project. The Guidelines also require that the specific alternative of “no project” shall also be evaluated along with its impact. When the project is the revision of an existing land use plan, the “no project” alternative will be the continued implementation of the City’s existing General Plan. Section 15126.6 further states that "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice."

In developing the alternatives to be addressed in this section, consideration was given regarding their ability to: 1) meet the basic objectives of the project as discussed in Section 4.0, and 2) eliminate or reduce significant environmental impacts as identified in Section 5.0 of this EIR. The City also identified other land use and circulation alternatives that they wished to have analyzed so that they may be considered for approval now or in the future. Therefore, the following four alternatives to the proposed General Plan update are analyzed in this section:

- Existing General Plan Alternative (No Project);
- Gillespie Field Alternative Land Use Plan;
- Alternative General Plan Land Use Designations for Selected Sites; and
- Circulation Alternatives.

A comparison of the magnitude of the environmental effects associated with the project alternatives with those of the proposed project is illustrated in Table 9.0.

**TABLE 9.0**  
**Qualitative Comparison of the Direct Environmental**  
**Effects of Alternatives Relative to the Proposed Project**

ENVIRONMENTAL ISSUE	NO PROJECT – EXISTING GENERAL PLAN	GILLESPIE FIELD ALTERNATIVE LAND USE PLAN	GENERAL PLAN LAND USE ALTERNATIVES FOR SELECTED DESIGNATED SITES	CIRCULATION ALTERNATIVES			
				ALT. 1 – MARROKAL LANE EXTENSION	ALT. 2 – GRAVES AVENUE EXTENSION	ALT. 3 – DELETION OF MAGNOLIA AVENUE EXTENSION	ALT. 4 – DELETION OF FANITA PARKWAY AND MAGNOLIA AVENUE EXTENSIONS
Land Use	=	- <sup>1</sup>	=	•	=	•	•
Traffic Circulation	=	= <sup>1</sup>	=	•	•	+	+
Population/Housing	=	• <sup>1</sup>	=	•	•	•	•
Public Facilities, Services and Utilities	=	• <sup>1</sup>	•	•	•	•	•
Parks and Recreation	=	•	•	•	•	•	•
Biological Resources	+	•	•	•	+	-	-
Noise	=	+ <sup>1</sup>	=	+	+	-	-
Air Quality	=	•	•	•	•	•	•
Visual Quality/Aesthetics	•	• <sup>1</sup>	=	•	•	•	+
Geology/Soils	=	•	•	•	•	•	•
Hydrology/Water Quality	=	• <sup>1</sup>	•	•	•	•	•
Cultural Resources	=	•	•	•	+	-	=
Paleontological Resources	=	•	•	•	•	•	-
Public Health and Safety	=	- <sup>1</sup>	•	•	•	•	•

= Impact would be essentially the same as the proposed General Plan

- Impact would be essentially less than the proposed General Plan

+ Impact would be essentially greater than the proposed General Plan

• Not Applicable

<sup>1</sup> Localized impact in area affected by the alternative

## **9.1 EXISTING GENERAL PLAN ALTERNATIVE (NO PROJECT)**

Under the existing General Plan Alternative, the City would continue to implement the existing General Plan that was adopted in 1984. The existing General Plan includes twelve elements entitled Land Use, Conservation, Housing, Recreation, Trails, Open Space, Circulation, Noise, Scenic Highway, Public Safety, Seismic Safety and Community Design. The General Plan includes a Land Use Map (See Figure 5.1-8) designating a series of land use categories which identifies locations and describes the type and anticipated maximum allowable density of ultimate development and a Circulation Plan Map (Figure 9.1-1) which identifies the City's planned street system. A summary of the land uses allowed by the existing General Plan is included in Table 9.1-1.

The following discussion compares the impacts of the Existing General Plan with the impacts of the proposed General Plan update.

### **9.1.1 LAND USE**

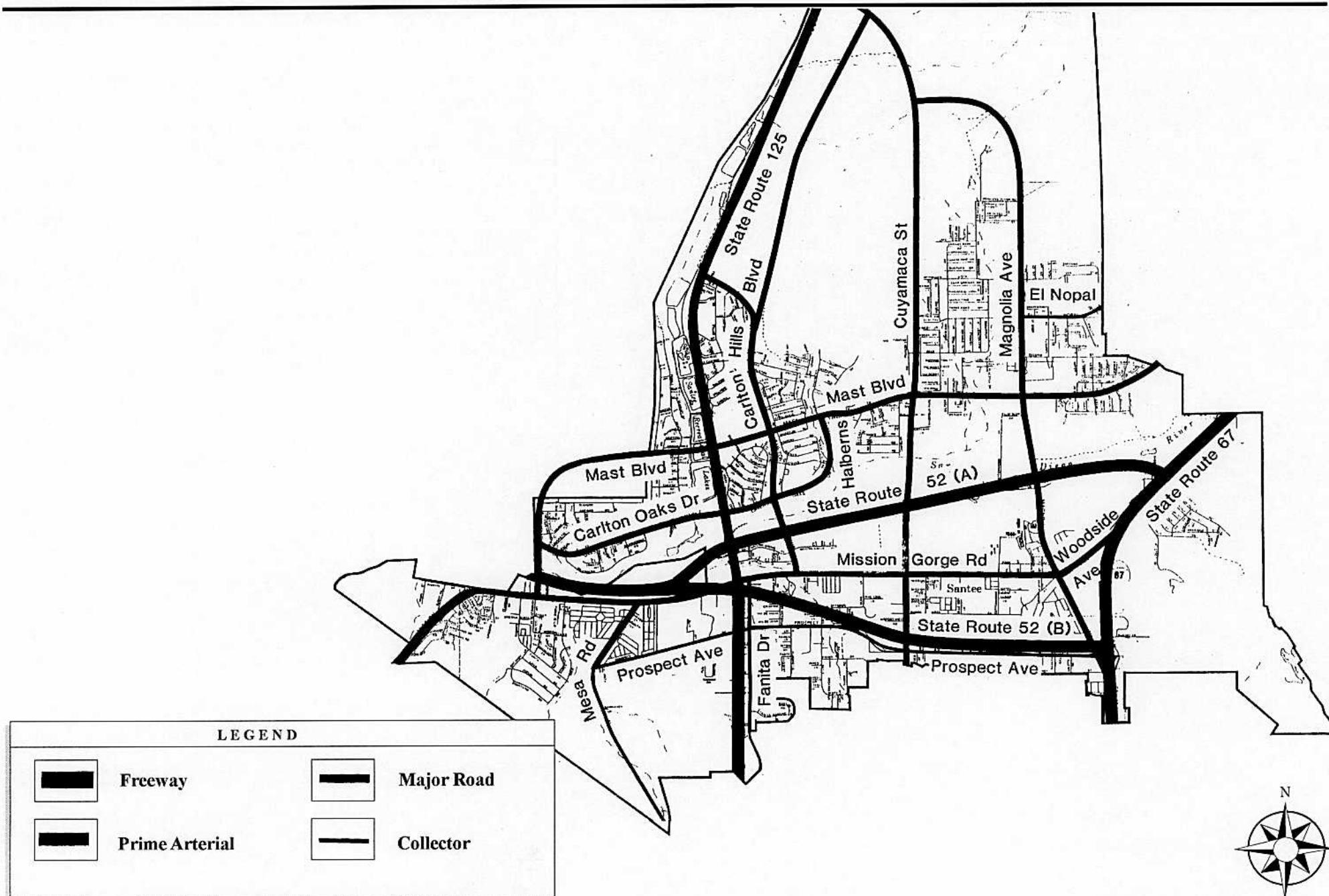
#### **9.1.1.1 Land Use Designations**

Buildout of the City under the existing General Plan would be similar to buildout as contemplated in the proposed General Plan. As illustrated in Table 9.1-2, the existing General Plan would result in less land area devoted to industrial and public/semi-public uses when compared with the proposed General Plan. Conversely, when compared to the proposed General Plan, the existing General Plan would result in larger areas devoted to residential and commercial development and less acreage devoted to Specific Plan/Planned Urban Development and office development. It should be noted that although the existing General Plan would devote more acreage to residential, the lower densities included in the existing General Plan would actually result in 396 less residential units than the proposed General Plan.

The existing General Plan would retain the designation of Resort Recreation, and the Specific Plan designation in lieu of the proposed Planned Urban Development. The existing General Plan would also not provide for the proposed Residential-Business District, or any residential overlay districts that would allow mixed uses on the same properties and encourage smart growth development. The existing General Plan would also not provide opportunities for commercial or mixed use development along the Magnolia Avenue corridor north of the future SR52 to take advantage of retail or service opportunities that could be created by the future freeway construction.

Under the existing General Plan, a total of 22,476 housing units are anticipated in the City at buildout. The ratio of housing unit types would be approximately 62 percent single-family homes, 27 percent multiple-family residential units (apartments and condominiums) and 11 percent mobilehomes. This is very similar to the buildout under the proposed General Plan which is anticipated to be 22,859 total units made up of 62 percent single-family homes, 28 percent multiple-family residential and 10 percent mobilehomes.





Existing General Plan Circulation Map \_\_\_\_\_ Figure 9.1-1

**TABLE 9.1-1**  
**Summary of Existing General Plan Land Uses**

<b>LAND USE DESIGNATION</b>	<b>ACRES</b>
Residential	4,961
Commercial and Office	331
Industrial	455
Public/Semi-Public	1,300
RR – Resort Recreation	57
SP – Specific Plan	2,559
TC - Town Center	530
Public Right-of-way	422
<b>Total</b>	<b>10,615</b>

**TABLE 9.1-2**  
**Comparison of**  
**Existing and Proposed General Plan Land Uses**

<b>LAND USE DESIGNATION</b>	<b>EXISTING GENERAL PLAN (ACRES)</b>	<b>PROPOSED GENERAL PLAN (ACRES)</b>	<b>DIFFERENCE WITH EXISTING GENERAL PLAN (ACRES)</b>
Residential	4,961	4,451	+510
Commercial and Office	331	310	+21
Industrial	455	464	-9
Public/Semi-Public	1,300	1,554	-254
RR – Resort Recreation	57	0	+57
SP – Specific Plan / PUD – Planned Urban Development	2,559	2,873	-314
TC - Town Center	530	530	0

### **9.1.1.2 Land Use Compatibility**

The potential for incompatibilities between land uses (e.g. commercial vs. residential) would exist with implementation of the existing General Plan as well as the proposed General Plan. However, unlike the proposed General Plan, the existing General Plan does not address potential land use compatibility impacts which may result from projects outside the City.

### **9.1.1.3 Land Use Plan Conformance**

#### **Multiple Species Conservation Program**

The existing General Plan does not discuss the Multiple Species Conservation Program (MSCP) as it predates the multiple species approach to habitat and species conservation planning. The proposed General Plan includes a policy stating that the City shall adopt a subarea plan pursuant to the regional Multiple Species Conservation Program that would preserve a minimum of 2,600 acres.

#### **Gillespie Field Comprehensive Land Use Plan**

The existing General Plan designates land for residential use within areas where noise levels would exceed recommended thresholds. Thus, as with the proposed General Plan, implementation of the existing General Plan would result in significant incompatibility issues with Gillespie Field.

#### **NAS Miramar Comprehensive Land Use Plan**

As no sensitive land uses would be affected by aircraft activities associated with MCAS Miramar under the existing General Plan, no conflicts would occur with implementation of the existing General Plan.

## **9.1.2 TRAFFIC/CIRCULATION**

The traffic analysis contained in Appendix B included an analysis of the potential traffic impacts of implementing the existing General Plan. This analysis concluded that the existing General Plan would result in a total of 392,606 ADT. This volume is only 104 ADT less than the 392,710 ADT which would result from the proposed General Plan. The analysis concluded development under the existing General Plan would cause ten roadway segments to operate at LOS D or worse. When compared to the proposed General Plan, traffic volumes and level of service on local roadways would vary only slightly, and levels of service would be unchanged on the freeway segments. The existing General Plan would avoid the impact to a segment of Cuyamaca Street which would be associated with the proposed General Plan. Impacts to other segments would be the same as the proposed General Plan. Impacts would occur on Fanita Parkway from Mast Boulevard to Lake Canyon Road; Mission Gorge Road from SR 125 to Fanita Drive ; and Mission Gorge Road from Fanita Drive to Carlton Hills Boulevard for both the existing and proposed General Plans. Thus, the land use designations and circulation system associated with the existing General Plan would result in a minimal decrease in the traffic impacts associated with future development within the General Plan area.

The Levels of Service on the freeway segments resulting from buildout of the City under the existing General Plan are the same as those resulting from buildout under the proposed General Plan.

### **9.1.3 POPULATION/HOUSING**

The existing General Plan at buildout projects 22,476 residential dwelling units and a population of 66,304 (based on a 2.95 persons per household). The residential units include 14,038 single-family homes, 6,080 multiple-family units, and 2,358 mobilehomes. This would represent 396 less residential units and 1,169 less people when compared to the proposed General Plan. As with the proposed General Plan, population and housing impacts would be significant but mitigable.

### **9.1.4 PUBLIC FACILITIES, SERVICES AND UTILITIES**

Implementation of the existing General Plan would likely result in similar significant but mitigable impacts to public facilities, services and utilities. Although the existing General Plan would result in 396 less residential units than the proposed General Plan, it would result in 21 acres more of commercial and office use along with 314 acres more of Specific Plan and Planned Urban Development areas.

### **9.1.5 PARKS AND RECREATION**

Implementation of the existing General Plan would have a significant but mitigable impact on parks and recreation. As with the proposed General Plan, the existing General Plan establishes goals and objectives for per capita ratios for parks and recreation. In fact, the requirements of the existing and proposed General Plan would be essentially the same. However, unlike the proposed General Plan, the existing Recreation Element would not provide proactive policies to assure that sufficient parks and recreation opportunities would be provided concurrent with need. Nor would it establish a vision for a community-wide system of open space, parks and trails called the Santee Recreation, Open Space and Conservation System (Santee ROCS) that will provide additional emphasis on protection of the City's recreational and open space areas.

### **9.1.6 BIOLOGICAL RESOURCES**

The existing General Plan could result in greater significant impacts to sensitive biological resources due to the fewer goals and policies relating to the protection of natural open space, and the lower acreage devoted to Park and Open Spaces uses in the plan. Although regulations imposed by state and federal resource agencies may provide additional assurances that impacts would not be greater, these controls are not as supported by proactive goals and policies within the existing General Plan.

## **9.1.7 NOISE**

As with the proposed General Plan, development under the existing General Plan along major roadways and within the vicinity of Gillespie Field would experience noise levels which would exceed acceptable standards. As with the proposed General Plan, noise attenuation requirements would be placed on future projects to reduce traffic noise impacts. As with the proposed General Plan, development within the 65 dBA CNEL contour of Gillespie Field would likely experience unacceptable noise levels which cannot be fully attenuated.

Retention of the existing General Plan would retain the existing exterior noise level standard of 60 dBA Ldn. Adherence to this standard would result in quieter environments for noise sensitive areas adjacent to major roadways. However, it would also result in more stringent noise attenuation which would result in substantially higher noise walls along major roadways. As the proposed increase to 65 dBA Ldn would not result in a significant noise impact, the benefit of the lower noise threshold would not be substantial.

### **9.1.7.1 Traffic Noise**

Based on a comparison of the existing and proposed General Plans in Appendix C, the future noise levels resulting from implementation of the existing General Plan would be significant but slightly lower than the proposed General Plan for a number of areas. The future noise levels would be lower for areas along Cuyamaca Street from El Nopal to Mast Boulevard, along Fanita Drive between Mission Gorge Road and Prospect Avenue, along Mission Gorge from West Hills Parkway to SR 52, along Prospect Avenue between Mesa Drive and Fanita Drive, and along some areas of SR 52, SR 125 and SR 67. The noise level reductions would range between 0.1 and 2.7 dBA, with the largest reduction occurring along Prospect Avenue. There would also be increases in noise levels associated with the existing General Plan throughout the city in comparison to the proposed General Plan. The increases in noise levels would occur along limited sections of Carlton Hills Boulevard, Cuyamaca Street, El Nopal, Carlton Oaks, Cuyamaca Street, Magnolia Street, Mast Boulevard and Mission Gorge Road. The largest increase in noise levels (over 3 dBA) would occur along Cuyamaca Street and a portion of El Nopal.

### **9.1.7.2 Aircraft Noise**

As with the proposed General Plan, the existing General Plan would allow additional residential development in areas impacted by aircraft operations associated with Gillespie Field. Thus, development under the existing General Plan would result in significant, unmitigable noise impacts.

### **9.1.7.3 Transit Noise**

Future noise-sensitive development under the existing General Plan which would be located along the San Diego Trolley would experience trolley noise. However, as with the proposed General Plan, trolley noise would not represent a significant impact.

#### **9.1.7.4 Commercial/Industrial (Stationary) Noise**

The City's Noise Abatement and Control Ordinance regulates noise from commercial and industrial uses and would assure that future commercial/industrial development under the existing General Plan would not impact adjacent noise sensitive land uses.

### **9.1.8 AIR QUALITY**

As with the proposed General Plan, implementation of the existing General Plan would have significant cumulative impacts on regional air quality. The 104 less trips that would be generated in comparison with the proposed General Plan would be insignificant. Although vehicle miles traveled (VMT) would increase with the existing General Plan, the increase would be offset by lower future emissions factors.

### **9.1.9 VISUAL QUALITY/AESTHETICS**

Implementation of the existing General Plan would not result in significant impacts related to visual quality/aesthetics. The Community Design, Scenic Highways and Conservation Elements of the existing General Plan provide policies which would be implemented as a part of future development which would minimize aesthetic impacts. Thus, the existing General Plan would not have a significant visual/aesthetic impact.

### **9.1.10 GEOLOGY/SOILS**

Future development under the existing General Plan would be exposed to geologic hazards associated with seismic events, liquefaction, and expansive soils. However, as with the proposed General Plan geologic investigations required of future development would assure that geologic risks are assessed and appropriate remedial measures included in new development. Thus, the impact would be significant but mitigable.

### **9.1.11 HYDROLOGY/WATER QUALITY**

Future development under the existing General Plan would increase runoff by increasing impermeable surface area. In addition, new development would increase urban runoff. As with the proposed plan, implementation of drainage control structures designed as part of new development along with adherence to water quality control measures required by the Regional Water Quality Control Board and the City's JURMP and SUSMP would reduce potential impacts to below a level of significance.

### **9.1.12 CULTURAL RESOURCES**

Implementation of the existing General Plan could significantly impact sensitive cultural resources which occur or are suspected to occur in the undeveloped portions of the General Plan area. However, cultural resource studies conducted as part of the environmental review of future

development and implementation of recommended mitigation measures would be expected to reduce impacts to below a level of significance.

### **9.1.13 PALEONTOLOGICAL RESOURCES**

Future development under the existing General Plan is expected to occur in areas which possess moderate to high potential for paleontological resources. Grading associated with construction in these areas could significantly impact important paleontological resources. However, implementation of resource recovery plans required of future development would reduce these impacts to below a level of significance.

### **9.1.14 PUBLIC HEALTH AND SAFETY**

#### **9.1.14.1 Flooding**

As with the proposed General Plan, future development under the existing General Plan could occur in areas subject to flooding. However, enforcement of existing regulations on development within floodways and floodplains would assure that potential impacts would be reduced to below a level of significance.

#### **9.1.14.2 Wildland Fire Hazard**

Future development under the existing General Plan would occur adjacent to large areas of native vegetation which pose a high wildland fire risk. However, by continuing to involve the Fire Department in review of new development together with implementation of fire buffers, continuation of the City's weed abatement program as well as fire sprinkler systems mandated by the Uniform Fire Code, the risk would be reduced to below a level of significance.

#### **9.1.14.3 Hazardous Materials**

Existing and future hazardous materials occurring within the General Plan area could pose a risk to future residents associated with new development under the existing General Plan. However, as with the proposed General Plan, adherence to local, state and federal regulation of hazardous materials would reduce impacts to below a level of significance.

#### **9.1.14.4 Crime**

The police protection afforded the City by the County Sheriff would avoid a significant crime impact associated with implementing the existing General Plan. Future development contemplated under the existing General Plan would generate increased revenues to the City which would be used to fund the increased levels of service needed for the City at buildout.

#### **9.1.14.5 Emergency Preparedness**

Current Emergency Operations Plan adopted by the City would provide adequate protection to future development which would occur with implementation of the existing General Plan.

### **9.1.14.6 Airport Safety**

Future development under the existing General Plan would result in land uses which would be incompatible with Gillespie Field operations. Figure 9.1-2 depicts the safety zones for Gillespie Field superimposed on the land use designations of the existing General Plan. The proposed City of Santee land uses within these zones are summarized in Table 9.1-3. The determination of compatible, conditionally compatible, or incompatible is based upon the Safety Criteria Compatibility Guidelines in Table 5.14-2 in Section 5.2 and a current setting of “Urban.”

The Runway Protection Zone at the east and west ends of Runway 27R encompasses 28 acres within the City of Santee. Incompatible land uses allowed under the existing General Plan at the west end would include 1.4 acres of Office Professional, 4.1 acres of General Commercial, 1.4 acres of Light Industrial, and 4.4 acres of General Industrial. Compatible land use at the west end would be 0.7 acre of Parks/Open Space assuming continuation of the existing use. Incompatible land use at the east end would consist of 2.3 acres of Medium-High Density Residential. Compatible land use at the east end would be 5.2 acres of Public assuming continuation of the existing use. The existing General Plan compared with the proposed General Plan would result in 2.2 acres more of incompatible Commercial/Office and 2.2 acres less of incompatible Industrial in the Runway Protection Zone.

The Inner Approach/Departure Zone at the east and west ends of Runway 27R encompasses 140 acres within the City of Santee. Under the existing General Plan, incompatible land use at the west end would consist of 52 acres of Low-Medium Density Residential. Conditionally compatible land use at the east end would include 9.1 acres of Light Industrial, 10.2 acres of General Industrial, and 1.1 acres of Parks/Open Space. There are no provisions in the existing General Plan, however, to ensure conditional compatibility. The existing General Plan compared with the proposed General Plan would result in no change in incompatible land uses in the Inner Approach/Departure Zone.

The Inner Turning Zone at the east and west ends of Runway 27R encompasses 125 acres within the City of Santee. All proposed land uses of the existing General Plan, including Residential (32.1 acres), Commercial/Office (22.2 acres), Industrial (56.3 acres), and Public (2.7 acres), would be conditionally compatible with the Inner Turning Zone. The existing General Plan compared with the proposed General Plan would result in 7.1 acres less of conditionally compatible Residential, 6.1 acres more of conditionally compatible Commercial/Office, and 1.0 acre more of conditionally compatible Industrial in the Inner Turning Zone. However, there are no provisions in the existing General Plan, however, to ensure conditional compatibility.

The Outer Approach/Departure Zone at the west end of Runways 27R and 27L encompasses 85 acres within the City of Santee. All proposed land uses of the existing General Plan, including Residential (65.5 acres), Industrial (1.1 acres), and Public (9.5 acres), would be conditionally compatible with the Outer Approach/Departure Zone. The existing General Plan compared with the proposed General Plan would result in no change in conditionally incompatible land uses in the Outer Approach/Departure Zone. However, there is no provision in the existing General Plan, to ensure conditional compatibility.



**TABLE 9.1-3**  
**Land Use Designations By Safety Compatibility Zone For Gillespie Field – Existing General Plan**

LAND USE DESIGNATIONS	SAFETY COMPATIBILITY ZONES					
	(1) RUNWAY PROTECTION	(2) INNER APPROACH/ DEPARTURE	(3) INNER TURNING	(4) OUTER APPROACH/ DEPARTURE	(5) SIDELINE	(6) TRAFFIC PATTERN <sup>2</sup>
<b><u>Residential</u></b>						
HL – Hillside/Limited (0-1 DUs/Gross Ac)			21.8**			207.7*
R1 – Low Density (1-2 DUs/Gross Ac)						137.8
R1A – Low-Medium Density (2-4 DUs/Gross Ac)						
R2 – Low-Medium Density (2-5 DUs/Gross Ac)		52.0***	0.5**	53.3**		233.8*
R7 – Medium Density (7-14 DUs/Gross Ac)				7.8**		78.1*
R14 – Medium-High Density (14-22 DUs/Gross Ac)	2.3***		9.8**	4.4**		5.5*
R22 – High Density (22-30 DUs/Gross Ac)						
PUD – Planned Unit Development						
RB – Residential-Business						
<b>Total Residential</b>	<b>2.3</b>	<b>52.0</b>	<b>32.1</b>	<b>65.5</b>		<b>662.9</b>
<b><u>Commercial/Office</u></b>						
OP - Office Professional	1.4***		10.7**			16.8*
NC –Neighborhood Commercial						12.8*
GC – General Commercial	4.1***		11.5**			40.2*
TC – Town Center						2.1*
RR – Resort Recreation						246.0*
<b>Total Commercial/Office</b>	<b>5.5</b>		<b>22.2</b>			<b>317.9</b>
<b><u>Industrial</u></b>						
IL - Light Industrial	1.1***	9.1**	44.2**	1.1**		46.7*
IG - General Industrial	4.4***	10.2**	12.1**		15.6**	
<b>Total Industrial</b>	<b>5.5</b>	<b>19.3</b>	<b>56.3</b>	<b>1.1</b>		<b>46.7</b>
<b><u>Public</u></b>						
P/OS – Park/Open Space	0.7*	1.1**	2.7**		1.2**	168.3*
PUB – Public	5.2*			9.5**		13.8*
<b>Total Public</b>	<b>5.9</b>	<b>1.1</b>	<b>2.7</b>	<b>9.5</b>		<b>182.1</b>
<b>TOTAL ZONE<sup>1</sup></b>	<b>28.0</b>	<b>140.0</b>	<b>125.0</b>	<b>85.0</b>	<b>16.8</b>	<b>1,306.0</b>

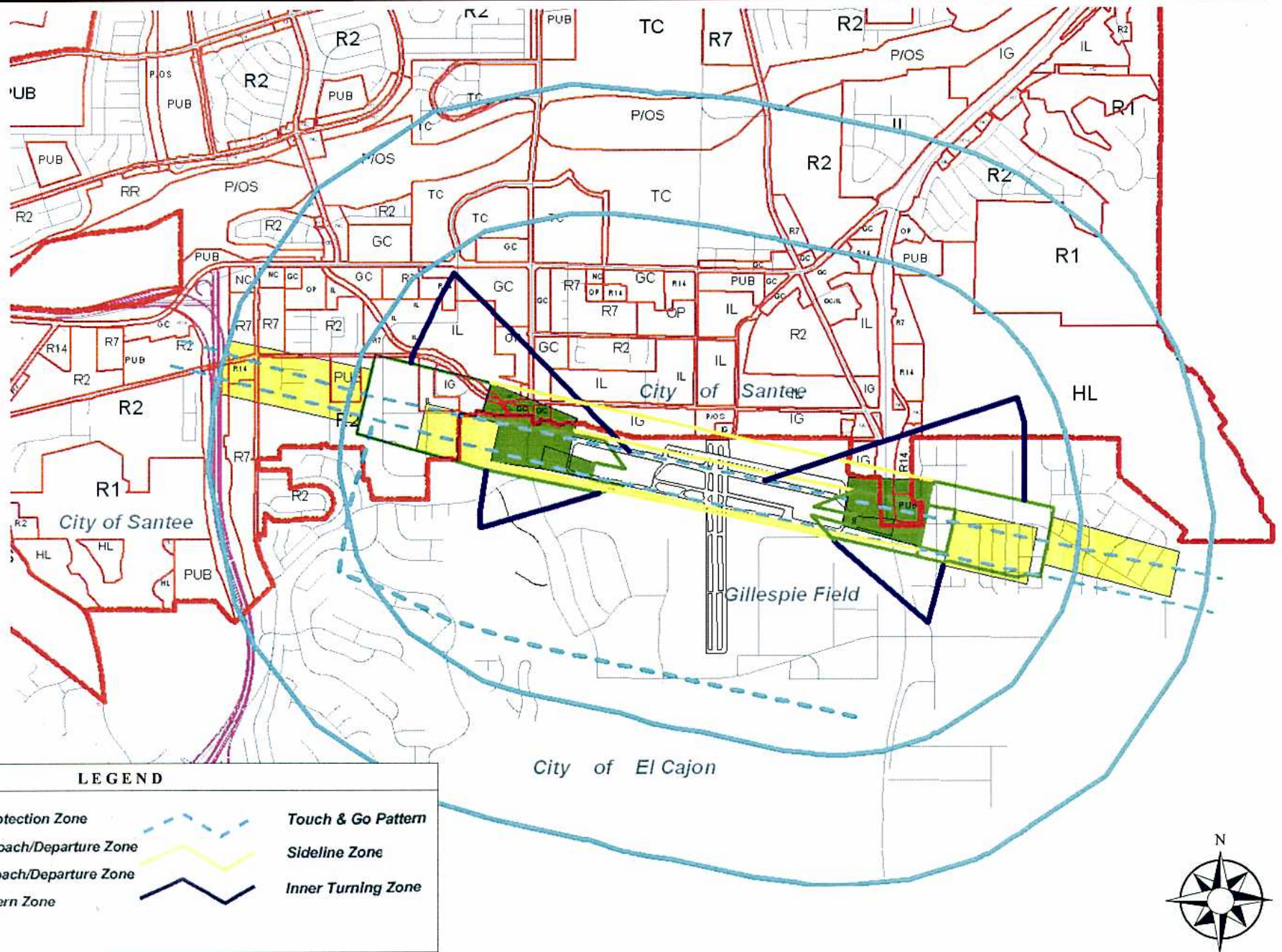
<sup>1</sup> Does not include Public Right-of-Way

<sup>2</sup> Does not include Outer Approach/Departure Zone acreage.

\* Compatible.

\*\* Conditionally Compatible if restrictions in accordance with Table 5.14-2 are applied.

\*\*\* Incompatible.



Source: City of Santee, 2002



Gillespie Field Safety Zones- Existing General Plan Land Uses \_\_\_\_\_ Figure 9.1-2

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The Sideline Zone encompasses 16.8 acres within the City of Santee. Designated General Industrial (15.6 acres) and Parks/Open Space (1.2 acres) would be conditionally compatible with the Sideline Zone. The existing General Plan compared with the proposed General Plan would result in no change in incompatible land uses in the Sideline Zone. However, there are no provisions in the existing General Plan, however, to ensure conditional compatibility.

The Traffic Pattern Zone for Runway 27R and 27L is the most extensive of all of the zones and encompasses 1,306 acres (excluding the Outer Approach/Departure Zone) within the City of Santee. All proposed land uses of the existing General Plan, including Residential (662.9 acres), Commercial/Office (317.9 acres), Industrial (46.7 acres), and Public (306.1 acres), would be compatible with the Traffic Pattern Zone. The existing General Plan compared with the proposed General Plan would result in 110 acres more of compatible Residential, 7.2 acres less of compatible Commercial/Office, 3.1 acres more of compatible Industrial, and 18.1 acres more of Public in the Traffic Pattern Zone.

As with the proposed General Plan, no mitigation exists to reduce airport safety impacts associated with the existing General Plan to below a level of significance.

## **9.2 GILLESPIE FIELD ALTERNATIVE LAND USE PLAN**

This alternative evaluates the impacts resulting from implementing the recommendation of the 1989 Gillespie Field Comprehensive Land Use Plan (CLUP). The Plan recommends that the City of Santee “revise the residential plan and zoning currently within the 65-70dB CNEL contours and work with the airport operator to reduce the future 65 dB CNEL contour impact on residentially zoned areas, or revise the residentially planned and zoned areas impacted by the future 65 dB CNEL contours in order to be compatible with the CLUP”. In accordance with this recommendation, this alternative would eliminate land uses which would be incompatible with Gillespie Field operations and replace them with compatible uses (e.g. office professional and industrial uses).

The discussion of potential environmental impacts of this alternative is based largely on conclusions drawn in an EIR prepared for GPA 90-03 (certified on February 13, 1992). This EIR addressed a proposal by Buck Knives to convert single-family residential land to light industrial located in the vicinity of Atlas View Drive/Rhone Road/Pryor Drive (Figure 9.2-1). The area affected by this proposed change in land use covered approximately 30 acres of the area impacted by Gillespie Field. However, the effects of the change are considered representative of the effect of converting to entire impacted area to non-residential uses.

The following environmental analysis deals with potential land use, traffic, noise, and public safety issues. Other environmental issues would not be substantially affected by this alternative.

## 9.2.1 LAND USE

Based on the conclusions of the EIR for GPA 90-03, conversion of current residentially designated land would have a significant, unmitigable land use impact. This change would place industrial and office professional uses adjacent to existing residential areas. Lighting, noise and traffic associated with these uses could be incompatible with these existing residential areas.

Office development in this area would conflict with the City's stated intention of consolidating office development in the Town Center and Fanita Ranch areas. This policy has driven a number of the land use changes reflected in the proposed General Plan, and establishing additional office land uses outside of Town Center and Fanita Ranch would compete with those areas and could affect the viability of future projects.

The change in land use would also be inconsistent with Policy 5.3 of the Land Use Element which states that "The City shall ensure that industrial development creates no significant off-site impacts concerning access and circulation, noise, dust, odors, visual features and hazardous materials, that cannot be adequately mitigated".

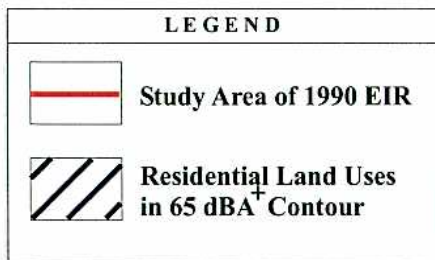
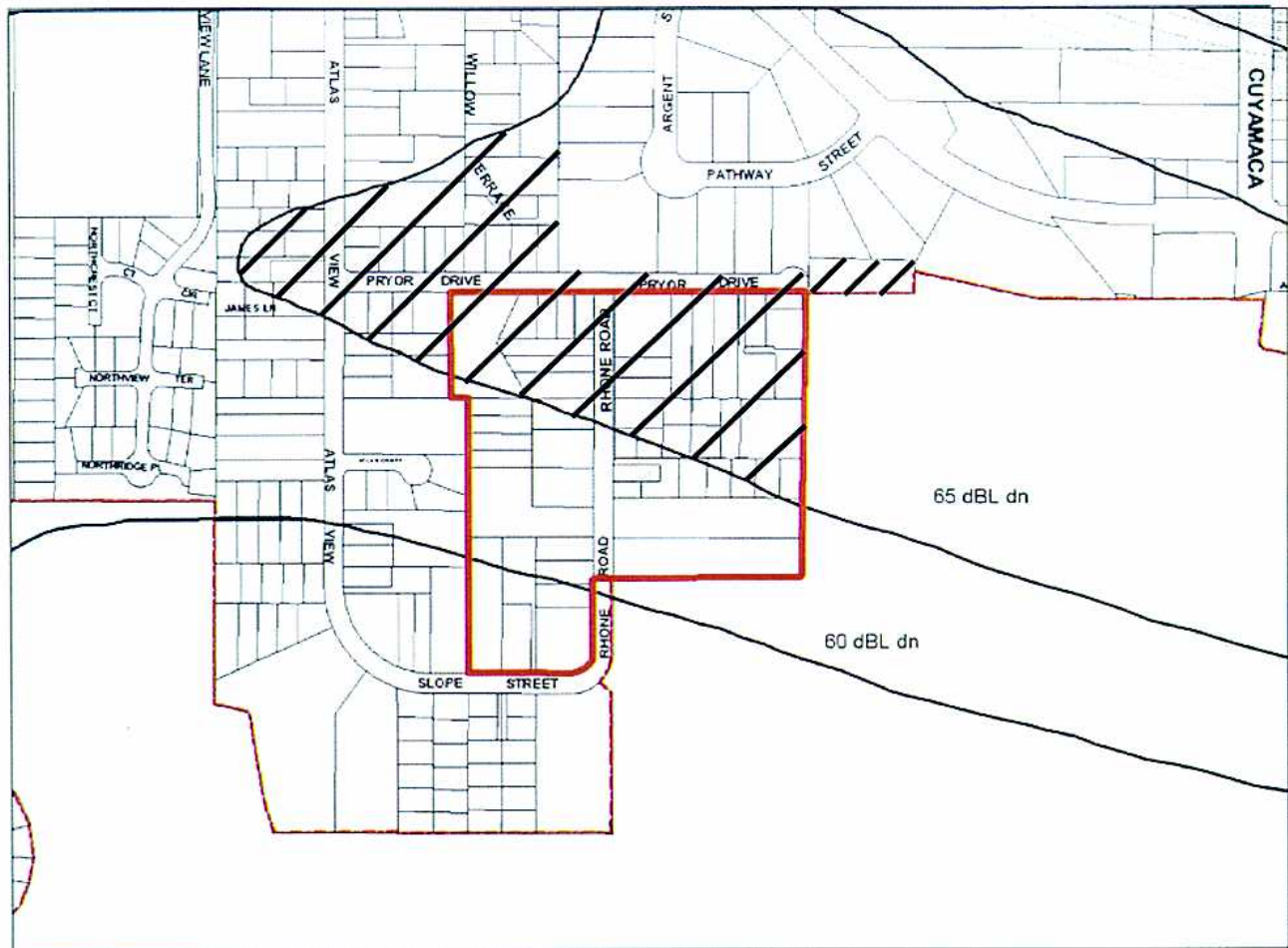
In addition, revising the land use designation to Office professional or Light Industrial would make the existing homes in the area legally nonconforming uses. Although routine maintenance and repairs can be performed, the City's Zoning Ordinance restricts additions, and requires approval of a Conditional Use Permit by the City Council to allow a damaged building to be restored. This would represent a hardship to the property owners and could limit the owners ability to obtain financing and/or insurance and could lead to reduced maintenance of properties and potentially contribute to creating blighted conditions in the neighborhood.

## 9.2.2 NOISE

Based on the conclusions of the EIR for GPA 90-03, conversion of current residentially designated land would have a significant noise impact. Significant noise impacts would occur from both the increased office professional and/or industrial traffic in residential areas as well as from the office professional and industrial uses themselves. In the worst case, where truck traffic would use existing residential streets to access the office professional or industrial areas, existing residences could be subjected to noise levels of up to 80 dBA. Potential noise impacts associated with parking lot activities and mechanical equipment could also generate significant noise impacts.

A change in the land use to office professional and/or industrial would also raise the noise levels permitted by the City's Noise Abatement and Control Ordinance. Permitted noise levels in the area could increase as much as 20 to 30 dBA for the existing residential uses. For properties within the affected area, this impact would be temporary, until those properties turned over to office professional or industrial uses. For properties outside but adjacent to the office professional or industrial uses, the impact would be permanent.





Not to Scale

Source: City of Santee, 2002

Future Gillespie Field 60-65 dBA Noise Contours \_\_\_\_\_ Figure 9.2-1

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### **9.2.3 TRAFFIC**

The EIR for GPA 90-03 concluded that the traffic generated by office professional or industrial uses would be much higher than would be generated by development within existing residential designations. This increase could cause significant effects to local intersections and road segments. The additional numbers of vehicles and the type of traffic expected with office professional or industrial uses (i.e., heavy trucks) could also create traffic safety impacts for schoolchildren going to and from the nearby Prospect Avenue Elementary School.

### **9.2.4 PUBLIC SAFETY**

The change in land use to office professional or industrial would increase the potential for hazardous materials use and possible spills. This would be a concern due to the proximity of residential uses and presence of children in the adjacent neighborhood.

Thus, while changing the land use designation to office or industrial would eliminate the land use compatibility with the CLUP by introducing a less noise sensitive land use, it would cause significant, and often unmitigable land use, noise, traffic circulation and safety, and public safety impacts. Taken as a whole, the impacts resulting from implementing the recommendations of the CLUP are more wide-ranging and severe than the land use and noise impacts which would result from future development under the proposed General Plan.

## **9.3 GENERAL PLAN LAND USE DESIGNATION ALTERNATIVES FOR SELECTED SITES**

In the course of preparing the proposed Land Use Element, the City considered several different land use designations on 21 parcels within the General Plan area before selecting the one to include in the proposed General Plan. Some of the alternative designations were considered at the request of the landowners while others were identified by the City. Table 9.3-1 identifies the land use designation ultimately included in the proposed Land Use Element for these 21 parcels as well as the various alternatives, which were considered each of these parcels. Many of these sites are currently vacant or underutilized.

Environmental impacts related to implementation of the one or more of the alternative land uses identified on Table 9.3-1 would not be substantially different with regard to those issues related to the physical disturbance of land (e.g. biology, cultural resources, drainage, paleontology and public health and safety. Any development of the subject parcels would have a similar impact on these resources, as the disturbance area would be essentially the same. However, the alternatives would have different impacts related to traffic as well as air quality and noise since they are largely based on traffic generation. Differences could also occur with respect to land use,



population and housing, public facilities, and visual quality/aesthetics. Each of these issues are discussed below.

**TABLE 9.3-1**  
**Alternative General Plan Land Use Designations For Selected Sites**

SITE	LOCATION	STUDY AREA SIZE / NUMBER OF PARCELS	EXISTING LAND USE	LAND USE DESIGNATION		
				EXISTING	PROPOSED	ALTERNATIVES CONSIDERED
SOUTHCENTRAL SECTOR						
NC-1	North side of Mission Gorge Rd, just east of West Hills Pkwy	14.8 acres / 5 parcels	Kmart Store, 2 sfr (single family residence), horse corrals	NC	GC and GC/R22 overlay (overlay only on the Kmart site)	GC and GC/R14 overlay (overlay only on the Kmart site )
OP-3	West side of Cottonwood Ave, north of Buena Vista Ave	0.57 acre / 1 parcel	Vacant	OP	GC	GC , R14 or R22
OP-5	Northwest corner of Cottonwood Ave and Buena Vista Ave.	16 acres / 12 parcels	Six sfr; three vacant parcels, doctors office and office complex	OP	combination of R14, R22, R-B and OP	Combinations of R14, R22, R-B and GC
OP-6	Airport Vista Road	3.4 acres / 13 parcels	Nine sfr, 13 businesses, MTDB electrical substation	OP	R-B	R14, R22
OP-7	Northwest Corner of Prospect Avenue and Cuyamaca Street	2.5 acres / five parcels	Vacant MTDB properties, manufacturing business	OP	GC and OP	Combinations of GC and OP
SC-1	8846 Cottonwood Avenue	0.93 acre / 1 parcel	Auto repair business	OP	R14	GC ,R14 or R22
SC-5	Mac Cool Lane	4.9 acres / 20 parcels	11 sfr; six apt bldgs, daycare center, truck storage yard	GC (north ) and IL (south )	R7 and R-B	R7 and R-B, or R14 or R22
WESTERN SECTOR						
W-1	Hiser Lane (APN's: 386-300-05 and 30)	4.4 acres / 2 parcels	Six sfr; commercial use	GC	R14	R7, R14 or R22
W-3	APN's: 386-300-34 and 386-310-05	83 acres / 3 parcels	Vacant	HL	R-2 (flatter 8-acres only)	R1A or R2 (flatter areas only)
W-5	North side of Prospect Ave at Clifford Heights Road	11.4 acres / 2 parcels	Softball fields	Public	R2 and R7	R2 and GC, or GC
W-10	Two parcels south of the terminus of Dove Hill Dr	15.1 acres / 2 parcels	One sfr; vacant parcel	R2	R1A and HL	R1A and R1 or HL
W-13	Two parcels directly north of Grossmont College (APN's: 386-070-12 and 17)	78.8 acres / 2 parcels	Vacant	HL and R-1	R1	HL and R-1 and R1A
Auto Sales Overlay District – Generally located north of Prospect Avenue, south of Mission Gorge Road, west of SR52/125 interchange and east of Marrokal Lane		Various boundaries will be evaluated	Combination of commercial uses, single family residences and vacant parcels	Evaluate feasibility of an overlay district to encourage establishment of auto dealerships in conjunction with an expanded Redevelopment Area		

**TABLE 9.3-1**  
**Alternative General Plan Land Use Designations For Selected Sites (continued)**

SITE	LOCATION	STUDY AREA SIZE / NUMBER OF PARCELS	EXISTING LAND USE	LAND USE DESIGNATION		
				EXISTING	PROPOSED	ALTERNATIVES CONSIDERED
EASTERN SECTOR						
W-13	Two parcels directly north of Grossmont College (APN's: 386-070-12 and 17)	78.8 acres / 2 parcels	Vacant	HL and R-1	R1	HL and R-1 and R1A
Auto Sales Overlay District – Generally located north of Prospect Avenue, south of Mission Gorge Road, west of SR52/125 interchange and east of Marrokal Lane		Various boundaries will be evaluated	Combination of commercial uses, single family residences and vacant parcels	Evaluate feasibility of an overlay district to encourage establishment of auto dealerships in conjunction with an expanded Redevelopment Area		
E-1	10445 Mast Blvd	10.2 acres / 1 parcel	256-unit apt complex	R2	R22	R14 or R22
E-4	Eastern terminus of Hillcreek Rd	15.8 acres / 1 parcel	Vacant	HL	R2 and P/OS	R1A or R2 and P/OS
E-6	South side of Woodside Ave at east City boundary	16 acres / 1 parcel	Vacant	R-1	R1A and R2	R1Aor R2
E-11	10887 Woodside Avenue	17.5 acres / 1 parcel	Water District offices	OP / Public	OP w/R14 overlay and HL	R7 or R14 and HL
E-14	Rattlesnake Mountain	270 acres / 3 parcels	Vacant	HL	PUD	Specific Plan
E-16	Graves Avenue at Prospect Ave (APN's: 384-142-17 and 21)	3.69 acres / 2 parcels	Vacant	NC	GC and NC w/R14 overlay	GC and R14 or R22
NORTHERN SECTOR						
N-1	Northwest Magnolia area	145 acres / 32 parcels	Vacant	R1	R1	R1 and HL

**Legend**

RESIDENTIAL

HL – Hillside Limited Residential 0-1 dwelling units per gross acre  
R-1 – Low Density Residential 1-2 dwelling units per gross acre  
R1A\* – Minimum 10,000 square foot lot District  
R2 – Low – Medium Density Residential 2-5 dwelling units per gross acre  
R7 – Medium Density Residential 7-14 dwelling units per gross acre  
R14 – Medium – High Density Residential 14-22 dwelling units per gross acre  
R22\* – High Density Residential 22-30 dwelling units per gross acre

MIXED USE DEVELOPMENT

PUD\* (Planned Unit Development) The intent of this district would be to allow for master-planned, mixed use development consistent with the General Plan. This new designation will be evaluated for appropriate properties

COMMERCIAL AND OFFICE

R-B\* - Residential Business District  
OP – Office Professional  
NC – Neighborhood Commercial  
GC – General Commercial

INDUSTRIAL

IL – Light Industrial  
IG – General Industrial

OTHER

P / OS – Park / Open Space

OVERLAY DISTRICTS

H – Hillside Overlay District  
MHP – Mobilehome Park Overlay District  
Residential Overlay\*  
Commercial Overlay\*

\*Proposed new land use designations.

### **9.3.1 TRAFFIC**

The effect of implementing one or more of the alternative land use designations identified on Table 9.3-1 would be equal or less than the proposed General Plan. In developing the land use assumptions for forecasting traffic generated by the proposed project, the traffic engineer selected the alternative designation which would generate the highest level of traffic was used. Thus, the traffic impacts identified in Section 5.2 represent a “worst-case” scenario where the most intensive combination of the various alternative land uses occurs.

### **9.3.2 NOISE**

Because the “worst-case” traffic analysis generated by the proposed General Plan was the basis for the noise analysis contained in Section 5.7, the traffic noise impacts associated with selecting one or more of the alternative land use designations would be equal or less than that associated with the proposed General Plan. However, selection of alternatives which may generate high levels of noise (e.g. commercial or industrial uses) could generate potential noise impacts on adjacent noise sensitive uses.

### **9.3.3 AIR QUALITY**

Because the “worst-case” traffic analysis generated for the proposed General Plan was the basis for the air quality analysis contained in Section 5.8, the air quality impacts associated with selecting one or more of the alternative land use designations would be equal or less than that associated with the proposed project.

### **9.3.4 LAND USE**

Adoption of one or more of the alternative land use designations could result in significant land use conflicts in the event that the alternative land use would allow a use that could conflict with existing or future land uses. Examples could include development of commercial or industrial uses adjacent to existing or future residential areas. Light, noise and traffic associated with commercial or industrial uses could interrupt neighborhood activities within adjacent residential areas.

### **9.3.5 POPULATION AND HOUSING**

Implementation of alternate land use designations could change the future population and housing within the General Plan area. For example, selection of a non-residential use over a residential use would proportionately reduce the housing and population within the City. A decrease in population and housing would reduce impacts on public services but would also not promote the goal of providing residential opportunities within the City as well as the region.

### **9.3.6 PUBLIC FACILITIES**

In the event non-residential land use designations are selected instead of residential designations, impacts to public services would be reduced proportionately. Reducing the number of residential units would decrease the demand placed on police and fire protection, water, sewer, and solid waste disposal. A reduction in the number of homes would also reduce the demand placed on local schools. Conversely, selection of residential instead of non-residential land use designations would proportionately increase the demand on public services.

### **9.3.7 VISUAL QUALITY/AESTHETICS**

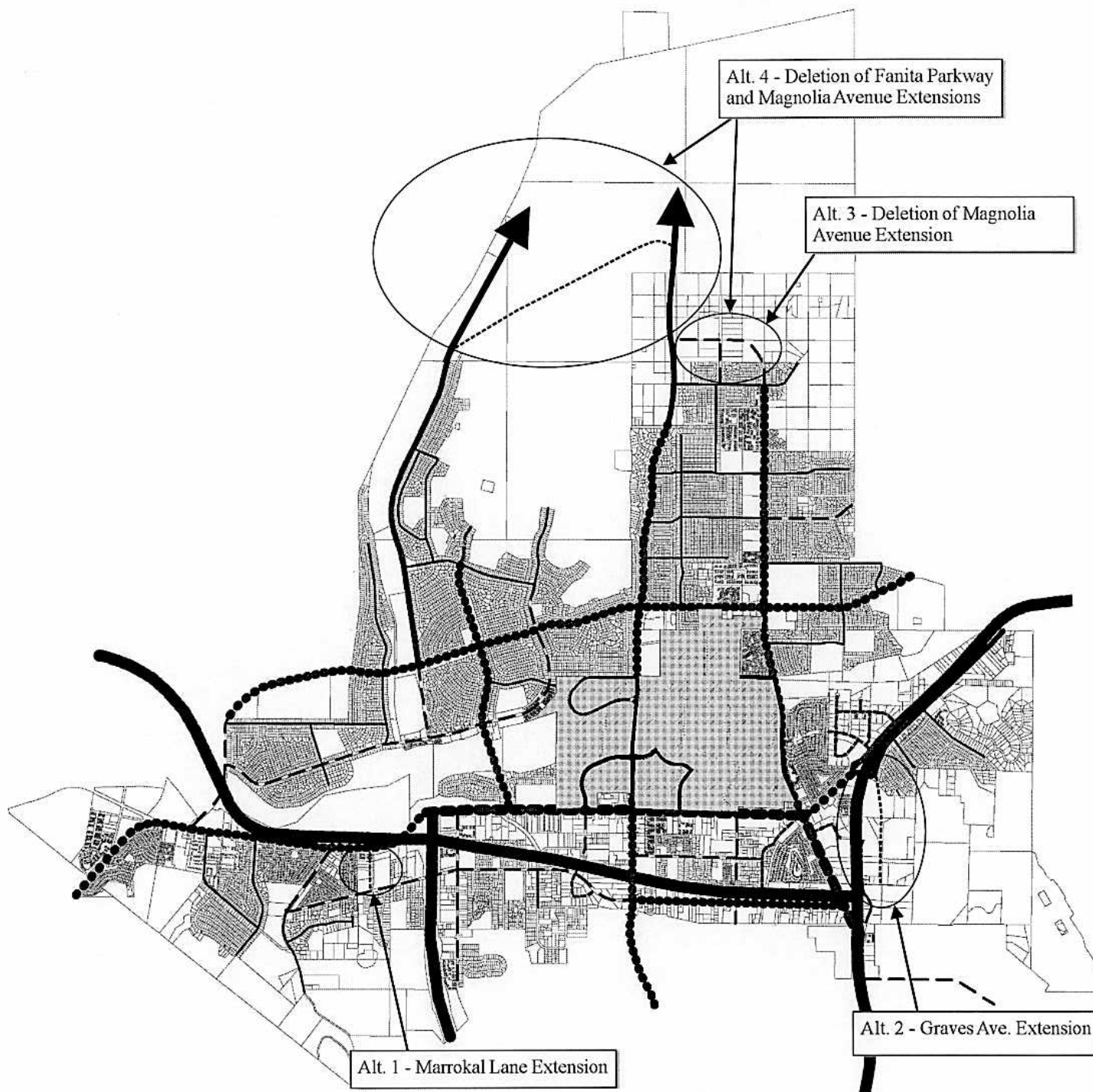
Alternative land use designations which would place commercial and industrial uses within existing residential neighborhoods or scenic areas within the City could adversely impact local aesthetics. Commercial and industrial uses often involve buildings whose bulk and scale are inconsistent with the surrounding land uses, particularly residential. In addition, outdoor storage and equipment areas as well as large parking lots could adversely impact the aesthetics within the immediate area. All changes that convert vacant land to development would change the environmental setting from open space to urbanized.

## **9.4 CIRCULATION ALTERNATIVES**

In the course of updating the Circulation Element for the proposed General Plan, eight variations to the local road network were considered (see Appendix G of Appendix B to this EIR). These variations included adding or deleting roadway segments which did not ultimately get included in the proposed General Plan. Of the eight, many were ultimately incorporated into the proposed Circulation Element. This section addresses four major alternatives which were not incorporated. These alternatives are illustrated in Figure 9.4-1 and identified below.

1. Marrokal Lane Extension;
2. Graves Avenue Extension;
3. Deletion of Magnolia Avenue Extension; and
4. Deletion of Fanita Parkway and Magnolia Avenue Extensions.

As the primary effect of these alternatives would be upon the distribution of traffic within the City, the following discussion of environmental impacts focuses on traffic. In addition, the addition of new roadways could affect undisturbed lands thereby affecting biological, cultural and paleontological resources. In addition, difficult terrain in the areas of new roadways could affect local aesthetics by impacting landforms and creating large manufactured slopes. Land uses adjacent to extensions would be subjected to increased traffic noise. Therefore, the following discussion is focused on these issues.



\* Street within the Town Center Specific Plan area are shown for purposes of illustrating anticipated street connections. The final location and design of the Town Center street network will be based on more detailed analysis conducted at the time development is proposed.

- |   |   |
|---|---|
|  Freeway<br>(Existing or approved alignment)           |  Collector<br>(Two to four lane feeder streets)  |
|  Prime Arterial<br>(Six lanes or larger divided roads) |  Residential Collector<br>(Two lane distributor streets, slightly larger than local residential streets) |
|  Major Arterial<br>(four to six lane divided roads)    |  Industrial  |
|  Parkway<br>(Unique, non-standard designed roads)      |  San Diego Trolley   |
|  Town Center Specific Plan Area *                      |   |



Not to Scale

Source: City of Santee, 2002

## 9.4.1 CIRCULATION ALTERNATIVE 1 –MARROKAL LANE EXTENSION

### 9.4.1.1 Description

The existing General Plan proposes the extension of Mesa Road from Mesa Heights Road to Lake Murray Boulevard in the City of San Diego and the extension of Rancho Fanita Drive between Big Rock Road and Mesa Road. The proposed General Plan excludes both extensions. As an option to providing a network link in this area, Circulation Alternative 1 would extend Marrokal Lane from Mission Gorge Road to Prospect Avenue.

### 9.4.1.2 Impacts

#### Traffic

Table 9.4-1 shows the average daily traffic and level of service for local roadways, including Mission Gorge Road, Mesa Road, Big Rock Road, Rancho Fanita Drive and Prospect Avenue for Circulation Alternative 1.

**TABLE 9.4-1**  
**Circulation Alternative 1 –Marrokal Lane Extension**  
(Year 2020 Roadway Operations)

ROADWAY	SEGMENT	CLASS <sup>1</sup>	CAP <sup>2</sup>	ADT <sup>3</sup>	LOS <sup>4</sup>
Mission Gorge Road	Golfcrest Drive to Rancho Fanita Drive	Prime Art	57,000	14,800	A
	Rancho Fanita Drive to Big Rock Road	Prime Art	57,000	19,700	A
	Big Rock Road to Mesa Road	Prime Art	57,000	22,800	B
	Mesa Road to Marrokal Lane	Prime Art	57,000	26,300	B
	SR 52 to SR 125	Prime Art	57,000	24,600	B
	SR 125 to Fanita Drive	Prime Art	57,000	69,300	F
Mesa Road	Mission Gorge Road to Prospect Avenue	Collector	34,200	3,400	A
Big Rock Road	Rancho Fanita Drive to Mission Gorge Rd	Res Col	16,200	4,200	A
Rancho Fanita Drive	Mission Gorge Road to Big Rock Road	Res Col	16,200	3,200	A
Prospect Avenue	Mesa Road to SR 125	Collector	34,200	11,900	A
	SR 125 to Fanita Drive	Collector	34,200	14,800	B
	Fanita Drive to Cuyamaca Street	Collector	34,200	11,400	A

Source: SANDAG 2020 Traffic Model runs

- <sup>1</sup> Roadway classification.
- <sup>2</sup> Capacity based on roadway classification operating at LOS E.
- <sup>3</sup> Average Daily Traffic.
- <sup>4</sup> Level of Service.

With Circulation Alternative 1, the connection of Marrokal Lane is projected to place about 15,000 ADT on this road between Mission Gorge Road and Prospect Avenue because it would provide a convenient cut through route from Prospect Avenue to Mission Gorge Road.

Table 9.4-1 shows that no significant traffic impacts would occur due to the network revision associated with Circulation Alternative 1. However, even without the Marrokal Lane extension, the streets in this area would continue to operate at an acceptable LOS. Therefore, there is no substantial benefit in terms of circulation in extending Marrokal Lane.

## **Land Use**

As roads are a normal part of development, the extension of Marrokal Lane would be compatible with surrounding land uses. However, traffic noise would be sufficient to impact adjacent residential uses.

## **Biological Resources**

The extension of Marrokal Lane would not pass through any native vegetation. Therefore, it would have no biological impacts.

## **Noise**

The 15,000 daily trips which would be carried by this roadway extension would be sufficient to generate noise levels which would exceed 65 dBA Ldn. Thus, this alternative would result in significant noise impacts to adjacent existing and planned residential land uses.

## **Visual Quality/Aesthetics**

As the extension would pass through an area which has already been partially developed and exhibits no major terrain constraints, implementation of this alternative would not result in significant impacts to the visual quality and aesthetics of the area.

## **Cultural Resources**

No significant cultural resource impacts would occur with the extension of Marrokal Lane. Furthermore, the area through which the road would pass is considered to have a low potential to yield significant cultural resources.

## **Paleontological Resources**

The proposed extension would not cross an area considered to have important paleontological resources. Therefore, this alternative would not have a significant impact on paleontological resources.



## 9.4.2 CIRCULATION ALTERNATIVE 2 –GRAVES AVENUE EXTENSION

### 9.4.2.1 Description

The proposed General Plan does not assume an extension of Graves Avenue from Prospect Avenue to Woodside Avenue in the eastern portion of the City. Circulation Alternative 2 would extend Graves Avenue from Prospect Avenue to Woodside Avenue.

### 9.4.2.2 Impacts

#### Traffic

Table 9.4-2 shows that the Levels of Service on all of the roadways in the vicinity of Graves Avenue are calculated at LOS B or better, with the exception of Magnolia Avenue from Town Center Parkway to Mission Gorge Road, which is calculated to operate at LOS E with or without the Graves Avenue extension. The Graves Avenue extension would carry approximately 14,000 ADT, relieving Magnolia Avenue by about 5,000 ADT, Mission Gorge Road by about 2,000 ADT, and SR 67 north of SR 52 by about 3,000 ADT. The volumes on Woodside Avenue South would increase by about 2,000 ADT due to the connection. However, the overall Levels of Service on these streets would remain unchanged even with the traffic reductions resulting from the extension of Graves Avenue.

**TABLE 9.4-2**  
**Circulation Alternative 2 – Graves Avenue Extension**  
(Year 2020 Roadway Operations)

ROADWAY	SEGMENT	PROPOSED GENERAL PLAN UPDATE WITHOUT GRAVES AVENUE EXTENSION				ALTERNATIVE 2 WITH GRAVES AVENUE EXTENSION	
		CLASS <sup>1</sup>	CAP <sup>2</sup>	ADT <sup>3</sup>	LOS <sup>4</sup>	ADT <sup>3</sup>	LOS <sup>5</sup>
Mission Gorge Road	Civic Center Drive to Magnolia Avenue	Prime	57,000	19,800	A	20,800	A
Woodside Avenue	Magnolia Avenue to SR 67 SR 67 to East City Limit	Major Art Collector	40,000 34,200	24,800 9,200	B A	22,400 10,900	B A
Prospect Avenue	Cottonwood Avenue to Railroad Avenue Railroad Avenue to Magnolia Avenue	Major Art Major Art	40,000 40,000	10,400 10,200	A A	10,000 10,200	A A
Magnolia Avenue	Braverman Road to Town Center Parkway Town Center Parkway to Mission Gorge Rd Mission Gorge Road to Prospect Avenue	Major Art Major Art Prime	40,000 40,000 57,000	29,300 33,500 47,600	C D D	29,100 33,900 42,200	C D C
Graves Avenue	Prospect Avenue to Woodside Avenue South of Prospect Avenue	Collector Collector	34,200 34,200	DNE <sup>5</sup> 15,600	DNE B	14,100 18,500	A B

Source: SANDAG 2020 Traffic Model runs

- <sup>1</sup> Roadway classification.
- <sup>2</sup> Capacity based on roadway classification operating at LOS E.
- <sup>3</sup> Average Daily Traffic.
- <sup>4</sup> Level of Service.
- <sup>5</sup> Does not exist with Alternative.

Overall, the Graves Avenue extension would relieve traffic on the Circulation Element roadways adjacent to it by allowing for north-south circulation between Santee and the County up near Riverford Road and Woodside Avenue. Since Graves Avenue is forecasted to carry 14,100 ADT, a relatively large volume, and since volumes on other surrounding roadways would be decreased, this extension would improve traffic circulation in this area to some degree.

### **Land Use**

As roads are a normal part of development, the extension of Graves Avenue would be compatible with existing land uses. However, traffic noise would be sufficient to impact adjacent residential uses.

### **Biological Resources**

The extension of Graves Avenue would pass through areas which are covered by Diegan coastal sage scrub. The loss of this sensitive biological resource would be considered significant.

### **Noise**

The 14,000 daily trips which would be carried by this roadway extension would be sufficient to generate noise levels which would exceed 65 dBA Ldn. However, the traffic noise generated by this extension would be partially overshadowed by noise generated by SR 67. Thus, this alternative could result in significant noise impacts.

### **Visual Quality/Aesthetics**

The extension of Graves Avenue would cross several drainage courses and natural vegetation and a prominent hillside, and would be clearly visible from State Route 67. The impact on visual quality and aesthetics would not be considered significant, however, given the fact that the area in which the extension would occur is largely developed including a major highway (SR 67).

### **Cultural Resources**

The extension would pass through an area which is not considered to have a moderate potential for cultural resources. Therefore, construction would not be likely to result in significant impacts to cultural resources.

### **Paleontological Resources**

The proposed extension would not cross an area considered to have important paleontological resources. Therefore, this alternative would not have a significant impact on paleontological resources.

## **9.4.3 CIRCULATION ALTERNATIVE 3 – DELETION OF MAGNOLIA AVENUE EXTENSION**

### **9.4.3.1 Description**

The proposed General Plan update assumes that Magnolia Avenue would be extended northward to Cuyamaca Street in the northern portion of the City to serve future development in the North Magnolia area and the Fanita Ranch. Circulation Alternative 3 assumes that this connection would not be made and that Magnolia Avenue would end at its present terminus at Princess Joann Road.

### **9.4.3.2 Impact**

#### **Traffic**

Table 9.4-3 shows a comparative analysis of the local roadways, including Fanita Parkway, Cuyamaca Street, Magnolia Avenue, and Mast Boulevard. This table shows that for most of the surrounding streets, traffic volumes would remain very similar both with and without the Magnolia Avenue extension. However, traffic volumes are projected to increase on Princess Joann Road, Woodglen Vista Drive and El Nopal as traffic seeks a route to cut across between Cuyamaca Street and Magnolia Avenue.

In general, Magnolia Avenue is projected to carry less traffic if it is not connected to Cuyamaca Street, while volumes on Fanita Parkway and Cuyamaca Street would increase. Volumes on Mast Boulevard are generally projected to remain the same with or without the Magnolia Avenue extension (although there would be a slight decrease in traffic east of Cuyamaca Street).

Significant traffic impacts would occur with the implementation of Circulation Alternative 3 on the local east-west streets south of Fanita Ranch, including Princess Joann Road, Woodglen Vista Drive and El Nopal as a result of traffic seeking an alternate route between Cuyamaca Street and Magnolia Avenue. As seen in Table 9.4-3, cut through traffic seeking a connection between Cuyamaca Street and Magnolia Avenue would increase traffic volumes on Princess Joann Road five-fold. The level of service on Princess Joann Road and Woodglen Vista Drive would drop from a LOS of “A” to “C” and “C” to “D”, respectively. Princess Joann Road would be particularly impacted because of the number of homes which front on, and have direct driveway access from this street.

#### **Land Use**

The deletion of this road would not have a significant land use impact.

#### **Biological Resources**

The area through which the Magnolia Avenue extension would pass contains sensitive Diegan coastal sage scrub; however, the deletion of the street would not ultimately avoid impacts to this

habitat because the area through which the extension would have passed would still be developed with planned residential uses, albeit with a different street network.

## Noise

The increase in traffic which would occur along Princess Joann Road, Woodglen Vista Drive and El Nopal would result in an increase in traffic noise levels currently experienced by residents along these roadways. If the increase were sufficient to cause levels to exceed 65 dBA Ldn in areas where noise levels were below this threshold or would result in an increase of over 3

**TABLE 9.4-3**  
**Circulation Alternative 3 – Deletion Of Magnolia Avenue Extension**  
 (Year 2020 Roadway Operations)

ROADWAY	SEGMENT	PROPOSED GENERAL PLAN UPDATE WITH MAGNOLIA EXTENSION TO CUYAMACA STREET				ALTERNATIVE 3 DELETION OF MAGNOLIA EXTENSION	
		CLASS <sup>1</sup>	CAP <sup>2</sup>	ADT <sup>3</sup>	LOS <sup>4,5</sup>	ADT <sup>3</sup>	LOS <sup>4,5</sup>
Fanita Parkway <sup>5</sup>	North of Lake Canyon Road	<i>(Res Col)</i>	<i>16,200</i>	<i>19,400</i>	<i>F</i>	<i>20,000</i>	<i>F</i>
	Lake Canyon Road to Mast Boulevard	Collector	34,200	19,400	B	20,000	B
		<i>(Res Col)</i>	<i>16,200</i>	<i>18,600</i>	<i>F</i>	<i>19,200</i>	<i>F</i>
	Mast Boulevard to Carlton Oaks Drive	Collector	34,200	18,600	B	19,200	B
Cuyamaca Street		Res Col	16,200	9,500	D	2,900	B
	North of Princess Joann Road	Major Art	40,000	11,000	A	18,400	B
	Princess Joann Rd to Woodglen Vista Dr	Major Art	40,000	11,300	A	11,900	A
	Woodglen Vista Drive to El Nopal	Major Art	40,000	15,000	A	15,500	A
	El Nopal to Mast Boulevard	Major Art	40,000	19,200	B	19,100	B
	Mast Boulevard to Town Center Pkwy	Major Art	40,000	32,200	D	32,200	D
Magnolia Avenue	North of Princess Joann Road	Major Art	40,000	10,200	A	DNE	B
	Princess Joann Rd to Woodglen Vista Dr	Major Art	40,000	14,800	A	12,800	A
	Woodglen Vista Drive to El Nopal	Major Art	40,000	18,800	B	17,000	B
	El Nopal to Mast Boulevard	Major Art	40,000	22,000	B	20,900	B
	Mast Boulevard to Town Center Pkwy	Major Art	40,000	30,200	C	29,500	C
Mast Boulevard	West Hills Parkway to Fanita Parkway	Major Art	40,000	32,300	C	32,000	C
	Fanita Parkway to Carlton Hills Blvd	Major Art	40,000	19,300	B	19,000	B
	Carlton Hills Blvd to Halberns Blvd	Major Art	40,000	23,300	B	23,100	B
	Halberns Boulevard to Cuyamaca Street	Major Art	40,000	28,000	C	27,500	C
	Cuyamaca Street to Magnolia Avenue	Major Art	40,000	24,800	B	24,400	B
	Magnolia Avenue to Los Ranchitos Rd	Major Art	40,000	9,300	A	7,500	A
	Los Ranchitos Road to Riverford Road	Major Art	40,000	7,600	A	7,200	A
Princess Joann Road	Cuyamaca Street to Magnolia Avenue	Res Col	16,200	800	A	4,600	C
Woodglen Vista Dr.	Cuyamaca Street to Magnolia Avenue	Res Col	16,200	4,700	C	7,400	D
El Nopal	Cuyamaca Street to Magnolia Avenue	Res Col	16,200	2,800	B	3,900	B

Source: SANDAG 2020 Traffic Model runs

<sup>1</sup> Roadway classification.

<sup>2</sup> Capacity based on roadway classification operating at LOS E.

<sup>3</sup> Average Daily Traffic.

<sup>4</sup> Level of Service.

<sup>5</sup> Impacts to LOS D-operating street segments area not considered significant since intersections operate at LOS D or better.

<sup>6</sup> North of Mast Blvd., Fanita Parkway is analyzed both as a four-lane roadway as proposed by the General Plan update and as a two-lane roadway (*shown in italics*).

dba in areas where this threshold is already exceeded, deletion of the Magnolia Avenue extension would result in a significant impact to residents along the roadways which would experience substantial increases in traffic volumes due to the resulting redistribution of traffic in the buildout condition.

## **Visual Quality/Aesthetics**

The deletion of the extension of Magnolia Avenue would eliminate the visual impacts which would be associated with constructing this road through a natural area which exhibits sensitive biological resources and steep terrain. Thus, this alternative would have a beneficial impact on visual quality/aesthetics.

## **Cultural Resources**

The area through which this extension would have passed is identified as an area which could contain important cultural resources. The elimination of this extension would avoid potential impacts which may have resulted from roadway construction. Thus, this alternative would not have a significant impact on cultural resources.

## **Paleontological Resources**

The proposed extension would not cross an area considered to have important paleontological resources. Therefore, this alternative would not have a significant impact on paleontological resources.

## **9.4.4 CIRCULATION ALTERNATIVE 4 – DELETION OF FANITA PARKWAY AND MAGNOLIA AVENUE EXTENSIONS**

### **9.4.4.1 Description**

Both the existing and proposed General Plan assume that in the future both Magnolia Avenue and Fanita Parkway would be extended northward to Cuyamaca Street to help serve future development in the Fanita Ranch and that Magnolia Avenue would be extended to Cuyamaca Street. Circulation Alternative 4 assumes that only Cuyamaca Street would be extended into the Fanita Ranch and that the extensions of Fanita Parkway and Magnolia Avenue would not be made. Cuyamaca Street would operate as the sole access into and out of the future Fanita Ranch.

### **9.4.4.2 Impact**

#### **Traffic**

Table 9.4-4 shows the future roadway operations for both the proposed General Plan, which includes the extensions of Fanita Parkway, Cuyamaca Street and Magnolia Avenue, and Circulation Alternative 4.

This table shows that the following segments are calculated to operate at LOS D or worse with the proposed General Plan network:

1. Fanita Parkway from Mast Boulevard to Carlton Oaks Drive (LOS D) 2-lane configuration, and

## 2. Cuyamaca Street from Mast Boulevard to Town Center Parkway (LOS D).

The poor Levels of Service on Fanita Parkway and Cuyamaca Street would be due in large part to the high traffic volumes associated with the Fanita Ranch project.

The following segments are calculated to operate at LOS D or worse with Alternative 4 traffic volumes:

1. Cuyamaca Street north of Princess Joann Road (LOS D),
2. Cuyamaca Street from Mast Boulevard to Town Center Parkway (LOS D), and
3. Mast Boulevard from Halberns Boulevard to Cuyamaca Street (LOS E).

The traffic volumes on Magnolia Avenue are projected to remain relatively equal, while the volumes on Cuyamaca Street and portions of Mast Blvd are projected to significantly increase.

As would be expected, the volumes on Fanita Parkway are calculated to decrease significantly since it would no longer be extended to serve future development in the Fanita Ranch.

Volumes on Mast Boulevard would be lower east of Cuyamaca Street (due to the deletion of the Magnolia Avenue extension); however, significant traffic impacts would occur on Mast Boulevard west of Cuyamaca Street. Cuyamaca Street would experience traffic increases of up to 24,000 additional daily trips since all Fanita Ranch traffic would have to use Cuyamaca Street and a majority of the Fanita Ranch traffic would come through the Mast Boulevard/Cuyamaca Street intersection. The impacts to Princess Joann Road, Woodglen Vista Drive and El Nopal would be the same as described in Circulation Alternative 3 above since the extension of Magnolia Avenue would be deleted with this alternative as well.

Based on the large increases in volume on Cuyamaca Street and on Mast Boulevard between Fanita Parkway and Cuyamaca Street, the deletions of both connections would result in significant traffic impacts.

## Land Use

The deletion of these two roadway extensions would not have an adverse impact on land use. Access to future development along these extensions would be provided through alternative means. However, the redistribution of traffic onto other roadways within the City would increase traffic noise effects on adjacent development. The increase in traffic which would occur along portions of Cuyamaca Street, Mast Boulevard, Princess Joann Road, Woodglen Vista Drive, and El Nopal would result in an increase in traffic noise levels currently experienced by existing and future residents along these roadways.

## Biological Resources

The elimination of the extension of Fanita Parkway and Magnolia Avenue would reduce impacts to Diegan coastal sage scrub which lies along the proposed extensions. It should be noted,

however, that future development of Fanita Ranch would likely impact much of the area impacted by Fanita Parkway whether this road is extended or not.

**TABLE 9.4-4**  
**Circulation Alternative 4 – Deletion of Fanita Parkway**  
**and Magnolia Avenue Extensions**  
 (Year 2020 Roadway Operations)

ROADWAY	SEGMENT	PROPOSED GENERAL PLAN UPDATE WITH MAGNOLIA & FANITA PARKWAY EXTENSIONS				ALTERNATIVE 4 DELETION OF FANITA PARKWAY AND MAGNOLIA AVENUE EXTENSIONS	
		CLASS <sup>1</sup>	CAP <sup>2</sup>	ADT <sup>3</sup>	LOS <sup>4,5</sup>	ADT <sup>3</sup>	LOS <sup>4,5</sup>
Fanita Parkway <sup>6</sup>	North of Lake Canyon Road	<i>(Res Col)</i>	<i>16,200</i>	<i>19,400</i>	<i>F</i>	<i>DNE<sup>7</sup></i>	<i>DNE</i>
	Lake Canyon Road to Mast Boulevard	<i>(Res Col)</i>	<i>16,200</i>	<i>18,600</i>	<i>F</i>	<i>2,600</i>	<i>B</i>
	Mast Boulevard to Carlton Oaks Drive	<i>Collector</i>	<i>34,200</i>	<i>18,600</i>	<i>B</i>	<i>2,900</i>	<i>B</i>
Cuyamaca Street		<i>Res Col</i>	<i>16,200</i>	<i>9,500</i>	<i>D</i>		
	North of Princess Joann Road	Major Art	40,000	11,000	A	35,300	D
	Princess Joann Rd to Woodglen Vista Dr	Major Art	40,000	11,300	A	27,500	C
	Woodglen Vista Drive to El Nopal	Major Art	40,000	15,000	A	30,600	C
	El Nopal to Mast Boulevard	Major Art	40,000	19,200	B	33,000	D
Magnolia Avenue	Mast Blvd to Town Center Parkway	Major Art	40,000	32,700	D	35,300	D
	North of Princess Joann Road	Major Art	40,000	10,200	A	DNE	DNE
	Princess Joann Rd to Woodglen Vista Dr	Major Art	40,000	14,800	A	13,900	A
	Woodglen Vista Drive to El Nopal	Major Art	40,000	18,800	B	18,400	B
	El Nopal to Mast Boulevard	Major Art	40,000	22,200	B	22,100	B
Mast Boulevard	Mast Blvd to Town Center Pkwy	Major Art	40,000	33,500	D	30,600	C
	West Hills Parkway to Fanita Parkway	Major Art	40,000	32,300	C	28,800	C
	Fanita Parkway to Carlton Hills Blvd	Major Art	40,000	19,200	B	25,900	B
	Carlton Hills Boulevard to Halberns Blvd	Major Art	40,000	23,300	B	31,700	C
	Halberns Boulevard to Cuyamaca Street	Major Art	40,000	27,800	C	37,500	E
	Cuyamaca Street to Magnolia Avenue	Major Art	40,000	24,800	B	20,900	B
	Magnolia Avenue to Los Ranchitos Rd	Major Art	40,000	9,300	A	8,800	A
	Los Ranchitos Road to Riverford Road	Major Art	40,000	7,600	A	7,100	A

Source: SANDAG 2020 Traffic Model runs

<sup>1</sup> Roadway classification.

<sup>2</sup> Capacity based on roadway classification operating at LOS E.

<sup>3</sup> Average Daily Traffic.

<sup>4</sup> Level of Service.

<sup>5</sup> Impacts to LOS D-operating street segments area not considered significant since intersections operate at LOS D or better.

<sup>6</sup> North of Mast Blvd., Fanita Parkway is analyzed both as a four-lane roadway as proposed by the General Plan update and as a two-lane roadway (*shown in italics*).

<sup>7</sup> Does not exist with Alternative.

## Noise

The increase in traffic which would occur along portions of Cuyamaca Street, Mast Boulevard, Princess Joann Road, Woodglen Vista Drive, and El Nopal would result in an increase in traffic noise levels currently experienced by existing and future residents along these roadways.



## **Visual Quality/Aesthetics**

The elimination of Fanita Parkway under this alternative will eliminate any visual quality impacts which would be associated with the widening of the existing segment of the road and the extension of the road into the Fanita Ranch property.

Similarly, the deletion of the Magnolia Avenue extension would similarly eliminate visual impacts associated with its construction. The increased traffic on Cuyamaca and other affected streets would not result in any visual quality or aesthetic impacts as, despite significant increases in traffic volumes along some segments, widening of these streets would not be required.

## **Cultural Resources**

The extension of Fanita Parkway would not pass through an area which is considered to have a moderate potential for significant cultural resources. Therefore, deletion of this roadway would not affect existing cultural resources. As indicated earlier, the deletion of the Magnolia Avenue extension could reduce impacts as this extension would otherwise pass through an area of moderate cultural resource potential.

## **Paleontological Resources**

The proposed extension of Fanita Parkway would cross through areas considered to have important paleontological resources. Therefore, elimination of this extension could have a beneficial effect on paleontological resources. As discussed earlier, the extension of Magnolia Avenue would not extend through moderate or high paleontologic resources.

# CHAPTER 10.0

## REFERENCES

### **Association of California Water Agencies**

Issue Paper: Colorado River, dated February, 2002,  
[www.acwanet.com/generalinfo/waterfacts/](http://www.acwanet.com/generalinfo/waterfacts/)

### **California Integrated Waste Management Board (CIWMB)**

Jurisdictional Waste Stream Profiles for the City of Santee, [www.ciwmb.ca.gov](http://www.ciwmb.ca.gov)

### **California Regional Water Quality Control Board – San Diego Region**

Water Quality Control Plan for the San Diego Basin (9), dated September 4, 1994 and updated 1998  
Section 303(d) Impaired Waterbodies List 2002 Update, dated March 19, 2002

### **Governor's Office of Planning and Research (OPR)**

Guidelines for the Implementation of the California Environmental Quality Act (California Administrative Code, Section 15000, et. seq), adopted 1973 and amended 1999

### **Metropolitan Water District of Southern California**

[www.mwd.dst.ca.us](http://www.mwd.dst.ca.us)

### **Mission Trails Regional Park**

[www.mtrp.org/scripts/mtrp/trailguide1.asp](http://www.mtrp.org/scripts/mtrp/trailguide1.asp)

**Padre Dam Municipal Water District**

[www.padredam.org](http://www.padredam.org)

**PBS&J**

Padre Dam Municipal Water District Integrated Facilities Plan, dated November 2001

**Powell & Associates**

Padre Dam Municipal Water District Urban Water Management Plan, dated December 2000

**San Diego Association of Governments**

Comprehensive Land Use Plan Gillespie Field, dated July 1989

Comprehensive Land Use Plan NAS Miramar, amended September 1992

Crime in the San Diego Region Annual 2001

Land Use Distribution Element of the Regional Growth Management Strategy, February 1995

Draft 2002 Congestion Management Program Update, July 2002

Draft Environmental Impact Report, Draft MOBILITY 2030, November 2002

Draft MOBILITY 2030, The Transportation Plan for the San Diego Region, October 2002

Draft Technical Appendices, MOBILITY 2030, November 2002

Final Draft Regional Public Facilities Financing Plan, July 1993

Regional Growth Management Strategy, January 1993

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Preliminary 2030 Cities/County Forecast, October 2002

**San Diego, City of**

Multiple Species Conservation Program, dated August 1998

**San Diego, County of**

Circulation Element Plan

Point Loma Wastewater Treatment Plant, [www.ci-san-diego.ca.us/mwwd/general/ptloma.shtml](http://www.ci-san-diego.ca.us/mwwd/general/ptloma.shtml)

Environmental Assessment Case Listings 7-8-2002,  
[http://www.sdcounty.ca.gov/deh/lwq/sam/pdf\\_files/s\\_caselist-12-03-02.pdf](http://www.sdcounty.ca.gov/deh/lwq/sam/pdf_files/s_caselist-12-03-02.pdf)

### **San Diego, County of, Air Pollution Control District**

Regional Air Quality Strategy

### **San Diego County Water Authority**

2000 Urban Water Management Plan, [www.sdcwa.org/news/plan2000.phtml](http://www.sdcwa.org/news/plan2000.phtml)

### **Santee, City of**

City of Santee General Plan Update Market Analysis, dated March 2000

City of Santee General Plan Environmental Impact Report, dated March 1984

City of Santee General Plan, dated August 1984

City of Santee Zoning Ordinance, dated July 12, 1985 and amended September 1997

City of Santee Fire Department, Annual Report 2001,

<http://www.ci.santee.ca.us/fire/index.htm>

Final Environmental Impact Report, City of Santee General Plan Amendment/Rezone 90-03, dated 1991

Hazardous Material Disposal, [www.ci.santee.ca.us/fire/hhwaste.htm](http://www.ci.santee.ca.us/fire/hhwaste.htm)

### **State of California, Department of Toxic Substance Control**

Site Cleanup and Mitigation Database, [www.dtsc.ca.gov/database/Calsites](http://www.dtsc.ca.gov/database/Calsites)

### **State of California Department of Transportation, District 11**

SR-52 Transportation Concept Report, dated March 2002

Transportation Concept Report State Route 125, dated September 1994

### **State of California Department of Transportation, Division of Aeronautics**

California Airport Land Use Planning Handbook, dated January 2002.

### **State of California Department of Water Resources, Southern District**

Coachella Canal and All American Canal Lining Projects,  
[www.dpla.water.ca.gov/sd/environment/canal\\_linings.html](http://www.dpla.water.ca.gov/sd/environment/canal_linings.html)

# **CHAPTER 11.0**

## **INDIVIDUALS AND ORGANIZATIONS CONSULTED**

Noni Armstrong, GUHSD. Personal Communication 11/6/02.

Yvonne Avila, Santee School District. Personal Communication 10/31/02.

Carolyn Harneff, Santee School District. Personal Communication 12/19/02.

Dottie Kuehni, Santee Sheriff. Personal Communication 12/4/02, 12/12/02.

Donald Lipera, San Diego County Hazardous Materials Division. Personal Communication 11/20/02.

Fire Chief Bob Pfohl, Santee Fire Department. Personal Communication 11/5/02.

Rosa Rozali, GUHSD. Personal Communication 11/1/02.

Tom Silva, GUHSD. Personal Communication 11/6/02.

Nan Valerio, SANDAG. Personal Communication 2/13/03.

Stuart Wells, SDG&E. Personal Communication 3/5/03.

# **CHAPTER 12.0**

## **PERSONS INVOLVED IN EIR PREPARATION**

This Environmental Impact Report was prepared by the Department of Development Services of the City of Santee. The following professional staff participated in its preparation:

### **City of Santee**

Doug Williford, Director of Development Services, Department of Development Services  
Todd Galarneau, Principal Planner, Department of Development Services  
Melanie J. Kush, AICP, City Planner, Department of Development Services

### **ProjectDesign Consultants**

M. Bruce McIntyre, Principal  
Dustin Fuller, Project Planner  
Melyssa Duggan, Project Planner  
Mike Blackburn, Graphics Department Manager  
Michele Edmonds, Word Processor

### **Potter & Associates**

David A. Potter, President

### **Mestre Greve Associates**

Fred Greve, P.E., Principal Engineer  
Matthew B. Jones, Air Quality Manager

## **GEOCON**

James Likens,  
Mike Chapin, President, CEO  
David Evans, Associate, Vice President  
Katheryn R. Burns, Staff Engineer

## **Linscott Law & Greenspan**

John Boarman, PE, Principal  
Chris Mendiara, Transportation Planner II

## **TAIC**

Pat Atchison, GIS Group Manager  
"Scott Fleury, Ph.D. Manager, Biological Resources Senior Conservation Biologist"

## **The Rick Alexander Company**

Rick Alexander, Principal

## **ASM**

John Cook, Principal

## CHAPTER 13.0

# RESPONSES TO COMMENTS

The Draft EIR for the proposed project was originally circulated for public review and comment between March 14, 2003 and April 28, 2003. During this review period, the City of Santee received comments from interested agencies, organizations and individuals concerning the document. A copy of each comment letter received by the City along with corresponding responses is included in this section. The individual comments and the corresponding responses have each been given a numeric reference.

The following is a list of agencies and other interested parties that submitted comments on the Draft EIR during the review period for the Draft EIR.

Letter From	Response Numbers
<b><u>Federal Agencies</u></b>	
United States Fish and Wildlife Service, Peter C. Sorenson, Assistant Field Supervisor and California Department of Fish and Game, William E. Tippets, Environmental Program Manager	A.1 – A.5
United States Marine Corps, Community Plans and Liaison Officer P.S. Parkhurst, Colonel	B.1 – B.3
<b><u>State Agencies</u></b>	
California State Clearinghouse, Governor's Office of Planning and Research, Terry Roberts, Director	C.1
CALTRANS, District 11, David Cohen, Aviation Environmental Specialist	D.1 – D.7



<b>Letter From</b>	<b>Response Numbers</b>
CALTRANS, District 11, Bill Figge, Chief Development Review and Public Transportation	E.1 – E.17
<b><u>Local Agencies</u></b>	
El Cajon, City of, DeWayne Guyer, Assistant Director of Planning	F.1
LAFCO, San Diego, Ingrid E. Hansen, Local Governmental Analyst	G.1 – G.5
San Diego, City of, Cathy Cibit, Acting Assistant Deputy Director, Environmental Review Manager, Development Services Department	H.1 – H.7
San Diego Gas and Electric, Christopher P. Terzich, REA, Senior Land Planner	I.1
Santee School District, Carolyn Harness, Assistant Superintendent, Business Services	J.1 – J.5
<b><u>Organizations</u></b>	
Endangered Habitats League, Lynne Baker,	K.1 – K.6
San Diego County Archaeological Society, Inc., James W. Royle, Jr., Chairperson Environmental Review Committee	L.1
Preserve Wild Santee, Van K. Collinsworth, Executive Director/Resource Analyst	M.1 – M.27
<b><u>Individuals</u></b>	
Arestad (sp), Herbert O.	N.1
Braumthée (sp), Fred	O.1
Cepler, Leonard M. and Galperin, Renata	P.1

<b>Letter From</b>	<b>Response Numbers</b>
Cord, Thomas and Jevard, Harmon	Q.1
Del Brassco (sp), Beatrice	R.1
Eyerman, Alice and James	S.1 – S.3
Galperin, Renata	T.1
Grabhorn, Richard G., Grabhorn Engineering Corporation	U.1
Katz, Richard E. M.D., President Patria Inc.	V.1
Keenan, Merian & Cindy	W.1
Ponder, John E., Attorney, for Rhodes, Paul J., Sheppard, Mullin, Richter & Hampton	X.1 – X.12
Tom, Jung	Y.1
Walker, Evelyn Hanlon	Z.1 – Z.4
Zachos, Kimon, Sheehan Phinney Bass + Green,	AA.1

## COMMENTS

## RESPONSES



U.S. Fish and Wildlife Service  
Carlsbad Fish and Wildlife Office  
2730 Loker Avenue West  
Carlsbad, CA 92008  
(760) 431-9440  
FAX (760) 431-9624



California Dept. of Fish and Game  
South Coast Region  
4949 Viewridge Avenue  
San Diego, CA 92123  
(858) 467-4201  
FAX (858) 467-4299

In Reply, Please Refer to:  
FWS-SDG-3488.1

Mr. Doug Williford, Director  
Department of Development Services  
City of Santee  
10601 Magnolia Avenue  
Santee, California 92071-1266

Re: Comments on the Santee General Plan 2020 Draft Master EIR

Dear Mr. Williford:

The California Department of Fish and Game (Department) and U.S. Fish and Wildlife Service (Service) (collectively, "Wildlife Agencies") have reviewed the Draft Master Environmental Impact Report (MEIR) for the City of Santee (City) General Plan Update. The comments provided herein are based on the information provided in the draft MEIR and the General Plan 2020 (Plan), the Wildlife Agencies knowledge of sensitive and declining vegetation communities in the San Diego County (County); and our participation in regional conservation planning efforts including our review of the City's draft Multiple Species Conservation Program (MSCP) Subarea Plan (Subarea Plan).

The primary concern and mandate of the Service is the protection of public fish and wildlife resources and their habitats. The Service has legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. The Service is also responsible for administering the Endangered Species Act of 1973, as amended (Act) (16 U.S.C. 1531 *et seq.*). The Department is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA) and is responsible for ensuring appropriate conservation of fish and wildlife resources including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (CESA). The Department also administers the Natural Community Conservation Planning (NCCP) program.

The Wildlife Agencies have the following concerns regarding the Plan:

1. In establishing or enhancing trails, as part of the identified process which considers impacts to sensitive biological resources, there should also be consideration of potential conflicts with key movement routes utilized by wildlife to ensure full functioning of the MSCP preserve. In many/most instances the trail system is expected to be compatible with the MSCP preserve. However, especially narrow access points may make combined bike and/or equestrian use incompatible with wildlife movement, at least without

A.1 Comment noted. However, this comment does not raise any issues related to the adequacy of the EIR.

A.2 Policy 9.6 has been added to the Trails Element to encourage appropriate trail design and location. This policy states the following:

Policy 9.6: Avoid conflicts with key movement routes utilized by wildlife to the maximum extent possible.

The City recognizes that more specific discussions will take place with the Resource Agencies over trail issues, and believes this is the appropriate time to deal with these issues.

## COMMENTS

## RESPONSES

Mr. Williford (FWS-SDG-3488.1)

2

A.2  
Cont

additional measures to ensure wildlife use is not adversely affected. One such area of concern is the movement corridor proposed across the Santee Lakes, where only a 300-foot wide corridor is anticipated in an area currently actively used by Padre Dam Water District. We anticipate further discussions on this area through negotiations with Padre Dam, the Santee Subarea Plan, and/or negotiations with the Fanita Ranch project proponent.

A.3

2. The City's pending MSCP Subarea Plan should be the ultimate avenue for establishing trails within the City's MSCP preserve. This will require establishment of and adherence to siting criteria in order to minimize potential impacts to particular sensitive species or important use areas by wildlife. Additionally, in establishing trails through preserve areas, the City must assume the necessary level of responsibility for patrol/enforcement (e.g., ensure activities remain on designated trails, dogs not allowed off-leash, protection of important sensitive species locations, etc.); as-needed-maintenance to prevent erosion, trash pick-up, and other necessary actions to ensure that trail use does not impact biological resources.

A.4

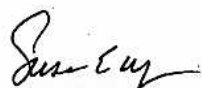
3. The proposed conservation of 2,600 acres of MSCP preserve within the City should encompass only native and naturalized habitats, and possibly disturbed/agriculture lands which are known to support populations of sensitive species. Credit should not be awarded for areas such as turfed parks, golf courses, trail facilities (parking lots, associated buildings, etc.), or other open space lands which may be integrated with the preserve system.

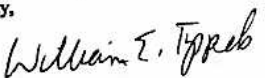
A.5

4. The General Plan should identify areas within the City which are anticipated to contribute habitat to the future MSCP preserve (i.e., identify those areas identified in the draft Subarea Plan as being in the Multiple Habitat Planning Area).

The Wildlife Agencies appreciate the opportunity to review and comment on the draft Plan. If you have any questions regarding this letter, please contact David Mayer of the Department at (858) 467-4234 or Patricia Cole of the Service at (760) 431-9440.

Sincerely,

  
 Peter C. Sorenson  
 Acting Assistant Field Supervisor  
 Carlsbad Fish and Wildlife Office  
 U.S. Fish and Wildlife Service

  
 William E. Tippetts  
 Environmental Program Manager  
 South Coast Region  
 California Department of Fish and Game

A.3 Refer to response to comment A.2.

A.4 The City recognizes that parking lots and structures should not be allowed within areas counted toward biological resource preservation. The exact properties and habitats to be included within Santee's MSCP preserve will be more fully determined within the City's future Subarea Plan.

A.5 A Multiple Habitat Planning Area has not been shown within the General Plan because of the preliminary nature of the Draft Subarea Plan and the potential for changes to this Draft Plan taking place. The Draft Subarea Plan is a public document and will be available for review by the public. Once a Final Subarea Plan is completed, it will be fully incorporated into the General Plan by amendment.

## COMMENTS

## RESPONSES



UNITED STATES MARINE CORPS  
MARINE CORPS AIR BASE WHEELER AIRFIELD MIRAMAR  
P.O. BOX 402801  
SAN DIEGO, CA 92145-2801

11103  
HQ/SanteeGPIUpdate  
April 29, 2003

CITY OF SANTEE  
MR DOUGLAS WILLIFORD  
DIRECTOR DEVELOPMENT SERVICES  
10601 MAGNOLIA AVENUE  
SANTEE CA 92071-1266

RE: SANTEE; GENERAL PLAN UPDATE, NOTICE OF COMPLETION OF DRAFT ENVIRONMENTAL  
IMPACT REPORT (SCH NO. 2002071113)

Dear Mr. Williford,

Thank you for the opportunity to provide comment on the City of Santee  
General Plan Update and Draft Environmental Impact Report. As a member of  
this community, Marine Corps Air Station (MCAS) Miramar shares your concerns  
on all quality of life issues.

The Station continues to manage its resources in full compliance with the law  
and will continue to do so in the future. Such compliance, however, has  
created significant limitations. Constraints on MCAS Miramar include, but  
are not limited to, sensitive resources or habitat, regional transportation  
and infrastructure requirements and most important, the United States Marine  
Corps mission essential training and readiness requirements to meet national  
security objectives.

Recently, the State of California has enacted legislation that establishes  
California's concern to ensure the General Plans of local jurisdictions  
provide for compatible land use planning in surrounding communities affected  
by military operations. We are pleased with the collaborative efforts of  
Senate Bill 1468 and recommend that the policies and initiatives of the  
General Plan update be examined consistent with those provisions contained  
herein. Particularly, as the text references the displacement of a proposed  
State Route 125 traffic circulation initiative further to the west on federal  
property. Correspondence regarding the proposed State Route 125 through MCAS  
Miramar has been provided for your reference purposes (enclosure (1)).

For the Marine Corps to lose additional land or flexibility in the San Diego  
region would be highly detrimental to the current operational tempo and  
future training. In view of the unique and irreplaceable nature of the  
Station and the unknowns of future requirements, maximum flexibility on land  
use must be maintained.

B.1 Comment noted.

B.2 Land uses proposed within the General Plan have been fully analyzed for  
compatibility with MCAS Miramar operations (see Sections 5.1 and 5.8  
of the DEIR), in a manner consistent with SB 1468. The conclusion of  
this analysis, as stated in Section 5.1.6.3 of the DEIR, is as follows:  
"Neither the existing General Plan nor the proposed General Plan would  
result in land uses incompatible with the operations at MCAS Miramar."

Regarding SR 125, the responsibility for freeway alignment and  
construction lies with the State of California Department of Transportation,  
rather than with local jurisdictions. While Policy 6.3 of the Circulation  
Element states the City's position regarding any future northerly alignment  
of SR 125, the City of Santee General Plan has neither the ability to direct  
or prohibit the construction of SR 125 on MCAS Miramar. The General  
Plan does not specify that SR 125 should be constructed within MCAS  
Miramar, or even that it should be constructed at all. It instead  
acknowledges that CalTrans continues to study possible route alignments  
throughout the region for this facility. The Plan further acknowledges that  
use of the existing SR 52 bridge across the San Diego River for any future  
northerly extension of SR 125 is the most viable option. The rationale for  
this statement is that this bridge already exists, it is in very close proximity  
to any other possible location for a San Diego River crossing for SR 125,  
and there would likely be significant environmental impacts of another  
major bridge crossing over the San Diego River in this area.

## COMMENTS

## RESPONSES

The goals and objectives of the proposed General Plan regarding SR 125 are consistent with both the adopted SANDAG 2020 Regional Transportation Plan as well as the Final Draft of SANDAG's 2030 Regional Transportation Plan.

B.3 Comment noted.

## COMMENTS

## RESPONSES

Thank you for the opportunity to comment on the General Plan Update. If we may be of any further assistance, please do not hesitate to contact the Community Plans and Liaison Office at (858) 577-6603.

Sincerely,



P. S. PARKHURST  
Colonel, United States Marine Corps  
Community Plans and Liaison Officer  
By direction of the Commander

Enclosure:

(1) COMCABWEST ltr of 11210.2 AQ/125 of 5 Jan 00

## COMMENTS

## RESPONSES



UNITED STATES MARINE CORPS  
MARINE CORPS AIR BASES WESTERN AREA/MIRAMAR  
P.O. BOX 45207  
SAN DIEGO, CA 92145-2071

IN REPLY REFER TO:  
11216.2  
AQ/123  
5 Jan 00

CITY OF SAN DIEGO  
ATTN: MS S. GAIL GOLDBERG, CITY PLANNER  
LAND DEVELOPMENT REVIEW DEPARTMENT  
202 C STREET, MS 5A  
SAN DIEGO, CA 92101-3854

Dear Ms. Goldberg,

During recent discussions regarding the Military Family Housing proposals aboard Marine Corps Air Station (MCAS) Miramar, it came to our attention that State Route (SR) 125 and Spring Canyon Road ~~corridor~~ are being considered as part of the modeling forecasts being conducted for local traffic analyses. Specifically, City's Land Use Committee has directed inclusion of SR 125 (from SR 12 to ~~San Diego Power Parkway~~) and Spring Canyon Road (from SR 52 to Pomarado Road) as alternatives in the traffic studies required by the developers of the proposed Montecito/Cynamore Estates project.

As you are aware, the most recent alignments of these two routes fall under federal jurisdiction within the boundaries of the Air Station. The operational, environmental, and land use constraints render these alignments unacceptable.

The Spring Canyon Road alignment which passes through the rifle range and training areas would prevent Miramar from fulfilling critical National Security mission requirements. Secondly, the environmental impact is so significant that it the Air Station is prevented from meeting its obligations and agreements with the US Fish and Wildlife Service. All alignments of any roads transecting our rifle range and training areas will not be considered. We believe requiring Spring Canyon Road alternatives in any analysis is an inappropriate waste of resources.

The recent SR 125 alignment ~~differs from previous alignments~~ and passes through the eastern most portion of the Air Station. As with the Spring Canyon Road alignment, the environmental impact is so significant that it the Air Station is prevented from meeting its obligations and agreements with the US Fish and



## COMMENTS

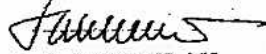
## RESPONSES

Wildlife Service. Although the alignment depicted has unacceptable impacts, other alignments, further east, may eventually prove viable to the State and surrounding communities. Therefore, we believe it may be useful to include analyses of SR 125, albeit outside federal lands.

We strongly recommend City not include Spring Canyon Road alignment(s) as "alternatives" in the Montecito/Sycamore Reserves Environmental Impact Reports (EIR's) or their supporting traffic studies. We also recommend that if the SR 125 alignment is included, the analyses should reflect an alternative outside federal lands.

Should you have any questions, or require further information, please do not hesitate to call Colonel Lou Rehberger, Community Plans and Liaison Office, at (805) 577-6603.

Sincerely,



L. A. REHBERGER III  
Colonel, U.S. Marine Corps  
Community Plans and Liaison Officer  
By direction of the Commander

# COMMENTS

# RESPONSES



Gray Davis  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse



Tal Finney  
Interim Director

April 29, 2003

RECEIVED

MAY 02 2003  
City of Santee  
Dept. of Development Service

Douglas Williford  
City of Santee  
10601 Magnolia Avenue  
Santee, CA 92071

Subject: Santee General Plan Update  
SCH#: 2002071113

Dear Douglas Williford:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 28, 2003, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

*Terry Roberts*

Terry Roberts  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
(916)445-0613 FAX(916)323-3018 www.opr.ca.gov

• 4/29/03 •

C.1 Comment noted.

C.1

**Document Details Report  
State Clearinghouse Data Base**

<b>SCH#</b>	2002071113		
<b>Project Title</b>	Santee General Plan Update		
<b>Lead Agency</b>	Santee, City of		
<hr/>			
<b>Type</b>	EIR Draft EIR		
<b>Description</b>	The primary objective of the proposed project is to undertake a comprehensive update of the City's General Plan to enable it to serve as a guide through the year 2020. The General Plan is the primary policy document for the City and is the basis for all decisions regarding the physical development of the City. It expresses the community's vision of its future and is a guide for both long-term and day-to-day decisions and actions of the City. The City's current General Plan was adopted in 1984. Since that time, independent amendments have been made to the various Elements which comprise the Plan; however, the General Plan has not been comprehensively updated since it was adopted in 1984.		
<hr/>			
<b>Lead Agency Contact</b>			
<b>Name</b>	Douglas Willford		
<b>Agency</b>	City of Santee		
<b>Phone</b>	619 258-4100x173	<b>Fax</b>	
<b>email</b>			
<b>Address</b>	10601 Magnolia Avenue		
<b>City</b>	Santee	<b>State</b>	CA Zip 92071
<hr/>			
<b>Project Location</b>			
<b>County</b>	San Diego		
<b>City</b>	Santee		
<b>Region</b>			
<b>Cross Streets</b>			
<b>Parcel No.</b>	<b>Range</b>	<b>Section</b>	<b>Base</b>
<b>Township</b>			
<hr/>			
<b>Proximity to:</b>			
<b>Highways</b>	8, 52, 67, 125		
<b>Airports</b>	Gillespie Field		
<b>Railways</b>			
<b>Waterways</b>	San Diego River, Sycamore, Forester, Woodglen Vista, Fanta and Big Rock Creeks		
<b>Schools</b>	10 elementary, 2 high schools, 1 community college		
<b>Land Use</b>	The project applies to all properties, all land use designations and all zoning districts in the City.		
<hr/>			
<b>Project Issues</b>	Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Other Issues; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Wildlife; Wetland/Riparian; Water Supply; Water Quality; Vegetation; Traffic/Circulation; Toxic/Hazardous; Growth Inducing; Landuse; Cumulative Effects		
<hr/>			
<b>Reviewing Agencies</b>	Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Department of Parks and Recreation; Reclamation Board; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 11; Department of Housing and Community Development; Regional Water Quality Control Board, Region 3; Native American Heritage Commission; State Lands Commission; State Clearinghouse		
<hr/>			
<b>Date Received</b>	03/14/2003	<b>Start of Review</b>	03/14/2003 <b>End of Review</b> 04/28/2003

Note: Blanks in data fields result from insufficient information provided by lead agency.

## COMMENTS

## RESPONSES

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

### DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS - M.S.#40

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 664-4869

FAX (916) 653-9531

TTY (916) 651-6827



*Flex your power!  
Be energy efficient!*

April 22, 2003

Mr. Douglas Williford  
City of Santee  
10601 Magnolia Avenue  
Santee, CA 92071

Dear Mr. Williford:

Re: *City of Santee General Plan Update;*  
*SCH #2002071113*

Thank you for continuing to include the California Department of Transportation (Department), Division of Aeronautics, in the environmental review process for the above-referenced project. We have reviewed the proposed General Plan and its Draft Environmental Impact Report (DEIR), dated March 2003. The project is the comprehensive update of the City of Santee (City) General Plan. The current plan was adopted in 1984.

In assessing airport land use and noise compatibility in the Noise Element of the General Plan and in the DEIR, various inconsistencies between the San Diego County Airport Land Use Commission's (SANDAG) Airport Land Use Compatibility Plan (ALUCP) for Gillespie Field and the proposed General Plan update are noted. Please be advised that SANDAG has the authority to review general plans updates, specific plans, and implementing ordinances of each affected local jurisdiction to determine consistency with the ALUCP. If a local plan is determined to be inconsistent with the ALUCP, the affected local agency must either amend its general plan (and any applicable specific plan and implementing ordinance) or take specific steps to override the Airport Land Use Commission (ALUC). Until either of these steps is resolved, all actions, regulations, or permits within an affected area must be referred to the ALUC for a consistency determination. Once consistency with the ALUCP is achieved, only actions such as general plan or specific plan amendments must be referred to the ALUC, SANDAG for San Diego County, for a consistency determination. On the other hand, a local jurisdiction may override an ALUC if it decides to take the following steps: 1. Hold a public hearing; 2. Make specific findings that the action proposed is consistent with the purposes of the ALUC statute (Public Utilities Code Sections 21675.1(d), 21676). The administrative findings must bridge the analytic gap between the raw evidence and the ultimate decision. In other words, these findings must demonstrate how the decision-makers arrived at their decisions based on facts and interpreted empirical data to establish policies; and 3. Approve the proposed action by a two-thirds vote of the agency's governing body.

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D.1 Comment noted.

D.1

## COMMENTS

## RESPONSES

Mr. Douglas Williford  
April 22, 2003  
Page 2

Having said that, we offer the following specific comments related to airport land use compatibility discussed in the General Plan Update and its DEIR:

- D.2 1. In the Land Use Element of the General Plan, Figures 1-1, 1-2, and 1-3 show the existing land uses and the transportation infrastructure in the City. They also show that while the City does not have any airports within its incorporated area, Gillespie Field in the City of El Cajon is adjacent to the City of Santee boundaries. Please be advised that the California Environmental Quality Act (CEQA), Section 21096, states "when a lead agency prepares an EIR for a project situated within airport land use compatibility plan boundaries, the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation shall be utilized as technical resources to assist in the preparation of the environmental impact report as the report relates to airport-related safety hazards and noise problems." The Handbook can be viewed on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.html>. The City should also coordinate with Miramar Marine Corps Air Station to identify any applicable requirements indicated in CEQA, Section 21098, "Notification Requirements in Low-Level Flight Path, Military Impact Zone, and Special Use Airspace."
- D.3 2. In the Noise Element of the General Plan, airport noise mitigation objectives and policies are identified in Section 7.0. However, there appears to be inconsistent language between these objectives and policies in the General Plan and those in the Comprehensive Land Use Plan for Gillespie Field. For instance, Policy 1.11 in the General Plan implies that future residential development is planned within the 65-70 dB CNEL contours. Policy 1.12 also implies that other new development is also planned in the Runway Protection Zone (RPZ) and Inner Approach/Departure Zones for Gillespie Field. Table 9B in the California Airport Land Use Planning Handbook should be consulted to clarify the basic airport land use compatibility criteria in these areas. We also recommend that in analyzing time-weighted cumulative noise metrics due to airport operations, the Community Noise Equivalent Level (CNEL) be used consistently in the General Plan and its DEIR.
- D.4 3. In the Safety Element of the General Plan, Objective 7.0 discusses policies to minimize injuries, loss of life, and property damage resulting from airport hazards. These policies state that "the City should discourage the establishment of additional high-risk uses, including schools, hospitals, nursing homes, and day care centers (excluding residential care facilities and small family day care) in the Runway Protection and Inner Approach/Departure Zones for Gillespie Field." According to both our Handbook and the Comprehensive Land Use Plan for Gillespie Field, these uses are incompatible with airport operations and should be prohibited. Any coordination and intergovernmental review requirements with SANDAG should also be clarified in this section of the General Plan.

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D.2 Comment noted. Miramar Marine Corps Air Station was sent legal notice of the Notice of Preparation and notified of the DEIR public review period. Comments were received from the Miramar MCAS on this DEIR. Per Section 5.14.1.6 of the DEIR, the California Airport Land Use Planning Handbook (January, 2002) was utilized in the General Plan and DEIR's preparation.

D.3 The General Plan will be revised to discuss aircraft noise in terms of CNEL to provide consistency with the DEIR and the CLUP.

The City realizes that some of the proposed residential designations within the Airport Influence Area are not consistent with the General Plan. Policies 1.11 and 1.12 are intended to provide an additional level of review to assure that residential uses would be as compatible as possible. Refer to page 5.7-20 of the DEIR.

D.4 Depending on which zone a given property is in, the uses listed in this comment may or may not be automatically prohibited per the City of Santee Zoning Ordinance. Therefore, a discretionary action by the City, such as action on a Conditional Use Permit request, may be required to not allow such uses to occur. In other cases, another governmental agency that has preemptive land use authority over the City of Santee, such as the County or the State, may propose such land uses within these areas. For these reasons, the word "discourage" rather than "prohibit" has been used in this referenced section.

## COMMENTS

## RESPONSES

Mr. Douglas Williford  
April 22, 2003  
Page 3

- D.5 [ 4. Depending on the proximity to the airport and the height of any proposed structures, the Federal Aviation Administration (FAA) may require a Notice of Proposed Construction or Alteration (Form 7460-1) pursuant to the Federal Aviation Regulation, Part 77, Objects Affecting Navigable Airspace. The FAA's Air Traffic and Airspace Management web page at <http://www1.faa.gov/ats/ats-ATA400.ceaaa.html> contains technical and procedural information about the filing of this form. This information should be incorporated into the Airport Safety discussion in the Public Health and Safety Section of the EIR on Pages 5.14-7 and 5.14-8.
- D.6 [ 5. In the DEIR, Figure 9.1-2 shows airport land use compatibility zones for the 9L/27R and 9R/27L runways. We recommend that a similar analysis be undertaken to illustrate airport land use compatibility for the north end of the Runway 17/35.
- D.7 [ 6. The need for ensuring compatible land use with airport operational safety is both a local and a State issue. The Division of Aeronautics views all aviation facilities as a part of the statewide transportation system, which is vital to the State's continued prosperity. This role will no doubt increase as California's population continues to grow and the need for efficient mobility becomes more critical.

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport land use compatibility issues. We also advise you to contact our District 11 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this environmental document. If you have any questions, please call me at (916) 654-5253.

Sincerely,

*D. Cohen*

DAVID COHEN  
Aviation Environmental Specialist

c: State Clearinghouse  
Gillespie Field  
San Diego County ALUC (SANDAG)

- D.5 Comment noted. This information has been incorporated into the Airport Safety discussion in the Public Health and Safety Section of the DEIR.
- D.6 The CLUP for Gillespie Field shows virtually no Airport Influence Area for the north end of runway 17/35 beyond the boundaries of the airport ownership itself. There are no compatibility conflicts as a result of this runway; thus, there is no need to further map this area for compatibility areas.
- D.7 Comment noted.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

## DEPARTMENT OF TRANSPORTATION

DISTRICT 11  
P. O. BOX 85406, MS 50  
SAN DIEGO, CA 92186-5406  
PHONE (619) 688-6954  
FAX (619) 688-4299  
TTY (619) 688-6670



*Flex your power!  
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April 28, 2003

Mr. Douglas Williford, AICP  
City of Santee Planning Director  
Dept. of Development Services  
10601 Magnolia Ave.  
Santee, CA 92071-1266

City of Santee General Plan Update – Draft Program EIR – SCH 2002071113

Dear Mr. Williford:

The California Department of Transportation (Department) appreciates the opportunity to review the Draft Environmental Impact Report (EIR) for the City of Santee's General Plan update. The Department has the following comments:

**Advanced Planning Comments**

- State Route 125 (SR-125) is a State-adopted route proposed to connect State Route 94 with State Route 56 in the future. The SR-125 Transportation Concept Report (TCR) shows a need for a six lane expressway north of State Route 52 (SR-52) which would operate at capacity in the year 2015.
- Impacts related to the removal of a highway segment (e.g. SR-125) from the transportation network must be studied, and mitigation would have to be discussed extensively. SR-125 is a regional facility, and regional issues must be taken into consideration. Impacts to State Route 67 (SR-67) and Interstate Route 15 (I-15) as well as Scripps Poway Parkway, Poway Road and other regional arterials would also have to be analyzed and discussed. This information is not included in the EIR at this time.
- SR-125 north of SR-52 is currently in the California State Highway System, and an action by both the State Legislature and the California Transportation Commission would be needed to change its classification. To be consistent with State Law, a State Route would have to be removed from the State Highway System prior to removal from the City of Santee's General Plan.

If you have any questions about the Advanced Planning comments, please contact Chris Thomas at (619) 688-3671 or Bob Hoglen at (619) 688-5384.

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- E.1 The Draft General Plan does not propose the elimination of SR 125 north of SR 52 from the California State Highway System and, therefore, no further studies or proposed mitigations based on the removal of SR 125 north of SR 52 are warranted. The Draft General Plan Goals and Objectives regarding SR 125 are consistent with the adopted SANDAG 2020 Regional Transportation Plan, as well as the more recent proposed Final Draft 2030 SANDAG Regional Transportation Plan. Refer also to response to comment H.4

E.1



## COMMENTS

## RESPONSES

Mr. Douglas Williford  
April 28, 2003  
Page 2

### Design Comments

- E.2 ☐ • Many of the figures in the General Plan (GP) do not contain the completed sections of the SR-52 and SR-125 freeways. It may be helpful for planning if the completed routes are shown.
- E.3 ☐ • The existing Land Use maps in the GP should be updated to show parcels that have been purchased for the SR-52 project. Figure 1-3 does not have the brown color areas in the legend.
- E.4 ☐ • GP, Page 2-46: There is a detailed discussion of the freeway impacts to the Town and Country Mobile Home Park in this section. To be correct, the freeway impacts approximately 50 coaches in this park. Although it appears to be correct, the information in this discussion is subject to change in the near future, and the detail may not be needed.
- E.5 ☐ • In several places in the GP, the date for SR-52 Unit 5 completion to SR-67 is 2008. The current SANDAG schedule for this section of SR-52 is 2009.
- E.6 ☐ • GP, Page 3-4: The text states that the SR-52 Freeway in Santee carries 41,000 to 71,000 trips. It appears that the 71,000 number is the future projection but is quoted as an upper current volume.
- E.7 ☐ • GP, Page 3-4 and other pages: The text states that as of 2002, the SR-52 projects are fully funded. Current funding challenges have caused the project funding to be not fully secured.
- E.8 ☐ • GP, Page 3-5: The mass transit section does not discuss the future increase of trolley trips that MTDB has proposed for the Santee "Orange" Line. MTBD has stated that there may be a near term increase in round trips for this section to 125 trains per day. This could be discussed and factored into the intersection operations and the planned infrastructure.
- E.9 ☐ • GP, Page 3-6 Bike Circulation and Page 3-13 Circulation Plan: It would be helpful to show typical cross sections for the roadway and bike designations as were in the City 1984 General Plan. These cross sections are very helpful for others using the General Plan.
- E.10 ☐ • GP, Page 3-12: The text states that the City shall oppose installation of ramp meters unless appropriate mitigation is provided. The freeway projects mentioned previously include the installation of ramp metering elements as part of an approved ramp metering plan for the region. Every effort is made to limit effects of the metering system to operations on the surrounding streets and intersections.
- E.11 ☐ • GP, Page 7-2: The text states that the City encourages the use of berms or other measures rather than noise walls. This is also the Department's preference during noise abatement studies. However, in many cases, the Department has found that noise walls are the only noise abatement alternative that is reasonable and feasible to construct for the SR-52 projects between SR-125 and SR-67.

*"Caltrans improves mobility across California"*

- E.2 Refer to response to comment H.4
- E.3 Figure 3-1 will be amended to designate the brown areas as multiple family residential and the yellow areas as single family residential. The Existing Land Uses map will be updated to show CalTrans ownership where the existing uses have been removed.
- E.4 The General Plan will be amended to reword this discussion to a more general estimate of the number of coaches to be removed.
- E.5 Comment noted. CalTrans staff has indicated that the freeway will be open for traffic in 2008, although additional work along the ROW will continue into 2009. For purposes of this document, the operational date of 2008 has been used.
- E.6 The 71,000 trips are actually representative of the current freeway just outside of the City's limits. The General Plan will be amended to clarify this.
- E.7 Comment noted. The General Plan will be amended to reflect this recent change in funding circumstances.
- E.8 The General Plan and DEIR has purposely identified and analyzed the worst case scenario for traffic within the City. Since it cannot, with any degree of certainty, be determined what the effect of the Orange Line may be in removing traffic from City streets, this has not been factored into the traffic modeling for the DEIR. It is acknowledged, however, that one purpose and benefit of the San Diego Trolley is to relieve traffic congestion on regional roads.
- E.9 Comment noted. However, this comment does not raise any issues related to the adequacy of the EIR.
- E.10 Comment noted. However, this comment does not raise any issues related to the adequacy of the EIR.
- E.11 Comment noted. However, this comment does not raise any issues related to the adequacy of the EIR.



## COMMENTS

## RESPONSES

Mr. Douglas Williford  
April 28, 2003  
Page 3

- E.12 ☐ • GP, Page 7-11: Policy 1.15 states that the city shall encourage Caltrans to recognize and implement the City noise standards. The noise studies associated with Caltrans projects are based on Title 23, Code of Federal Regulations, Part 772 of the Federal Highway Administration (FHWA) standards, and the California Department of Transportation Traffic Noise Analysis Protocol.
- E.13 ☐ • EIR, Page 5.2-5: Along with the year of the existing counts, the month should also be included in the report and tables.
- E.14 ☐ • EIR, Section 5.2 Traffic Circulation: The Department has compared the SR-52 and limited city street traffic data to the studies currently in use on the SR-52 project for the existing year and the projected SR-52 year 2025. We see similar correlation in both the ADT and peak hour volumes for the existing year for freeway mainlanes, ramps, and city streets. In addition, the 2020 (City GP) and 2025 (SR-52) ADT is within acceptable ranges. However, the peak hour maximum values (PHV) for SR-52 are much higher than those in the SR-52 studies. An example of this is in the EIR Table 5.2-7, where the 2020 PHV values in the range of 8,000-10,000 are much higher than those projected in the SR-52 studies. Comparison of these studies is welcomed.

Should you have any questions regarding the Design Division's comments, please contact Hanh Khuu at (619) 688-6645 or Roger Carlin at (619) 688-6720.

### Planning Comments

- E.15 ☐ • The proposed Circulation Element will include a number of policies and objectives intended to ensure an efficient circulation system for both local and regional traffic. Among these will be the designation of a threshold Level of Service for City street segments and intersections to apply to new development. The Department recommends that the City of Santee adopt Department thresholds (LOS "C") for State Highways, freeway ramps, and intersections.
- E.16 ☐ • The Department recognizes that there is a strong link between transportation and land use. Growth and development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both total vehicle miles traveled and the number of trips per household. In order to create more efficient and livable communities, the Department encourages the City of Santee to work towards a local jobs-housing balance and a safe, functional, interconnected, multi-modal circulation system integrated with "smart growth" type land use planning. Balancing the demand for housing and employment enables residents to live and work in the same area, potentially decreasing demand on inter-regional transportation facilities. Also, the manner in which land is developed can have a profound effect on the viability of alternative transportation options. Compact, mixed-use "village" centers designed at a human (pedestrian / bicycle) scale enable residents and visitors to achieve a high level of mobility.

- E.12 Comment noted. However, this comment does not raise any issues related to the adequacy of the EIR.
- E.13 Average traffic counts reflected in the DEIR were conducted throughout the year. Furthermore, this information is not considered essential for inclusion in the EIR.
- E.14 All of the 2020 traffic projections in the proposed Circulation Element are based on the regionally accepted SANDAG traffic model. The calculations for 2020 Peak Hour Volumes (PHV) on state routes were made using Peak Hour Percentages and Directions Splits obtained from CalTrans. The comment states that the 2020 (City GP) and 2025 (SR-52) ADT are within acceptable ranges. Therefore, using CalTrans values and methods for the PHV calculations, the PHVs are correct.
- E.15 Comment noted. The City's Level of Service (LOS) threshold is generally LOS C except that LOS D is generally accepted during peak periods. This policy is consistent with the regional guidelines as outlined in the San Diego Traffic Engineer's Council (SANTEC)/Institute of Transportation Engineers (ITE) Guidelines for Traffic Impact Studies in the San Diego Region Publication (March 2000). Page 3 of this document states, "In general, the region-wide goals for an acceptable LOS on all freeways, roadway segments, and intersections is LOS D.
- E.16 Comment noted. The proposed General Plan reflects a job \ housing balance for the City of Santee. Smart growth principals have been applied to several recent and proposed changes in land use, particularly within the Town Center and surrounding areas.

## COMMENTS

## RESPONSES

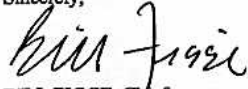
Mr. Douglas Williford  
April 28, 2003  
Page 4

E.17

- In lieu of reliance on the automobile for every trip, the Department supports the concept of a local circulation system which is pedestrian-, bicycle-, and transit-friendly in order to enable residents to choose alternative modes of transportation. Also, a mixture of land uses creates opportunities to substitute walking for driving. Improved transit accommodation through the provision of park and ride facilities, signal prioritization, or other enhancements can also improve mobility. The City of Santee has a unique opportunity to integrate transit oriented development into the City fabric through creation of mixed use village centers in connection with the San Diego trolley and other transit measures which link Santee with the surrounding region.

The Department encourages and welcomes close coordination with lead agencies on new development including environmental documents. If you have any questions about the Planning comments, please contact Brent McDonald, Development Review Branch, at (619) 688-6819.

Sincerely,



BILL FIGGE, Chief  
Development Review and Public Transportation Branch

- E.17 As noted in response to comment E.16, the General Plan does encourage smart growth principles.



PLANNING DIVISION  
(619) 441-1741 or  
(619) 441-1742  
BUILDING DIVISION  
(619) 441-1726 or  
(619) 441-1727  
HOUSING DIVISION  
(619) 441-1741 or  
(619) 441-1742

May 1, 2003

Douglas Williford, AICP, Director  
Department of Development Services  
City of Santee  
10601 Magnolia Ave.  
Santee, CA 92071

Dear Mr. Williford,

Re: **Review of the Draft Santee General Plan**

F.1

This is to thank you for the opportunity to review the Draft Santee General Plan. I have thoroughly read it, as well as some of the environmental documentation accompanying it, and have discussed my review with the Director of Community Development, Jim Griffin. We agree there are no issues in the Draft Santee General Plan that warrant comments by the City of El Cajon.

Thank you  
CITY OF EL CAJON

*DeWayne Goyer*  
DeWayne Goyer,  
Asst. Director of Planning

DWG:dg

cc: Jim Griffin

F.1 Comment noted.

## COMMENTS

## RESPONSES



San Diego Local Agency Formation Commission

1600 Pacific Highway • Room 452  
San Diego, CA 92101 • (619) 531-5400  
Website: www.sdlafco.com

### Chairwoman

Dianne Jacob  
County Board of  
Supervisors

April 22, 2003

### Vice Chairwoman

Patty Davis  
Councilmember  
City of Chula Vista

Douglas Williford, Director  
City of Santee  
Department of Development Services  
10601 Magnolia Avenue  
Santee, CA 92071

### Members

Bill Horn  
County Board of  
Supervisors

Dear Mr. Williford:

Jim D. Greer  
Councilmember  
City of Lemon Grove

SUBJECT: Notice of Availability of Draft Environmental Impact Report  
(EIR): City of Santee General Plan Update (SCH No.  
2002071113)

Donna Frye  
Councilmember  
City of San Diego

Thank you for the opportunity to comment on the above-mentioned project. As you know, LAFCO is responsible for encouraging the efficient provision of public services and has purview over changes to local government organization and any associated sphere of influence actions. Usually, LAFCO's role is that of a responsible agency for environmental review when jurisdictional changes and/or sphere amendments are proposed. We offer the following comments:

Andrew L. Vanderlaan  
Public Member

Bud Pocklington  
South Bay Irrigation District

Ronald W. Wootton  
Vista Fire Protection District

### Alternate Members

Greg Cox  
County Board of  
Supervisors

(Vacant)  
Councilmember  
City of San Diego

Andrew J. Menshuk  
Padre Dam  
Municipal Water District

Harry Mathis  
Public Member

### Executive Officer

Michael D. Ott

### Counsel

William D. Smith

### Municipal Service Review:

Effective January 1, 2001, Government Code Section 56430 requires that LAFCO conduct service reviews for all local government agencies that provide public services in San Diego County. Therefore, in the future, Santee will be involved in a review of how the City provides public services to residents. Known as a Municipal Service Review (MSR), the study is devoted to examining and analyzing the manner, efficiency, and effectiveness with which services are provided to the public. Because an MSR evaluates service provision in a geographic area, it usually involves a simultaneous review of multiple service providers. Service reviews are intended to be a means of examining existing and future service conditions and potential options for the provision of services. Service reviews are conducted prior to, or in conjunction with, an update to an agency's sphere of influence. A copy of San Diego LAFCO's adopted Service Review Guidelines is attached.

G.1 Comment noted. However, this comment does not raise any issues regarding the adequacy of the DEIR.

G.1

## COMMENTS

## RESPONSES

Douglas Williford  
Page Two  
April 22, 2003

### Sphere of Influence:

G.2

Contained in the Land Use Element is a policy pertaining to the City's future growth. Policy 10.2 states that "The City should cooperate with adjacent jurisdictions in establishing a Sphere of Influence." Santee's sphere was established in 1987. At that time, LAFCO adopted a sphere that included no territory located outside of the City's boundary. The sphere has been amended only once to add the territory contained in the "Mast Boulevard Reorganization," which involved annexation to the City of Santee with concurrent detachment from the City of San Diego. Since the entire amendment area was annexed to the City, the sphere remained coterminous. LAFCO is required to periodically review and update spheres of influence. Since the Santee sphere was adopted 15 years ago, an update to that sphere appears to be appropriate, and could be conducted in conjunction with a service review. Prior to submitting an application to update the Santee sphere, State Law would require representatives from the City to meet with County representatives to discuss the proposed sphere (Government Code Section 56425[b]).

### General Plan Area Expansion and Rezoning:

G.3

The document identifies a potential reorganization involving annexation of the East Elliot area to the City of Santee with concurrent detachment from the City of San Diego. The Project Description correctly states that before processing any proposed reorganization involving a city detachment, the detaching city must agree to the jurisdictional change. Therefore, prior to submittal of an application, the City of Santee should obtain a San Diego City Council resolution supporting detachment of the area proposed for annexation to Santee. Including the proposed reorganization area in the General Plan and adopting a rezoning designation also are prerequisites to annexation. However, updating the City's sphere of influence to add the subject territory also would have to occur prior to annexation. As mentioned above, prior to or in conjunction with the associated sphere update, an MSR for the City of Santee will have to be conducted.

G.4

Once the MSR and sphere update have been concluded and all other prerequisites fulfilled, processing development plans and associated environmental review for the reorganization could commence. Specifically, the project-level environmental documents for the reorganization should thoroughly discuss how public services would be provided to the project area, address the ability of the City to provide service, and explain the effects on existing city residents.

G.2 Comment noted. However, this comment does not raise any issues regarding the adequacy of the DEIR.

G.3 Comment noted. However, this comment does not raise any issues regarding the adequacy of the DEIR.

G.4 Comment noted. However, this comment does not raise any issues regarding the adequacy of the DEIR.

## COMMENTS

## RESPONSES

Douglas Williford  
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April 22, 2003

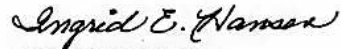
### Agricultural and Open Space Preservation:

G.5

LAFCOs have been instructed by the State Legislature to establish policies addressing the preservation of open space and agricultural lands (Government Code Section 56300). Consideration of how spheres of influence and/or changes of local governmental organization could affect open space and prime agricultural lands is required when the commission considers proposed jurisdictional changes. The purpose of the policy is to assist LAFCO in guiding development away from prime agricultural land. The San Diego LAFCO has adopted an Agricultural and Open Space Preservation Policy (Policy L-101), which, if appropriate, should be referenced in the General Plan EIR. A copy of the policy is attached.

Should you have any questions, or if LAFCO may be of any further assistance, please contact me at (619) 531-5400.

Sincerely,



INGRID E. HANSEN  
Local Governmental Analyst

IEH:tjm  
Attachments

G.5 The City acknowledges that information on agricultural land impacts must be presented to LAFCO for evaluation during the annexation process. However, the City has decided not to pursue rezoning of the East Elliott area. Therefore, consideration of agricultural effects is not warranted in the DEIR.

**SAN DIEGO LAFCO  
MUNICIPAL SERVICE REVIEW GUIDELINES**

**I. PURPOSE**

To provide guidance to the San Diego Local Agency Formation Commission (LAFCO) in preparing and conducting municipal service reviews.

**II. BACKGROUND**

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 requires LAFCO to review municipal services. The requirement for service reviews is in response to the identified need for a more coordinated and efficient public service structure, which will support California's anticipated growth. The service review provides LAFCO with a tool to comprehensively study existing and future public service conditions, and to evaluate organizational options for accommodating growth, preventing urban sprawl, and ensuring that critical services are efficiently and cost-effectively provided.

**III. GOALS and OBJECTIVES**

Effective January 1, 2001, Government Code Section 56430 requires LAFCO to conduct municipal service reviews and prepare a written statement of determination with respect to each of the following:

- A. Infrastructure needs or deficiencies;
- B. Growth and population projections for the affected area;
- C. Financing constraints and opportunities;
- D. Cost avoidance opportunities;
- E. Opportunities for rate restructuring;
- F. Opportunities for shared facilities;
- G. Government structure options, including advantages and disadvantages of consolidation or reorganization of service providers;
- H. Evaluation of management efficiencies; and
- I. Local accountability and governance.

The municipal service review process does not require LAFCO to initiate changes of organization based on service review findings; it only requires that LAFCO make determinations regarding the provision of public services per the provisions of Government Code Section 56430. However, LAFCO, local agencies, and the public may subsequently use the determinations to pursue changes to services, local jurisdictions, or spheres of influence.

**IV. WHEN PREPARED**

LAFCO will determine when municipal service reviews are necessary. Generally, reviews will be prepared in conjunction with sphere of influence studies or updates; however, service reviews may also be conducted independent of the sphere of influence process. LAFCO will conduct service reviews independent of the sphere of influence updates based on a number of factors, including but not limited to: concerns of affected agencies, the public, or LAFCO; public demand for a service review; public health, safety or welfare issues; and service provision issues associated with areas of growth and/or development. A list of the relevant factors of analysis that may be considered during the preparation of service reviews is attached.

Minor amendments to a sphere of influence, as determined by LAFCO, will not require a municipal service review.

**V. SERVICES ADDRESSED**

Municipal service reviews will address identified services within the service review boundary, which are generally associated with growth and development. Target services include, but are not limited to, water, sewer, drainage, libraries, roads, parks, police, and fire protection. General government services such as courts, social services, human resources, treasury, tax collection, and administrative services will generally not be included. LAFCO will determine which services will be included in each service review.

**VI. AGENCIES INCLUDED**

Local agencies that are subject to LAFCO review, or are required to have a sphere of influence, are subject to municipal service reviews.

**VII. BOUNDARIES**

LAFCO will determine the final geographic boundary and agency(ies) that will be the subject of a service review. Factors that may be considered in determining a service review boundary include, but are not limited to: existing city and special district jurisdictional and sphere boundaries; topography; geography; community boundaries; tax/assessment zones; infrastructure locations; transportation systems and roads; areas with shared facilities; areas with shared social and economic communities of interest; plus other factors as determined by LAFCO.

LAFCO will consider information received from affected agencies and public scoping meetings when determining boundaries. Generally, service reviews will be conducted for sub-regional areas within the County of San Diego; however, a service review may be done for a single agency, multiple agencies, subregional areas, or on a countywide basis. Agencies that have service provision issues related to a current service review, as identified by LAFCO, will



be included in the service review. Service reviews addressing multiple services may have separate geographic boundaries established for each service.

#### VIII. ENVIRONMENTAL DETERMINATION

Local agencies that submit municipal service review proposals to LAFCO will be considered lead agencies for purposes of environmental review and should approve whatever environmental determination is appropriate under the California Environmental Quality Act (i.e., exemption, negative declaration, environmental impact report).

#### IX. PREPARATION

- A. LAFCO will determine the priority, schedule, procedure and content for service reviews.
- B. As part of the budgetary process, LAFCO will develop a priority work plan of service reviews to be addressed during the fiscal year. LAFCO may alter the annual service review work program at any time in response to changing circumstances, new information, or direction from the Commission. During the budgetary process, LAFCO staff will inform those agencies that may be listed on the annual priority work plan.
- C. LAFCO will mail a survey/questionnaire to the affected agency(ies) identified in the service review work plan.
- D. LAFCO may hold public scoping meetings, as necessary, for selected service reviews to gather additional input on the following issues:
  - 1. Additional agencies to be included within a service review;
  - 2. Geographic area of a service review;
  - 3. Concerns of affected agencies; and
  - 4. Areas of concern to be addressed in a service review.

Public notice will be given for scoping meetings. All affected agencies, interested agencies, and persons or entities requesting notice will receive a mailed notice.

- E. Municipal service reviews will fall into two general categories:
  - 1. Routine reviews are anticipated to be uncomplicated and straightforward with few concerns about the adequacy of public services. Routine service reviews may be conducted for single agencies or for multiple agencies that provide similar services. The boundary of a routine service review may cover a sub-region, region, or the County of San Diego.

2. **Intensive reviews** are anticipated to require detailed analysis of complex and controversial issues. Categorizing a service review as *intensive* may be the result of analysis of pending LAFCO proposals, or of service provision concerns otherwise identified by LAFCO, other agencies, or the public.

- F. LAFCO may establish a service review committee to provide technical and/or policy advice to LAFCO staff. The service review committee may consist of LAFCO Commissioners from each representative category (county, cities, special districts, and the public). The committee may be expanded to include representatives from the LAFCO Special Districts and Cities Advisory Committees and/or other members as determined by LAFCO. When serving on the service review committee, all committee members shall exercise their independent judgment on behalf of the interests of residents, property owners, and the public as a whole, and not solely the interests of the type of agency or organization they represent.
- G. LAFCO staff will prepare a final municipal service review report that includes the determinations required by State Law. The report may identify future studies or actions, which LAFCO or other agencies may take to implement the recommendations of the report. All service review reports will be available for a public review period prior to being considered by the appropriate advisory or decision-making body. The Commission will consider the municipal service review report and determinations at a noticed public hearing. The report will be available for a public review period prior to the hearing.
- H. San Diego LAFCO has established a fee for conducting municipal service reviews. If necessary, LAFCO may recover reasonable costs for preparation of a service review study beyond the adopted fee. For any service review that may involve costs beyond the standard LAFCO fee, LAFCO staff will prepare a scope of work and schedule with an estimate of reasonable costs associated with conducting the service review.

Adopted: April 8, 2002  
Technically Updated: June 26, 2002

**FACTORS OF ANALYSIS**  
**Municipal Service Review Determinations**

*The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 requires LAFCOs to conduct reviews of municipal services and make nine written determinations. The following factors to be considered provide examples of how San Diego LAFCO will fulfill the determination requirement.*

**Determination 1: Infrastructure needs or deficiencies**

In authorizing the preparation of municipal service reviews, the State Legislature has focused on one of LAFCO's core missions—encouraging the efficient provision of public services. Infrastructure needs or deficiencies, which refers to the adequacy of existing and planned public facilities in relation to how public services are, and will be, provided to citizens, impacts the efficient delivery of public services. Infrastructure can be evaluated in terms of capacity, condition, availability, quality, and correlations among operational, capital improvement, and finance plans. It is recognized that there may be unmet infrastructure needs due to budget constraints or other factors; however, identification of deficiencies may promote public understanding and support for needed improvements.

**Determination 2: Growth and population projections for the affected area**

Efficient provision of public services is linked to an agency's ability to plan for future need. For example, a water purveyor must be prepared to supply water for existing *and* future levels of demand, and also be able to determine *where* future demand will occur. Municipal service reviews will give LAFCO, affected agencies, and the public the means to examine both the existing and future need for public services and will evaluate whether projections for future growth and population patterns are integrated into an agency's planning function.

**Determination 3: Financing constraints and opportunities**

LAFCO must weigh a community's public service needs against the resources available to fund the services. During the municipal service review, the financing constraints and opportunities, which have an impact on the delivery of services, will be identified and enable LAFCO, local agencies, and the public to assess whether agencies are capitalizing on financing opportunities. For example, a service review could reveal that two or more water agencies that are each deficient in storage capacity and, which individually lack financial resources to construct additional facilities, may benefit from creating a joint venture to finance and construct regional storage facilities. Service reviews may also disclose innovations for contending with financing constraints, which may be of considerable value to numerous agencies.

**Determination 4: Cost avoidance opportunities**

LAFCO's role in encouraging efficiently provided public services depends, in part, on helping local agencies explore cost avoidance opportunities. The municipal service

review will explore cost avoidance opportunities including, but not limited to: (1) eliminating duplicative services; (2) reducing high administration to operation cost ratios; (3) replacing outdated or deteriorating infrastructure and equipment; (4) reducing inventories of underutilized equipment, buildings, or facilities; (5) redrawing overlapping or inefficient service boundaries; (6) replacing inefficient purchasing or budgeting practices; (7) implementing economies of scale; and (8) increasing profitable outsourcing.

**Determination 5: Opportunities for rate restructuring**

When applicable, the municipal service review will review agency rates, which are charged for public services, to examine opportunities for rate restructuring without impairing the quality of service. Agency rates will be scrutinized for: (1) rate setting methodologies; (2) conditions that could impact future rates; and (3) variances among rates, fees, taxes, charges, etc., within an agency and region. Service reviews will identify strategies for rate restructuring, which would further the LAFCO mission of ensuring efficiency in providing public services.

**Determination 6: Opportunities for shared facilities**

Public service costs may be reduced and service efficiencies increased, if service providers develop strategies for sharing resources. For example, service providers in San Diego County currently share communication centers, wastewater treatment facilities, and distribution lines. Sharing facilities and excess system capacity decreases duplicative efforts, may lower costs, and minimizes unnecessary resource consumption. The service review will inventory facilities within the study area to determine if facilities are currently being utilized to capacity and whether efficiencies can be achieved by accommodating the facility needs of adjacent agencies. Options for planning for future shared facilities and services will also be considered.

**Determination 7: Government structure options, including advantages and disadvantages of consolidation or reorganization of service providers**

The municipal service review provides a tool to comprehensively study existing and future public service conditions and to evaluate organizational options for accommodating growth, preventing urban sprawl, and ensuring that critical services are efficiently and cost-effectively provided. While the service review does not require LAFCO to initiate changes of organization based on service review findings, LAFCO, local agencies, and the public may subsequently use service reviews to pursue changes to services, local jurisdictions, or spheres of influence. LAFCO may examine efficiencies that could be gained through: (1) functional reorganizations within existing agencies; (2) amending or updating spheres-of-influence; (3) annexations or detachments from cities or special districts; (4) formation of new special districts; (5) special district dissolutions; (6) mergers of special districts with cities; (7) establishment of subsidiary districts; or (8) any additional reorganization options found in Government Code § 56000 et. seq.

**Determination 8: Evaluation of management efficiencies**

Management efficiency refers to the effectiveness of an agency's internal organization to provide efficient, quality public services. Efficiently managed agencies consistently implement plans to improve service delivery, reduce waste, eliminate duplications of effort, contain costs, maintain qualified employees, build and maintain adequate contingency reserves, and encourage and maintain open dialogues with the public and other public and private agencies. The service review will evaluate management efficiency by analyzing agency functions, operations, and practices—as well as the agency's ability to meet current and future service demands. Services will be evaluated in relation to available resources and consideration of service provision constraints.

**Determination 9: Local accountability and governance**

In making a determination of local accountability and governance, LAFCO will consider the degree to which the agency fosters local accountability. *Local accountability and governance* refers to public agency decision making and operational and management processes that: (1) include an accessible and accountable elected or appointed decision making body and agency staff; (2) encourage and value public participation; (3) disclose budgets, programs, and plans; (4) solicit public input when considering rate changes and work and infrastructure plans; and (5) evaluate outcomes of plans, programs, and operations, and disclose results to the public.

## LEGISLATIVE POLICY

L-101

**Subject**

PRESERVATION OF OPEN SPACE AND AGRICULTURAL LANDS

**Purpose**

To further the policies and priorities of the Cortese-Knox Local Government Reorganization Act regarding the preservation of open space and prime agricultural lands.

**Background**

The State Legislature has instructed Local Agency Formation Commissions to establish policies that address the preservation of open space (Govt. Code § 56300). LAFCOs are required to consider how spheres of influence or changes of local governmental organization could affect open space and prime agricultural lands. Commissions are directed to guide development away from prime agricultural lands—unless that action would not promote the planned, orderly and efficient development of an area—and to encourage development of existing vacant or non-prime agricultural lands within a jurisdiction before approving any proposal that would allow development of open-space lands outside of an agency's boundary (Govt. Code § 56377). Proposals must be further reviewed for their effect on maintaining the physical and economic integrity of agricultural lands [Govt. Code § 56841(e)].

**Policy**

It is the policy of the San Diego Local Agency Formation Commission to:

1. Discourage proposals that would convert prime agricultural or open space lands to other uses unless such an action would not promote the planned, orderly, efficient development of an area *or* the affected jurisdiction has identified all prime agricultural lands within its sphere of influence and adopted measures that would effectively preserve prime agricultural lands for agricultural use;
2. Require rezoning of territory (city only) to identify areas subject to agricultural/preservation and planned development;

L-101

## LEGISLATIVE POLICY

3. Follow San Diego LAFCO's adopted procedures to define agricultural and open space lands and to determine when a proposal may adversely affect such lands.

Adopted: November 6, 1978

Amended: June 4, 1990

Amended: May 4, 1998

Cross reference:

**SAN DIEGO LAFCO PROCEDURES:**

-Open Space and Agricultural Preservation



## THE CITY OF SAN DIEGO

April 30, 2003

VIA FACSIMILE TO (619) 562-9376

Mr. Douglas Williford, AICP, Director  
 Department of Development Services  
 City of Santee  
 10601 Magnolia Avenue  
 Santee, CA 92071

Dear Mr. Williford:

Subject: Response to the Draft Master Environmental Impact Report for the City of Santee General Plan Update, SCH No. 2002071113

The City of San Diego appreciates the opportunity to review and comment on the Draft Master Environmental Impact Report (MEIR) for the City of Santee General Plan Update. The MEIR was reviewed by staff within both the City's Planning Department and Development Services Department. As a result, we have the following comments:

1. The MEIR will be applicable for the proposed General Plan Update for a period of five years, beyond which the MEIR indicates that the City of Santee can extend this period if the City determines that no substantial changes have occurred with new project proposals beyond what has already been addressed in the MEIR. Since the General Plan Update is to guide development within the City of Santee for up to year 2020, the extension of this MEIR may potentially be up to sixteen years. Would this length of time be permissible in accordance with CEQA?
2. The City of Santee proposes to prezone areas within the City of San Diego in a manner that is inconsistent with the City of San Diego *General Plan and Progress Guide*, specifically the Elliott and Tierrasanta Community Plans. The City of Santee General Plan Update and the MEIR (Land Use section) should identify these differences. The proposed prezone areas and the inconsistencies are as follows:

Location	City of San Diego General Plan	Proposed City of Santee General Plan/Prezone
1. North of Mast Blvd.	Low Density Residential	Park/Open Space
2. SEC SR-52 & Mast Blvd.	Office Commercial	General Commercial
3. Southwest of SR-52	Open Space	GC and P/OS
4. Carlton Oaks C. Club	Open Space	Park/Open Space



Development Services  
 1222 First Avenue, MS 501 • San Diego, CA 92101-4155  
 Tel (619) 446-5460

- H.1 The ability of the City to rely on the MEIR beyond the initial five years of certification will depend on the circumstances which exist after this five-year period. To the extent that the City concludes, in accordance with Section 15179 of the CEQA Guidelines, that the results and conclusions of the original MEIR remain valid, the City will continue to rely on the document for land use decisions. Should the document found to be deficient, a Supplemental EIR would be prepared as necessary.
- H.2 Comment noted. This comment does not raise issues related to the adequacy of the Draft EIR.



## COMMENTS

## RESPONSES

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Mr. Douglas Williford  
April 30, 2003

- H.3 3. In Section 3.5.1 Multiple Species Conservation Program (MSCP), would the proposed City of Santee MSCP Subarea Plan boundary include those land areas located west of the Santee boundary, that may be annexed from the City of San Diego and prezoned Park/Open Space (P/OS)? Has there been any indication from the City of San Diego that this land would be available for annexation into Santee?
- H.4 4. In Section 5.2.3 Impacts, page 5.2-21, the statement on this page that "The removal of SR-125, north of SR-52, on the proposed Circulation Element would not affect regional traffic" is unsupported by this document. As discussed on pages 42 and 43 of SANDAG's current regional transportation plan, the "2020 Regional Transportation Plan", proposed realignment of SR-125 north of SR-52 to be within the City of San Diego would create a "somewhat non-functional route alignment", so that SR-125 could not serve to relieve congestion on Interstate 15 as originally intended. The discussion on page 5.2-21 should be revised to correct this inaccuracy.
- In addition, as the City of San Diego noted in our response to the Notice of Preparation for this document, the traffic study and MEIR should analyze the regional traffic impacts of this potential deletion/realignment, by comparing impacts that would result with the inclusion of SR-125 within the City of Santee city limits to those that would result from the deletion or realignment.
- H.5 5. In Section 5.12 Cultural Resources, the Environmental Impacts section could include additional types of activities that would potentially impact cultural resources such as road construction, pipeline installation, staging areas, destruction of all or part of a property, deterioration due to neglect, inappropriate repair, relocation from an original site, and isolation of a historic resource from its setting if the setting is significant.
- H.6 6. Under Section 5.12.4 Mitigation Measures, mitigation measures specific to historic resources could be included to require that repairs, alterations and additions would be done in accordance with the Secretary of Interior's Standards. Also, the relocation or unavoidable demolition of a historical resource would require prior documentation of the resource in accordance with Historic American Building Survey (HABS) or Historic American Engineering Record (HAER).
- H.7 7. The Air Quality section of the MEIR should contain a discussion on odor, which has been of particular concern with residents in Santee located just east of Sycamore Landfill. Due to the proposed expansion plans for the landfill, the Air Quality section would also be an appropriate place to include a mitigation measure relating to the City of Santee working with the owners of Sycamore Landfill to reduce any future odors that may emanate from the landfill site.

H.3 The proposed Santee Subarea Plan preserve boundary does not presently include the areas within the City of San Diego. The City of San Diego has thus far given no indication that this land would be available for annexation into Santee.

H.4 Regarding the quotation referenced within the comment, the text of the adopted 2020 Regional Transportation Plan further states the following:

"...it is likely that SR 125 will be truncated within Santee. The City of San Diego has indicated a willingness to terminate SR 125 at the Mast Boulevard interchange with SR 52 and route it north through East Elliott, thus avoiding the City of Santee."

The Draft General Plan Circulation Element regarding SR 125 is consistent with the adopted SANDAG 2020 Regional Transportation Plan, which shows the alignment utilizing the existing SR 52 bridge, as well as the more recently proposed Final Draft 2030 SANDAG Regional Transportation Plan. It is beyond the scope of this DEIR to analyze various alignment alternatives that CalTrans may wish to consider for any eventual extension of SR 125.

H.5 Comment noted. It is acknowledged that within the scope of this DEIR, it is not possible to identify all possible cultural resources which could potentially be impacted by various types of development. To provide further analysis would be speculative. Section 14146(a) of the CEQA Guidelines acknowledges that the level of detail associated with a General Plan EIR would be less detailed than for a specific project.

H.6 Specific mitigation measures will be identified at the project review level. (See Response L.1)

H.7 Reducing odor impacts from the landfill is the responsibility of the landfill operator, not the City of Santee. The City of Santee has provided comments specific to the proposed expansion of the landfill to the City of San Diego and will review and provide comments on the DEIR once it is released for public review. The City's position regarding the Sycamore Landfill is stated in Land Use Element Policy 9.2, which states "the City should oppose any expansion or operational changes at the Sycamore Landfill that will result in increased land use incompatibility impacts to the City which cannot be adequately mitigated."

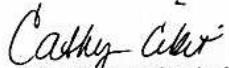
## COMMENTS

## RESPONSES

Page 3  
Mr. Douglas Williford  
April 30, 2003

Again, the City of San Diego appreciates the opportunity to review and comment on the City of Santee's General Plan Update and associated MEIR. Should you have any questions of need clarification on the above, please contact John Wilhoit, Senior Planner (Long-Range Planning), at (619) 236-6006, Labib Qasem, Senior Traffic Engineer at (619) 446-5358, or Anne Lowry, Senior Planner (Environmental), at (619) 446-5368.

Sincerely,



Cathy Cibit., Acting Assistant Deputy Director  
Environmental Review Manager  
Development Services Department

CC/acl

cc: Ann French Gonsalves, Transportation Development  
Labib Qasem, Transportation Development  
John Wilhoit, Long-Range Planning



April 10, 2003

Mr. Douglas Williford, AICP, Director  
City of Santee Department of Development Services  
10601 Magnolia Avenue  
Santee, California 92071

**Subject:** Draft EIR for the City of Santee General Plan Update, SCH No. 2002071113

Dear Mr. Williford:

Thank you for the opportunity to review the above referenced EIR and General Plan Update. While we have no direct comment on the draft EIR and its discussion of energy, in our review of the Draft General Plan, we found that there was no discussion of energy facilities and how they relate to land use. We would recommend including General Plan Energy Facility Land Use policies that have been drafted by SDG&E in your General Plan update.

These policies, which are attached, have also been provided to the County of San Diego and the City of Chula Vista for consideration of inclusion in their current General Plan update process. A brief evaluation of these policies, if included, should of course, be provided in the Draft EIR.

We appreciate the opportunity to comment on these documents. If you have any questions or concerns, please feel free to contact me at (619) 696-2393.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Terzich", is written over a horizontal line.

Christopher P. Terzich, REA  
Senior Land Planner

Attachment

I.1 Comments noted. Policy 3.6 has been added to the Land Use Element which states the following:

Policy 3.6. Development projects shall be reviewed to ensure that all necessary utilities are available to serve the project and that any land use incompatibilities or impacts resulting from public utilities shall be mitigated to the maximum extent possible.

**LAND USE****ENERGY FACILITIES**

It has become increasingly important to ensure that adequate energy supplies and the means to transmit and convey energy are provided to the built environment. Because the built environment requires energy resources to operate and energy facilities require physical space to produce and convey this critical commodity, energy facilities should be considered a type of land use that requires integration into our land use planning efforts. Given the increasingly urban nature of southern California, the scarcity of suitable facility sites and the sensitivity of conserved resource areas, natural gas and electrical facility planning should become an integral part of all land planning efforts.

**Goal: Sensible and efficient electrical and natural gas facility integration into the natural and developed environment.**

**Objectives:**

- Use existing transmission corridors as effective wildlife corridors.
- Provide additional open space buffering between utility facilities and residential development.
- Ensure adequate area is reserved early in the development process for critical electrical service facilities.
- Provide opportunities for other appropriate land uses to be located within overhead electrical facility alignment areas.
- Assure that utility facilities safely integrate into the developed landscape.

**Land Use Policies****Energy**

- Development located within or adjacent to multiple species habitat plan preserve areas, adjacent to overhead electrical transmission lines and/or easements should incorporate additional open space buffers to maintain a minimum 400-foot width along transmission line routes in areas that would

## COMMENTS

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provide connectivity between designated or planned open space multiple species preserves.

- Residential development proposed adjacent to other overhead electrical transmission lines and/or easements should incorporate additional open space, non-building area or rear yard setbacks to provide greater buffering from the transmission facilities.
- Additional open space or non-building area buffer should be integrated into new residential development or redevelopment located adjacent to existing or planned energy generation facilities, gas compressor stations, gas transmission lines, electrical substations and other large scale gas and electrical facilities.
- Redevelopment plans, community plan updates, general plan amendments, new master plans or similar larger scale developments that are located one mile or more from an existing substation should contact SDG&E to determine whether a set aside area of a minimum of two acres net usable pad area is necessary to accommodate a new substation facility based on increased electrical demand. The set aside area for the substation site should be located adjacent to proposed major arterial roadways and intersections and/or existing or planned electrical transmission rights of way. Also, additional right-of-way/corridor area for any necessary extension of transmission lines/facilities to serve the substation should be integrated into the plans. Coordination with SDG&E as to the location and size of the set aside area is essential and should be completed early in the process of formulating the plan, update or amendment. The set aside area can be designated with appropriate alternate land uses in the event the site is not needed for utility use.
- Appropriate secondary land uses should be encouraged to be located within overhead transmission facility rights-of-way when appropriate and could include natural open space, passive parkland, plant nurseries, parking lots, private roads, access ways and driveways based on final review and approval of SDG&E. Trails can also be included as a secondary land use as long as

## COMMENTS

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proper indemnification, funding and maintenance language is set forth in a written agreement between SDG&E and the agency and project developer.

- Landscape trees, shrubs and groundcover associated with new development or redevelopment around existing and planned gas and overhead or aboveground electrical facilities should conform to SDG&E's landscape guidelines.



April 30, 2003

Mr. Doug Williford  
Department of Development Services  
City of Santee  
10601 Magnolia Avenue  
Santee, CA 92071-1266

**Regarding: Zoning of the Santee School District Renzulli Site**

Dear Mr. Williford:

On December 6, 2002, the Santee School District ("School District") requested in writing that the City of Santee ("City") rezone the property commonly known as the Renzulli Site, located on Prospect Avenue between Fanita Drive and Mesa Road, to an R-7 zoning classification from its existing public use classification. Recently, the City representative informed the School District that this request has not been completely accepted. Instead, the property has been proposed to have both an R-2 and R-7 zoning classification. The School District would like to express its concerns to the City regarding the dual zoning of the Renzulli Site.

First, the School District questions the reasoning for having the Renzulli Site be the only residential infill area assigned a dual zoning. It is the understanding of the School District that the overall goal of the proposed General Plan of the City is to "establish strategies that will ensure an appropriate balance of land uses in the City." A majority of the residential land in the City is already designated R-2, so assigning a portion of the Renzulli Site as R-2 diminishes the range of housing types available. Objective 1.0 of the General Plan Housing Element states that the City shall "encourage the provision of a wide range of housing by location, type of unit, and price to meet the existing and future needs of Santee residents to the maximum extent possible." Table 4.2-1 of the draft Master Environmental Impact Report ("MEIR") shows that there are 2,764 acres zoned as R-2 while only 378 acres are designated as R-7. This allows for a maximum of 13,820 units built on R-2 property (2-5 units/gross acre) and 5,292 units built on R-7 property (7-14 units/gross acre). As a result, there are almost three times as many potential R-2 residences as R-7 residences.

BOARD OF EDUCATION • Cathy Abel, Dustin Burns, Dianne El-Haji, Julie McIntosh, Barbara Ryan  
DISTRICT SUPERINTENDENT • Marcia J. Johnson

9625 Cuyamaca Street • Santee, California 92071-2674 • (619) 258-2300

J.1 This recommendation is not unique, there are a number of dual zonings proposed within the General Plan on residential infill sites.

J.2 As demonstrated within the Housing Element, the General Plan proposes a sufficient diversity of housing types to meet required housing goals.

## COMMENTS

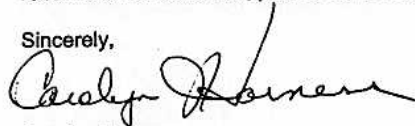
## RESPONSES

Mr. Doug Williford  
April 30, 2003  
Page 2 of 2

- J.3 Furthermore, Chapter 5 of the MEIR maintains that the "compatibility between adjacent land uses in the City is of primary importance to achieve a safe, livable, and functional community and to ensure a high quality of life." The property immediately west of the Renzulli Site is currently zoned as R-7. Consequently, rezoning the Renzulli site as R-7 would not contravene the goals of the MEIR, as it would simply expand an existing R-7 area. This is consistent with the objective of the MEIR to locate uses together that have similar site planning needs. Rezoning the entire Renzulli Site into a single R-7 zoning classification will not reduce the compatibility between adjacent sites and will better facilitate its development.
- J.4 Lastly, the School District understands that increasing the density of the Renzulli Site will likely cause additional traffic to Prospect Avenue. However, under the Traffic/Circulation section of the MEIR, the City plans that Prospect Avenue will be constructed as a four-lane major arterial between Cuyamaca Street and SR 67. This widening of Prospect Avenue from a two-lane roadway to a four-lane arterial will offset the impact from increasing the density of the Renzulli Site.
- J.5 Consequently, the School District believes that rezoning the Renzulli Site to a single R-7 zoning classification not only adheres to the objectives of both the General Plan and MEIR the of the City, but also produces the "highest and best use" of the property. Therefore, **the School District is requesting that the City rezone the Renzulli Site to an R-7 zoning classification rather than a dual R-2 and R-7 zone classification.**

If you need additional information or have any questions regarding this request to rezone the Renzulli Site, please contact me at (619) 258-2321.

Sincerely,



Carolyn Harness  
Assistant Superintendent  
Business Services

CJH:ea

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- J.3 The dual zoning proposed on this site is consistent with land use compatibility objectives. The area proposed for an R-7 designation is adjacent to other R-7 as well as General Commercial designated land. The area proposed for an R-2 designation is primarily adjacent to other R-2 designated properties, as well as some R-7 designated properties. Creating an R-7 designation on this entire property would increase the areas where this higher density would border lower density R-2 properties. Designating this entire property for R-7 would create potential compatibility concerns because it would be the only multiple family designated property fronting on Prospect Avenue west of SR 125.
- J.4 The comment states that Prospect Avenue is designated for four lanes between SR 67 and Cuyamaca Street. However, this property is approximately 1.5 miles from that portion of Prospect Avenue. The area of Prospect Avenue which this property abuts is designated as a two-lane Collector Street.
- J.5 Comment noted. However, it is not the role of the EIR to recommend alternative land use designations when there would be no environmental reason to make a change.





## ENDANGERED HABITATS LEAGUE

*Dedicated to Ecosystem Protection and Sustainable Land Use*

April 29, 2003

Mr. Douglas Williford  
City of Santee  
10601 Magnolia Ave  
Santee, CA 92071-1266

**RE: DEIR Comments Santee General Plan Update 2020**

Dear Mr. Williford:

Enclosed please find the Endangered Habitats League comments on the DEIR and Santee General Plan Update 2020. For your information, EHL is a Southern California organization dedicated to ecosystem protection, sustainable land use planning and collaborative conflict resolution.

As Smart Growth project manager for EHL, I also serve as co-chair of the Housing Action Network. The shortage of attainable housing in our region has caused a broad coalition of Network members to support mixed use development within one half mile of public transportation. The Housing Element would be strengthened with mixed-use designations to encourage housing in all current retail properties within one-half mile of trolley stops.

Studies have shown higher property values and higher commercial revenues when existing traditional suburban shopping centers are transformed by a mix of commercial, office and residential use (enclosed below signature). Vertical development also serves the true housing need in Southern California for multi-family housing.

Due to land prices here in our region, and our status as a second home market for many throughout the world, single family median prices are now over \$300,000. The true housing shortage is served by building more multi-family homes, as these are often priced below this threshold. Further, the demographic of the baby boom generation noted in your General Plan indicates that seniors will be a growing segment of society. As we age, our need for a walkable community where public transportation is readily available coincides with our physical need to care for less land and minimize home tasks.

This approach would well serve Santee's population of single parents as mixed use and transit oriented development assists the mobility of young people to help support their families and attend to their travel needs. Thus, for the coming market of new home buying "starters" (Santee's current children and teenagers) and downsizing seniors, there is no greater response to their housing needs than to designate potential mixed use areas within your town near transit services.

K.1 The City's primary downtown area, the 700-acre Town Center, is a Specific Plan Area, adopted in 1986, which emphasizes mixed uses. The uses already built as well those that are in the planning stages for Town Center include: over one million square feet of retail, 1,000 dwelling units ranging in density from 4 du/ac to 30 du/ac, a 2 million square-foot office and technology park, a 55-acre community park, a YMCA, post office, library, police substation, fire station, teen center, hospital and senior housing complex, all within walking distance of the Santee Trolley and Multi-modal Transit Station. This area ranks as one of the most successful examples of mixed-use land planning within San Diego County.

In order to continue to strengthen the Town Center's role as an example of smart growth and mixed use development, the City of Santee increased the densities of all remaining residential land within the Specific Plan Area in 2001, incorporated a high density residential component into the development guidelines of the office and technology park in 2002, and redesignated a 2.5-acre commercial site for multiple family residential on Cuyamaca Street in 2003.

Outside of Town Center, the General Plan is proposing mixed-use (i.e. commercial and/or multiple-family residential) zoning for four sites. These sites include the former K-Mart site at Mission Gorge Road and West Hills Parkway, the current Padre Dam Municipal Water District site on South Woodside Avenue, a former supermarket site at Mast Boulevard and Carlton Hills Boulevard, and a vacant site at Prospect Avenue and Graves Avenue. The General Plan is also proposing increasing residential

## COMMENTS

## RESPONSES

densities on certain parcels around town, including one which is on Cottonwood Avenue, within one-half mile of the Trolley Station. Overall, the City's proposed General Plan will meet SANDAG's 2030 "Smart Growth" Alternative for Santee.

There are no proposed mixed-use designations for either the Vons Center or Carlton Oaks Plaza, nor have any redevelopment proposals been received for the Wal-Mart site, although there is no prohibition on adding additional retail uses on this site.

K.1  
Cont.

Further, when placing these reuses where much infrastructure is in place, the long term cost to the taxpayer to provide suburban services (libraries, parkland, public safety) and maintain the more traditional public infrastructure of streets, pipes and wires is minimized. Taxpayers benefit from increased business sales and property tax revenues, added supply of housing that is *aimed at the true market*, and long term infrastructure maintenance efficiencies. Examples of potential sites for pedestrian oriented mixed use redevelopment (retail, office and mid-rise residential over) are the former Von's strip mall on the northwest corner of Mission Gorge Road and Cuyamaca as well as similarly aged centers along Mission Gorge Road. While transition and relocation would have to be carefully staged, redevelopment of the numerous mobile home parks by non-profit affordable housing builders offers great potential. Redevelopment of the Carlton Oaks Plaza and the current WalMart site would create a village center focused on a significant Santee asset – the San Diego River Park - and support investment by the state conservancy for enhancement.

K.2

This single shift in policy would allow Santee to accomplish one other important goal – the physical and visual separation of Santee from adjacent jurisdictions and neighborhoods by the preservation of significant open space. Land use policy can confirm the topographic constraints surrounding Santee as both valuable viewshed and a natural urban growth boundary. Ringing Santee, a former country town, with open space, allows Santee to maintain its unique sense of place, instead of checkerboard sprawl as a suburban mass. Again, it also facilitates a concentration of needed infrastructure to allow for pedestrian and biofilter oriented overhaul of some thoroughfares to minimize long term water quality and maintenance costs.

K.3

Community character and property values will rise when the viewsheds within Santee continue to visually separate the lovely River Valley spot you occupy from adjacent urban growth. Of course, water quality will also benefit from additional watershed filtration land. Indeed, even if the electorates expressed desire (Referendum on Fanita Ranch development with 65% opposed) to designate and acquire additional open space cannot be immediately realized, it can still properly be embedded in the current plan.

K.4

Important open space considerations should predominate for most of the undeveloped land in Santee and its sphere. Language to preserve viewsheds and significant ridgelines would be added and open space designations assigned to much of properties like Fanita Ranch, East Elliot, Rattlesnake Mountain and Midwest Television. The Conservation element would properly conserve a greater acreage of open space – with any minimum around 4,000 acres to maintain a competitive percentage with similar jurisdictions and reap the water quality benefits. Santee is fortunate to be at the cradle of many significant water sources. Sycamore Creek would also properly be designated a Major Linkage and Corridor. Water quality of course does not simply apply to our creeks and rivers. Objective 10.0 should include in its listing the asset of groundwater.

K.5

Finally, new ordinances, such as the "Smart Code" model developed by Andres Duany (available on the internet at [www.smartcode.org](http://www.smartcode.org)), will likely be needed as Santee looks forward to enhancing the current gem of its town center. Significant reform is generally needed in transportation and pedestrian model codes to begin to support a greater pedestrian oriented land use in anticipation of our aging and in support of our children's

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K.2

Implementation of the proposed General Plan will preserve a substantial portion of the hillsides surrounding the perimeter of Santee and will maintain the community's visual separation from surrounding communities to the greatest extent possible.

K.3

The referendum on the Fanita Ranch in 1999 overturned a City Council decision to amend the General Plan by allowing greater densities in the project than what the existing General Plan permitted. A separate referendum on the same ballot which proposed a tax increase to pay for the purchase of the Fanita Ranch was also defeated. The result of these actions was to maintain the existing General Plan policies regarding development of the Fanita Ranch. These development guidelines for the Fanita Ranch are not proposed for any substantive changes in the proposed General Plan.

K.4

Language exists within the development guidelines for Fanita Ranch and Rattlesnake Mountain to preserve substantial open space, including certain important viewsheds and ridgelines. The proposal to prezone Midwest Television property has been eliminated from the proposed actions.

The Conservation Element proposes a minimum of 2,600 acres of open space within Santee, which represents approximately 25 percent of the entire City and 59 percent of all remaining vacant land. This represents an appropriate balance of habitat preservation and continued economic development and is consistent with the stated goals of the Multiple Species Conservation Program.

## COMMENTS

## RESPONSES

Sycamore Creek is identified within the proposed General Plan as the most biologically-significant tributary to the San Diego River within the City of Santee and as an important wildlife corridor to the San Diego River (Conservation Element, Section 4.4). Trails in the Sycamore Creek area of the Fanita Ranch will be determined as part of the development process. Existing trail corridors are designated along Sycamore Creek within Santee Lakes Regional Park as well as outside of the City, westerly of the creek. (See Response M.15)

Objective 10.0 has been amended to include the asset of groundwater.

- K.5 Most of Santee's walkable areas near transit are within the Town Center, which is under the authority of a Specific Plan, rather than the City's Zoning Ordinance. Within Town Center, as well as areas connecting to Town Center, is a master planned Open Space Corridor System. This system of pedestrian and bicycle pathways is intended to connect all areas of Town Center, and is particularly intended to connect pedestrian and bicycle traffic to the San Diego River. All development which occurs in Town Center are required to participate in the Open Space Corridor System.

In conjunction with this, is the Santee San Diego River Plan, which plans six miles of pedestrian and bicycle pathways along both sides of the planned 320 acres River Park. Significant portions of this River Park are completed with most of the remaining areas in the planning or implementation stage.

The proposed General Plan requires traffic calming guidelines to be established for the City.

## COMMENTS

## RESPONSES

3

K.5  
Cont.

safety. It is worth noting that police departments have found public safety improves in correlation to pedestrian activity, and 'Community Policing through Environmental Design' analyses reveal a wide range of public service efficiency increases. New ordinance guidelines for traffic calming, mixed-use development and pedestrian design will likely be needed to accomplish this future vision of walkable town centers oriented around the great natural treasure of the River Park.

K.6

All things are interdependent in land use planning. But wise approaches make it possible to use the power of synergy available when growth is focused in existing areas. It is possible to increase the stock of needed housing, lower the future tax bill for citizens, protect the open spaces and viewsheds that wrap Santee, maintain the integrity of existing single family home neighborhoods, increase pedestrian activity and public safety, all of which will exponentially raise Santee's property values and sales tax revenues when we orient the built environment in Santee away from habitat-rich native places.

At a time when new funding sources are scarce, shifting land use to produce higher revenues and minimize long term infrastructure costs is simply good government.

Sincerely,

ENDANGERED HABITATS LEAGUE

Lynne Baker

Enclosure

CAN SUBURBIA DEVELOP REAL URBAN CENTERS?  
Column, Washington Post Writers Group, Neal Peirce ([nrp@citistates.com](mailto:nrp@citistates.com)),  
02/10/2003  
<http://www.postwritersgroup.com/archives/peir0210.htm>  
Neal Peirce

A suburb that builds a high-quality town center, with a full mix of urban services, should find that its cash register starts ringing—and keeps on ringing—long after stand-alone shopping malls become obsolete and turn unprofitable.

As sensible as the idea seems, no one ever proved it until Charles Lockwood, a California-based author of highly regarded books on cities and architecture, produced his latest research, due to be published by the Urban Land Institute this month.

Lockwood looked at a nationwide cross-section of truly mixed-use town centers—new Main Streets, town squares or transit villages that offer a full range of services, ranging from retail and housing to offices, entertainment, hotels, medical offices, libraries, even

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K.6 Comment noted.

post offices. To make his list, he insisted all the services be integrated into friendly pedestrian-oriented environments.

Among the town centers on Lockwood's list were Reston Town Center outside of Washington; Miami Lakes Town Center 18 miles northwest of Miami; Mizner Park in Boca Raton, Fla., and Town Center Drive in the new town of Valencia, Calif., 30 miles north of downtown Los Angeles.

In virtually every case, Lockwood discovered, the new town centers are outperforming standard, stand-alone suburban developments. They capture higher office and retail lease rates. They get higher prices for apartments or townhouses. They register higher retail sales and sales tax revenues. They record higher hotel room and occupancy rates. Plus, there's a "halo effect" of fast-rising nearby property values.

Take Valencia (whose developer, Newhall Land, commissioned Lockwood's study). Valencia's top office buildings have a 98.5 percent occupancy rate, compared with 80.3 percent in the surrounding Santa Clarita Valley. Retail leases range from \$32 to \$42 a square foot, compared with \$16 to \$27 nearby. Apartment units draw much higher rents. The Hyatt Valencia outperforms the room rates and occupancy rates of its regional competitors.

Why the advantage? Marlee Lauffer, Newhall's vice president, explains: "We've taken pains to have a bustling, mixed-use area—office, retail, apartments, a town green, a mini-park, a hotel-conference center and public uses all close to each other. Plus a mix of national chains with regional or unique stores."

Most of Lockwood's constellation of examples are "high-end" developments. But not CityCenter Englewood outside Denver, a transit-oriented village—complete with retail, apartments and a cultural performance center—that was constructed on the site of the failed and then demolished Cinderella City mall. CityCenter's office space and apartments demand higher rents—and register higher occupancy rates—than the rest of Englewood, or Denver metro averages.

So if mixed-use developments are so terrific, why isn't one being built in every suburb of America? Lots of reasons, reports Lockwood. First, most tradition-bound lenders are used to financing one single-use building or complex at a time. To them, an apartment house with ground-floor retail looks risky. Suggest melding multiple retail, office, housing and civic uses into an integrated town center, and you blow their mind.

Second, town centers are large, complex projects that easily collide with the narrow strictures of zoning statutes. Reston's Town Center is now wildly successful, but "in the beginning, it was illegal," notes Thomas D'Alesandro, vice president of Terrabrook, Reston's current developer. Special zoning had to be obtained from Fairfax County, Virginia—adding, of course, costs and delays that would scare off most developers.

A companion roadblock, says Lockwood, are "traffic engineers who seemingly only want to move cars at fast speeds, so they oppose narrower, more pedestrian-friendly streets and developments."

Yet given a choice, most of us would prefer mixed-use centers. "They bring together everything people want in one attractive place, often generating two to three times the

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5

draw of a traditional shopping center," says Newhall Land CEO Gary Cusumano. Many people like to live in the centers because they make it easy to walk to stores, restaurants, entertainment, even work. Employers like them because the amenities make it easier to recruit quality workers.

So how do the barriers get overcome? Lockwood would have local governments stop supporting standard malls—hundreds are now close to folding across the United States anyway. Instead, localities should offer incentives for mixed use retail-office-residential centers, complete with civic and educational and cultural functions—"true hubs for community" that will have dramatically enhanced staying power.

But Lockwood offers another twist: look to older malls as places to construct new town centers. "Let the mall meet Main Street"—let it continue as a typical mall, but devote a chunk of its untold acres of surplus parking to create a true mixed-use, pedestrian-scale shopping street. A couple decades ago, the shopping standard was 10 cars per 1,000 square feet of shopping. Now it's 4 cars. So malls are a land bank—all cleared, the environmental damage long since done.

Use malls to remake suburbia for human mixed uses? What a grand ideal

Neal Peirce's e-mail address is [nrp@citistates.com](mailto:nrp@citistates.com).

Questions or comments about the content of this site may be directed to the webmaster at [writersgrp@washpost.com](mailto:writersgrp@washpost.com).

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San Diego County Archaeological Society, Inc.

Environmental Review Committee

30 March 2003

To: Mr. Douglas Williford, AICP, Director  
Department of Development Services  
City of Santee  
10601 Magnolia Avenue  
Santee, California 92071-1266

Subject: Draft Master Environmental Impact Report  
City of Santee General Plan Update

Dear Mr. Williford:

I have reviewed the cultural resources aspects of the subject DMEIR on behalf of this committee of the San Diego County Archaeological Society.

Based on the contents of the DMEIR and the draft General Plan 2020, we commend the City for the treatment of archaeological resources, as evidenced by mitigation measures 5.12-1 and 5.12-2. However, we suggest that the MEIR and General Plan also need to address how structures that are, or become during the life of the General Plan, potentially historic. It should address evaluation of structures more than 45 years old at the time a project is initiated. The evaluation criteria should be consistent with CEQA requirements, and restoration or adaptive reuse in accordance with the Secretary of the Interior's Standards would be the preferred mitigation measures. Relocation of structures is not desirable but is, of course, preferable to demolition.

Thank you for providing these documents to SDCAS for our review and comment.

Sincerely,

*James W. Royle, Jr.*  
James W. Royle, Jr., Chairperson  
Environmental Review Committee

cc: ASM Affiliates  
SDCAS President  
File

P.O. Box 81106 • San Diego, CA 92138-1106 • (619) 538-0935

L.1 In response to the concern expressed with respect to consideration of structures which may qualify as significant historic resources in the future due to passage of time, the following mitigation has been added in the Final EIR:

**Mitigation Measure 5.12-3:** An historic evaluation of any structure more than 45 years old would be required prior to issuance of a permit which could result in an adverse impact on these structures. The evaluation shall be based on the criteria identified in Section 15064.5 of the CEQA Guidelines. The evaluation shall determine if the effect on an historic structure would be significant. If so, the evaluation shall recommend measures to be taken to reduce the impact on significant historic structures.





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April 30, 2003

Mr. Douglas Williford  
City of Santee  
10601 Magnolia Ave  
Santee, CA 92071-1266

RE: DEIR Comments Santee General Plan Update 2020

Dear Mr. Williford:

Please accept these comments upon the DEIR and Santee General Plan Update 2020. And thank you for the City's use of digital technology!

M.1

**Land Use:**

Santee has two major natural assets that form the bedrock foundation and fundamental value of its setting; the picturesque hills that surround most of the city and the San Diego River that runs through the heart of the city. Any future development or redevelopment in the city should seek to maximize the benefits of these hillside/river views and attempt to maximize the conservation of these areas that add value to the entire community and region. Land Use Element Objectives and Policies should be modified to further reflect these values.

M.2

**Fanita Ranch:** The documents are still biased toward developing this magnificent natural area despite the alternative for total preservation included in the MSCP. Terrabrook's inability to sell to other developers, their lack of any development application consistent with the "essential elements," and despite the availability of acquisition funds from State Propositions 40 and 50. Our recommended zoning is Park/Open Space rather than "PD" Planned Development. An option for purchase should be negotiated now, while state conservation funds remain available. Fanita Ranch would make a tremendous State Park or expansion of Regional parks in the greater vicinity such as Mission Trails and Sycamore Canyon. The State of California Resources Agency report "Spotlight on Conservation" (part of the California Legacy Project) identifies Fanita Ranch and the San Diego River as both statewide and regional conservation priorities. (see attached statewide and regional conservation priority tables).

M.3

What actions (if any) are the City of Santee taking to secure available State open space acquisition funds approved by ballot for Fanita Ranch or any other parcel in areas recommended for acquisition within Santee's Draft MSCP preserve area?

What local funds (if any) are being reserved to act as potential matching funds to solidify local, state and private acquisition partnerships generally encouraged by the State Wildlife Conservation Board prior to disbursement of conservation funds for targeted parcels?

M.1 The General Plan contains numerous Objectives and Policies which act to maximize San Diego River and hillside views and seek to maximize the conservation of these areas, including:

Land Use Element

Policy 1.3

Conservation Element

Objectives 1.0, 2.0, 7.0, 10.0 and 11.0

Policies 1.1, 1.2, 1.3, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 7.1, 7.2, 7.3, 7.4, 10.1, 10.2, 10.3, 11.4, 11.5

Community Enhancement Element

Objectives 13.0, 14.0, 15.0, 16.0, 17.0

Policies 13.2, 13.3, 14.1, 14.2, 14.4, 14.5, 15.2, 16.1, 16.3, 16.4, 16.5, 17.1

M.2 Comments noted. Land Use Element Section 8.2 includes the Guiding Principles for the development of the Fanita Ranch. These guidelines propose little change from the existing General Plan and reflect past and existing City policy to balance development on the Fanita Ranch with open space and habitat preservation, consistent with the Multiple Species Conservation Program.

## COMMENTS

## RESPONSES

- M.3 While the Subarea Plan is not proposed for adoption as part of this General Plan Update, it is anticipated that no public funds will be needed in order to acquire lands proposed for preservations within the Santee Subarea Plan. The draft Subarea Plan will be likely fully implemented through a combination of existing open space easements and development mitigation. There is also a potential for private and public mitigation banks to be established with the City.

## COMMENTS

## RESPONSES

We also suggest eliminating the Fanita Ranch pro-development spin from the Land Use Element Update (page 1-9), or at minimum balance the arguments with inclusion of unavoidable significant impacts of development and the costs to the City of maintaining sprawling infrastructure/providing additional residential services. It should be acknowledged that 65% of the people have already defeated a proposed development of Fanita Ranch due to the environmental and social costs of developing that area. Much of this debate is better left in the political arena rather than trying to advance a development argument in the new Land Use Element.

M.4

Furthermore, the retail revenues to the business community the Update anticipates from adding 10,000 people on Fanita Ranch would be inconsequential if Santee had a pedestrian oriented shopping center with a theater or restaurant row along the river that could attract a majority of the 250,000 people within a five mile radius who currently take their business to other shopping centers like Grossmont Center, Fashion Valley, Viejas, etc. People do not want to wade through a large parking lot to get from Barnes and Noble to Pier 1 Imports. At competing centers they don't have to.

M.5

**East Elliot:** The 2020 Update calls for a "prezone" prior to efforts to annex East Elliot parcels into Santee from the City of San Diego. The prezone of "Park/Open Space" is appropriate, however prior City documents have shown possible residential zoning and Pardee has purchased options to parcels in an effort to build a 500 house subdivision. Bringing services from the City of San Diego has been a limiting factor for development that could be eliminated by annexation to Santee. San Diego has also been more credible in seeking and securing state acquisition funds for open space. Santee has not attempted to secure acquisition funds to acquire a single acre of MSCP open space within the City. To the contrary, Santee has attempted to develop as much land as possible, sometimes even allowing the required mitigation areas of open space to be purchased and set aside outside of Santee. If annexed, what measures will the City take toward acquiring the parcels with the Park/Open Space prezone? Does the City anticipate that these will be negotiated acquisitions or a condemnation process?

M.6

**Prezone of Midwest Television parcels:** The 24-acre site on the "Northwest Corner of Mission Gorge Road and West Hills Parkway" provides unobstructed views of the San Diego River and Mission Trails Park, performs valuable resource functions and provides valuable habitat. Portions of the site can be impacted by 100 year floods or dam failure. This parcel links the potential San Diego River Park with Mission Trails Regional Park. A parcel with these attributes is a primary reason why a State San Diego River Conservancy has been established. This parcel should be one of the highest priority acquisitions for the new San Diego River Conservancy. The prezone designation should be changed from GC to Park/Open Space.

The developable portion of the 43-acre "East Elliot- Southwest Corner of Mast Blvd and West Hills Parkway" parcel might also be considered for mixed uses (such as with Office Professional) considering the extraordinary views of MTRP available from the site. Similarly, the old KMART site zoning might allow redevelopment with combined Office Professional and General Commercial uses. These parcels represent some of the initial views of Santee when entering the City from San Diego. What first impressions should these parcels and their architectural designs make on visitors and residents?

M.7

**Rattlesnake Mountain:** How many separate owners are included in the Planned Development designation for Rattlesnake Mountain?

How many undeveloped acres of Rattlesnake Mountain are located on slopes less than 20%? How many acres of land with slopes greater than 20% will have to be disturbed in order to access any acreage with slopes under 20%. What rationale warrants the potential zoning change of Rattlesnake Mountain from "Hillside Limited" to "Planned Development?" What are the impacts associated with this zoning change and how might they be avoided or mitigated? Does this change amount to an upzone that potentially allows a greater number of dwelling units in the Rattlesnake Mountain PDA?

M.4 Comments noted. However, no issues are raised regarding the adequacy of the DEIR.

M.5 As indicated in response to comment X.1, the City is no longer proposing to prezone the East Elliott property as part of the General Plan Update.

M.6 Prezoning this property to General Commercial is no longer a part of the General Plan Update.

M.7 At present, there are six separate ownerships involving eleven separate parcels in this Planned Development Area, although the requirements of the Planned Development guidelines dictate comprehensive planning for this area. Approximately 15 percent of the Planned Development Area is under 20 percent slope. It cannot be determined at the General Plan level of review how many acres of a given slope category will be disturbed with development, in part, because this property is also proposed to be included within the City's as yet uncompleted Subarea Plan. Project level analysis will be completed at the time an application is submitted.

## COMMENTS

## RESPONSES

The rationale for designating this area Planned Development is stated in Land Use Element Section 8.0 PD – Planned Development as follows: “This designation is intended for select properties within the City where a variety of development opportunities may be viable and where the City wishes to encourage innovative and very high quality development in a manner which may not be possible under standard land use designations and their corresponding zones.”

All impacts and proposed mitigations for the proposed General Plan are contained with the DEIR. Project level impacts and proposed mitigations are beyond the scope of this DEIR and can only be established in conjunction with a development application. Although the development guidelines contained within the proposed Land Use Element for the Rattlesnake Mountain Planned Development Overlay do not contain a specific number of dwelling units allowed, it is anticipated that if the Planned Development is implemented, it would result in an increase in the number of dwelling units that is currently permitted under the Hillside Limited designation.

The development guidelines proposed within the Land Use Element for this Planned Development are unique to this particular property and are not intended to mirror those established for the Fanita Ranch or any other property in Santee. Per Guiding Principle #5, condominiums would be permitted on APN# 384-120-31, 62, and 63, known as the “Ennis” property, which is located adjacent (south \ southeast) to the Padre Dam Municipal Water District headquarters property and water tank. Elevations on this property range from approximately 540 feet to 825 feet above sea level. The primary area where multiple family is likely to occur would be centered on a previously graded area at approximately 730 feet above sea level. (As comparison, the high point on Rattlesnake Mt. is 1150 above sea level.) Beyond this, precise areas and slopes to be proposed for condominium development on this parcel are beyond the scope of the DEIR and will not be established until a development application is submitted.

Per the Guiding Principles of this Planned Development, the condominiums will be permitted only if they are planned and developed comprehensively with the rest of the Planned Development. Any individual property which is developed separately from the Planned Development, must utilize only the underlying designation of Hillside Limited.

No one map exists which depicts hillside conditions throughout the City. The slope density maps were done on groups of property but it would be difficult to meld them into a single map and there would be no analytical value to such a map.

## COMMENTS

## RESPONSES

M.7  
Cont. Residential requirements of Fanita Ranch Essential Element Number 3 should be applied to the Planned Development Designation number 3 of Rattlesnake Mountain. What rationale is there for the difference in residential requirements? Condominiums do not belong on Rattlesnake Mountain. Views are prominent to the city and the biological value is very high. On what parcels within the Planned Development Area would condominiums be considered for? What elevations on Rattlesnake Mountain and on what percentage of slope is their potential consideration for condominiums? Unless the units can be sited at the base of the Mountain adjacent to existing development and there is common ownership with other parcels in the PDA, parcels considered for condominiums should be removed from the Planned Development Area designation and zoned according to their suitable density.

Please include a map of hillside conditions throughout the city that distinguishes slopes 10%-19% from slopes over 20% and is not obscured by the PD overlay.

M.8 **Compatibility:** We agree with Update 2020 Land Use Compatibility Section 5.0 that an international airport, expanded Sycamore Canyon Landfill, potential Mining Operations near Fanita Ranch, and proposed OHV parks all threaten to conflict with existing uses and lower the quality of life in Santee. The City should work to modify the landfill expansion, avoid and mitigate landfill expansion impacts, while actively opposing all of the other proposals.

M.9 The NAS Miramar Comprehensive Land Use Plan discussed on DEIR page 5.1-12 and the noise contours shown in Figures 5.1-5, 5.1-6 are no longer accurate due to use by the US Marines. The documents do not describe the official helicopter routes of MCAS-Miramar, nor do they reflect the reality of actual noise conditions when pilots stray to lower elevations and routes south of existing open space. The current air traffic reality already conflicts with existing land uses. Air traffic and noise information should be updated to limit further land use conflicts and encroachment that could threaten Miramar's existence as a military base. What current documents are available to provide more accurate information within the EIR? The land use footprint associated with the voter defeated Fanita Ranch development bubbles would place residential development under existing flight routes. What are the current noise levels in these areas? The south and central development bubbles of Fanita Ranch are also impacted by prevailing winds bringing odor from the Sycamore landfill and the PDMWD sewage treatment plant. Since mitigation measures in Section 5.1.4.1 are absent or not specific, how will these significant land use conflicts be addressed?

M.10 **Misc. Zoning Changes:** What is the percentage slope on various parcels throughout the city that are proposed to be changed from Hillside Limited to R-1A? What are the environmental impacts associated with these density increases? Are there potential contradictions with hillside overlay regulations or General Plan objectives and policies?

M.11 Why the change from HL to R1 on steep parcels north of Grossmont College and south of existing Prospect Hills subdivision? Soil maps, damaged homes, and litigation have already demonstrated that this is a problem area for development. Is there a conflict with existing hillside and geologic hazard policies from this zoning change?

M.12 **Redevelopment:** Santee can benefit from the opportunities for well designed redevelopment in residential and commercial areas. Transportation routes designed to limit auto conflicts can provide people more opportunities to improve their health, reduce stress and congestion by utilizing alternative modes of travel.

M.8 Comment noted. See response to comment H.7 for more discussion of the City's involvement with the landfill.

M.9 The General Plan and DEIR is required to be analyzed in comparison with the adopted Comprehensive Land Use Plan for all area airports. The CLUP analyzed within the General Plan and DEIR is the most recent adopted plan. Subsequent to this plan's adoption, the Marines prepared an EIR \ EIS for the base realignment. As stated in Section 4.1 of the Noise Element, the conclusion of this EIR \ EIS was that the base realignment reduced overall noise impacts to the City of Santee, but increased nuisance noise impacts (due to increased use of helicopters.) With the base realignment, none of the City is projected to be impacted by noise levels in excess of 65 dB CNEL.

Current odors from Sycamore Landfill and PDMWD sewage treatment plant have not been established as significant impacts in the DEIR. Any proposal from either of these sources which would result in increased odors impacting the community would be analyzed at the time of project level review and is beyond the scope of this DEIR.

M.10 There are three areas in which R-1-A designations are proposed on properties that are currently designated Hillside Limited. These three areas will be identified pursuant to the numbering system used in the Notice of Preparation (included within the DEIR Technical Appendices).

Site N-4 (northwest of the terminus of Magnolia Avenue)—Approximately 5 acres are proposed for the R-1-A designation on this site. Approximately 0.5 acres are below 10 percent slope, 3 acres are between 11 – 20 percent slope and 1.5 acres are over 20 percent slope.

Site N-2 (north of the easterly terminus of Princess Joann)—Approximately 33 acres are proposed for the R-1-A designation on this site. Approximately 6 acres are below 10 percent slope, 11 acres are between 11-20 percent slope and 16 acres are above 20 percent slope.

## COMMENTS

## RESPONSES

Site E-13 (east of the terminus of Prospect Ave.) – Approximately 8 acres are proposed for the R-1-A designation on this site. Approximately 1.5 acres are below 10 percent slope and 6.5 acres are between 11-20 percent slope.

There are no contradictions with these proposed designations and hillside overlay regulations or General Plan objectives and policies. The R-1-A designation, similar to the R-1 and H-L designations, emphasizes low density, large lot, custom home development compatible with areas of slope. Certain areas in excess of 20 percent slope were included in the R-1-A designation in order to create a useable development area adjacent to lesser slope areas. The DEIR assumed the potential development associated with these designation changes and concluded that there were no significant impacts resulting from these proposed land use changes.

- M.11 This property is currently proposed to be included within the City's draft Subarea Plan and, as such, only a minor portion of it will be available for development. The R-1 designation on the entire site will permit the majority of the property to be preserved for habitat preservation without a significant reduction in potential dwelling units. There are no conflicts with the R-1 designation and hillside or geologic hazard policies contained within the proposed General Plan. The DEIR concluded that there are no significant impacts resulting from this proposed land use change.
- M.12 Comment noted. As indicated responses to comments E.16 and K.1, the General Plan does encourage smart growth principles.



## COMMENTS

## RESPONSES

- M.13 **Library Improvement Alternative:** The existing Santee Library at Carlton Oaks Plaza could be modified by expanding with a second floor. The library (and businesses on both sides in close proximity) should reverse their main entrances to face Mast Park. Businesses should be allowed to build decks overlooking the park so that the commercial center and the park are integrated. This would encourage small restaurants and promote use of the existing river trail pedestrian linkage with Town Center. Eliminating the uncertainty of a library move would also help anchor the existing Carlton Oaks Plaza increasing its commercial viability.
- M.14 **Wall Mart Parking Lot:** The northern most islands of parking in the Walmart lot should be redeveloped into small restaurants/retail facing the San Diego River-walk and Fanita Ranch. This would promote foot traffic, add entertainment and potentially reduce auto congestion. Implementing both land use changes mentioned above at Walmart and the Carlton Oaks Plaza could create and link a viable commercial/recreation route through the heart of the city that would allow the community to interact without the constant disruption of vehicle traffic. A "Commercial River Park" could begin to take hold in the heart of Santee where residential, commercial and recreation are all linked and integrated in design.
- M.15 **Conservation Element/Biology:**  
Figure 5.6-1 Vegetation Communities:  
Sycamore Creek should be identified as a "Major Linkage and Corridor."
- M.16 Conservation Element Policy 7.4 should be modified to conserve a minimum of 3,900 acres of MSCP open space. This number would still be less than what Poway is conserving in their MSCP subarea in both percentage terms and in actual acres of habitat.
- M.17 Mitigation Measure 5.6-6 is meaningless without including a policy that the City shall seek the funds that the Wildlife Conservation Board regularly allocates to jurisdictions for the acquisition of open space habitat.
- M.18 Mitigation Measure 5.6-8 should be supplemented by including a policy that the City shall seek Caltrans ISTE A Funds for acquisitions to mitigate noise impacts.
- Other Mitigation Measures/Policies:**
- M.19 **Fire Protection:** The following policies/mitigation measure should be added:  
"The wildland/urban interface should be minimized in development designs. Pockets of development surrounded by large areas of natural vegetation should be avoided to reduce demands upon fire fighting resources and maintain tactics such as backfiring under extreme fire weather conditions."  
"Isolated development should not be placed upon steep hillsides of natural vegetation, within or at the top of topographical chimneys."  
"Fire resistant structure designs shall be required on developments planned adjacent to natural open space."  
"Land uses should transition from urban developed to active park and then to natural open space wherever planning opportunities exist."
- M.20 **Water:**  
Mitigation Measure 5.4-17: and Conservation Element, Policy 3.1 should be modified by inserting the word "native" so as to read:  
"The city should encourage the use of drought resistant native vegetation and encourage the use of recycled water for irrigation of both private development as well as public projects and facilities."

- M.13 Comment noted. Specific site design alternatives for the library are beyond the scope of the General Plan and DEIR.
- M.14 Comments noted. There are numerous objectives and policies within the proposed General Plan which serve to emphasize the relationship of commercial, office, residential and recreational uses and design to the San Diego River Corridor, including Land Use Element Objective 1.0 and Policies 1.1, 1.2 and 1.3, and Community Enhancement Element Policies 13.2 and 16.3. In addition, the adopted Town Center Specific Plan also addresses design guidelines for the downtown area in relationship to the River.
- M.15 Sycamore Creek has not been shown as a major linkage and corridor due to the numerous encroachments by fences, buildings, and other structures as part of Padre Dam Municipal Water District's Reclamation Plant and Santee Lakes Regional Park.
- M.16 Comment noted. While the Santee Subarea Plan is not a part of this General Plan Amendment or DEIR, the proposed General Plan and DEIR acknowledges that the estimated conservation of habitat based on the existing draft Subarea Plan is at least 2,600 acres. This acreage is considered sufficient to meet the goal of the MSCP. Comparison with other local agencies is inappropriate due to the unique conditions within each of the other agencies implementing Subarea Plans.
- M.17 See response to comment M.3. Notwithstanding the likely lack of necessity for use of Wildlife Conservation Funds to implement the future Santee Subarea Plan, these funds could nevertheless be pursued for specific property acquisitions once the Subarea Plan is adopted.
- M.18 Inclusion of specific funding source as a part of this mitigation is unnecessary. The City will pursue a wide range of funding sources to implement noise mitigation as well as other mitigation identified in the General Plan and DEIR.
- M.19 The DEIR states that with the proposed mitigation measures for fire safety listed in Section 5.14.4.2, potential impacts of the General Plan are reduced to below a level of significance. Section 4.4 of the Safety Element

## COMMENTS

## RESPONSES

outlines in detail the existing fire safety measures the City of Santee has taken to protect the public health, safety, and welfare in regards to fire hazards, including adoption of building safety codes. These measures, combined with review of individual projects, are considered adequate with respect to fire protection.

- M.20 Inclusion of the word "native" would be too restrictive. This measure is intended to apply to the landscaping associated with new development. While native landscape material would be used on slopes adjacent to natural areas, the rest of the landscaping within the developments would appropriately use plants which are not native.

Conservation Element Objective 9.0 and Policies 9.1, 9.2, 9.3, 9.4 and 9.5 all address maximizing water quality through limiting urban runoff. One current technique utilized to accomplish this is reducing impermeable surface areas within developments and maximizing areas of natural filtration in developments. The DEIR concludes that with implementation of proposed mitigation measures 5.11.1 through 5.11.10, impacts related to hydrology and water quality will be reduced to below a level of significance. No further mitigation measures are considered necessary.



## COMMENTS

## RESPONSES

- M.20  
Cont. As a practical example, there is not any tree in Santee that is more majestic than the native Coast Live Oak represented on the City seal. There should be just as many oaks in the commercial areas of Santee as there are Coast Live Oaks enriching the atmosphere of Clint Eastwood's downtown Carmel.
- The following policy/mitigation measure should be added:  
"The City should actively protect groundwater aquifers and water quality by maximizing watershed conservation, reducing impermeable surfaces in development designs, and limiting urban runoff."
- M.21 **Traffic & Circulation/Pedestrian and Bicycle Trails/Noise:**  
We support Circulation Alternative 4's deletion of the Fanita Parkway extension into Fanita Ranch as well as the Deletion of SR-125 over the same route and through Sycamore Canyon.
- We highly support the following Proposed Actions described in Table 4.2-3 Proposed Roadway System Revisions:  
"Delete SR-125 north of SR-52 through the City"  
Delete Carlton Hills Blvd. segment from "Cuyamaca Street to SR-67"  
Delete Goodan Ranch Road "State Route 125 to SR-67"  
Delete Mesa Avenue from "Cuyamaca Street to Magnolia Avenue"  
Delete Mesa Road/Cowles Mtn. Road from "Mesa Heights Road to south City limits"  
Delete Fanita Rancho Drive from "Big Rock Road to Mesa Road"  
Delete Via Zapador from "Olive Lane to Prospect Avenue"
- M.22 We also strongly encourage the **deletion of River Park Drive** east of Cuyamaca Street along the north side of the San Diego River and south of Town Center Park or any other through route that creates auto traffic between Cuyamaca Street and Magnolia Avenue north of the San Diego River and south of Mast Boulevard. River Park Drive should only be built/extended as a bicycle pedestrian path. Its extension for cars would degrade the Town Center Community Park and San Diego River Park by bisecting these parks with hazardous through traffic seeking to avoid Mast Boulevard. A pathway extension excluding vehicles can encourage people to leave their cars at home on trips to Town Center commercial areas and parks.
- The River Park Drive extension would also negatively impact the neighborhoods along Willow Pond and Carlton Oaks Drive. These neighborhoods and the entire city would be better served if Carlton Oaks Drive and Willow Pond were modified to maximize separated bicycle lanes and connected with a River Park Bikeway/deleted River Park Drive. Much of the center left turn lane on Carlton Oaks Boulevard is wasted space that only encourages vehicle speeds to high for residential neighborhoods and a children's elementary school route. Creating a landscaped center median on Carlton Oaks Drive, narrowing the vehicle lanes there while increasing the size of distinctly marked bikeways would encourage non-vehicle transportation, lower car speeds, increase children's safety and neighborhood livability, increase property values, and provide a potential linkage from Mission Trails Regional Park to Lakeside that meanders through residential neighborhoods and near the San Diego River for non-motorized transportation. Cities should be built for people, and transportation routes should be balanced out to allow other forms of transportation that can flourish if not subjected to auto domination.
- The extension of Cottonwood Drive over the San Diego River should be deleted to prevent unauthorized camping under another overpass, additional impacts to riparian habitat, and through traffic.

M.21 Comment noted.

M.22 River Park Drive is proposed to be deleted between Cuyamaca Street and Cottonwood Avenue. However, the General Plan and DEIR map of the proposed Circulation Element incorrectly showed this road still remaining. These maps will be corrected. The final plan for whether or not Cottonwood Avenue will be extended will be in conjunction with traffic and design studies as part of the future phases of planning within the adopted Town Center Specific Plan, specifically the Town Center Community Park and the Corporate Technology Office Park. Neither of these planning programs has yet been completed. For the time being, the General Plan continues to show this road.

## COMMENTS

## RESPONSES

- M.23 ☐ **Traffic & Circulation Mitigation Measures:**  
Mitigation Measure 5.2-1 should be deleted. A four lane Fanita Parkway would cause severe noise impacts to existing residents and users of Santee Lakes Park. It could also reduce the safety for children that use it as a school route and generally reduce the attractiveness as a bicycle/pedestrian route. It would also create the need for additional speed humps and law enforcement on sections of Lake Canyon Road and further reduce Lake Canyon's attractiveness as posted bicycle route.
- M.24 ☐ Mitigation Measure 5.2-2 should be deleted. Widening Mast Boulevard between West Hills High School and SR-52 will increase speeds that are excessive now in front of West Hills Park, High School and nearby residential areas. The speeding drivers would then be frustrated later as they had to stop at intersections and narrower sections of Mast Blvd. not feasible to widen. It should also be noted that many rock climbers and hikers on the "Boulders" of East Elliot are making a dangerous crossing now of the existing four lane road when they leave their vehicles in the lots at the high school and park. Superior Mitigation Measures would provide turnouts and pedestrian overpasses at West Hills High school and near West Hills Park that could be used by parents dropping off their children for school or youth sports and by those recreating on an expanded Mission Trails Park. A curbed bicycle lane where possible providing separation from auto traffic on both sides of Mast Blvd. would also be a superior mitigation measure.
- M.25 ☐ Mitigation Measure 5.2-6 should be modified striking "without overriding social or economic benefits" so the final sentence reads, "The City shall not approve any development that causes a drop in the level of service at an intersection to LOS "E" or "F", after mitigation."
- M.26 ☐ Mitigation Measure 5.2-12 and 5.8-9 (Circulation Element Policy 2.6) should be modified to include "separated bikeways."
- M.27 ☐ Of the recommended modifications in this letter of the the Update 2020 & EIR, which ones (if any) will be incorporated into the Final EIR?

Thank you for your consideration and continued efforts to keep Santee a quality place to live,

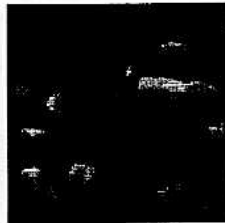


Van K. Collinsworth  
Executive Director/Resource Analyst

### Attachments:

Conservation Priority Tables, "Spotlight On Conservation," California Legacy Project

- M.23 The eventual design and number of lanes for Fanita Parkway between Mast Boulevard and Lake Canyon will be dependent on traffic studies as part of the Fanita Ranch Planned Development. Therefore, the classification of "Parkway" has been established for this section of road, which permits flexible design and width standards to be utilized. Based on assumed traffic from the Fanita Ranch utilized for study purposes for the DEIR, four lanes on this section of road is recommended to adequately mitigate potential traffic impacts to below a level of significance. Mitigation measures 5.7.2, 5.7.5, 5.7.6 and 5.7.15 will mitigate potential noise impacts of a four-lane Fanita Parkway to a level below significance.
- Speed humps are not permitted on Lake Canyon Road due to its classification as a Residential Collector. Regarding safety, improved Parkway roads will include sidewalks and off-street bikeways for both child and adult safety and convenience.
- M.24 Mitigations for Mast Boulevard contained within the DEIR are based upon traffic analysis of a fully built out General Plan. Precise design of Mast Boulevard or timing of this improvement is beyond the scope of this DEIR.
- M.25 The "overriding social or economic benefit" language in this mitigation measure is essential to provide flexibility in decision making on future development which may be essential to meeting the City's overall goals. Due to conditions beyond an individual project's control, a drop in level of service may be unavoidable yet other reasons exist to approve the project. The City does not take traffic congestion lightly and would use this approach only after all feasible traffic mitigation measures have been considered.
- M.26 Mitigation Measures 5.2-12 and 5.8-9, and Circulation Policy 2.6 have been modified to include "separated sidewalks and bikeways."
- M.27 Any changes to either the DEIR or proposed General Plan based on comments are specified in the responses.

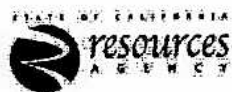


CALIFORNIA LEGACY PROJECT  
SPOTLIGHT ON CONSERVATION

“SOUTH” SOUTH COAST WORKSHOP

WORKSHOP IN SAN DIEGO  
JULY 24 – 25, 2002

INTERIM REPORT  
MARCH 2003



# COMMENTS

# RESPONSES

## STATEWIDE CONSERVATION PROGRAM

### SD Workshop

1	Smith River	Del Norte	keep it free, recreation/ kayaking, no dams	
2	Humboldt County	Humboldt County	species habitat unique beauty recreation	esements acquisitions
3	Klamath River		riparian areas habitat	HCP
4	Shasta Dam		Salmon fishery	reserve dam
5	Lesser		private land	acquisition or easement
6	Blue Ridge	Colusa, Glenn, Lake, Napa	high biodiversity under represented protected habitat, valuable grazing landscapes	conservation esements, acquisition
7	North Bay	Sonoma	sudden oak death hotspot	manage it-stop it before it comes south
8	North Bay Wetlands		protection of wetlands	
9	Suisun Marsh	Solano Napa	protect wetlands aquatic/ terrestrial biodiversity fishery	acquisition monitor management
10	Mt. Diablo		protection of edge/encroachment	repel encroachment
11	Bay Delta		bay restoration H2O	planning
12	Bay Delta	San Francisco	fishery/ estuary protection	Implement CalFed ROD
13	Bay Delta		habitat/ water quality	
14	Vic Fazio Wildlife W. Secto	Yolo	development of W. Sac	protect habitat
15	East Delta Tributaries, Mokelumne	Solano Napa	H2O quality habitat. Anadromous fishery	continue acquisition/ restoration
16	Amador Serpentine	Amador	serpentine endemics	
17	Martis Valley		forest habitat riparian area	continued conservation
18	Martis Valley	Placer	important foothill ecotones	working landscapes
19	Lake Tahoe	Placer	scenic viewshed wilderness	support conservation acquisition
20	Lake Tahoe		H2O quality	support conservation
21	Desolation Wilderness	Placer	encroachment	protect habitat
22	Elkhorn Slough		eg run off	BMP's, acquisition restoration
23	Monterey Pine Groves and dunes	Monterey	remnant populations of worlds most important pine	conservation esements or acquisition
24	Big Sur	Monterey	coastal habitat	Acquire in holdings
25	Vernal Pools	Merced	vernal pools with intact systems are limited in the state	acquisition
26	Hwy 140	Merced	wetlands about to be impacted by UC Merced	move campus site
27	Mono Lake	Mono	to validate efforts	continue reservation efforts from diversion
28	Yosemite Foothills	Madera	working lands cultural	protect working lands
29	Owens River		riparian woodland revive Owens lake	manage for habitat

58	Santa Margarita River		last free flowing river in CA	acquisition in upland riparian zones
59	Pechanga Exchange		15 hwy wildlife corridor overpass	funding Caltrans mitigation
60	Ramona Grasslands	San Diego County	terrestrial biodiversity-endangered species	acquisition, NCCP
61	Fanita Ranch Santee	San Diego County	species habitat corridor urban/rural recreation	acquisition
62	San Diego River	San Diego County	restore river as wildlife linkage and wildlife	
63	South San Diego	San Diego County	fix up the rivers that go into S.D. Bay	system wide
64	Tijuana River Estuary	San Diego County	national research site, 1st and 3rd world	watershed conservation
65	San Diego Co.	San Diego	finish MSCP through acquisition	
66	Otay San Ysidro		wilderness trans-border	
67	Tecate Maquiladoras		cross border effects of industrialization	
68	Salton Sea	Imperial	birds/fly way	protection/remediation
69	Salton Sea	Imperial	avian biodiversity-400 species specific flyway/endangered species	protection/ restoration
70	Salton Sea	Imperial	Critical for birds	freshwater input
71	Salton Sea	Imperial	migratory stop	offset water transfer impacts
72	El Centro	Imperial	manage development to protect air base	
73	El Centro	Imperial	manage development to protect air base	
74	Colorado River Delta	Imperial	ecological/ ag/ ecotourism	make sure H2O flows to sea
75	Colorado River Delta	Imperial		acquire some of the river bank before MWD gets it all
76	Colorado River	RV Co.	aquatic/bird habitat	

## SUMMARY AND REPORT BACK WITH MIKE SPEAR

Earlier in the day, the Otay River conservation case study was reviewed. The aim was to discuss an innovative model of a multi-agency conservation project that involved private land stewardship, public land management and a variety of conservation mechanisms and funding/implementation strategies. A mix of perspectives was offered in response to the

case study. After small group discussions on conservation priorities and strategies in the region, Deputy Secretary for Resources, Mike Spear, joined the large group in reviewing the workshop results. As the review concluded, Deputy Secretary Spear fielded a question and answer session underscoring the continued progress of the Legacy Project.

## COMMENTS

## RESPONSES

Original Conservancy Proposals

UNC = uncertain

1	Santa Clara River	Ventura	steelhead migration endangered species	removal of dams, maintenance of river flows	Charles Keene	DWR-So. District, Chief, Water Management Branch
2	Santa Clara River	Ventura	riparian, aquatic steelhead	floodplain restoration	Craig Mayer	The Nature Conservancy
3	Los Angeles/San Gabriel Rivers	Los Angeles	regional wildlife corridor	restoration, enhancement	Charles Keene	DWR-So. District, Chief, Water Management Branch
4	San Gabriel foothills/SBNF foothills	LA/USB	wildlife corridor, Naft Forest access, recreation (trails), viewshed	map resources for protection, prioritization, acquisition	Jennifer Hranilovich	The Trust for Public Land
5	Chino Hills	San Bernardino, Riverside, Los Angeles	habitat, recreation, view shed, wildlife corridor	protect this important connection	Jennifer Hranilovich	The Trust for Public Land
6	Santa Ana River	Riverside, San Bernardino, Orange	very high	arundo removal exotic species	Daniel Cozad	Santa Ana Watershed Project Authority
7	Chino Hills	Riverside, San Bernardino, Orange	very high	connections between Chino Hills State Park and Prado Basin	Daniel Cozad	Santa Ana Watershed Project Authority
8	Prado Basin	Riverside	3 nodes on Santa Ana River-the beginning points of a regional structure		Lindell Marsh	Santa Ana River Watershed Group
9	Santa Ana River	Riverside, San Bernardino, Orange	high	Santa Ana conservation	Daniel Cozad	Santa Ana Watershed Project Authority
10	Delhi sand dunes habitat in Juniper Hills	Riverside and San Bernardino	rare habitat of rare and endangered species	acquire/ preserve	Greg Ballmer	Tri-County Conservation League
11	San Bernardino/San Gabriel	Riverside	failure of DFG to be proactive	protect rare for scrub habitat	Dan Silver	EHL
12	Highbrow	Riverside	wildlife corridor and trail access	save stream bed and create trail	Jane Block	EHL
13	San Mateo Creek	San Bernardino	West anchor for San Timoteo Canyon State Park	acquire additional habitat mitigate coupe protect	Anon 2	
14	Mentone/highland Santa Ana River alluvial fan	San Bernardino	rare plant/animal community for San Bernardino kangaroo rat, slender horned spine flower, Santa Ana woolly star	acquire/preserve	Greg Ballmer	Tri-County Conservation League
15	Santa Ana River watershed (upper)	San Bernardino	wildlife corridor	land acquisition, protection	Charles Keene	DWR-So. District, Chief, Water Management Branch

# COMMENTS

# RESPONSES

80	Fanita Ranch	San Diego	connects open space areas not relying on military lands	acquisition	Cindy Burnascano	
81	San Diego River	San Diego	special water quality recreation	acquisition/restoration	Van Collinworth	Conserve Fanita Ranch
82	San Diego-River Famosa Slough	San Diego County	habitat linkage, urban park, riparian habitat	acquisition, BMPs, regulation, restoration assessment, visitor amenities	Jim Paugh	
83	S.D. Bay, Mission Bay-S.D. River O.S./Pt. Loma Coast	San Diego	need for clean water for recreational use and wildlife	study where water pollution is coming from and take measures to correct it. Stricter regulations on sewer line that runs off Point Loma.	Ed Peppert	U.S. Navy
84	Santa Barbara to San Diego	Santa Barbara to San Diego	vernal pools	protection	Doug Gibson	San Elijo Lagoon Conservancy/S. Cal Wetland Recovery Project
85	San Diego NWR	San Diego	key habitat/linkages	acquisition of key parcels	Greg Hill	BLM San Diego
86	San Diego NWR	San Diego County	habitat	consolidate and interconnect-link to coast and return to urban area	Bob Flewelling	The Trust for Public Land
87	San Diego Bay tern sites	San Diego Bay	Maintenance of important tern and plover management areas		Tamara Conde	Dept of the Navy
88	Silver Strand and Colorado Beaches	San Diego County	H2O pollution, sewage from T.J. - Mexico	extend outflow further	Lowell Grimaud	RCD Greater SD County
89	Tijuana Watershed	San Diego County	species, T&E-clapper rail, salt marsh bird bank	sediment mgt, wetland restoration	Jim Paugh	
90	San Diego Wetlands	San Diego	loss of moist wetlands	watershed protection/restoration	Greg Hill	BLM San Diego
91	Otay River connection to San Diego Bay	San Diego County	needs restoration to provide a beneficial interface with San Diego Bay	acquisition, restoration, BMPs	Jim Paugh	
92	Coastal Border Area	San Diego	habitat plan preservation estuary health	redesign border control plans	Cindy Burnascano	
93	Sweetwater River	San Diego County	the river corridor from mouth to Sweetwater Reservoir is very disturbed and threatened by more sprawl	acquisition of watershed land, restoration	Allison Rolfe	SD Audubon Society
94	Otay Mtn	San Diego	last coastal sage scrub linkage to Baja	acquisition	Jerre Ann Stallcup	Conservation Biology Institute
95	Otay Mtn	San Diego County	habitat	consolidate and interconnect	Bob Flewelling	The Trust for Public Land

## COMMENTS

## RESPONSES

April 25, 2003

RECEIVED

APR 30 2003

City of Santee  
Dept. of Development Service

Mr. Todd Galarneau  
Principal Planner  
CITY OF SANTEE  
Department of Development Services  
10601 Magnolia Avenue  
Santee, CA 92071-1266

Re: Comments to Program Environmental Impact Report ("PEIR")  
dated March 10, 2003 for the City of Santee General Plan Update

Dear Mr. Galarneau:

I am an owner of property in the East Elliott area of the City of San Diego.

I understand that the City of Santee has proposed an update to its General Plan that would annex and designate all of the East Elliott area (including my property) as "Park/Open Space," which would prevent any development of the property in the area. I have been informed that Santee has prepared a Program Environmental Impact Report to examine the impacts of the proposal, and I request that you consider my comments to it.

As an affected property owner, I believe the proposed annexation and rezoning of East Elliott as Park/Open Space is unjustified and unfair for several reasons:

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- The East Elliott Community Plan approved by the City of San Diego designates the East Elliott area partly for residential development and partly for open space. I purchased my property in reliance on the Community Plan with full intentions of developing it in the future. As such, Santee's proposed designation of the area as Park/Open Space violates the existing land use plan that I have relied upon.
- I have been informed that Santee's proposed General Plan update does not provide for any form of compensation to the East Elliott land owners that will be affected by the Park/Open Space designation. Since it will not allow me to develop my property, this "taking" of my land is extremely unfair to me and other property owners like me, and

N.1 As indicated in response to comment X.1, the City is no longer pursuing the prezone as part of the General Plan Update project. Therefore, no response is necessary.

N.1



## COMMENTS

## RESPONSES

Todd Galarneau  
April 25, 2003  
Page 2

N.1  
Cont.

may expose Santee to legal claims from people like me to recover the lost property value.

Again, please reconsider the proposed annexing and rezoning of East Elliott. It is unjustified and wrong to take away my right to develop my property in accordance with the existing land use policies.

Thank you for the opportunity to comment on the EIR.

Sincerely,

*Hubert O. Crestat*  
Hi-Lo Investments  
1265 E. Lexington Ave  
El Cajon CA 92019  
4-25-03

## COMMENTS

## RESPONSES

April 25, 2003

Mr. Todd Galarneau  
Principal Planner  
CITY OF SANTEE  
Department of Development Services  
10601 Magnolia Avenue  
Santee, CA 92071-1266

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- I have also been informed that Santee's proposed General Plan update does not provide for any form of compensation to the East Elliott land owners that will be

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O.1

## COMMENTS

## RESPONSES

Todd Galarneau  
April 25, 2003  
Page 2

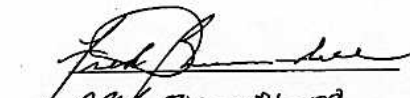
O.1  
Cont.

affected by the Park/Open Space designation. Since it will not allow me to develop my property, this "taking" of my land is extremely unfair to me and other property owners like me, and may expose Santee to legal claims from people like me to recover the lost property value.

Again, please reconsider the proposed annexing and rezoning of East Elliott. It is unjustified and wrong to take away my right to develop my property in accordance with the existing land use policies.

Thank you for the opportunity to comment on the EIR.

Sincerely,

  
APP 366-081-08  
6775 Cibola Road  
San Diego, CA 92120

## COMMENTS

## RESPONSES

24 FAIRMEADOW AVENUE  
TORONTO, ONTARIO M2P 1W5

May 8, 2003

Mr. Todd Galarneau  
Principal Planner  
CITY OF SANTEE  
Department of Development Services  
10501 Magnolia Avenue  
Santee, CA 92071-1266

Re: Comments to Program Environmental Impact Report ("PEIR")  
dated March 10, 2003 for the City of Santee General Plan Update

Dear Mr. Galarneau:

We are owners of property in the East Elliott area of the City of San Diego.

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P.1 As indicated in response to comment X.1, the City is no longer pursuing the prezone as part of the General Plan Update project. Therefore, no response is necessary.

P.1

## COMMENTS

## RESPONSES

Page 2

Again, please reconsider the proposed annexing and rezoning of East Elliott. It is unjustified and wrong to take away our right to develop our property in accordance with the existing land use policies.

Thank you for the opportunity to comment on the EIR.

Sincerely,

Leonard M. Cepler and Renata Galperin

co owners of Parcels 366-050-18, 366-090-28

A handwritten signature in cursive script, appearing to read "Leonard M. Cepler".

per Leonard M. Cepler

## COMMENTS

## RESPONSES

April 25, 2003

Mr. Todd Galarneau  
Principal Planner  
CITY OF SANTEE  
Department of Development Services  
10601 Magnolia Avenue  
Santee, CA 92071-1266

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dated March 10, 2003 for the City of Santee General Plan Update

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Q.1

## COMMENTS

## RESPONSES

Todd Galsmeau  
April 25, 2003  
Page 2

Q.1  
Cont.

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Again, please reconsider the proposed annexing and rezoning of East Elliott. It is unjustified and wrong to take away my right to develop my property in accordance with the existing land use policies.

Thank you for the opportunity to comment on the EIR.

Sincerely,

*Thomas Cord or Patricia*

*Harmon Ward/ Jr*  
9401 Hillview Rd.  
ANAHEIM, CA 92804

## COMMENTS

## RESPONSES

April 25, 2003

Mr. Todd Galarneau  
Principal Planner  
CITY OF SANTEE  
Department of Development Services  
10601 Magnolia Avenue  
Santee, CA 92071-1266

Re: Comments to Program Environmental Impact Report ("PEIR")  
dated March 10, 2003 for the City of Santee General Plan Update

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R.1



## COMMENTS

## RESPONSES

Todd Galameau  
April 25, 2003  
Page 2

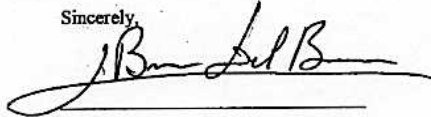
R.1  
Cont.

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Again, please reconsider the proposed annexing and rezoning of East Elliott. It is unjustified and wrong to take away my right to develop my property in accordance with the existing land use policies.

Thank you for the opportunity to comment on the EIR.

Sincerely,



*Beatrice L. Basso 4/25/03*

*3380 Calle Margarita  
Oliverhain CA 92024*

## COMMENTS

## RESPONSES

April 30, 2003

Alice and James Eyerman  
9734 Settle Rd  
Santee, Ca 92071

### Questions regarding General Plan

#### FANITA RANCH

S.1

1. No number of houses is designated in the General Plan, and no minimum sizes of 2 additional parks. This could allow 2,000 to 2,500 houses to be built. A maximum density should be stated.

S.2

2. Per the last General Plan, a 2 lane surface street (Fanita Parkway) along the western boundary was all that was required for 1,200 plus houses. The noise studies showed that more housing would require 4 lanes and would subsequently raise noise levels above City noise standards. I don't believe 4 lanes should be built into the General Plan.

S.3

3. Explain item 5 under Fanita Ranch land use element. We own property in the northeastern sector of Santee and I don't understand how that grading statement would affect our property.

S.1

The ultimate number of units as well as the size of the parks in the Fanita Ranch will be dictated by the design standards set forth within the General Plan (Land Use Element Section 8.2: Fanita Ranch) in combination with the eventual open space preserve design requirements which will be adopted at a later date as part of the Santee Subarea Plan. It is highly unlikely that 2,000 or more units could be derived in the Fanita Ranch based on these restrictions.

S.2

Fanita Parkway is identified within the proposed General Plan as a "Parkway" street. The General Plan does not dictate the number of lanes on Fanita Parkway. As is the case with other streets designated as Parkways, the document states that "Precise alignment and design of these routes will require in depth study at the time that future development occurs." This includes the number of lanes that will be required.

S.3

Guiding Principle #5 of the Fanita Ranch permits more extensive grading in the northeastern section of the property than the City's hillside grading standards would normally permit. This is due, in part, to the isolation of this portion of the Fanita Ranch and its not being visible from the rest of the community. This Guiding Principle Element would not likely have any direct effect on any other property within the community including your property.

## COMMENTS

## RESPONSES

Renata Galperin  
1 Sunflower Court Thornhill, Ontario Canada

April 28, 2003

MR. Todd Galarneau  
Principal Planner  
City of Santee  
Department of Development Services  
10801 Magnolia Avenue  
Santee, CA 92071-1268

Re Comments to Program Environmental Impact Report ("PEIR") dated  
March 10, 2003 for the City of Santee General Plan Update.

Dear Mr. Galarneau:

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The East Elliot property is within the City of San Diego, which has worked hard for many years to promote economic development in the area while preserving natural resources. It is inappropriate for Santee to attempt to override the City of San Diego's legitimate land use policies by annexing and Rezoning the property (as stated in Section 4.10 of the PEIR).

The East Elliot Community Plan approved by the City of San Diego designates the East Elliot area partly for residential development and partly for open space. I purchased my property in reliance on the Community Plan with full intentions developing it in the future. Santee should be fully considering the

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T.1

## COMMENTS

## RESPONSES

Mr. Todd Galemeau  
April 28, 2003  
Page 2

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Again, please reconsider the proposed annexing and rezoning of East Elliot. It is unjustified and wrong to take away my right to develop my property in accordance with the existing land use policies.

Thank you for the opportunity to comment on the EIR.

Sincerely, ...

  
Renata Galperin

T.1  
Cont.

Grabhorn Engineering Corp.  
10601 Tierrasanta Blvd., #353  
San Diego, CA 92124  
Telephone (858) 576-6343  
FAX (858) 576-6334

March 20, 2003

Mr. Douglas Williford, Director  
Department of Development Services  
City of Santee  
10601 Magnolia Avenue  
Santee, CA 92071

RE: General Plan Amendment and EIR

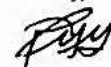
Dear Mr. Williford:

On January 16, 2003, we requested on behalf of our client, Cameron Bros. Construction Co., that the pending City-wide General Plan Amendment incorporate two additional parcels. We wish to amend our request, on behalf of our client, for Parcel A (portion of APN 384-280-12) to specify an appropriate designation to allow dual zoning which would allow land uses compatible with either the GC or R2 (MHP) zoning regulations.

Our request for a change of land use over Parcel B (portion of APN 384-280-2) from R2 (MHP) to GC remains unchanged.

Please do not hesitate to call should you have any questions.

Sincerely,



Richard G. Grabhorn

C: Terry Cameron

U.1

U.1 Figure 1-1 of the Land Use Element has been amended to show General Commercial and R-2 Mobile Home Park Overlay on the southerly 2.3 acres of APN 384-280-12.

## COMMENTS

## RESPONSES

PATRIA, INC

11561 Arroyo Ave.  
Santa Ana, CA 92705  
Telephone 714 838-3299 Fax 714 838-1646

April 22, 2003

Mr. Todd Galarneau, Principal Planner  
City of Santee  
Department of Development Services  
10601 Magnolia Ave.  
Santee, CA 92071-1266

Re: Program EIR for the Santee General Plan Update  
APN: 366-080-21; 366-081-10; 366-090-22; 366-090-23

Dear Mr. Galarneau:

The stockholders of Patria, Inc. are very concerned over Santee's proposal to "annex" the East Elliott area from the City of San Diego in order to implement a new zoning designation. We have been made aware that Santee has prepared an Environmental Impact Report (EIR), which also includes the annexation and new zoning designation of the land.

There are many reasons that this action is strongly inappropriate. The area is within the City of San Diego, which has worked for many years to promote economic development in the area while preserving natural resources. The East Elliott Community Plan approved by the City of San Diego designates the area partly for residential development and partly for open space. As such, Santee's proposed designation of the area as Park/Open Space is inconsistent with the existing land use plan.

Any plan that limits the number of housing units to be constructed may need to be justified by appropriate findings. Particularly given the current housing shortage facing the San Diego area, your proposal to eliminate the residential housing contemplated for the East Elliott area is inconsistent with the best needs of the whole community and may be inconsistent with both state law and its own General Plan requirements.

Our group purchased the land in good faith in 1964 based upon a zoning designation that was submitted with the land auction by the government. Santee's proposed General Plan update does not provide for any compensation to the landowners that will be affected by the new changes that will occur. The land is in escrow. Since this will probably affect

V.1 As indicated in response to comment X.1, the City is no longer pursuing the prezone as part of the General Plan Update project. Therefore, no response is necessary.

V.1

## COMMENTS

## RESPONSES

V.1  
Cont.

and deprive us of the economic potential of the property, it may constitute an illegal 'taking' of our property and would expose Santee to legal claims and liability. We have waited patiently the past 39 years for this land to be developed. Some of our original owners have died and their heirs now are expecting a return on the initial investment. You can be assured this action of Santee's cannot nor will it be supported by any of the landowners.

Sincerely,



Richard E. Katz, M.D., President

## COMMENTS

## RESPONSES

April 25, 2003

Mr. Todd Galarneau  
Principal Planner  
CITY OF SANTEE  
Department of Development Services  
10601 Magnolia Avenue  
Santee, CA 92071-1266

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dated March 10, 2003 for the City of Santee General Plan Update

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W.1



## COMMENTS

## RESPONSES

Todd Galarneau  
April 25, 2003  
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W.1  
Cont.

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Again, please reconsider the proposed annexing and rezoning of East Elliott. It is unjustified and wrong to take away my right to develop my property in accordance with the existing land use policies.

Thank you for the opportunity to comment on the EIR.

Sincerely,

*Marian C (Cindy) Kanan 4/25/03*  
*Trustor Kanan Trust*  
*3086 Lloyd St*  
*San Diego, Ca 92117*



19th Floor | 501 West Broadway | San Diego, CA 92101-3598  
619-338-6500 office | 619-234-3815 fax | www.sheppardmullin.com

619-338-6646  
jponder@sheppardmullin.com

Our File Number: 08C8-100235

May 1, 2003

**VIA HAND DELIVERY**

Douglas Williford, Director  
CITY OF SANTEE  
Department of Development Services  
10601 Magnolia Avenue  
Santee, CA 92071-1266

Re: Comments of Pardee Homes to Program Environmental Impact Report ("PEIR") dated March 10, 2003 for the City of Santee General Plan Update

Dear Mr. Williford:

Thank you for the opportunity to review and comment upon the Program Environmental Impact Report ("PEIR") dated March 10, 2003 for the City of Santee General Plan Update.

We are submitting these comments on behalf of our client Pardee Homes ("Pardee"), which owns or has options to buy various parcels of property in the East Elliott area of San Diego. Pardee is planning to develop and construct a master-planned community residential development on these parcels, and anticipates submitting development proposals and applications for various entitlements to the City of San Diego for this project.

We have combined our comments to the PEIR in this letter with comments from Pardee's other consultants (including Latitude 33, Regional Environmental Consultants, Utility Specialists, Southwest Strategies, and PBS&J) in order to present all of Pardee's comments together on a consolidated basis. Please note, however, that Pardee expects to have further comments to the PEIR going forward as it is revised.

A. East Elliott Rezoning/Annexation.

Pardee's major comments to the PEIR relate to the proposal by Santee to annex the East Elliott area and prezone the entire area as Park/Open Space, as described in Section 4.1.10 (General Plan Area Expansions) and as shown on the land use map for the general plan (Figure 1-1). Pardee believes the proposed annexation and rezoning of East Elliott as Park/Open Space is inappropriate and legally unsupportable for several important reasons as described below.

- Inconsistency with MSCP. The East Elliott property is within the City of San Diego, which has worked for many years to promote economic development in the area while preserving natural resources. Annexing the East Elliott property

X.1 The City has decided to defer pursuing prezone of the East Elliott property to a later date in order to allow more time for evaluating all of the aspects associated with a prezone action. However, it should be noted that the Santee General Plan has for years contemplated a review of the East Elliott area as it relates to the relative spheres of influence and jurisdictions of the City of San Diego and Santee.

X.1

## COMMENTS

## RESPONSES

Deferring the prezone allows time to prepare a Municipal Services Review for the City of Santee, as recommended in the comment letter received from the San Diego Local Agency Formation Commission. Recent amendments to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (the "Act") require LAFCO to conduct a Municipal Service Review in connection with Sphere of Influence updates. The comment letter from San Diego Local Agency Formation Commission states that LAFCO contemplates a series of these reviews, including areas in and adjacent to Santee. The LAFCO letter suggests that, since Santee's Sphere was adopted 15 years ago, an update of that Sphere (together with a Municipal Service Review) appears to be timely and appropriate. Santee wholeheartedly supports an immediate Sphere of Influence update and Municipal Service Review as a precursor to its decision to propose detachment/annexation of portions of the East Elliott area.

The Municipal Service Review and Sphere of Influence update for East Elliott should include, at a minimum, an analysis of the following factors as required under Government Code Sections 56430 and 56425:

- Infrastructure needs or deficiencies (especially with regard to water supply and wastewater treatment, stormwater discharge, fire services, law enforcement services, and traffic and transportation);
- Growth and population projections;
- Financing constraints and opportunities (with particular attention to the incomplete status of State highways in the vicinity);
- Local accountability and governance;
- Present and planned land uses for the area, including open space;
- The present capacity of public facilities and dearth of public services provided by the City of San Diego in the area;
- The limited capacity of public facilities in the area;
- The lack of any community of interest affiliation between the area and the City of San Diego; and
- The impairment of communities of interest shared with San Diego by freeways, the Miramar base, and natural geography.

In light of the decision not to pursue rezoning of the East Elliott area as part of the General Plan Update, no specific responses to the individual comments raised in comment X.1 are required.

SHEPPARD MULLIN RICHTER &amp; HAMPTON LLP

Douglas Williford, Director  
May 1, 2003  
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X.1  
Cont.

into Santee would hamper the City of San Diego's implementation of its Subarea Plan under the Multiple Species Conservation Program ("MSCP"), as the East Elliott area is contiguous to other open space preserved under said Subarea Plan and is part of the City of San Diego's overall planning for mitigation of development impacts. Furthermore, the proposed elimination of approved development areas within the East Elliott area by rezoning it to Park/Open Space would eliminate the main source of contributions of private property in this area to the MSCP – namely, the transfer or conservation of land as mitigation for development impacts. The issue of MSCP compatibility was emphasized in the City of San Diego's comments to the Notice of Preparation ("NOP") submitted by Larry Monserrate on September 20, 2002, which noted that the annexation would have "adverse impacts upon the City's efforts to implement the MSCP." Given the foregoing, it appears inappropriate for Santee to attempt to override the City of San Diego's legitimate land use processes in this manner.

- Conflict with Community Plan. The Elliott Community Plan approved by the City of San Diego in 1971, as amended in 1997 ("Community Plan"), designates the East Elliott area partly for residential and other development and partly for open space, and allows construction of up to 500 dwelling units on 117 acres in the developable portion of the area. As such, Santee's proposed designation of the entire area as Park/Open Space is in direct conflict with the Community Plan, which is the valid existing land use plan for the East Elliott area. Santee's proposals do not ever address this conflict.
- CEQA Requirements. The rezoning of the East Elliott property will require a full CEQA analysis, with consideration of appropriate alternatives. Under Section 21080(a) of the Public Resources Code, the "enactment and amendment of zoning ordinances" is specifically defined as a "project" that is subject to the CEQA requirements. The current PEIR does not include any specific analysis of the rezoning proposal or any alternatives to such proposal.
- Annexation/Detachment Requirements. Annexation by Santee of the East Elliott area would require the approval of both the City of San Diego (for "detachment" of the property from San Diego) and the San Diego Local Agency Formation Commission ("LAFCO"). There is no evidence in the PEIR that Santee has consulted either of these bodies, and if it does so, it appears likely that both the City of Diego and LAFCO will withhold their consent to the proposed annexation. The City of San Diego is unlikely to support the removal of property that can be used to help meet its open space requirements under its MSCP Subarea Plan and the removal of much needed housing units from within its boundaries. (In fact, the City has informed us that an earlier attempt by Santee to annex this property was not supported by the City.) Under Section 56668 of the California Government Code, LAFCO is required to consider, among other

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factors, any information relating to existing land use designations (the Community Plan, which is inconsistent with the proposed rezoning) and any information or comments from the land owner or owners affected by the action (which comments are likely to be negative, as described below).

- **Public Hearing for Annexation.** The applicable LAFCO procedures and the requirements of Section 56662 of the California Government Code require that a public hearing be held for all annexation proposals that do not have 100% consent of the property owners within the affected area, and that appropriate notice and rights of participation and appeal be given to such property owners. Given that Santee's proposed annexation of the area is coupled with a proposal to prezone the entire area as Park/Open Space, thus preventing all development of the area, it would seem likely that virtually all of the property owners in the area would oppose the annexation. (In addition to Pardee, there are several dozen other property owners who would be affected, many of whom are currently attempting to develop their property.) The presence at the LAFCO hearing of a vocal group of unanimously opposed local property owners, with the concurrent possibility of appeals by such owners, should be more than sufficient to discourage LAFCO from approving the proposed annexation.
- **Housing Shortage.** The Santee General Plan Update contains a "Housing" element, as required under state law, to provide for the development of adequate housing in the local community. Under Section 65913.1(a) of the Government Code, cities must "designate and zone sufficient vacant land for residential use" to meet projected housing needs for all income levels in accordance with their general plans. Furthermore, under Section 65302.8, an amendment to a general plan element that limits the amount of housing units to be constructed must be justified by appropriate findings showing how the housing need will be met, which the General Plan Update does not appear to contain. Given the current severe housing shortage facing the San Diego area, Santee's proposal to eliminate the residential housing contemplated for East Elliott appears to be inconsistent with both state law and its own General Plan requirements. In addition, considering the difficulties Santee has had in obtaining approval for residential development at the Fanita Ranch property, the need for housing on the East Elliott property to satisfy the Housing element would seem particularly acute.
- **"Takings" Claims:** Santee's proposed General Plan Update does not appear to provide for any form of compensation to the East Elliott land owners that would be affected by the Park/Open Space designation. If Santee's action deprives the land owners of all economic use of their property without compensation, it may constitute an illegal "taking" of their property prohibited by both the California Constitution and the United States Constitution that would expose Santee to significant legal claims and liability.

X.1  
Cont.

## COMMENTS

## RESPONSES

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X.1 Cont. Given the above arguments against the annexation and rezoning of the East Elliott area, the PEIR should take into account the proposed residential development on portions of said area in accordance with the Community Plan and analyze its impacts under each of the categories considered, as noted at various points in the discussion below. Pardee's other specific comments to the PEIR are set forth below under headings that reflect the PEIR categories.

### B. Executive Summary

X.2 Section 1.4.1.1 Executive Summary: This Section indicates that there are 1,000 acres of currently vacant lands that would be developed, and mentions Fanita Ranch but not the East Elliott property among the areas to be developed. Given that the City of San Diego's adopted Community Plan allows construction of 500 dwelling units, it would seem inappropriate to assume East Elliott should be designated as open space.

X.3 Section 1.4.2 Traffic Circulation: This Section indicates that the majority of circulation element roads will operate at Level of Service C or better, including Mast Blvd., and that the same will apply to key intersections, except for Mast Blvd./West Hills Parkway. This Section should consider whether said roads and intersections would operate at similar levels with the proposed East Elliott development. Note that the September 20, 2002 comments on the NOP from Larry Monserrate of the City of San Diego specifically requested that the PEIR include a traffic evaluation for the East Elliott property should it be developed in the future as permitted by the adopted Community Plan.

X.4 Section 1.53 Alternatives: This Section concludes that even with including the alternative land uses, the proposed General Plan Update would not result in significant impacts in any category. It is unclear if East Elliott is included in one of the alternative analyses as developed consistent with the adopted Community Plan with up to 500 dwelling units (though see our comments to Section 9 below). If it is included in the alternatives evaluation, it should be clearly stated.

### C. Project Description

X.5 Table 4.2-1: This Table indicates 1,010 acres as P/OS (Park/Open Space), and includes the East Elliott site but does not indicate it as a new or redesignated land use. Table 5.1-2 appears to add 287 acres to the P/OS designation in the East Elliott area. Please clarify this addition.

X.6 Section 4.1.10 General Plan Expansion Areas: This Section discusses approximately 115 acres for future development on East Elliott in San Diego, and states Santee's intention to pre-zone the area as P/OS for future potential annexation. (Discretionary actions as part of the General Plan Update as listed in Section 4.3 would include approval of pre-zoning on East Elliott property.) As described above, this ignores the current housing crisis affecting the San Diego area and conflicts with the adopted Community Plan for East Elliott.

X.2 As indicated in response to comment X.1, the City is no longer seeking to prezone East Elliott to Park/Open Space.

X.3 The traffic analysis assumed a worst-case condition for analysis of the build out traffic volumes with adoption of the proposed General Plan, which included development of East Elliott under the land use designations identified by the City of San Diego. As no specific development of the East Elliott area is being processed through the City of Santee, development of the property is not appropriate within the EIR prepared for the General Plan Update.

X.4 As with the analysis of the proposed General Plan, the traffic analysis of the alternative land use designations assumed East Elliott would be developed in accordance with the City of San Diego plans and policies.

X.5 Table 4.1-2 is intended to illustrate the distribution of land use designation included in the proposed General Plan. This table is not intended to discern differences between the adopted and the proposed General Plan. The footnote referring to "new land use designation" indicates a new category which is not contained within the adopted General Plan.

The 287 acres indicated on Table 5.1-2 does not relate specifically to East Elliott. This statistic represents the difference between the open space provided in the existing adopted General Plan with the open space which would be provided under the proposed General Plan. This number reflects all of the changes in open space which would occur with respect to the adopted General Plan.

## COMMENTS

## RESPONSES

- |     |  |
|-----|--|
| X.6 | As indicated in response to comment X.1, the City is no longer pursuing the prezone as part of the General Plan Update project. Therefore, no response is necessary. |
|-----|--|



## COMMENTS

## RESPONSES

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### D. Land Use (5.1).

X.6  
Cont.

**Mitigation Measure 5.1-7:** This Measure encourages the City of San Diego to protect vacant lands in the East Elliott area as part of a regional biological preserve system. This appears to contemplate that a portion of the East Elliott property may be used for residential development; it is not clear why such mitigation would be necessary if the property were not being developed.

X.7

**Section 5.1.3.2 Land Use Compatibility (East Elliott):** This Section states, with reference to the East Elliott area, that "while residential development itself would be compatible with the adjacent residential development in Santee, there could be impacts to the City from additional traffic generated by any future development, as well as fiscal impacts resulting from the City providing automatic and public services such as fire, emergency transportation and law enforcement service to this area." Any such impacts should be specifically described and analyzed in the PEIR for further public comment; please also see our comments under Traffic/Circulation below. Also, as discussed in our comments to Section 9 below, the Existing General Plan Alternative (which may include the proposed East Elliott residential development) does not show any significant impacts of these kinds.

**Section 5.1.6 Plan to Plan Analysis:** This Section should include a specific analysis of the impacts of the East Elliott project under both the existing General Plan and the proposed General Plan, with a comparison of any resulting differences.

### E. Traffic/Circulation (5.2).

X.8

This Section should be revised to include a complete analysis of the traffic impacts of the development of the East Elliott area for residential purposes in accordance with the approved Community Plan. (Again, the September 20, 2002 comments on the NOP from Larry Monserrate of the City of San Diego specifically requested that the PEIR include a traffic evaluation for the East Elliott property should it be developed in the future.)

Preliminary feasibility studies conducted by Pardee's traffic consultants have indicated that the mitigation measures described in the current PEIR for traffic impacts would probably also be sufficient to mitigate the impacts of the residential development contemplated for the East Elliott area by the Community Plan, except for possible minor widening of Mast Boulevard between the existing signalized intersection for West Hills High School and the proposed intersection for the new residential development.

### F. Population/Housing (5.3).

This Section demonstrates that housing units in Santee are projected to increase substantially, even while it designates the developable areas of East Elliott as Park/Open Space. As such, the General Plan Update appears to take housing and population from East Elliott and relocate it in higher density projects in and around the Village and in-fill areas. (See also

X.7 As indicated in response to comment X.1, the City is encouraging LAFCO to prepare a Municipal Services Review. This study would address the issues related to providing services to East Elliott.

X.8 As indicated in response to comment X.1, the City is no longer pursuing the prezone as part of the General Plan Update project. Therefore, no response is necessary.



## COMMENTS

## RESPONSES

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X.8  
Cont.

Page 7.2 third paragraph for this discussion). As discussed above, it is impermissible to do this without adequate notice and compensation to affected property owners. This Section should also discuss the incorporation of the proposed East Elliott residential units as part of the Housing Element under the General Plan, in accordance with state housing requirements (see discussion above under the Housing Shortage section of Part A).

G. Public Facilities, Services and Utilities (5.4).

X.9

This Section should include an analysis of the available options for providing public services to the proposed East Elliott residential development, along with any impacts of the same, including with respect to the areas set forth below.

1. Water Analysis :

Section 5.4.1.5: The discussions regarding the Regional and Local Supply existing conditions appear to be accurate relative to available water supply and references to the Padre Dam Master Plan.

Section 5.4.3.5: The discussion regarding the impacts of the Santee General Plan on Water indicate that the City of Santee population projections are approximately 6500 less than anticipated in the Padre Dam Master Plan, and that the District is prepared to meet the water needs of the City. Given that the District has CIP plans and funding mechanisms to increase their infrastructure to meet the demands of the higher population predicted in their Master Plan, it appears that the District may have excess water capacity for up to 1857 dwelling units (6500 people/3.5 people per dwelling unit). This excess water capacity would be far more than the amount required to service the proposed residential development in the East Elliott area, and a portion of such capacity could easily be used for this purpose.

X.10

Section 5.4.4.5: Mitigation Measure 5.4-20 calls for the City of Santee to encourage Padre Dam to prioritize water service within the City and District service area over out of district contracts and agreements. Given the previous discussion that the City's population projections have decreased and the anticipated excess availability of water within the District, this mitigation measure appears to be unnecessary. The District should have capacity available to support out of district agreements without impacting future development within the City of Santee, as proposed in this General Plan. Mitigation Measure 5.4-21 calls for the City to coordinate water supply planning with the San Diego County Water Authority and Metropolitan Water District. Padre Dam Municipal Water District should be added to this measure.

2. Wastewater Analysis:

Section 5.4.1.6: The discussion regarding wastewater collection and treatment within the Padre Dam MWD system appears to be accurate. The wording of the third sentence of the second paragraph in this section should be changed: "ability to treat" should read

X.9 As indicated in response to comment X.8, a Municipal Services Review would most appropriately address these questions. Policy 10.1 of the proposed General Plan encourages preparation of a Municipal Services Review.

X.10 No response is necessary for this group of comments because they raise no issues regarding the adequacy of the EIR.

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Douglas Williford, Director  
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Page 7

"capacity to collect." Also, a period is missing from the last sentence of the last paragraph in this section.

Section 5.4.3.6: The discussion regarding the impacts of the Santee General Plan on Wastewater indicate that the District is prepared to meet the wastewater needs of the City. As with the water: given that the District has CIP plans and funding mechanisms to increase their infrastructure to meet the demands of the higher population predicted in their Master Plan, it appears that the District may have excess capacity for up to 1857 dwelling units (6500 people/3.5 people per dwelling unit). This excess wastewater capacity would be for more than the amount required to service the proposed residential development in the East Elliott area, and a portion of such capacity could easily be used for this purpose.

3. Energy Analysis:

Section 5.4.1.8: The discussion documents the existence of two SDG&E electric substations within Santee, the Santee substation and the Carlton Hills substation and notes the former is being upgraded by SDG&E at this time due to increases in load in the area served by that substation. The residential development proposed for East Elliott would be constructed adjacent to the Carlton Hills substation, including certain property currently owned by SDG&E on which homes would be constructed.

Section 5.4.3.8: The discussion indicates that additional development allowed by the General Plan Update would increase electrical demand and would require additional supply compared to existing conditions. In general, the addition of new homes and other types of development will increase electric demand on SDG&E's electric infrastructure. With the proximity of the proposed East Elliott residential development to the Carlton Hills substation, however, the impact on SDG&E's infrastructure should be considerably less than if this project was located miles away.

4. Schools/Libraries Analysis:

Section 5.4.1.1 Schools: This Section indicates that adequate capacity exists within K-8 schools, that enrollment within the City is actually declining due to slowing rate of growth and aging, and that no need for new schools is expected for the next 20 years. There should be little or no problem making room for students from the proposed East Elliott residential development based on this. This Section also indicates that West Hills High School has adequate capacity for grades 9-12.

Section 5.4.1.2 Library: Library services are considered to be adequate under this Section.

X.10  
Cont.

## COMMENTS

## RESPONSES

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### 5. Other Mitigation Measures:

X.11

Measure 5.4-1: This Measure appears to imply that Santee should only approve projects which fully cover the project's incremental costs to Santee. Given that single-family residential developments rarely if ever do this, Santee probably could not approve any future projects which are primarily single family if this Measure is followed.

### H. Parks and Recreation (5.5).

This Section should be revised to include an analysis of any relevant impacts or effects of the development of the East Elliott area for residential purposes.

### I. Biological Resources (5.6).

X.12

This Section and the other biology discussions in the PEIR are completely silent on the wildlife corridor/MSCP issues relative to the City of San Diego and East Elliott. There is no rationale or biological documentation in this Section that would support the City of Santee modifying the planned low density residential land use designations and MHPA boundary that presently exist in the City of San Diego to open space. The City of San Diego's MSCP Subarea Plan for East Elliott has been approved and an Implementing Agreement has been adopted by the wildlife agencies. The adopted MSCP does not include the Pardee ownership as open space and it is not part of the preserve linkage between Mission Trails Regional Park and MCAS/Fanita Ranch to the east. As such, the existing analysis in the PEIR does not provide any justification for the rezoning of the East Elliott property as Park/Open Space.

Equally importantly, neither the PEIR nor the General Plan Update provides any analysis of how the proposed Park/Open Space preserve would be contributed by its current private owners and how such owners would be compensated for the loss of their development rights. The MSCP in the City of San Diego (which has not been adopted in Santee) relies on development and contributions of mitigation property for such development to provide the preserve. Santee's elimination of development areas previously approved by the wildlife agencies would eliminate a substantial contribution to the MSCP and undermine continued implementation of the MSCP, as there appears to be no mechanism proposed for financing the proposed Park/Open Space preserve.

This Section should be revised to include an analysis of the biological impacts of the development of the East Elliott area for residential purposes in accordance with the approved Community Plan.

### J. Noise (5.7): Air Quality (5.8).

As with other portions of the PEIR, these Sections should be revised to include an analysis of the relevant impacts of the development of the East Elliott area for residential purposes in accordance with the approved Community Plan.

X.11 As indicated in response to comment X.8, a Municipal Services Review would most appropriately address these questions.

X.12 As indicated in response to comment X.1, the City is no longer pursuing the prezone as part of the General Plan Update project. Therefore, no response is necessary.

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K. Visual Quality/Aesthetics (5.9).

**Measure 5.9-23:** This Measure encourages protection of prominent ridgelines and requires site development to occur below ridgelines. It should be noted that the residential development proposed for the East Elliott area, if conducted in accordance with the approved Community Plan, would generally be expected to satisfy this requirement.

**Section 5.9.1.6 Open Space:** This Section states that the City of Santee has "a large amount of open space," and that 40% of the City is currently vacant. As such, it would not appear that Santee has a need for the additional Open Space from its proposed rezoning of the East Elliott property to satisfy its mitigation or MSCP requirements.

As with other portions of the PEIR, this Section should also be revised to include an analysis of the relevant impacts of the development of the East Elliott area for residential purposes in accordance with the approved Community Plan.

L. Geology/Soils (5.10); Hydrology/Water Quality (5.11); Cultural Resources (5.12); Paleontological Resources (5.13); Public Health and Safety (5.14).

As with other portions of the PEIR, these Sections should be revised to include an analysis of the relevant impacts of the development of the East Elliott area for residential purposes in accordance with the approved Community Plan.

M. Alternatives (9.0 – 9.4)

**Table 9.0:** We understand that Doug Williford of the City of Santee indicated in his April 8, 2003 e-mail memo to Randi Coopersmith of Latitude 33 that the "Existing General Plan" alternative described in Section 9.1 included the existing City of San Diego Community Plan designation – presumably including the development of the East Elliott area with 500 dwelling units as specified in the Community Plan. If this was the case, then the East Elliott development should have been specifically described and analyzed in this Section, along with a comparison of impacts to such development under the existing General Plan and the proposed General Plan update. (As discussed above, however, we are requesting instead that the proposed East Elliott residential development be considered and analyzed throughout the body of the PEIR.)

If the East Elliott development was considered under the existing General Plan alternative, it does lead to some interesting conclusions. From the comparisons in Table 9.0, it appears that only the impacts to Biological Resources would be greater under the existing General Plan alternative than the proposed General Plan Update. All other impacts under the "Existing General Plan" alternative, including land use, circulation, public facilities, air quality and park appear to be "essentially the same" as the proposed General Plan Update, as shown on said Table. As such, the inclusion of the proposed East Elliott residential development under the

X.12

Cont.

## COMMENTS

## RESPONSES

SHEPPARD MULLIN RICHTER & HAMPTON LLP

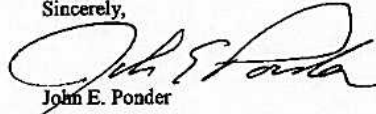
Douglas Williford, Director  
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X.12  
Cont.

foregoing sections of the PEIR, as requested above, should not result in any new significant impacts, with the possible exception of Biological Resources.

Thank you again for the opportunity to comment on the PEIR. Please feel free to contact the undersigned with any questions regarding the above comments.

Sincerely,



John E. Ponder  
for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

W97-SD:RJP/US1284195.2

cc: Beth Fischer  
Scott Lillibridge  
Len Frank

## COMMENTS

## RESPONSES

April 25, 2003

Mr. Todd Galarneau  
Principal Planner  
CITY OF SANTEE  
Department of Development Services  
10601 Magnolia Avenue  
Santee, CA 92071-1266

Re: Comments to Program Environmental Impact Report ("PEIR")  
dated March 10, 2003 for the City of Santee General Plan Update

Dear Mr. Galarneau:

I am an owner of property in the East Elliott area of the City of San Diego.

I understand that the City of Santee has proposed an update to its General Plan that would annex and designate all of the East Elliott area (including my property) as "Park/Open Space," which would prevent any development of the property in the area. I have been informed that Santee has prepared a Program Environmental Impact Report to examine the impacts of the proposal, and I request that you consider my comments to it.

As an affected property owner, I believe the proposed annexation and rezoning of East Elliott as Park/Open Space, as proposed in the PEIR, is unjustified and unfair for several reasons:

- The East Elliott property is within the City of San Diego, which has worked for many years to promote economic development in the area while preserving natural resources. It is inappropriate for Santee to attempt to override the City of San Diego's legitimate land use policies by annexing and rezoning the property (as stated in Section 4.1.10 of the PEIR).
- The East Elliott Community Plan approved by the City of San Diego designates the East Elliott area partly for residential development and partly for open space. I purchased my property in reliance on the Community Plan with full intentions of developing it in the future. Santee should be fully considering the Community Plan designations, but the PEIR does not even appear to mention the Community Plan. As such, Santee's proposed designation of the area as Park/Open Space (again, in Section 4.1.10 of the PEIR) ignores and violates the Community Plan, which is the existing land use plan that I have relied upon in purchasing and developing the property.
- I have also been informed that Santee's proposed General Plan update does not provide for any form of compensation to the East Elliott land owners that will be

Y.1 As indicated in response to comment X.1, the City is no longer pursuing the prezone as part of the General Plan Update project. Therefore, no response is necessary.

Y.1

## COMMENTS

## RESPONSES

Todd Galarneau  
April 25, 2003  
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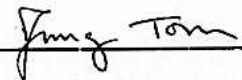
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affected by the Park/Open Space designation. Since it will not allow me to develop my property, this "taking" of my land is extremely unfair to me and other property owners like me, and may expose Santee to legal claims from people like me to recover the lost property value.

Again, please reconsider the proposed annexing and rezoning of East Elliott. It is unjustified and wrong to take away my right to develop my property in accordance with the existing land use policies.

Thank you for the opportunity to comment on the EIR.

Sincerely,



1524 Dorcas Street  
San Diego, CA 92110



## COMMENTS

## RESPONSES

21810 Eastmont Dr.  
Bend, OR 97701  
April 22, 2003

Mr. Douglas Williford  
Director Dept of Development Services  
City of Santee  
Santee, CA 92071-1266

Dear Mr. Williford:

When I telephoned this morning expecting to talk to Todd I was very surprised to find out he is no longer with the City. I have had many discussions with Todd regarding my hill, tax lot #381-171-08 and he always told me there was nothing to be done until the EIR was finished. He told me he would send me the whole EIR-General Plan Update when it was made public. This he very courteously did and I have studied it thoroughly. My hill is proposed R2/POS which doesn't give me any answers--how many acres R2 and how many acres POS? I presume the R2 property is at the bottom which is more or less flat--so the hillside ordinance should not apply.

I need answers to these questions before I can decide whether or not I can support the general plan update. Please provide this to me ASAP. I understand the public review period expires on May 1, 2003. I will be out of town April 24-28 but I can be reached at my son's cell phone 1-541-980-3105. I left you a message on your voice-mail this morning so I hope to hear from you today or tomorrow at my home phone 541-382-7833.

As well as my hill, tax parcel # 381-171-08, I also received the notice labelled tax parcel #381-160-19 which contains my presently zoned industrial property on the south side of the river adjoining the existing industrial park. I find no mention of this property in the EIR-General Plan Update. Please inform me of the status of this property. As you undoubtedly know I had a sale pending until the Corps of Engineers took so long to determine that they had no jurisdiction and PEC pulled out of Santee and I believe went to Mexico. There is still a possibility of a sale with boundary adjustment to either the new buyer of the PEC piece or United Glass to my south. It is essential that this high, dry land remains zoned industrial.

It was interesting to note that the EIR-General Plan Update makes no mention of the Gleich property adjoining me. I know they had talked to either you or Todd about granting industrial on the flat portion and MSC on the hill. Shouldn't that have been addressed at this time? I know they appeared at City Council at the times that I did.

I hope to have telephone contact with you in the next few days-- OTHERWISE PLEASE BE ADVISED THAT BY THIS LETTER I AM VOICING MY DISAPPROVAL OF THE PROPOSED GENERAL PLAN UPDATE, and wish to be heard at the first public hearing on this matter.

Yours sincerely,  
*Evalyn Walker Hanlon*  
Evalyn Walker Hanlon

Z.1 The Hanlon property is proposed for 5.8 acres within the R-2 designation and 9.95 acres within the Park \ Open Space designation. The R-2 designation is proposed for the portion of the property which is flatter, near the bottom of the hill. There will be no Hillside Overlay on the portion designated R-2.

Z.2 No land use changes are proposed for APN 381-160-19.

Z.3 The Gleich property is addressed within the General Plan with 17 acres proposed as Light Industrial and the 28.7 acres proposed as Park \ Open Space.

Z.4 Comment noted.



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VIA FEDERAL EXPRESS

April 23, 2003

Todd Galarneau, Principal Planner  
City of Santee  
Department of Development Services  
10601 Magnolia Avenue  
Santee, CA 92071-1266

Dear Mr. Galarneau:

The heirs of Stergios Spanos, who are the owners of approximately 32 acres of land in the East Elliot area of the City of San Diego, are very much opposed to the City of Santee's proposal to "annex" the East Elliot area.

In August 2000 the heirs entered into an option agreement with Pardee Homes for the purchase of their acreage. Pardee has already made substantial payments to the heirs in accordance with said agreement and the heirs are anxious to receive the full benefits to which they are entitled. It is our understanding that numerous other parties are in the same situation.

We see no basis for Santee's proposal which would of course throw a wrench into the plan that Pardee has proposed and would of necessity interfere with the agreements that Pardee has made with numerous landholders. The real estate is located within the boundaries of San Diego, not Santee. We do not know what San Diego's attitude would be, but we assume that it would also be opposed to such a proposal. The worse case scenario would be for this area to end up in litigation either between the municipalities or with the owners and Pardee.

It would be impractical for the heirs who are located in Manchester, New Hampshire, Reisterstown, Maryland, and Erie, Pennsylvania, to appear at the public hearing scheduled for Friday, April 25, 2003. They wanted to be recorded in

AA.1 As indicated in response to comment X.1, the City is no longer pursuing the prezone as part of the General Plan Update project. Therefore, no response is necessary.

AA.1

## COMMENTS

## RESPONSES

Todd Galarneau, Principal Planner  
April 23, 2003  
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AA.1  
Cont.

opposition and would hope that their opposition could be made a matter of public record.

Very truly yours,



Kimon S. Zachos  
Duly Authorized Agent for the Heirs of  
Stergios Spanos

KSZ:klc

cc: Rafael Muilenburg  
Dave Dilday

# **CHAPTER 14.0**

## **MITIGATION, MONITORING & REPORTING PLAN**

The following Mitigation, Monitoring and Reporting Plan has been prepared in accordance with Section 15097(b) to assure that the policies identified in the Final EIR as mitigation measures for the impacts of the proposed General Plan are implemented in a timely fashion. The first column of the Plan provides a brief description of the impact. The second column identifies the verbatim language of mitigation measures identified in the Final EIR.

The third column identifies when the measures must be implemented. In many cases, the implementation will be accomplished in conjunction with the review of individual projects. During project review, the City will review development proposals to find ways to implement the mitigation measures. In other cases, the measures are designed to be implemented in an ongoing timeframe throughout the life of the General Plan and are not associated with individual developments.

The fourth column identifies the entity which is responsible for implementing the mitigation measure. In many cases, implementation is the responsibility of both the City and the individual project proponent. The City assures that the measure is applied to the project and the project proponent is responsible for integrating the measure into the development plans.

The fifth column identifies the City as ultimately responsible for making sure that the mitigation measures are implemented in a timely fashion.

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES		IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
Land Use (Direct)					
Potential conflict between land uses due to lighting, noise, hazardous materials and/or nature of uses.	5.1-1:	The City shall promote consolidation of industrial uses into comprehensively planned industrial parks. (Land Use Element, Policy 5.2)	Ongoing	City	City
	5.1-2:	The City shall ensure that industrial development creates no significant off-site impacts concerning access and circulation, noise, dust, odors, visual features and hazardous materials, that cannot be adequately mitigated. (Land Use Element, Policy 5.3)	In Conjunction with Individual Projects	City/Developer	City
	5.1-3:	The City shall, upon adoption of the updated General Plan, undertake a comprehensive review and revision of the existing Zoning Ordinance and related codes in a timely manner to ensure they are compatible with, and adequately implement, the General Plan. (Land Use Element, Policy 8.1)	Subsequent to General Plan Update Approval	City	City
	5.1-4:	The City shall consider relocation of remedial buffering treatments for mitigating land use conflicts. (Land Use Element, Policy 8.2)	In Conjunction with Individual Projects	City/Developer	City
	5.1-5:	The City shall consider the <u>Adjacent Land Use Compatibility Guide</u> chart to assist in an initial determination of overall land use compatibility for adjacent land uses. (Land Use Element, Policy 8.4)	In Conjunction with Individual Projects	City/Developer	City
	5.1-6:	The City shall strive to minimize direct and indirect impacts on existing or planned preserved open space from adjacent development. (Land Use Element, Policy 8.5)	In Conjunction with Individual Projects	City/Developer	City
	5.1-7:	The City should encourage the City of San Diego to protect vacant lands in the East Elliott area along the City’s western boundary as part of a regional biological preserve system. (Land Use Element, Policy 9.1)	Ongoing	City	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	5.1-8: The City should oppose any expansion or operational changes at the Sycamore Landfill that will result in increased land use compatibility impacts to the City unless they can be adequately mitigated. (Land Use Element, Policy 9.2)	Ongoing	City	City
	5.1-9: The City should oppose any new mining operations or expansion of currently approved mining operations to the north and northeast of the City that could conflict with planned development in the Fanita Ranch. (Land Use Element, Policy 9.3)	Ongoing	City	City
	5.1-10: The City should not support the establishment of any regional authority or agency that does not provide adequate representation for either the City or East County region. (Land Use Element, Policy 9.4)	Ongoing	City	City
	5.1-11: The City should oppose the establishment of a regional airport on the Marine Corps Air Station Miramar or adjacent lands which would cause significant adverse compatibility impacts to existing or planned development in the City. (Land Use Element, Policy 9.5)	Ongoing	City	City
	5.1-12: The City shall oppose the establishment of an off-road vehicle park adjacent to or near the City that will result in significant compatibility impacts with existing or planned development in the City. (Land Use Element, Policy 9.7)	Ongoing	City	City
Potential non-conformance with Multiple Species Conservation Program.	5.1-13: The City shall encourage the preservation and enhancement of significant biological resources in areas designated as permanent open space. (Conservation Element, Policy 7.1)	In Conjunction with Individual Projects	City/Developer	City
	5.1-14: The City shall require that all development proposals provide adequate mitigation measures for identified significant biological resources, including selective preservation, sensitive site planning techniques and mitigation for identified impacts. (Conservation Element, Policy 7.2)	In Conjunction with Individual Projects	City/Developer	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	5.1-15: The City shall require that, for all development proposals involving the setting aside of land for permanent open space either on-site or off-site, provisions are in place to ensure the long term management of the open space and biological resources. (Conservation Element, Policy 7.3)	In Conjunction with Individual Projects	City/Developer	City
	5.1-16: The City shall complete an Multiple Species Conservation Program Subarea plan that conserves a minimum of 2,600 acres in the City as permanent open space for preservation of habitats and species. (Conservation Element, Policy 7.4)	Ongoing	City	City
Potential incompatibility with the Gillespie Field Comprehensive Land Use Plan.	5.1-17: The City should review all development proposed within the Gillespie Field Airport Influence Area to ensure that design features are incorporated into the site plan to address identified aircraft safety and noise hazards. (Safety Element, Policy 7.1)	In Conjunction with Individual Projects	City/Developer	City
	5.1-18: As recommended by the Gillespie Field Comprehensive Land Use Plan, the City of Santee shall work with the County of San Diego to reduce the future 65db CNEL noise contour impact on residentially zoned areas. (Noise Element, Policy 1.9)	Ongoing	City/Developer	City
	5.1-19: The City of Santee shall require single family detached residences located between the 65-70 dB CNEL contours for Gillespie Field to ensure that interior noise levels do not exceed 45dB Ldn. (Noise Element, Policy 1.10)	In Conjunction with Individual Projects	City/Developer	City
	5.1-20: The City should discourage the establishment of additional high-risk uses, including schools, hospitals, nursing homes and daycare centers (excluding residential care facilities and small family daycare) in the Runway Protection and Inner Approach / Departure Zones for Gillespie Field (Safety Element, Policy 7.2)	In Conjunction with Individual Projects	City/Developer	City
<b>Traffic and Circulation (Direct and Cumulative)</b>				
Reduced level of service in street segments and intersections.	5.2-1: Classify Fanita Parkway from Mast Boulevard to Lake Canyon Road as a Parkway (4 lanes	Subsequent to General Plan Update Approval	City	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	recommended).			
	5.2-2: Provide a third eastbound and westbound through-lane on Mast Boulevard between the SR 52 westbound ramps and the first driveway at West Hills High School.	In Conjunction with Individual Projects	Developer	City
	5.2-3: Reclassify Mission Gorge Road from SR 125 to Carlton Hills Boulevard as an 8-Lane Prime Arterial.	Subsequent to General Plan Update Approval	City	City
	5.2-4: The City shall proactively pursue local, state and federal funding for circulation related public improvement projects. (Circulation Element, Policy 1.6)	Ongoing	City	City
	5.2-5: The City should work with the region to develop traffic and congestion management programs to improve commute times and improve air quality. (Circulation Element, Policy 1.7)	Ongoing	City	City
	5.2-6: The City shall encourage a Level of Service "C" on street segments and intersections throughout the circulation network. The Level of Service can be adjusted on specific roadways or intersections where appropriate mitigation measures have been applied to minimize effects and/or overriding social or economic benefits to the City can be identified. The City shall not approve any development that causes a drop in the level of service at an intersection to LOS "E" or "F", after mitigation, without overriding social or economic benefits. (Circulation Element, Policy 1.8)	In Conjunction with Individual Projects	City	City
	5.2-7: The City should promote the continued development of San Diego Trolley routes that benefit the residents of Santee. (Circulation Element, Policy 2.1)	Ongoing	City	City
	5.2-8: The City should work with the Metropolitan Transit Development Board to maintain a bus route network that provides the most benefit to the residents of Santee. (Circulation Element, Policy 2.2)	Ongoing	City	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	5.2-9: The City should promote the development of hiking and bicycle trails along the San Diego River in conjunction with the San Diego River Plan. (Circulation Element, Policy 2.3)	Ongoing	City/Developer	City
	5.2-10: The City shall continue to implement and maintain a comprehensive bicycle route system, and to designate appropriate bikeways. (Circulation Element, Policy 2.4)	Ongoing	City/Developer	City
	5.2-11: The City shall encourage and provide for Ride Sharing, Park and Ride, and other similar commuter programs that eliminate vehicles from freeways and arterials. (Circulation Element, Policy 2.5)	Ongoing	City	City
	5.2-12: The City should encourage the incorporation of pedestrian-friendly design concepts including separated sidewalks, and bikeways, landscaped parkways, traffic calming measures, safe intersection designs and access to transit facilities and services into both public and private developments. (Circulation Element, Policy 2.6)	Ongoing	City/Developer	City
	5.2-13: The City shall encourage the development of improved signalization and intersection design. (Circulation Element, Policy 3.1)	Ongoing	City/Developer	City
	5.2-14: The City shall encourage new subdivision development be designed so that driveways do not take direct access from prime arterials, major roads or collector streets. (Circulation Element, Policy 4.1)	In Conjunction with Individual Projects	City/Developer	City
	5.2-15: The City should require the use of Neighborhood Traffic Management controls to lower residential speeds and discourage through traffic. The controls should be limited to non-structural (e.g. signs, enforcement, education) controls as much as possible. Structural (e.g. speed humps, street closures, roundabouts) controls should only be used as a last resort. The City shall prepare a policy manual to guide City efforts in managing these neighborhood traffic safety concerns. (Circulation Element, Policy 4.2)	Ongoing	City	City



**MITIGATION, MONITORING & REPORTING PLAN  
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<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	5.2-16: The City shall promote design standards which allow for safe and efficient transport, delivery, loading and unloading of goods from service vehicles within commercial and industrial areas. (Circulation Element, Policy 4.3)	In Conjunction with Individual Projects	City/Developer	City
	5.2-17: The City should pursue minimizing the number of entrances and exits to strategic locations along major thoroughfares by requiring the establishment of shared driveways and reciprocal access between adjoining properties. (Circulation Element, Policy 4.4)	In Conjunction with Individual Projects	City/Developer	City
	5.2-18: The City should establish and implement appropriate setback and off-street parking requirements. (Circulation Element, Policy 4.5)	In Conjunction with Individual Projects	City/Developer	City
	5.2-19: Trails should be designed to facilitate bicycle riding by incorporating standards which would reduce slopes, sharp curves, and interference with vegetation, pedestrians, and traffic. (Trails Element, Policy 5.2)	In Conjunction with Individual Projects	City/Developer	City
	5.2-20: Bicycle paths should be incorporated into the design of community land use plans, Capital Improvement Projects, and in parks and open space as specified in the General Plan. (Trails Element, Policy 5.3)	Ongoing	City	City
	5.2-21: Encourage facilities such as lighting, benches, bathrooms and drinking fountains along trails where it is appropriate. (Trails Element, Policy 5.4)	Ongoing	City	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	5.2-22: The City should ensure that land divisions and developments are approved within the City only when a project's improvements, dedications, fees and other revenues to the City and other agencies fully cover the project's incremental costs to the City and other agencies. These costs are for providing new or upgraded capital improvements and other public facilities and equipment resulting from, and attributable to the project, which are necessary to protect and promote the public's health, safety and welfare and to implement feasible mitigation measures. Such facilities include, but are not limited to: parks, bridges, major roads, traffic signals, street lights, drainage systems, sewers, water, flood control, fire, police, schools, hiking/bicycle trails and other related facilities. In calculating benefits of land divisions and developments, the City may consider other public objectives and goals including social, economic (job creation, secondary economic benefits, etc) and environmental factors. (Land Use Element, Policy 3.1)	In Conjunction with Individual Projects	City/Developer	City
	5.2-23: To help offset cumulative traffic impacts to the City-wide circulation network, Traffic Impact and Traffic Signal fees will be collected from future development.	In Conjunction with Individual Projects	City/Developer	City
<b>Population and Housing (Direct)</b>				
Potential for insufficient housing opportunities in terms of diversity of housing types as well as affordable housing.	5.3-1: Provide a variety of residential development opportunities in the City, ranging in density from very low-density estate homes to medium-high density development. (Housing Element, Policy 1.1)	In Conjunction with Individual Projects	City	City
	5.3-2: Require that housing constructed expressly for low and moderate income households not be concentrated in any single area of Santee. (Housing Element, Policy 1.3)	In Conjunction with Individual Projects	City	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	5.3-3: Respond to State-mandated requirements for the development of low and moderate income housing by allowing developers a 25 percent density bonus or other financial incentive for providing at least 25 percent of the units in a project for low and moderate income residents. Provide rental assistance vouchers, as available, for some or all of the affordable units provided. (Housing Element, Policy 1.5)	In Conjunction with Individual Projects	City	City
	5.3-4: Encourage the retention of existing single-family residential neighborhoods which are economically and physically sound, and monitor the effect of growth and change. (Housing Element, Policy 4.1)	Ongoing	City	City
	5.3-5: Encourage the retention of existing, viable mobile home parks which are economically and physically sound. (Housing Element, Policy 4.2)	Ongoing	City	City
	5.3-6: Encourage vigorous enforcement of existing building, safety, and housing codes to promote property maintenance. (Housing Element, Policy 4.4)	Ongoing	City	City
	5.3-7: The City should promote the use of innovative site planning techniques that contribute towards the provision of residential product styles and designs. (Land Use Element, Policy 2.1)	In Conjunction with Individual Projects	City/Developer	City
<b>Public Facilities, Services, and Utilities (Direct)</b>				
Increase the demand for public facilities, services and utilities.	5.4-1: The City should ensure that land divisions and developments are approved within the City only when a project's improvements, dedications, fees and other revenues to the City and other agencies fully cover the project's incremental costs to the City and other agencies. These costs are for providing new or upgraded capital improvements and other public facilities and equipment resulting from, and attributable to the project, which are necessary to protect and promote the public's health, safety and welfare and to implement feasible mitigation measures. Such facilities include, but are not limited	In Conjunction with Individual Projects	City/Developer	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT		MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
		to: parks, bridges, major roads, traffic signals, street lights, drainage systems, sewers, water, flood control, fire, police, schools, hiking/bicycle trails and other related facilities. In calculating benefits of land divisions and developments, the City may consider other public objectives and goals including social, economic (job creation, secondary economic benefits, etc) and environmental factors. (Land Use Element, Policy 3.1)			
	5.4-2:	The City shall continue to update and implement a five-year Capital Improvement Program to improve existing public facilities and develop necessary new public facilities. (Land Use Element, Policy 3.4)	Ongoing	City	City
Increase the demand for school services and facilities.	5.4-3:	The City shall help assess impacts to schools from new development projects and require developers to coordinate the payment of school impact fees with the school districts in accordance with State law.	In Conjunction with Individual Projects	City/Developer	City
Increase the demand for libraries.	5.4-4:	The City shall participate in San Diego County Library planning programs to ensure that the Santee Library is adequately furnished with books, facilities, state-of-the-art information services and informed staff. The City shall actively pursue funding for construction of a new library.	Ongoing	City	City
Increase the demand for fire and emergency services.	5.4-5:	Proposed developments should be approved only after it is determined that there will be adequate water pressure to maintain the required fire flow at the time of development. (Safety Element, Policy 4.1)	In Conjunction with Individual Projects	City/Developer	City
	5.4-6:	The City should ensure that all new development meets established response time standards for fire and life safety services (Safety Element, Policy 4.2)	In Conjunction with Individual Projects	City	City
	5.4-7:	The City should support the continuation of the existing weed abatement program. (Safety Element, Policy 4.6)	Ongoing	City	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	5.4-8: Encourage and support the delivery of a high level of emergency services through cooperation with other agencies and use of available financial opportunities. (Safety Element, Policy 4.8)	Ongoing	City	City
	5.4-9: All proposed development shall satisfy the minimum structural fire protection standards contained in the adopted edition of the Uniform Fire and Building Codes; however, where deemed appropriate the City shall enhance the minimum standards to provide optimum protection. (Safety Element, Policy 4.9)	In Conjunction with Individual Projects	City/Developer	City
	5.4-10: Encourage the continued development, implementation, and public awareness of fire prevention programs. (Safety Element, Policy 4.10)	Ongoing	City	City
	5.4-11: In order to minimize fire hazards, the Santee Fire and Life Safety Department shall routinely be involved in the review of development applications. Considerations shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations and needed fire flow requirements. (Safety Element, Policy 4.11)	In Conjunction with Individual Projects	City	City
	5.4-12: The timing of additional fire station construction or renovation, or new services shall relate to the rise of service demand in the City and surrounding areas. (Safety Element, Policy 4.12)	Ongoing	City	City
	5.4-13: Support mutual aid agreements and communications links with County and the other municipalities participating in the Unified San Diego County Emergency Service Organization. (Safety Element, Policy 4.13)	Ongoing	City	City
	5.4-14: The City shall update its adopted emergency operations plan periodically to ensure the safety of residents, employees and visitors in times of man-made or natural disaster. (Safety Element, Policy 8.2)	Ongoing	City	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
Increase demand for law enforcement services.	5.4-15: The City shall incorporate Crime Prevention Through Environmental Design (CPTED) principles into site planning for new developments and renovations of existing developments, taking into account the concepts of defensible space, surveillance, territoriality, access control and maintenance. (Safety Element, Policy 5.2)	In Conjunction with Individual Projects	City/Developer	City
	5.4-16: The City shall involve law enforcement personnel in the review of new development applications through participation in the Development Review process. (Safety Element, Policy 5.4)	In Conjunction with Individual Projects	City	City
Increase the demand for water.	5.4-17: The City should encourage the use of drought-resistant vegetation and encourage the use of recycled water for irrigation for both private development as well as public projects and facilities. (Conservation Element, Policy 3.1)	In Conjunction with Individual Projects	City/Developer	City
	5.4-18: The City shall encourage the development and utilization of innovative water conservation measures in all proposed developments. (Conservation Element, Policy 3.2)	Ongoing	City	City
	5.4-19: The City should continue to support the Padre Dam Municipal Water District in expanding the water reclamation facility to its ultimate capacity and support the expansion of recycled water infrastructure. (Conservation Element, Policy 3.3)	Ongoing	City	City
	5.4-20: The City should encourage the Padre Dam Municipal Water District to satisfy both existing and planned potable water and recycled water demands within the City and District service area prior to considering out-of-district contracts and agreements. (Conservation Element, Policy 3.4)	Ongoing	City	City
	5.4-21: The City shall coordinate water supply planning with the San Diego County Water Authority and with the Metropolitan Water District. (Conservation Element, Implementation Measure 8.5 #8)	Ongoing	City	City

**MITIGATION, MONITORING & REPORTING PLAN  
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CITY OF SANTEE GENERAL PLAN EIR**

<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	5.4-22: The City shall actively support programs that promote water conservation throughout the City. (Conservation Element, Implementation Measure 8.5 #9)	Ongoing	City	City
	5.4-23: The City shall continue to evaluate the City's water system facilities periodically to accommodate changes in water demand resulting from technological developments, population trends and new land use patterns. (Conservation Element, Implementation Measure 8.5 #10)	Ongoing	City	City
Increase demand on the wastewater system.	5.4-24: For proposed development and redevelopment projects, the City shall require developers to coordinate with PDMWD to determine the wastewater service demand, and the necessary infrastructure improvements and/or new facilities.	In Conjunction with Individual Projects	City/Developer	City
	5.4-25: The City should encourage the development and use of recycled water for appropriate land uses to encourage the conservation of, and reduced demand for, potable water. (Land Use Element, Policy 3.2)	In Conjunction with Individual Projects	City/Developer	City
Increase demand on solid waste facilities.	5.4-26: The City shall maintain regular solid waste collection services to safeguard public health and local aesthetics by contracting with a suitable service provider. The City shall monitor the provider's activities and request service modifications to serve the community's changing needs, stemming from demographic, economic, regulatory, or business fluctuations.	Ongoing	City	City
	5.4-27: The City shall strive to achieve the 50-percent waste reduction goal established by AB 939.	Ongoing	City	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
<b>Parks and Recreation</b>				
Potential deficit of park and recreation opportunities.	5.5-1: Provide a minimum of 10 acres of park and recreational facilities for every 1,000 population in Santee. These 10 acres could include a combination of local parks, trails, school playgrounds and other public facilities which meet part of the need for local recreational facilities. (Recreation Element, Objective 1.0)	Ongoing	City	City
	5.5-2: The City shall increase the amount of park and recreational facility acreage in Santee to more closely conform to the local parkland standard. (Recreation Element, Policy 1.1)	Ongoing	City	City
	5.5-3: The City shall base the fees paid in lieu of dedication of parkland on the fair market value of land according to the formula established in the Park Lands Dedication Ordinance. (Recreation Element, Policy 1.6)	In Conjunction with Individual Projects	City/Developer	City
	5.5-4: The City shall not permit the payment of in-lieu fees for developments of 50 lots or more, unless the City Council finds there are no suitable lands available for parkland dedication. (Recreation Element, Policy 1.7)	In Conjunction with Individual Projects	City	City
	5.5-5: The City shall aggressively pursue the development of additional publicly owned parks and recreation facilities which are distributed throughout the City to meet the needs of all residents. (Recreation Element, Policy 2.6)	Ongoing	City	City
	5.5-6: The City shall acquire sites and develop facilities to provide for special recreation needs. (Recreation Element, Policy 3.1)	Ongoing	City	City
	5.5-7: The City shall utilize a wide array of funding sources for City recreational needs including public and private grants and funding sources as well as private contributions. (Recreation Element, Policy 4.2)	Ongoing	City	City



# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	5.5-8: Acquire land through the use of Quimby Act dedications or in-lieu fees for the development of parks and recreational facilities in areas of the City which are currently lacking them or show a deficit based on the local park standard or service areas. (Recreation Element, Implementation Measure 6.1)	In Conjunction with Individual Projects	City/Developer	City
	5.5-9: Develop a future system of trails on the Fanita Ranch site as well as throughout the City's future Multiple Species Conservation Program Preserve Planning Area. Priority shall be given to using existing trail alignments whenever feasible. (Trails Element, Policy 6.2)	In Conjunction with Individual Projects	City/Developer	City
	5.5-10: New development shall dedicate park land or pay in-lieu fees in accordance with the City's Park Land Dedication Ordinance.	In Conjunction with Individual Projects	City/Developer	City
	5.5-11: Periodically update the City's Parks and Recreation Facilities Master Plan to guide discussions related to park siting, funding, development, and recreational programming. (Recreation Element, Implementation 8.9)	Ongoing	Ongoing	City
<b>Biological Resource (Direct)</b>				
Potential inconsistency with the Multiple Species Conservation Program.	5.6-1: The City shall encourage the preservation and enhancement of significant biological resources in areas designated as permanent open space. (Conservation Element, Policy 7.1)	In Conjunction with Individual Projects	City/Developer	City
Potential loss of sensitive species, natural habitats and wildlife corridors.	5.6-2: The City shall require that all development proposals provide adequate mitigation measures for identified significant biological resources, including selective preservation, sensitive site planning techniques and mitigation for identified impacts. (Conservation Element, Policy 7.2)	In Conjunction with Individual Projects	City/Developer	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	5.6-3: The City shall require that, for all development proposals involving the setting aside of land for permanent open space either on-site or off-site, provisions are in place to ensure the long term management of the open space and biological resources. (Conservation Element, Policy 7.3)	In Conjunction with Individual Projects	City/Developer	City
	5.6-4: The City shall use the environmental review process to identify, conserve and enhance unique natural, biological and cultural resources, to ensure the preservation of significant natural resources and features, to regulate and condition development within areas susceptible to natural hazards and to ensure the preservation of significant biological resources, historical resources or archaeological sites. (Conservation Element, Other Implementation Measures)	In Conjunction with Individual Projects	City/Developer	City
	5.6-5: The City shall utilize the mapped information on Figure 6-1, <u>Hydrology</u> , Figure 6-2, <u>Cultural Resources</u> and Figure 6-3, <u>Biological Resources</u> , during the Development Review process in order to identify significant resource areas that the proposed development may affect, and to determine the appropriate mitigation measures required. (Conservation Element, Other Implementation Measures)	In Conjunction with Individual Projects	City/Developer	City
	5.6-6: Wildlife Conservation Board funds will be continuously appropriated for the “acquisition, development, rehabilitation, restoration, and protection of habitat that promotes the recovery of threatened and endangered species, that provides corridors linking separate habitat areas to prevent fragmentation, and that protects significant natural landscapes and ecosystems such as old growth redwoods and oak woodlands and other significant habitat areas.” Some funds will be appropriated for specific projects while other aspects will be competitive. (Conservation Element, Park and Open Space Funding and Acquisition)	Ongoing	City	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	5.6-7: The City shall encourage the protection of the San Diego River Corridor and all other City water corridors to reduce flood hazards, protect significant biological resources and scenic values, and to provide for appropriate recreational uses. (Conservation Element, Policy 2.1)	Ongoing	City	City
	5.6-8: The City shall evaluate the impacts of noise on sensitive habitats and species adjacent to major roadways and provide appropriate mitigation for identified impacts.	Ongoing	City	City
<b>Noise (Direct and Cumulative)</b>				
Potential for traffic noise to exceed acceptable levels in existing and future noise-sensitive areas.	5.7-2: The City shall utilize noise studies and noise contour maps when evaluating development proposals during the discretionary review process. (Noise Element, Policy 1.2)	In Conjunction with Individual Projects	City	City
	5.7-3: The City shall enforce motor vehicle laws and standards as appropriate, related to traffic flow and speed, in an effort to reduce noise along roadways experiencing high noise levels. (Noise Element, Policy 1.3)	Ongoing	City	City
	5.7-4: The City shall promote alternative sound attenuation measures rather than traditional wall barriers wherever feasible; these may include plexiglass, berms, landscaping, and the siting of noise-sensitive uses on a parcel away from the roadway or other noise source. (Noise Element, Policy 1.4)	In Conjunction with Individual Projects	City/Developer	City
	5.7-11: The City shall encourage Caltrans to recognize and implement the City's noise standards for planned and future freeway projects in the City. (Noise Element, Policy 1.15)	Ongoing	City	City
	5.7-14: The City shall adhere to planning guidelines and building codes which include noise control for the exterior and interior living space of all new residential developments within noise impacted areas. (Noise Element, Policy 2.1)	In Conjunction with Individual Projects	City/Developer	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	5.7-15: The City should require new development to mitigate noise impacts to existing uses resulting from new development when: 1) such development adds traffic to existing City streets that necessitates the widening of the street; <u>and</u> 2) the additional traffic generated by the new development causes the noise standard or significance thresholds to be exceeded. (Noise Element, Policy 2.2)	In Conjunction with Individual Projects	City/Developer	City
Potential for non-residential uses other than Gillespie Field to cause noise levels within adjacent noise sensitive areas to exceed acceptable noise levels.	5.7-1: The City shall support a coordinated program to protect and improve the acoustical environment of the City including development review for new public and private development and code compliance for existing development. (Noise Element, Policy 1.1)	In Conjunction with Individual Projects	City/Developer	City
	5.7-5: The City shall review future projects with particular scrutiny regarding the reduction of unnecessary noise near noise-sensitive areas such as hospitals, schools, parks, etc. (Noise Element, Policy 1.5)	In Conjunction with Individual Projects	City/Developer	City
	5.7-6: The City shall continue to monitor noise throughout Santee and enforce the standards and regulations of the City's Noise Ordinance. (Noise Element, Policy 1.6)	Ongoing	City	City
	5.7-9: The City shall continue to monitor helicopter routes from MCAS Miramar to ensure approved routes are adhered to and shall oppose any realignment of existing routes or establishment of new routes that would result in increased noise impacts to the City. (Noise Element, Policy 1.13)	Ongoing	City	City
	5.7-10: The City shall, whenever feasible, take noise generation into consideration for new equipment purchases for the City. (Noise Element, Policy 1.14)	Ongoing	City	City

**MITIGATION, MONITORING & REPORTING PLAN  
FOR THE  
CITY OF SANTEE GENERAL PLAN EIR**

<b>IMPACT</b>	<b>MITIGATION MEASURES</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	5.7-12: The City shall ensure that appropriate regulations and standards are incorporated into the City's development policies and ordinances, including the use of noise evaluations in Environmental Impact Reports and statements, which take all aspects of noise into consideration. (Noise Element, Policy 1.16)	Ongoing	City	City
	5.7-13: The City shall officially support the control of noise through legal regulations and cooperative government efforts. (Noise Element, Policy 1.17)	Ongoing	City	City
	5.7-16: The City shall ensure compliance with the limited construction hours and sound level standards specified by the City of Santee Noise Abatement and Control Ordinance (Section 8.12.290) of the City of Santee Municipal Code.	Ongoing	City	City
	5.7-17: The City shall continue to regulate stationary noise sources such as existing outdoor manufacturing operations and commercial loading dock and delivery activities in accordance with the City's Noise Abatement and Control Ordinance (Section 8.12 of the Santee Municipal Code).	Ongoing	City	City
	5.7-18: In accordance with the Zoning Code, the City should continue to require any intensive outdoor uses to obtain approval of a Conditional Use Permit as a means of allowing the City to place appropriate conditions on the use to ensure that it is compatible with adjacent land uses. Appropriate conditions could include restrictions on the hours of operation or conditions requiring the implementation of sound attenuation measures.	In Conjunction with Individual Projects	City/Developer	City
	5.7-19: The City shall continue to actively enforce violations of the Noise Abatement and Control Ordinance through the Sheriff's Department and City Code Compliance program.	Ongoing	City	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
Potential for Gillespie Field to cause noise levels within adjacent noise sensitive areas to exceed acceptable levels.	5.7-7: The City shall discourage any future expansion of the facilities of Gillespie Field or intensification of operation, other than what has been already planned in the airport's master plan, that would result in greater noise impacts to the City. (Noise Element, Policy 1.7)	In Conjunction with Individual Projects	City	City
	5.7-8: The City shall encourage the implementation of noise control procedures by Gillespie Field to minimize noise exposure caused by aircraft flyovers within the City. (Noise Element, Policy 1.8)	Ongoing	City	City
	5.7-20: The City should review all development proposed within the Gillespie Field Airport Influence Area to ensure that design features are incorporated into the site plan to addresses airport safety and noise hazards. (Safety Element, Policy 7.1)	In Conjunction with Individual Projects	City/Developer	City
	5.7-21: The City shall require the recordation of avigation easements for new development proposed within the 65-70dB noise contours and the Runway Protection and Inner Approach / Departure zones for Gillespie Field. (Noise Element, Policy 1.12)	In Conjunction with Individual Projects	City/Developer	City
	5.7-22: The City shall require disclosure of airport noise impacts as a condition of all future residential development in the 65-70dB noise contours. (Noise Element, Policy 1.11)	In Conjunction with Individual Projects	City/Developer	City
	5.7-23: As recommended by the Gillespie Field Comprehensive Land Use Plan, the City of Santee shall work with the County of San Diego to reduce the future 60 dB CNEL noise contour impact on residentially zoned areas. (Noise Element, Policy 1.9)	Ongoing	City	City
	5.7-24: The City of Santee shall require single-family residences located between the 60-70 dB CNEL contours for Gillespie Field to ensure that interior noise levels do not exceed 45 dB Ldn. (Noise Element, Policy 1.10)	In Conjunction with Individual Projects	City/Developer	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
<b>Air Quality (Direct)</b>				
Short-term air quality impacts due to pollutant emissions from construction activities.	5.8-1: Construction-related emissions would be reduced to below a level of significance with implementation of the following: <ul style="list-style-type: none"> <li>• Use water trucks to keep all areas where vehicles move damp enough to prevent dust raised when traveling on the site;</li> <li>• Wet down the site in the late morning and after work is completed for the day;</li> <li>• After construction, wet inactive areas down to reduce windblown dust;</li> <li>• Employ street sweeping, should silt be carried over to adjacent public roadways;</li> <li>• Wash off trucks leaving the site;</li> <li>• Reestablish ground cover on construction site through seeding and watering on portions of the site that will not be disturbed for lengthy periods (such as two months or more);</li> <li>• Maintain construction equipment engines by keeping them tuned; and</li> <li>• Reduce traffic speeds on all unpaved road surfaces to 15 miles per hour or less.</li> </ul>	In Conjunction with Individual Projects	City/Developer	City
Long term air quality impacts due to increased vehicular travel, or stationary scale emissions.	5.8-2: The City shall ensure that industrial development creates no significant off-site impacts concerning access and circulation, noise, dust, odors, visual features and hazardous materials, that cannot be adequately mitigated. (Land Use Element, Policy 5.3)	In Conjunction with Individual Projects	City/Developer	City
	5.8-3: The City should work with the region to develop traffic and congestion management programs to improve commute times and improve air quality. (Circulation Element, Policy 1.7)	Ongoing	City	City
	5.8-4: The City should promote the continued development of San Diego Trolley routes that benefit the residents of Santee. (Circulation Element, Policy 2.1)	Ongoing	City	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	5.8-5: The City should work with the Metropolitan Transit Development Board to maintain a bus route network that provides the most benefit to the residents of Santee. (Circulation Element, Policy 2.2)	Ongoing	City	City
	5.8-6: The City should promote the development of hiking and bicycle trails along the San Diego River in conjunction with the San Diego River Plan. (Circulation Element, Policy 2.3)	Ongoing	City/Developer	City
	5.8-7: The City shall continue to implement and maintain a comprehensive bicycle route system, and to designate appropriate bikeways. (Circulation Element, Policy 2.4)	In Conjunction with Individual Projects	City/Developer	City
	5.8-8: The City shall encourage and provide for Ride Sharing, Park and Ride, and other similar commuter programs that eliminate vehicles from freeways and arterials. (Circulation Element, Policy 2.5)	In Conjunction with Individual Projects	City/Developer	City
	5.8-9: The City should encourage the incorporation of pedestrian-friendly design concepts including separated sidewalks, and bikeways, landscaped parkways, traffic calming measures, safe intersection designs and access to transit facilities and services. into both public and private developments. (Circulation Element, Policy 2.6)	In Conjunction with Individual Projects	City/Developer	City
	5.8-10: The City shall encourage the development of improved signalization and intersection design. (Circulation Element, Policy 3.1)	Ongoing	City	City
	5.8-11: The City should work with the Metropolitan Transit Development Board to provide accessibility to the San Diego Trolley and Metropolitan Transit System buses. (Circulation Element, Policy 5.2)	Ongoing	City	City
	5.8-12: The City supports the connection of CalTrans traffic signals on City streets to the City's interconnected traffic signal system to maintain traffic flow. (Circulation Element, Policy 6.6)	Ongoing	City	City



# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
<b>Visual Quality/Aesthetics (Direct)</b>				
Potential Impacts to the visual character/scenic resources and vistas from future development associated with the proposed General Plan.	5.9-1: The City shall encourage that significant natural landforms be maintained during development whenever possible. (Conservation Element, Policy 1.1)	In Conjunction with Individual Projects	City/Developer	City
	5.9-2: To protect and wisely manage hillsides and topographic resources, the City shall use the following hillside development guidelines. (Conservation Element, Policy 1.3):  Percent Natural Slope  Guideline  Less than 10%  This is not a hillside condition. Conventional grading techniques are acceptable  10% - 19.9%  Development with grading will occur in this zone, but existing landforms should retain their natural character. Padded building sites are permitted on these slopes, but contour grading, split level architectural prototypes, with stacking and clustering is expected.  20% and over  Special hillside grading, architectural and site design techniques are expected, and architectural prototypes should conform to the natural landform. Compact development plans should be used to minimize grading footprints.	In Conjunction with Individual Projects	City/Developer	City
	5.9-3: The City should encourage the preservation of significant natural features, such as watercourses, ridgelines, steep canyons, and major rock outcroppings through the Development Review process. (Conservation Element, Policy 10.2)	In Conjunction with Individual Projects	City/Developer	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	5.9-4: The City should encourage the preservation of appropriate open space in the Town Center area for recreational and open space purposes as part of the overall Specific Plan. (Conservation Element, Policy 10.3)	In Conjunction with Individual Projects	City/Developer	City
	5.9-5: The City shall encourage compact development plans when appropriate to maximize the preservation of open spaces. (Conservation Element, Policy 11.5)	In Conjunction with Individual Projects	City/Developer	City
	5.9-6: The City shall promote introduction of distinctive landscape treatments, signage, entry statements, etc., in residential areas. (Community Enhancement Element, Policy 2.1)	In Conjunction with Individual Projects	City/Developer	City
	5.9-7: The City shall encourage the use of existing natural features (river, hillsides, etc.) as character/theme sources for new residential development. (Community Enhancement Element, Policy 2.2)	In Conjunction with Individual Projects	City/Developer	City
	5.9-8: The City should encourage the strengthening of neighborhood edges through strategic location of open space/ recreational buffers, use of distinctive street tree/streetscape designs and changes in residential products/forms. (Community Enhancement Element, Policy 2.3)	In Conjunction with Individual Projects	City/Developer	City
	5.9-9: The City shall encourage adaptive housing products and siting treatments in hillsides and along the river corridor that respect and enhance the features of the natural environment. (Community Enhancement Element, Policy 3.5)	In Conjunction with Individual Projects	City/Developer	City
	5.9-10: The City shall develop a neighborhood revitalization program that brings together City resources, the resources of other agencies and residents to voluntarily improve the appearance and safety of their neighborhoods. (Community Enhancement Element, Policy 5.1)	Ongoing	City	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	5.9-11: The City shall promote coordinated structure setbacks, re-orientation of business entrances, coordinated thematic landscaping, minimizing curb cuts and consolidation of entrance/exist locations during rehabilitation or redevelopment of commercial areas. (Community Enhancement Element, Policy 7.2)	In Conjunction with Individual Projects	City/Developer	City
	5.9-12: The City shall ensure that all industrial development is attractive and of high quality design to enhance the image of the City. (Community Enhancement Element, Policy 8.4)	In Conjunction with Individual Projects	City/Developer	City
	5.9-13: The City shall preserve high quality scenic views from the western entry along Mission Gorge Road and State Route 52. (Community Enhancement Element, Policy 10.1)	Ongoing	City	City
	5.9-14: The City shall maintain distinctive signage, accent plantings and paving materials for entries from the east and south. (Community Enhancement Element, Policy 10.2)	Ongoing	City	City
	5.9-15: The City shall pursue the undergrounding of utilities and/or the relocation of overhead utility lines to enhance road corridors. (Community Enhancement Element, Policy 11.1)	In Conjunction with Individual Projects	City/Developer	City
	5.9-16: The City shall ensure all signs are compatible with the overall streetscape design and pursue the consolidation or redesign/removal of those signs which are disruptive elements. (Community Enhancement Element, Policy 11.2)	Ongoing	City	City
	5.9-17: The City shall ensure the provision of open space which provides adequate visual relief from developed portions of the City. (Community Enhancement Element, Policy 13.1)	In Conjunction with Individual Projects	City/Developer	City
	5.9-18: The City shall ensure that adequate amounts of open space are located along the San Diego River and its tributaries, to protect and enhance the river character. (Community Enhancement Element, Policy 13.2)	In Conjunction with Individual Projects	City/Developer	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	5.9-19: The City shall ensure that open space is provided in hillside areas proposed for development that performs multiple functions of view maintenance, resource protection and hazard avoidance. (Community Enhancement Element, Policy 13.3)	In Conjunction with Individual Projects	City/Developer	City
	5.9-20: The City shall encourage and coordinate with developers to minimize grading for new development throughout the City. (Community Enhancement Element, Policy 14.1)	In Conjunction with Individual Projects	City/Developer	City
	5.9-21: The City shall ensure that development is oriented along natural terrain contours to the extent possible to maintain landform integrity. (Community Enhancement Element, Policy 14.2)	In Conjunction with Individual Projects	City/Developer	City
	5.9-22: The City shall require use of contour grading techniques, whenever possible, to maintain the natural appearance of manufactured slopes. (Community Enhancement Element, Policy 14.3)	In Conjunction with Individual Projects	City/Developer	City
	5.9-23: The City shall encourage the protection of prominent ridgelines whenever feasible. This shall be accomplished by siting development below ridgelines in such a manner that permits the ridgeline to remain visible. (Community Enhancement Element, Policy 14.5)	In Conjunction with Individual Projects	City/Developer	City
	5.9-24: The City shall require revegetation of graded slopes with indigenous plant materials, where feasible, to maintain scenic views and assist in slope stabilization. (Community Enhancement Element, Policy 15.1)	In Conjunction with Individual Projects	City/Developer	City
	5.9-25: The City should provide for the maintenance of view opportunities to surrounding hillsides by ensuring proposed structures do not significantly impact existing community-level viewsheds. (Community Enhancement Element, Policy 15.2)	In Conjunction with Individual Projects	City/Developer	City
	5.9-26: The City should encourage the preservation of the biological and visual resources of the San Diego River as part of any development in the Town Center area. (Land Use Element, Policy 1.3)	In Conjunction with Individual Projects	City/Developer	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	5.9-27: The City should encourage the City of San Diego to protect vacant lands in the East Elliot area along the City's western boundary as part of a regional biological preserve system. (Land Use Element, Policy 9.1)	Ongoing	City	City
	5.9-28: The City shall ensure that any projects affected by the Town Center Specific Plan, Mission Gorge Road Design Standards, the Zoning Ordinance Hillside Overlay District Guidelines (Hillside Development Guidelines), or the City's Grading Ordinance, follow all regulations to protect visual quality.	In Conjunction with Individual Projects	City/Developer	City
	5.9-29: The City shall utilize the environmental and Development Review process to ensure that grading practices used within the City minimized potential safety hazards while maintaining aesthetic qualities and natural landforms. (Conservation Element, Implementation Measure 8.5 #6)	In Conjunction with Individual Projects	City/Developer	City
<b>Geology/Soils (Direct)</b>				
Potential impacts to future development from seismic activity, landslides, liquefaction, landslides and debris flows.	5.10-1: The City should utilize existing and evolving geologic, geophysical and engineering knowledge to distinguish and delineate those areas which are particularly susceptible to damage from seismic and other geologic conditions. (Safety Element, Policy 2.1)	Ongoing	City	City
	5.10-2: The City should ensure that if a project is proposed in an area identified herein as seismically and/or geologically hazardous, the proposal shall demonstrate through appropriate geologic studies and investigations that either the unfavorable conditions do not exist in the specific area in question or that they may be avoided or mitigated through proper site planning, design and construction. (Safety Element, Policy 2.2)	In Conjunction with Individual Projects	City/Developer	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	5.10-3: The City shall require that all potential geotechnical and soil hazards be fully investigated at the environmental review stage prior to project approval. Such investigations shall include those identified by Table 9.1, <u>Determination of Geotechnical Studies Required</u> and such soil studies as may be warranted by results of the Initial Environmental Study. (Safety Element, Policy 2.3)	In Conjunction with Individual Projects	City/Developer	City
<b>Hydrology/Water Quality (Direct)</b>				
Impacts to the hydrology of the area (i.e., drainages, runoff) as well as to the water quality both in the City and downstream.	5.11-1: The City should ensure that land divisions and developments are approved within the City only when a project's improvements, dedications, fees and other revenues to the City and other agencies fully cover the project's incremental costs to the City and other agencies. These costs are for providing new or upgraded capital improvements and other public facilities and equipment resulting from, and attributable to the project, which are necessary to protect and promote the public's health, safety and welfare and to implement feasible mitigation measures. Such facilities include, but are not limited to: parks, bridges, major roads, traffic signals, street lights, drainage systems, sewers, water, flood control, fire, police, schools, hiking/bicycle trails and other related facilities. In calculating benefits of land divisions and developments, the City may consider other public objectives and goals including social, economic (job creation, secondary economic benefits, etc) and environmental factors. (Land Use Element Policy 3.1)	In Conjunction with Individual Projects	City/Developer	City
	5.11-2: The City shall continue to update and implement a 5-year Capital Improvement Program to improve existing public facilities and develop necessary new public facilities (Land Use Element Policy 3.4.)	Ongoing	City	City
	5.11-3: The City shall use careful planning and review to identify and eliminate urban runoff problems before development is approved. (Conservation Element, Policy 9.1)	In Conjunction with Individual Projects	City/Developer	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	5.11-4: The City shall enforce the implementation of appropriate best management practices (BMPs) during construction projects. (Conservation Element, Policy 9.2)	In Conjunction with Individual Projects	City/Developer	City
	5.11-5: Reduce the discharge of pollutants into the storm drain system from existing municipal, industrial, and commercial facilities and residential areas to the maximum extent practicable. (Conservation Element, Policy 9.3)	In Conjunction with Individual Projects	City/Developer	City
	5.11-6: Actively seek and eliminate illicit discharges and connections to the storm water conveyance system. (Conservation Element, Policy 9.4)	Ongoing	City	City
	5.11-7: The City shall continue to coordinate water quality planning and implementation efforts with other cities. (Conservation Element, Policy 9.5)	Ongoing	City	City
	5.11-8: The City shall continue to enforce the Storm Water Management and Discharge Control Ordinance (Chapter 13.42 of the Santee Municipal Code) which prohibits non-stormwater discharge into the City of Santee MS4.	In Conjunction with Individual Projects	City/Developer	City
	5.11-9: The City shall continue to implement the adopted Standard Urban Stormwater Mitigation Plan (SUSMP) to ensure to the maximum extent practicable that new development and significant redevelopment does not increase pollutant loads from a project site.	In Conjunction with Individual Projects	City/Developer	City
	5.11-10: The City shall continue to implement the adopted Jurisdictional Urban Runoff Management Plan (JURMP) including performing annual dry weather field screening and monitoring to identify pollutants of concern, and to characterize conveyances that are discharging elevated levels of pollutants to surface waters, coordination and implementation of community outreach and education efforts to bring awareness to water quality issues and the inspection and enforcement of local and State stormwater regulations at all construction, industrial, commercial, and municipal facilities within the City of Santee.	Ongoing	City	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
<b>Cultural Resources (Direct</b>				
Potential impacts to historic and prehistoric resources from development in accordance with the proposed General Plan.	5.12-1: The City shall require either the preservation of identified archaeological sites or the professional retrieval of artifacts prior to the development of a site consistent with the provisions of the California Environmental Quality Act. Preservation may include various measures including avoidance, preservation in place, incorporation into open space, or covering or capping. The type of preservation would depend upon the nature and significance of the archaeological resource and the practical requirements of the proposed land use. (Conservation Element, Policy 8.1)	In Conjunction with Individual Projects	City/Developer	City
	5.12-2: The City should require curation of any recovered artifacts as a condition of any cultural resources mitigation program. (Conservation Element, Policy 8.2)	In Conjunction with Individual Projects	City/Developer	City
	5.12-3: An historic evaluation of any structure more than 45 years old would be required prior to issuance of a permit which could result in an adverse impact on these structures. The evaluation shall be based on the criteria identified in Section 15064.5 of the CEQA Guidelines. The evaluation shall determine if the effect on an historic structure would be significant. If so, the evaluation shall recommend measures to be taken to reduce the impact on significant historic structures.	In Conjunction with Individual Projects	City/Developer	City



# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
<b>Paleontological Resources (Direct)</b>				
Potential impacts to paleontological resources resulting from development in accordance with the proposed General Plan.	5.13-1: For proposed new development or infill developments that occur within an area rated moderate or high for paleontological resources (i.e., Friars Formation and/or Stadium Conglomerate), the City shall require a monitor to be on-site during grading activities involving original cuts into those materials. If significant paleontological resources are discovered, mitigation in the form of research, recordation, data recovery and/or in-situ preservation shall be required. Fossil remains collected shall be cleaned, sorted, and catalogued, and then with the owner's permission, deposited in a scientific institution with paleontological collections.	In Conjunction with Individual Projects	City/Developer	City
<b>Public Health and Safety</b>				
Potential increased flood risks associated with development in accordance with the proposed General Plan.	5.14-1: All development proposed within a floodplain area shall be required by the City to utilize design and site planning techniques to ensure that structures are elevated at least one foot above the 100-year flood level. (Safety Element, Policy 1.2)	In Conjunction with Individual Projects	City/Developer	City
	5.14-2: All proposed projects which would modify the configuration of any of the three main waterways in Santee (San Diego River and Sycamore and Forester Creeks) shall be required to submit a report prepared by a registered hydrologist that analyzes potential effects of the project downstream as well as in the local vicinity. (Safety Element, Policy 1.3)	In Conjunction with Individual Projects	City/Developer	City
	5.14-3: The City should require a hydrologic study, including the analysis of effects on downstream and upstream properties and on the flood-carrying characteristics of the stream, for development proposed in the floodplain. (Safety Element, Policy 1.6)	In Conjunction with Individual Projects	City/Developer	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	5.14-4: Development within the 100-year floodway shall be prohibited, subject to the provisions of the City's Flood Damage Prevention Ordinance. (Safety Element, Policy 1.9)	In Conjunction with Individual Projects	City/Developer	City
	5.14-5: In addition, all new development will be required to comply with other ordinances of the City, such as the Flood Damage Prevention Ordinance, which are intended to limit flood damage hazards.	In Conjunction with Individual Projects	City/Developer	City
Wildland fire impacts associated with future development located adjacent to tracts of trees, shrubs, brush and grasslands.	5.14-6: The City shall require the installation of fire hydrants and establishment of emergency vehicle access, before construction with combustible materials can begin on an approved project. (Safety Element, Policy 4.3)	In Conjunction with Individual Projects	City/Developer	City
	5.14-7: The City shall require emergency access routes in all developments to be adequately wide to allow the entry and maneuvering of emergency vehicles. (Safety Element, Policy 4.4)	In Conjunction with Individual Projects	City/Developer	City
	5.14-8: The City shall ensure that the distribution of fire hydrants and capacity of water liens is adequate through periodic review. (Safety Element, Policy 4.7)  In addition, all new development will be required to comply with other ordinances of the City, such as the Fire Code, which are intended to limit fire hazards.	In Conjunction with Individual Projects	City/Developer	City
Impacts resulting from contaminated hazardous materials sites.	5.14-9: The City shall continue to implement the County's Hazardous Waste Management Plan or develop and implement an equivalent plan. (Safety Element, Policy 3.1)	Ongoing	City	City
	5.14-10: The City shall continue to participate in the Hazardous Materials Incident Response Team in dealing with hazardous materials incidents. (Safety Element, Policy 3.2)	Ongoing	City	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	5.14-11: The City shall review any proposed uses involving the use, transport, storage or handling of hazardous waste to ensure that such uses will not represent a significant risk to surrounding uses or the environment. (Safety Element, Policy 3.4)	In Conjunction with Individual Projects	City/Developer	City
	5.14-12: The City shall continue to provide for a household hazardous waste collection program for City residents as part of the contract with the City trash franchisee. (Safety Element, Policy 3.5)	Ongoing	City	City
	5.14-13: The City shall limit and control the location, manufacture, storage or use of hazardous materials in Santee through implementation of the Zoning Ordinance and the Development Review process. (Safety Element, Policy 8.1)  In addition, all establishments that use hazardous materials in the City will be required to comply with other ordinances of the City which are intended to limit the health and safety risks associated with hazardous materials.	In Conjunction with Individual Projects	City/Developer	City
Crime impacts associated with the population growth of the proposed General Plan.	5.14-14: The City shall incorporate Crime Prevention Through Environmental Design (CPTED) principles into site planning for new developments and renovations of existing developments, taking into account the concepts of defensible space, surveillance, territoriality, access control and maintenance. (Safety Element, Policy 5.2)	In Conjunction with Individual Projects	City/Developer	City
	5.14-15: The City shall encourage the upgrading of building security requirements. (Safety Element, Policy 5.3)	In Conjunction with Individual Projects	City/Developer	City
	5.14-16: The City shall involve law enforcement personnel in the review of new development applications through participation in the Development Review process. (Safety Element, Policy 5.4)	In Conjunction with Individual Projects	City/Developer	City
	5.14-17: All structures should be adequately identified by street address and be lighted sufficiently to deter criminal activity. (Safety Element, Policy 5.25)	In Conjunction with Individual Projects	City/Developer	City

# MITIGATION, MONITORING & REPORTING PLAN FOR THE CITY OF SANTEE GENERAL PLAN EIR

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
Impacts to emergency preparedness resulting from increased urbanization within the City as well as an increase in population resulting from implementation of the proposed General Plan.	5.14-18: The City shall continue to hold periodic disaster exercises in cooperation with the appropriate State and Federal agencies. (Safety Element, Policy 8.1)	Ongoing	City	City
	5.14-19: The City shall update its adopted Emergency Operations Plan periodically to ensure the safety of residents, employees and visitors in times of man-made or natural disaster. (Safety Element, Policy 8.2)	Ongoing	City	City
	5.14-20: The City shall continue to hold periodic disaster exercises in cooperation with the appropriate State and Federal agencies.(Safety Element, Policy 9.1).	Ongoing	City	City
	5.14-21: Critical emergency uses (hospitals, fire stations, police stations, the Emergency Operations Center, public administration buildings and schools) shall not be located in flood hazard areas or in areas that would affect their ability to function in the event of a disaster. (Safety Element, Policy 1.7)	In Conjunction with Individual Projects	City/Developer	City
Airport hazard impacts resulting from incompatible land uses associated with the proposed General Plan.	5.14-22: The City should review all development proposed within the Gillespie Field Airport Influence Area to ensure that design features are incorporated into the site plan to address identified aircraft crash hazards. (Safety Element, Policy 7.1).	In Conjunction with Individual Projects	City/Developer	City
	5.14-23: The City shall require the recordation of aviation easements for new development proposed within the 65-70dB noise contours and the Runway Protection and Inner Approach/Departure zones for Gillespie Field. (Noise Element, Policy 1.2).	In Conjunction with Individual Projects	City/Developer	City

**MITIGATION, MONITORING & REPORTING PLAN  
FOR THE  
CITY OF SANTEE GENERAL PLAN EIR**

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	5.14-24: he City should discourage the establishment of additional high-risk uses, including schools, hospitals, nursing homes and daycare centers (excluding residential care facilities and small family daycare) in the Runway Protection and Inner Approach/Departure zones for Gillespie Field. (Safety Element, Policy 7.2).	In Conjunction with Individual Projects	City/Developer	City
Geologic hazard impacts resulting from the increased urbanization and population within the City.	Mitigation would be achieved by the previously mentioned Mitigation Measure 5.10-2 and Mitigation Measure 5.10-3 in Section 5.10.4.	In Conjunction with Individual Projects	City/Developer	City