CITY MANAGER – Marlene Best
CITY ATTORNEY – Shawn D. Hagerty
CITY CLERK – Annette Ortiz

STAFF:
ASSISTANT TO THE CITY MANAGER
Kathy Valverde
COMMUNITY SERVICES DIRECTOR
Bill Maertz
DEVELOPMENT SERVICES DIRECTOR
Melanie Kush
FINANCE DIRECTOR/TREASURER
Tim McDermott
FIRE & LIFE SAFETY DIRECTOR/FIRE CHIEF
Richard Smith
HUMAN RESOURCES DIRECTOR
Jessie Bishop
LAW ENFORCEMENT
Captain Daniel Brislin

CITY COUNCIL

Mayor John W. Minto
Vice Mayor Rob McNelis
Council Member Ronn Hall
Council Member Stephen Houlahan
Council Member Brian W. Jones

City of Santee
Regular Meeting Agenda
Santee City Council

Wednesday, August 8, 2018
7:00 PM

Council Chambers – Building 2
10601 Magnolia Avenue, Santee, CA 92071

Regular City Council Meeting – 7:00 p.m.

ROLL CALL: Mayor John W. Minto
Vice Mayor Rob McNelis
Council Members Ronn Hall, Stephen Houlahan and Brian W. Jones

LEGISLATIVE INVOCATION: Missionary Manuel Espino, Jr., World Mission Society Church of God

PLEDGE OF ALLEGIANCE:

PROCLAMATION: Church of God Recognition for Forrester Creek & Pride Academy Cleanup

ADJOURNMENT: Ike Enzenauer

CONSENT CALENDAR:

Consent Calendar items are considered routine and will be approved by one motion, with no separate discussion prior to voting. Council Members, staff or public may request specific items be removed from the Consent Calendar for separate discussion or action. Speaker slips for this category must be presented to the City Clerk at the start of the meeting. Speakers are limited to 3 minutes.

(1) Approval of reading by title only and waiver of reading in full of Ordinances and Resolutions on the agenda.

(2) Approval of Meeting Minutes of the Santee City Council for the July 25, 2018, Regular Meeting. (City Clerk – Ortiz)

(3) Approval of Payment of Demands as presented. (Finance – McDermott)

PUBLIC HEARINGS:

(4) Public Hearing for Minor Revision (MR2015-8) to Development Review Permit DR86-53 and Mitigated Negative Declaration (AEIS2015-24) and a Mitigation Monitoring and Reporting Program prepared pursuant to the California Environmental Quality Act (CEQA) for the Relocation and Expansion of the existing Costco Fuel Dispensing Facility located at 101 Town Center Parkway in the Town Center (TC) Zone (APN: 381-041-19-00). Applicant: Costco Wholesale (Development Services – Kush)

Recommendation:

1. Conduct and close the Public Hearing; and
2. Approve the Mitigated Negative Declaration (AEIS2015-24) and the Mitigation Monitoring and Reporting Program as complete and in compliance with the provisions of CEQA per the Resolution and authorize filing a Notice of Determination; and
3. Approve Development Review Permit Minor Revision MR2015-8 per the Resolution.

(5) Continued Public Hearing for the Walker Trails Project, a Town Center Specific Plan Amendment (TCSPA2016-1), Tentative Map (TM2016-1), Development Review Permit (DR2016-2), and Mitigated Negative Declaration (AEIS2016-6) and a Mitigation, Monitoring, and Reporting Program prepared pursuant to the California Environmental Quality Act for a 67-Unit residential development on a 20.4-Acre property on the northwest corner of Chubb Lane and Magnolia Avenue (APNs 381-160-41, -46, & -63). Applicant: Sam-Santee LLC (Development Services – Kush) (Continued from the June 27, 2018 Meeting)

Recommendation:

1. Conduct and close the Public Hearing; and
2. Find that the project will not have a significant effect on the environment with mitigation; and approve and adopt the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program as complete and in compliance with the provisions of the California Environmental Quality Act per the Resolution and authorize a filing of a Notice of Determination; and
3. Adopt the Resolutions approving Town Center Specific Plan Amendment (TCSPA2016-1) Tentative Map (TM2016-1) and Development Review Permit (DR2016-2).

NEW BUSINESS:

(6) Resolution authorizing the purchase of two (2) 2018 Ford Explorers 4WD from Downtown Ford Sales per State of California Contract #1-18-23-23A and declaring Vehicles V-088 and V-131 as Surplus Property. (Fire – Smith)

Recommendation:

Adopt Resolution:

1. Authorizing the purchase of two (2) 2018 Ford Explorers 4WD from Downtown Ford Sales per State of California Department of General Services Contract #1-18-23-23A for an amount not to exceed $61,236.82; and
2. Authorizing the purchase of miscellaneous items for an amount not to exceed $7,623.46, and
3. Declaring Vehicles V-088, a 1997 Ford F-150, and V-131, a 2003 Ford Expedition, surplus property upon receipt and acceptance of the new vehicles, and directing sale of Vehicles V-088 and V-131 at public auction; and
4. Authorizing the City Manager to execute all necessary documents.

(7) Potential verification of sufficiency of signatures on General Plan Initiative Petition and request for further direction from City Council pursuant to Elections Code Section 9215. (City Clerk – Ortiz)

Recommendation:
Receive report from the City Clerk regarding the sufficiency of the petition. If the petition is determined to be sufficient:
1. Receive, file, and accept the Certificate of Sufficiency; and
2. Select one of the options set forth in Elections Code section 9215 and adopt the corresponding Resolution.

NON-AGENDA PUBLIC COMMENT:

Each person wishing to address the City Council regarding items not on the posted agenda may do so at this time. In accordance with State law, Council may not take action on an item not scheduled on the Agenda. If appropriate, the item will be referred to the City Manager or placed on a future agenda.

CITY COUNCIL REPORTS:

CITY MANAGER REPORTS:

CITY ATTORNEY REPORTS:

(8) Report on comprehensive Municipal Code update process and draft revisions to Title 10. (City Attorney – Hagerty)

Recommendation:
Receive report and provide direction as needed, including direction on the policy questions identified in the staff report as “Policy Point.”

CLOSED SESSION:

(9) Conference With Legal Counsel – Pending Litigation
(Gov. Code section 54956.9(d)(1))
Name of Case: Michael Bailey v. City of Santee et al.
Case Number: 37-2017-00014791-CU-PA-CTL

ADJOURNMENT:

August & September Meetings

Aug	02	SPARC	Civic Center Building 7
Aug	08	City Council Meeting	Council Chamber
Aug	13	Community Oriented Policing Committee	Council Chamber
Aug	22	City Council Meeting	Council Chamber
Sept	06	SPARC	Civic Center Building 7
Sept	10	Community Oriented Policing Committee	Council Chamber
~~Sept~~	~~12~~	~~City Council Meeting – *Meeting Cancelled*~~	~~Council Chamber~~
Sept	20	Manufactured Home Fair Practices Commission	Council Chamber
Sept	26	City Council Meeting	Council Chamber

The Santee City Council welcomes you and encourages your continued interest and involvement in the City's decision-making process.

For your convenience, a complete Agenda Packet is available for public review at City Hall and on the City's website at www.CityofSanteeCA.gov.

The City of Santee complies with the Americans with Disabilities Act. Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities, as required by Section 12132 of the American with Disabilities Act of 1990 (42 USC § 12132). Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to the City Clerk's Office at (619) 258-4100, ext. 112 at least 48 hours before the meeting, if possible.

AFFIDAVIT OF POSTING AGENDA

State of California }
County of San Diego } ss.
City of Santee }

I, Sara Real, Deputy City Clerk of the City of Santee, hereby declare, under penalty of perjury, that a copy of this Agenda was posted in accordance with the Brown Act and Santee Resolution 61-2003 on August 3, 2018, at 4:00 p.m.

Signature _____ Date 8/3/18

PROC

City of Santee

COUNCIL AGENDA STATEMENT

MEETING DATE August 8, 2018 **AGENDA ITEM NO.**

ITEM TITLE **PROCLAMATION: WORLD MISSION SOCIETY CHURCH OF GOD AND ZAHNG-GIL-JAH CHAIRWOMAN OF THE INTERNATIONAL WELOVEU FOUNDATION**

DIRECTOR/DEPARTMENT John W. Minto, Mayor JM

SUMMARY

World Mission Society Church of God is a Christian non-denominational church. The Santee branch is just one of over 7,000 branches located in 175 countries all over the world. The church puts bible teachings into practice through numerous volunteer activities worldwide contributing to the welfare of society.

The church's commitment to mankind goes beyond religion and they want to help in all ways possible to create an environment where people can have hope, love and respect for the environment, society, and each other.

These efforts so far have earned them many awards including the prestigious UK Queen's Award for Voluntary Service, the United States President's Call to Service Award by President Obama, and the South Korean Order of Merit, which is the highest honor a non-government organization can receive. The United Nations was moved by their efforts in 2010 and granted them membership to the United Nations department of partnerships.

A proclamation has been prepared in appreciation of the Church's cleanup efforts at Pride Academy on May 23 and Forrester Creek on June 17.

Members of the World Mission Society Church of God and members of the International WeLoveU Foundation will attend the meeting and accept the proclamation.

FINANCIAL STATEMENT N/A

CITY ATTORNEY REVIEW ☑ N/A ☐ Completed

RECOMMENDATION ✓ Present proclamation.

ATTACHMENTS (Listed Below)

Proclamation.

City of Santee, California

Proclamation

WHEREAS, the City of Santee appreciates the volunteer efforts of Zahng-Gil-Jah, Chairwoman of the International Weloveu Foundation & Members of the World Mission Society Church Of God for beautifying and cleaning outdoor spaces in the city of Santee; and

WHEREAS, on May 23, 2018 approximately 40 volunteers from the World Mission Society Church of God gathered at Pride Academy School; and

WHEREAS, 30-40 bags of trash and debris were removed from the school grounds and surrounding area, plants and flowers were re-planted, fresh bark was spread, and rocks that were harmful to children were removed; and

WHEREAS, on June 17, 2018, 320 volunteers from the World Mission Society Church of God and Members of the International WeLoveU Foundation met at Forrester Creek for another community clean-up event; and

WHEREAS, in two hours, over 40 cubic yards of trash and debris including hazardous and contaminated materials were cleaned from the creek bottom and paths and trails surrounding Forrester Creek accomplishing in a very short amount of time what would have taken city staff weeks to do.

NOW, THEREFORE, I, John W. Minto, Mayor of the City of Santee, on behalf of the City Council, do hereby extend sincere appreciation to

Zahng-Gil-Jah, Chairwoman of the International Weloveu Foundation & Members of the World Mission Society Church of God

for their extraordinary volunteer efforts and support for their goal to continue to perform these kinds of projects in the future.

IN WITNESS WHEREOF, I have hereunto set my hand this eighth day of August, two thousand eighteen, and have caused the Official Seal of the City of Santee to be affixed.

CITY OF SANTEE, CALIFORNIA
INCORPORATED 1980

_____

Mayor John W. Minto

ADJ

City of Santee

COUNCIL AGENDA STATEMENT

MEETING DATE August 8, 2018 **AGENDA ITEM NO.**

ITEM TITLE **ADJOURNMENT IN MEMORY: IKE ENZENAUER**

DIRECTOR/DEPARTMENT John W. Minto, Mayor

SUMMARY

Tonight's meeting will be adjourned in memory of Ike Enzenauer. Ike was well known in Santee for his community service and volunteerism. Ike joined the Lion's Club in 1981 and it changed his life. He found his true love in community service. He was constantly volunteering for projects and activities to help the blind, the poor and other disadvantaged people. In 1990, Ike founded the Rancho Santee Lion's Club, forever committed to helping those in need. Ike championed projects like the Santee Lakes fishing pier with handicap access and a Sensory Garden, also at the Lakes, for the blind to explore nature's beauty by touch and smell. He coordinated the popular Lions Club Pancake breakfasts bringing young and old together as a community to raise funds for those in need.

Ike was active with the Santee Chamber of Commerce Board of Directors for decades (past 2007 Chamber President), finding more ways to give back to the community. Ike was a leader in planning and organizing events such as the Miss Santee Pageant, Sunrise Santee Morning Mixers, Santee Awards night, Santee Day at the San Diego County Fair, Contracting Opportunities Center, the Installation Banquet and Planning Retreat, and many more.

Always giving his time and knowledge for the betterment of the community, Ike felt like he was never doing enough. For 28 years, Ike worked with Santee Santas helping bring Christmas joy to families in need. He had a positive and permanent influence on Santee and the greater East County region. Ike will be greatly missed.

FINANCIAL STATEMENT N/A

CITY ATTORNEY REVIEW ☒ N/A ☐ Completed

RECOMMENDATION Adjourn in memory of Ike Enzenauer.

ATTACHMENTS

Certificate of Adjournment.

In Deepest Sympathy

The Santee City Council This Day Adjourned In Memory of

Ike Enzenauer

August 8, 2018

Mayor John W. Minto

Vice Mayor Rob McNelis

Council Member Ronn Hall

Council Member Stephen Houlahan

Council Member Brian W. Jones

CITY OF SANTEE, CALIFORNIA
INCORPORATED 1980

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE August 8, 2018 **AGENDA ITEM NO.**

ITEM TITLE **APPROVAL OF READING BY TITLE ONLY AND WAIVER OF READING IN FULL OF ORDINANCES AND RESOLUTIONS ON THE AGENDA.**

DIRECTOR/DEPARTMENT Annette Ortiz, City Clerk

SUMMARY

This item allows the City Council to approve Ordinances and Resolutions on the Consent Calendar without reading the item in full. Upon approval of this item, all Resolutions included in the motion shall be approved. Resolutions removed from the Consent Calendar and considered under separate action may also be approved without reading of the full text.

FINANCIAL STATEMENT

N/A

CITY ATTORNEY REVIEW ☐ N/A ☒ Completed

RECOMMENDATION

It is recommended that the Council waive the reading of all Ordinances and Resolutions in their entirety and read by title only.

ATTACHMENTS

None

City of Santee

COUNCIL AGENDA STATEMENT

MEETING DATE August 8, 2018 **AGENDA ITEM NO.**

ITEM TITLE APPROVAL OF MEETING MINUTES OF THE SANTEE CITY COUNCIL FOR THE JULY 25, 2018, REGULAR MEETING.

DIRECTOR/DEPARTMENT Annette Ortiz, City Clerk

SUMMARY

Submitted for your consideration and approval are the minutes of the above meetings.

FINANCIAL STATEMENT N/A

CITY ATTORNEY REVIEW ☑ N/A ☐ Completed

RECOMMENDATION

Approve Minutes as presented.

ATTACHMENT

July 25, 2018 Regular Meeting Minutes

Minutes
Santee City Council
Council Chamber – Building 2
10601 Magnolia Avenue
Santee, California
July 25, 2018

DRAFT

This Regular Meeting of the Santee City Council was called to order by Mayor John W. Minto at 7:00 p.m.

ROLL CALL: Present: Mayor John W. Minto, Vice Mayor Rob McNelis and Council Members Ronn Hall, Stephen Houlahan and Brian W. Jones – 5.

Absent: None

Officers present: City Manager Marlene Best, City Attorney Shawn Hagerty and City Clerk Annette Ortiz.

The **INVOCATION** was given by Senior Pastor Todd Tolson of Riverview Community Church and the **PLEDGE OF ALLEGIANCE** was led by James Woodhead.

CONSENT CALENDAR:

AGENDA CHANGES:
City Clerk Ortiz reported that a revised Council Agenda Statement for Item 3 was provided on the dais to reflect a lower billing amount. She also reported that a speaker slip was submitted for Item 2.

(1) **Approval of Meeting Minutes of the Santee City Council for the June 27, 2018 Regular and Special Meetings, and the July 11, 2018 Cancelled Meeting. (City Clerk – Ortiz)**

(2) **Item removed for discussion.**

(3) **Approval of the expenditure of $91,319.32 for June 2018 legal services and related costs. (Revised) (Finance – McDermott)**

(4) **Adoption of a Resolution authorizing the investment of monies in the Local Agency Investment Fund (LAIF). (Finance – McDermott) (Reso 079-2018)**

(5) **Adoption of a Resolution levying special taxes to be collected during Fiscal Year 2018-19 to pay the annual cost of Municipal Maintenance Services within Community Facilities District No. 2015-1 (Municipal Maintenance Services) of the City of Santee. (Finance – McDermott) (Reso 080-2018)**

(6) **Adoption of a Resolution levying special taxes to be collected during Fiscal Year 2018-19 to pay costs related to the authorized public improvements within Community Facilities District No. 2017-1 (Weston Infrastructure) of the City of Santee. (Finance – McDermott)** (Reso 081-2018)

(7) **Adoption of a Resolution levying special taxes to be collected during Fiscal Year 2018-19 to pay the annual cost of Municipal Services within Community Facilities District No. 2017-2 (Weston Municipal Services) of the City of Santee. (Finance – McDermott)** (Reso 082-2018)

(8) **Adoption of a Resolution levying charges for Fire Suppression Service ("Fire Benefit Fee") for Fiscal Year 2018-19. (Fire – Smith)** (Reso 083-2018)

(9) **Second Reading and adoption of an Ordinance amending Title 17 ("Zoning Ordinance") of the Santee Municipal Code to define "Micro-Brewery" and add "Micro-Breweries" as a permitted use in the General Commercial Zone, and approving an Exemption from the California Environmental Quality Act (CEQA) in accordance with Section 15305 of the CEQA Guidelines (Case File: ZOA 2018-2). (City Clerk – Ortiz)** (Ord 553)

(10) **Adoption of a Resolution accepting the Magnolia Avenue Bridge Foundation Repairs Project (CIP 2018-16) as complete. (Development Services – Kush)** (Reso 084-2018)

(11) **Adoption of a Resolution accepting the award of a State Transportation Planning Grant for the City of Santee Comprehensive Active Transportation Strategy and authorizing the City Manager to enter into agreements with Caltrans to receive the grant funding, appropriating grant funds in the amount of $240,802.00 and appropriating $31,198.00 in Traffic Mitigation Fees. (Development Services – Kush)** (Reso 085-2018)

(12) **Adoption of a Resolution accepting the Citywide Crack Sealing Program 2018 Project (CIP 2018-14) as complete. (Development Services – Kush)** (Reso 086-2018)

(13) **Adoption of a Resolution awarding the Design-Build Construction Contract for the Town Center Community Park HVAC Upgrades (CIP 2018-46) to Johnson Controls, Inc. for a total amount of $27,593.00 and determining a Categorical Exemption pursuant to Section 15301(d) of the California Environmental Quality Act. (Development Services – Kush)** (Reso 087-2018)

ACTION: Vice Mayor McNelis moved approval of the amended Consent Calendar.

Council Member Hall seconded the motion, which carried by unanimous vote – 5.

Item Removed from Consent Calendar:

(2) Approval of Payment of Demands as presented. (Finance – McDermott)

PUBLIC SPEAKER: Michele Perchez questioned specific expenditures in the Payment of Demands.

City Manager Best provided an overview of how developer deposits are distributed.

ACTION: Vice Mayor McNelis moved approval of Item 2.

Council Member Hall seconded the motion, which carried by unanimous vote – 5.

PUBLIC HEARINGS:

(14) Public Hearing for the FY 2018-19 Town Center Landscape Maintenance District annual levy of assessments. (Finance – McDermott) (Reso 088-2018)

The Public Hearing was opened at 7:12 p.m. Council Member Hall recused himself and left the dais.

Finance Manager Jennings provided an overview of the staff report.

ACTION: Council Member Houlahan moved approval of staff's recommendation.

Vice Mayor McNelis seconded the motion, which carried by the following vote: Ayes: Mayor Minto, Vice Mayor McNelis and Council Members Houlahan and Jones – 4. Absent: Council Member Hall – 1.

The Public Hearing was closed at 7:14 p.m. and Council Member Hall returned to the dais.

(15) Public Hearing for the FY 2018-19 Santee Landscape Maintenance District annual levy of assessments. (Finance – McDermott) (Reso 089-2018)

The Public Hearing was opened at 7:14 p.m. Vice Mayor McNelis recused himself and left the dais.

Finance Manager Jennings provided an overview of the staff report.

ACTION: Council Member Jones moved approval of staff's recommendation.

Council Member Hall seconded the motion, which carried by the following vote: Ayes: Mayor Minto and Council Members Hall, Houlahan and Jones – 4. Absent: Vice Mayor McNelis – 1.

The Public Hearing was closed at 7:15 p.m. and Vice Mayor McNelis returned to the dais.

(16) Public Hearing for the FY 2018-19 Santee Roadway Lighting District annual levy of assessments. (Finance – McDermott) (Reso 090-2018)

The Public Hearing was opened at 7:15 p.m.

Finance Manager Jennings provided an overview of the staff report.

ACTION: Council Member Houlahan moved approval of staff's recommendation.

Council Member Jones seconded the motion, which carried by unanimous vote – 5.

The Public Hearing was closed at 7:16 p.m.

NEW BUSINESS:

(17) Resolution awarding the construction contract for the Mission Gorge Road Median Installation Project (CIP 2015-13) and appropriating additional traffic mitigation fees. (Development Services – Kush) (Reso 091-2018)

Director of Development Services Kush introduced the item and Principal Civil Engineer Schmitz provided a brief PowerPoint presentation and answered Council's questions.

ACTION: After discussion, Council Member Hall moved approval of staff's recommendation.

Council Member Houlahan seconded the motion, which carried by the following vote: Ayes: Mayor Minto, Vice Mayor McNelis and Council Members Hall and Houlahan – 4. Noes: Council Member Jones – 1.

Vice Mayor McNelis requested to reconsider the vote on Item 17. City Attorney Hagerty stated that there must be Council consensus to move to reconsider.

ACTION: Council Member Hall moved to reconsider Item 17.

Vice Mayor McNelis seconded the motion, which carried by unanimous vote – 5.

ACTION: Council Member Hall moved approval of staff's recommendation on Item 17.

Council Member Houlahan seconded the motion, which carried by the following vote: Mayor Minto and Council Members Hall and Houlahan – 3. Noes: Vice Mayor McNelis and Council Member Jones – 2.

(18) Establishment of a State Route 52 Coalition. (Mayor Minto)

Mayor Minto made comments regarding the history of State Route 52 (SR 52) and provided information regarding forming a Coalition. He expressed concern regarding traffic issues that affect all citizens of Santee.

City Manager Best discussed the details of forming a Coalition.

Director of Development Services Kush provided a presentation on the background of SR 52. Council discussion ensued regarding the growth of the City and the expansion of SR 52.

PUBLIC SPEAKERS:

- Zack Gianino spoke in support of the Coalition and inquired whether a member of the public would be part of the panel.
- Michele Perchez spoke in support of the Coalition.
- Mary Hyder inquired how long it would take to form the Coalition.

In response to the speakers, Mayor Minto explained the federal lobbyist element of the plan and how he envisions the panel coming together.

Further Council discussion ensued regarding contributions from developers, the re-striping of eastbound SR 52, how the lobbyist will be selected, landfill improvements and setting realistic goals.

ACTION: Council Member Hall moved approval of staff's recommendation.

Council Member Jones seconded the motion, which carried by unanimous vote – 5.

NON-AGENDA PUBLIC COMMENT:

(A) Carl Constantino spoke regarding illegal dumping on Woodside Avenue at Northcote.

(B) Chris Martinez spoke regarding Phase 2 of Prospect Estates.

CITY COUNCIL REPORTS:

Council Member Jones suggested that all traffic studies be re-examined for accuracy.

CITY MANAGER REPORTS:

City Manager Best reminded the public of the weekly Thursday concerts at Town Center Community Park.

CITY ATTORNEY REPORTS: None

Council Members recessed at 8:46 p.m. and convened in Closed Session at 8:55 p.m. Present: Mayor Minto, Vice Mayor McNelis and Council Members Hall, Houlahan and Jones – 5.

CLOSED SESSION:

(14) CONFERENCE WITH REAL PROPERTY NEGOTIATORS
(Gov. Code section 54956.8)
Property: Parcel 3 of Parcel Map 20177 located north of Town Center Parkway between Cuyamaca Street and Riverview Parkway ("Theater Parcel").
City Negotiator: City Manager.
Negotiating Party: Studio Movie Grill.
Under negotiation: Price and terms of payment.

Council Members reconvened in Open Session at 9:33 p.m. Present: Mayor Minto, Vice Mayor McNelis and Council Members Hall, Houlahan and Jones – 5.

Mayor Minto reported that direction was given to staff to extend the Exclusive Negotiating Agreement with Studio Movie Grill to September 30, 2018.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 9:34 p.m.

Date Approved:

_____
Annette Ortiz, City Clerk

DRAFT

City of Santee

COUNCIL AGENDA STATEMENT

MEETING DATE August 8, 2018 **AGENDA ITEM NO.**

ITEM TITLE PAYMENT OF DEMANDS

DIRECTOR/DEPARTMENT Tim K. McDermott, Finance TM

SUMMARY

A listing of checks that have been disbursed since the last Council meeting is submitted herewith for approval by the City Council.

FINANCIAL STATEMENT TM

Adequate budgeted funds are available for the payment of demands per the attached listing.

CITY ATTORNEY REVIEW

☒ N/A ☐ Completed

RECOMMENDATION MSB

Approval of the payment of demands as presented.

ATTACHMENTS (Listed Below)

1) Payment of Demands-Summary of Checks Issued
2) Disbursement Journal

Payment of Demands
Summary of Payments Issued

Date	Description	Amount
07/18/18	Accounts Payable	54,229.44
07/18/18	Accounts Payable	1,231,722.06
07/18/18	Accounts Payable	10,757.50
07/19/18	Accounts Payable	60,328.05
07/24/18	Accounts Payable	14,412.31
07/24/18	Accounts Payable	117,150.67
07/26/18	Accounts Payable	487,408.38
07/26/18	Accounts Payable	309,364.49
07/26/18	Accounts Payable	120,685.29
07/31/18	Accounts Payable	146,181.00
08/01/18	Retiree Health	5,385.00
08/02/18	Payroll	376,327.02
	TOTAL	$ 2,933,951.21

I hereby certify to the best of my knowledge and belief that the foregoing demands listing is correct, just, conforms to the approved budget, and funds are available to pay said demands.

Tim K. McDermott, Director of Finance

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118909	7/18/2018	10001 US BANK	000004		MEETING DUES	25.00
			00001		TEEN CENTER SUPPLIES	17.24
			00001468		OFFICE SUPPLIES	49.75
			00020602		PAPER CUTTING	2.95
			0075		MEETING EXPENSE	8.42
			01004068		RAIN GEAR	891.30
			01004081		SAFETY VESTS/BANDANAS	208.34
			0102		MEETING SUPPLIES	8.42
			011312		PAINT - CITY HALL	91.90
			0143144		FD BADGE	120.87
			01743		CONCRETE FOR REPAIRS	846.23
			017688		MEETING EXPENSE	10.34
			02657		TEEN CENTER SIGNAGE	11.03
			02836		SMALL TOOLS	400.58
			03154		TEEN CENTER SUPPLIES	22.61
			034872		OFFICE SUPPLIES	67.77
			046007		MEETING SUPPLIES	32.46
			050718		LODGING S. REAL - CONFERENCE	88.96
			06011853780		MECHANICS TOOL SET	1,310.13
			06072018		LEAGUE ANNUAL CONFERENCE	675.00
			060818		PUBLIC ED SUPPLIES	22.98
			06142018		CALPELRA CONFERENCE	1,045.00
			06152018-01		OFFICE SUPPLIES	183.31
			062618		POLO SHIRTS CITY MGR/CITY CLK	345.59
			06557		SENIOR PROGRAM SUPPLIES	6.81
			068815		OFFICE SUPPLIES	99.52
			07564		TEEN CENTER SUPPLIES	27.46
			07565		FACILITY SUPPLIES	93.32
			084139		MEETING SUPPLIES	12.36
			08862		TEEN CENTER SUPPLIES	368.11
			091014		MEETING SUPPLIES	8.25
			095917		SPECIAL EVENTS	562.83
			098010		OFFICE SUPPLIES - HR	81.71
			1000-094520-427910		STATION SUPPLIES	21.64
			1018298		MATERIALS- RECYCLING HOPPER:	21.43
			1025		MEETING REGISTRATION	15.00

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118909	7/18/2018	10001 US BANK	(Continued)			
			10266060		TEEN CENTER SUPPLIES	193.22
			108544587		TEEN CENTER ACTIVITY	36.00
			11102ROA		EQUIPMENT REPAIR PART	4.86
			111-6831416-1140256		EMS SUPPLIES	913.77
			111-9218306-2597060		EOC SUPPLIES	1,199.00
			112-1752861-1125809		TRAIL CAM	495.68
			11223304824110624		GENERAL EVENT SUPPLIES	294.48
			112-2754473-9513815B		EOC SUPPLIES	407.88
			112-5828165-1168222		DEPLOYMENT SUPPLIES	650.10
			112-6258789-4853019		DEPLOYMENT SUPPLIES	130.02
			112-6324166-9699447		PORTABLE INVERTER	1,956.51
			112-6415670-7979416		TRAIL CAM SUPPLIES	28.12
			113-08-283784046639		ENGINE SUPPLIES	21.29
			113-5772018-8989069		EMS SUPPLIES	913.77
			113-6445512-5049031		FITNESS EQUIPMENT	313.44
			114-0422478-5908229		CAMERA EQUIPMENT	752.00
			114-0432029-4381027		EQUIPMENT ACCESSORIES	392.17
			114-4754993-2012223		PUBLIC ED SUPPLIES	185.30
			114-5282404-6879429		LIGHT EQUIPMENT	64.95
			114-68010009-8390664		EQUIPMENT SUPPLIES	57.17
			114-7669300-2055403		EQUIPMENT SUPPLIES	10.95
			11481077665279435		GENERAL EVENT SUPPLIES	1,850.84
			116053		MINOR EMS EQUIPMENT	1,500.00
			12186827		TRAINING EQUIPMENT	1,547.95
			1229		LEAGUE OF CA CITIES	375.00
			12621		GENERAL EVENTS/FIDO FEST	69.88
			143188149		OFFICE DEPOT BUS CARDS	57.78
			143660389-001A		OFFICE SUPPLIES	30.00
			143660389-001B		BUSINESS CARDS	28.89
			14434026		GENERAL EVENT SUPPLIES	199.57
			146408492-001		CREDIT FOR BUS CARDS	-57.78
			15418378		INK FOR POSTAGE MACHINE	146.55
			1606617		POSTING BOARD	558.97
			165298		MEETING SUPPLIES	19.98
			1703		MEETING WITH AUDITORS	46.25
			1758074218		GRAFFITI REMOVER	628.63

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118909	7/18/2018	10001 US BANK	(Continued)			
			17591		GENERAL EVENT SUPPLIES	1,467.23
			180183		VANDALISM REPAIR	134.69
			180368		EMS SUPPLIES	715.94
			180605-3-003		FURNITURE - PSD LOBBY	758.15
			181746		CSMFO MTG 6/21/18	30.00
			181867		CSMFO SD CHAPTER MTG	60.00
			18634-11477		CFED CONFERENCE	633.36
			18869-11477		CFED CONFERENCE	422.24
			18K324455		LOCKS - CITY HALL	328.64
			19085		VEHICLE REPAIR PART	6.50
			192		REC CLASS SUPPLY	16.15
			200320		STATION SUPPLIES	31.29
			20665		PSD YARD STOCK SUPPLIES	216.14
			24 HS CARDS		CITY EMPLOYEE CPR CARDS	528.00
			292096		MATERIALS- RECYCLING HOPPER:	109.43
			292129		MATERIALS- RECYCLING HOPPER:	17.68
			292858		MATERIALS- RECYCLING HOPPER:	37.82
			2968-213515		SMALL TOOLS	10.76
			3 INSTRUCTOR CARDS		CPR INSTRUCTOR CARDS	45.00
			303694		MEETING SUPPLIES	11.37
			3139433		SHARPS & NEEDLE DISPOSAL	36.98
			317395		CPR TRAINING SUPPLIES	170.71
			31972		EMERGENCY VEHICLE REPAIR	1,452.75
			326		LEAGUE OF CA CITIES	525.00
			32905-8304		CFED CONFERENCE	106.69
			32KZJL58		NEOGOV CONFERENCE	180.27
			32KZJL59		NEOGOV CONFERENCE	180.27
			3400925		TEEN CENTER SUPPLIES	140.31
			34348		KUBOTA REPAIRS	1,047.09
			34645		VEHICLE SUPPLIES	65.24
			371		RISK MANAGEMENT MEETING	62.42
			37836		PUBLIC ED SUPPLIES	27.95
			38		DAY CAMP SUPPLIES	160.23
			380		STATION SUPPLIES	20.86
			38961		ID SUPPLIES	166.70
			390301		FIDO FEST	90.23

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118909	7/18/2018	10001 US BANK	(Continued)			
			3997855		PRESENTATION FOLDERS	81.75
			403125739		STATION SUPPLIES	501.78
			403125839		STATION SUPPLIES	867.44
			403217940		TRAINING EQUIPMENT	1,600.58
			40375925		EMPLOYEE RETIREMENT	37.98
			426		LEAGUE OF CA CITIES	525.00
			42604		PARK MAINTENANCE SUPPLIES	43.23
			431		LEAGUE OF CA CITIES	525.00
			4371		CFED CONFERENCE	56.00
			45		STATION SUPPLIES	36.00
			473-9513815-A		EOC SUPPLIES	440.00
			4800233		OFFICE CHAIR	193.65
			5169836		OFFICE SUPPLIES	210.09
			52714		REPAIR PARTS - V132	12.59
			54722		BANNER SUPPLIES	2.54
			55839		POWDER COATING	565.69
			5639446		CORDLESS HEADSET	296.88
			63079353		VEHICLE SUPPLIES	117.45
			63265		FIDO FEST	21.55
			64324		LAMINATOR POUCHES	29.95
			6789869		OFFICE SUPPLIES	36.34
			690324165A		FIDO FEST	13.01
			690324165B		FIDO FEST	29.88
			690433135		DAY CAMP SUPPLIES	126.27
			706655195		PUBLIC ED EQUIPMENT	1,400.74
			7245847		SPECIAL EVENTS	42.99
			74866		OFFICE SUPPLIES	164.65
			750-256-644		ANNUAL ORIENTATION	33.61
			75028		GENERAL EVENT SUPPLIES	55.39
			7584		RITE-ON BOOKS WHITE TABS	117.60
			759-254-843		SPECIAL EVENTS	45.46
			772		DAY CAMP SUPPLIES	261.61
			777486		ANNUAL ISSUU SUBSCRIPTION	312.00
			778263532		NEOGOV CONFERENCE 2018	1,890.00
			78755922		PORTABLE INVERTER	1,979.00
			7902011-A-1		LITTER REACHERS	515.27

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118909	7/18/2018	10001 US BANK	(Continued)			
			7942341-A-1		COVERALLS	192.51
			8009021		TEEN CENTER SUPPLIES	113.18
			8132254		MONITOR STAND & OFFICE SUPPL	114.55
			82869		TEMPORARY FENCING	29.88
			85882		TEMPORARY FENCING	381.67
			86027465		SPECIAL EVENTS	65.68
			89736		EOC & CITY HALL SUPPLIES	106.59
			89744		SHOP SUPPLIES	299.55
			9084-4889-3156431852		PRINTING CHARGE	119.04
			9225029		SHARPS & NEEDLE DISPOSAL	73.96
			9247404		OFFICE SUPPLIES	81.13
			9608202		ID CARD SUPPLIES	213.54
			9608202A		OFFICE SUPPLIES-REFUND	-213.54
			97756		DRAIN SNAKE	1,005.24
			AB-183317		STAFF UNIFORM APPAREL	48.98
			ADAMDANIELSRENEWAL		CPR INSTRUCTOR RENEWAL	50.00
			CM1130623249-5770643		CREDIT -ENGINE SUPPLIES RETUF	-19.91
			cr - 4800233		CREDIT	-193.65
			DM3292586		FIDO FEST	261.82
			I63080/1		SMALL TOOLS	60.00
			INV000033870		RECYCLING BANNERS	1,777.26
			M693297		VEHICLE MAINTENANCE	120.00
			N4UKGZ		LEAGUE OF CA CITIES	173.97
			N4UKGZ-1		LEAGUE OF CA CITIES	15.00
			N4UKGZ-2		LEAGUE OF CA CITIES	15.00
			SI-341422		ALPHA ID CARDS	146.18
			SO48374233		ARBOR DAY MEMBERSHIP - TREE	15.00
			USC01071961		FITNESS EQUIPMENT	1,558.27
			W829775030		SMALL TOOLS	509.74
			W829775030-2		SMALL TOOLS	13.41
			WA22919207C		GENERAL EVENT SUPPLIES	64.52
					Total :	**54,229.44**

1 Vouchers for bank code : ubgen **Bank total : 54,229.44**

1 Vouchers in this report **Total vouchers : 54,229.44**

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount

Prepared by: [illegible]
Date: 7-18-18

Approved by: Heather Jennings
Date: 7/18/18

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118910	7/18/2018	10003 A & B SAW & LAWNMOWER SHOP	27707		EQUIPMENT REPAIR	405.35
					Total :	**405.35**
118911	7/18/2018	12551 FUN WITH HORSES	6262		INSTRUCTOR PAYMENT	192.00
					Total :	**192.00**
118912	7/18/2018	13008 HARDY & HARPER, INC	44725	52125	CITYWIDE CRACK SEALING PROG	63,000.00
			44725R		RETENTION	-3,150.00
					Total :	**59,850.00**
118913	7/18/2018	11233 JIMMIE JOHNSON'S KEARNY MESA	CTCS491933	51782	VEHICLE REPAIR	472.24
					Total :	**472.24**
118914	7/18/2018	10408 RUTLEDGE, DONALD	61920		INSTRUCTOR PAYMENT	1,470.00
					Total :	**1,470.00**
118915	7/18/2018	10606 S.D. COUNTY SHERIFF'S DEPT.	SHERIFF 2018-05		LAW ENFORCEMENT 2018-05	1,166,903.79
					Total :	**1,166,903.79**
118916	7/18/2018	10314 SOUTH COAST EMERGENCY VEHICLE	488664		VEHICLE REPAIR PART	79.20
			488864		VEHICLE REPAIR PARTS	1,048.07
			489247	51799	VEHICLE REPAIR	856.66
					Total :	**1,983.93**
118917	7/18/2018	10232 XEROX CORPORATION	093561947	51810	COPY CHARGES & LEASE	231.15
			093561948	51811	COPY CHARGES - STATION 4	114.18
			093764601	51812	COPY CHARGES	78.33
			093764607	51811	COPY CHARGES	21.09
					Total :	**444.75**

8 Vouchers for bank code : ubgen — **Bank total : 1,231,722.06**

8 Vouchers in this report — **Total vouchers : 1,231,722.06**

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount

Prepared by: Nicole
Date: 7-18-18

Approved by: Heather Jennings
Date: 7/18/18

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118918	7/18/2018	10010 ALLIANT INSURANCE SERVICES INC	866218		SANTEE SALUTES	3,485.00
					Total :	3,485.00
118919	7/18/2018	10019 BERT W SALAS INC	CIP 2016-33		RETENTION RELEASE	6,627.50
					Total :	6,627.50
118920	7/18/2018	10486 COUNTY OF SAN DIEGO	CIP 2018-46		COUNTY RECORDER FEE	50.00
					Total :	50.00
118921	7/18/2018	10662 GOVERNMENT FINANCE OFFICERS	0175328		GFOA ANNUAL MEMBERSHIPS	595.00
					Total :	595.00

4 Vouchers for bank code : ubgen — Bank total : 10,757.50

4 Vouchers in this report — Total vouchers : 10,757.50

Prepared by: Nicole
Date: 7-18-18

Approved by: Heather Jennings
Date: 7/18/18

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118922	7/19/2018	12724 AMERICAN FIDELITY ASSURANCE	B776515		VOLUNTARY EMPLOYEE BENEFITS	4,064.48
					Total :	**4,064.48**
118923	7/19/2018	12903 AMERICAN FIDELITY ASSURANCE CO	214311		FLEXIBLE SPENDING ACCOUNT	3,172.91
					Total :	**3,172.91**
118924	7/19/2018	12722 FIDELITY SECURITY LIFE	163556977		EYEMED - VOLUNTARY VISION	738.70
					Total :	**738.70**
118925	7/19/2018	10844 FRANCHISE TAX BOARD	PPE 07/11/18		WITHHOLDING ORDER	25.00
					Total :	**25.00**
118926	7/19/2018	10508 LIFE INSURANCE COMPANY OF	July 2018		LIFE/LTD INSURANCE	2,675.58
					Total :	**2,675.58**
118927	7/19/2018	10784 NATIONAL UNION FIRE INSURANCE	July 2018		VOLUNTARY AD&D	93.00
					Total :	**93.00**
118928	7/19/2018	10335 SAN DIEGO FIREFIGHTERS FEDERAL	July 2018		LONG TERM DISABILITY-SFFA	1,151.50
					Total :	**1,151.50**
118929	7/19/2018	10424 SANTEE FIREFIGHTERS	PPE 07/11/18		DUES/PEC/BENEVOLENT/BC EXP	2,678.61
					Total :	**2,678.61**
118930	7/19/2018	12892 SELMAN & COMPANY	July 2018		ID THEFT PROTECTION	100.00
					Total :	**100.00**
118931	7/19/2018	10776 STATE OF CALIFORNIA	PPE 07/11/18		WITHHOLDING ORDER	575.99
					Total :	**575.99**
118932	7/19/2018	10001 US BANK	PPE 07/11/18		PARS RETIREMENT	1,274.06
					Total :	**1,274.06**
118933	7/19/2018	10959 VANTAGE TRANSFER AGENT/457	PPE 07/11/18		ICMA - 457	32,563.88
					Total :	**32,563.88**
118934	7/19/2018	10782 VANTAGEPOINT TRNSFR AGT/801801	PPE 07/11/18		RETIREE HEALTH SAVINGS ACCOU	11,214.34

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118934	7/19/2018	10782	10782 VANTAGEPOINT TRNSFR AGT/80180' (Continued)		Total :	11,214.34
13 Vouchers for bank code : ubgen					Bank total :	60,328.05
13 Vouchers in this report					Total vouchers :	60,328.05

Prepared by: [signature]
Date: 7-19-18

Approved by: [signature]
Date: 7-19-18

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
431	7/18/2018	10482 TRISTAR RISK MANAGEMENT	104630		PREFUND REQUEST	14,412.31
					Total :	14,412.31

1 Vouchers for bank code : ubgen — Bank total : 14,412.31

1 Vouchers in this report — Total vouchers : 14,412.31

Prepared by: Nicole S
Date: 7-24-18

Approved by: Heather Jennings
Date: 7/24/18

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
96433	7/23/2018	10955 DEPARTMENT OF THE TREASURY	PPE 07/11/18		FED WITHHOLD & MEDICARE	86,457.50
					Total :	**86,457.50**
96493	7/23/2018	10956 FRANCHISE TAX BOARD	PPE 07/11/18		CA STATE TAX WITHHELD	30,693.17
					Total :	**30,693.17**

2 Vouchers for bank code : ubgen — **Bank total : 117,150.67**

2 Vouchers in this report — **Total vouchers : 117,150.67**

Prepared by: [signature]
Date: 7-23-18

Approved by: Heather Jennings
Date: 7-25-18

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118935	7/26/2018	12740 ALPHA CARD SYSTEMS	SI-344173		ID PRINTER	22.79
					Total :	**22.79**
118936	7/26/2018	10020 BEST BEST & KRIEGER LLP	LEGAL SVCS JUN 2018		LEGAL SERVICES JUN 2018	91,319.32
					Total :	**91,319.32**
118937	7/26/2018	10021 BOUND TREE MEDICAL LLC	82893268	51860	EMS SUPPLIES	83.93
			82894566	51860	EMS SUPPLIES	370.40
			82894567	51860	EMS SUPPLIES	555.60
			82902729	51860	EMS SUPPLIES	11.40
			82908165	51860	EMS SUPPLIES	22.40
					Total :	**1,043.73**
118938	7/26/2018	10024 BUSINESS PRINTING COMPANY INC	895719		BUILDING DIVISION FORMS	564.22
					Total :	**564.22**
118939	7/26/2018	10478 CALIFORNIA DEPARTMENT OF	APR - JUNE 2018		SALES/USE TAX APR-JUNE 2018	1,590.00
					Total :	**1,590.00**
118940	7/26/2018	10032 CINTAS CORPORATION #694	694509930	51880	UNIFORM/PARTS CLEANER RNTL	57.18
					Total :	**57.18**
118941	7/26/2018	10979 CITY OF LA MESA	20089		LIVESCAN FINGERPRINTING	20.00
					Total :	**20.00**
118942	7/26/2018	10036 COOPERATIVE PERSONNEL SERVICES	SOP46835		TESTING MATERIALS	1,314.50
					Total :	**1,314.50**
118943	7/26/2018	10171 COUNTY OF SAN DIEGO AUDITOR &	06/2018 AGENCY REV		06/18 AGENCY PARK CITE REPT	245.00
			06/2018 DMV REVENUE		06/18 DMV PARK CITE REPT	110.00
			06/2018 PHOENIX REV		06/18 PHOENIX CITE REV REPT	595.00
					Total :	**950.00**
118944	7/26/2018	10358 COUNTY OF SAN DIEGO	18CTOFSASN12	51826	800 MHZ ACCESS (FIRE/PS)	1,567.50
					Total :	**1,567.50**
118945	7/26/2018	10486 COUNTY OF SAN DIEGO	201800592		COUNTY RECORDER FEE	35.00

Bank code : ubgen

Voucher	Date	Vendor		Invoice	PO #	Description/Account	Amount
118945	7/26/2018	10486	10486 COUNTY OF SAN DIEGO	(Continued)			
						Total :	**35.00**
118946	7/26/2018	10608	CRISIS HOUSE	307	52010	CDBG SUBRECIPIENT	428.28
						Total :	**428.28**
118947	7/26/2018	11168	CTE INC CLARK TELECOM AND	1779	51926	DIG ALERT SERVICES	871.56
				1802	51926	STREET LIGHT REPAIR	227.57
				1803	51926	STREET LIGHT MAINTENANCE	507.52
				1817	51926	EMERGENCY STREET LIGHT REPA	2,310.25
						Total :	**3,916.90**
118948	7/26/2018	12356	DAVIS FARR LLP	4164	52100	FY 17/18 ANNUAL AUDIT-1ST PROG	7,630.00
						Total :	**7,630.00**
118949	7/26/2018	10195	DION INTERNATIONAL TRUCKS LLC	01SDI36340	51771	VEHICLE REPAIR PART	335.33
						Total :	**335.33**
118950	7/26/2018	11295	DOKKEN ENGINEERING	33413	50583	SYCAMORE CREEK DRAINAGE STI	4,410.00
						Total :	**4,410.00**
118951	7/26/2018	10057	ESGIL CORPORATION	062018		SHARE OF FEES	155,706.92
						Total :	**155,706.92**
118952	7/26/2018	10251	FEDERAL EXPRESS	6-236-23432		SHIPPING CHARGES	63.71
						Total :	**63.71**
118953	7/26/2018	10009	FIRE ETC	117922	52110	SCBA STORAGE & RACKS	1,754.63
				118177	51775	EQUIPMENT SERVICE	127.84
						Total :	**1,882.47**
118954	7/26/2018	12760	FOCUS PSYCHOLOGICAL	SANTEE2018-6	52058	COUNSELING SERVICES	600.00
						Total :	**600.00**
118955	7/26/2018	12638	GEORGE HILLS COMPANY, INC.	CREDT000292	51851	CREDIT - MAY 2018	-150.00
				INV1013553	51851	ADMIN- LIABILITY CLAIMS	1,400.00
						Total :	**1,250.00**
118956	7/26/2018	12495	GROSSMONT UNION	AR009534	51985	Q4 SRO SVC - SHS & WHHS	18,750.00

Bank code : ubgen

Voucher	Date	Vendor		Invoice	PO #	Description/Account	Amount
118956	7/26/2018	12495	12495 GROSSMONT UNION	(Continued)			
						Total :	18,750.00
118957	7/26/2018	11807	IMPERIAL SPRINKLER SUPPLY	3377884-00	51853	IRRIGATION SUPPLIES	1,279.39
						Total :	1,279.39
118958	7/26/2018	10997	LAKESIDE FIRE PREVENTION	126		EMS SOFTWARE FEE	2,740.00
						Total :	2,740.00
118959	7/26/2018	10413	LARSON, SCOTT	071418-FLAT		EMPLOYEE REIMBURSEMENT	79.31
				071418-PAWNEE		EMPLOYEE REIMBURSEMENT	337.50
						Total :	416.81
118960	7/26/2018	12718	LSA ASSOCIATES INC	160469	51879	SUSTAINABILITY PROJECT	2,162.50
						Total :	2,162.50
118961	7/26/2018	10079	MEDICO PROFESSIONAL	2208752	51876	MEDICAL LINEN SERVICE	20.02
				2208753	51876	MEDICAL LINEN SERVICE	8.16
						Total :	28.18
118962	7/26/2018	13068	NGOC HAN NGUYEN-KWO	Ref000050468		CORRECT LICENSE TYPE REFUND	38.00
						Total :	38.00
118963	7/26/2018	10442	PAYCO SPECIALTIES	1768-05-2018	51934	STREET STRIPING & MARKING	3,133.35
				1768-06-2108	51934	STREET STRIPING & MARKING	51,840.46
						Total :	54,973.81
118964	7/26/2018	10101	PROFESSIONAL MEDICAL SUPPLY	B001366	51821	OXYGEN CYLINDERS & REFILLS	73.85
				B001367	51821	OXYGEN CYLINDERS & REFILLS	182.10
				B001368	51821	OXYGEN CYLINDERS & REFILLS	68.20
						Total :	324.15
118965	7/26/2018	12828	RICK ENGINEERING COMPANY	18100(6)	51964	AS-NEEDED ENGINEERING SVCS	10,042.07
						Total :	10,042.07
118966	7/26/2018	12994	RINCON CONSULTANTS, INC	4769	52099	FANITA RANCH PHASE II	107,417.82
						Total :	107,417.82
118967	7/26/2018	10424	SANTEE FIREFIGHTERS	0004		REIMBURSEMENT-FF MED TESTS	3,420.00

Bank code : ubgen

Voucher	Date	Vendor		Invoice	PO #	Description/Account	Amount
118967	7/26/2018	10424	10424 SANTEE FIREFIGHTERS	(Continued)			
						Total :	3,420.00
118968	7/26/2018	10107	SANTEE FOOD BANK	2017-18 Q4	52016	CDBG SUBRECIPIENT	4,185.91
						Total :	4,185.91
118969	7/26/2018	10768	SANTEE SCHOOL DISTRICT	8077	51797	LIGHTS @ CHET HARRITT BALL FIE	392.55
						Total :	392.55
118970	7/26/2018	10585	SHARP REES-STEALY MEDICAL	320969315		DMV EXAM	110.00
				320969735		DMV EXAM	110.00
				321079057		DMV EXAM	110.00
						Total :	330.00
118971	7/26/2018	10217	STAPLES ADVANTAGE	7198450181	51800	OFFICE SUPPLIES	56.53
						Total :	56.53
118972	7/26/2018	10250	THE EAST COUNTY	00066487		PUBLIC NOTICE	196.00
						Total :	196.00
118973	7/26/2018	10515	THE SAN DIEGO UNION - TRIBUNE	003614105		PUBLIC NOTICE	1,922.20
						Total :	1,922.20
118974	7/26/2018	10158	THE SOCO GROUP INC	0547148-IN	51834	VEHICLE SUPPLIES	175.10
				CL33858	52073	FLEET CARD FUELING	893.44
						Total :	1,068.54
118975	7/26/2018	10133	UNDERGROUND SERVICE ALERT	620180675	51843	DIG ALERT SERVICES	137.05
						Total :	137.05
118976	7/26/2018	10317	WM HEALTHCARE SOLUTIONS INC	0408194-2793-7	51809	BIOMEDICAL WASTE DISPOSAL	94.25
				0408195-2793-4	51809	BIOMEDICAL WASTE DISPOSAL	94.31
						Total :	188.56
118977	7/26/2018	10232	XEROX CORPORATION	093764603	51810	COPY CHARGES & LEASE	229.21
				093764605	51856	COPY CHARGES & LEASE	308.85
				093764606	51857	COPY CHARGES & LEASE	380.70
				093764609	51912	COPY CHARGES & LEASE	318.10

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118977	7/26/2018	10232 10232 XEROX CORPORATION	(Continued)		Total :	1,236.86
118978	7/26/2018	10318 ZOLL MEDICAL CORPORATION	2701197	51817	EMS SUPPLIES	1,393.60
					Total :	1,393.60

44 Vouchers for bank code : ubgen

Bank total : 487,408.38

44 Vouchers in this report

Total vouchers : 487,408.38

Prepared by: Nicole [signature]
Date: 7-26-18

Approved by: [signature]
Date: 7-26-18

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118979	7/26/2018	11445 AMERICAN MESSAGING	L1072898SG		FD PAGER SERVICE	177.34
					Total :	**177.34**
118980	7/26/2018	10194 AMERICAN PUBLIC WORKS ASSOC	616554		MEMBERSHIP RENEWAL	221.00
					Total :	**221.00**
118981	7/26/2018	12951 BERRY, BONNIE F.	AUGUST 1, 2018		RETIREE HEALTH PAYMENT	91.00
					Total :	**91.00**
118982	7/26/2018	11513 BOND, ELLEN	08012018-263		MEADOWBROOK HARDSHIP PRGM	42.56
					Total :	**42.56**
118983	7/26/2018	13062 CALIFORNIA CONFERENCE	5129		CONFERENCE REGISTRATION	450.00
					Total :	**450.00**
118984	7/26/2018	11653 CALIFORNIA FIRE CHIEFS ASSOC	EMSFY1819		ANNUAL MEMBERSHIP DUES	150.00
					Total :	**150.00**
118985	7/26/2018	11653 CALIFORNIA FIRE CHIEFS ASSOC	FPOFY1819		ANNUAL MEMBERSHIP DUES	55.00
					Total :	**55.00**
118986	7/26/2018	11402 CARROLL, JUDI	08012018-96		MEADOWBROOK HARDSHIP PROG	42.66
					Total :	**42.66**
118987	7/26/2018	10032 CINTAS CORPORATION #694	694512893	52207	UNIFORM/PARTS CLEANER RNTL	57.18
					Total :	**57.18**
118988	7/26/2018	11409 CLAYTON, SYLVIA	08012018-340		MEADOWBROOK HARDSHIP PROG	44.65
					Total :	**44.65**
118989	7/26/2018	10405 CLEANTECH SAN DIEGO	1230		MEMBERSHIP RENEWAL	5,000.00
					Total :	**5,000.00**
118990	7/26/2018	10268 COOPER, JACKIE	AUGUST 1, 2018		RETIREE HEALTH PAYMENT	91.00
					Total :	**91.00**
118991	7/26/2018	10171 COUNTY OF SAN DIEGO AUDITOR &	LC18-74		LAFCO MEMBERSHIP	16,725.57

Bank code : ubgen

Voucher	Date	Vendor		Invoice	PO #	Description/Account	Amount
118991	7/26/2018	10171	10171 COUNTY OF SAN DIEGO AUDITOR & (Continued)			Total :	16,725.57
118992	7/26/2018	10839	COUNTY OF SAN DIEGO	CIP2008-53/RF0010		PLAN CHECK - MAST PARK IMPRO'	153.00
						Total :	153.00
118993	7/26/2018	10333	COX COMMUNICATIONS	052335901		8950 COTTONWOOD AVE	166.34
				094486701		CITY HALL GROUP BILL	3,162.60
				105080401		9310 FANITA PKWY	3.23
						Total :	3,332.17
118994	7/26/2018	12251	CSAC EXPRESS INSURANCE	19400363		POLLUTION LIABILITY	3,103.00
						Total :	3,103.00
118995	7/26/2018	10449	DAY WIRELESS SYSTEMS	224074-01	52134	SANTEE SALUTES	292.84
						Total :	292.84
118996	7/26/2018	12593	ELLISON WILSON ADVOCACY, LLC	718	52221	ADVOCACY SERVICES	1,500.00
						Total :	1,500.00
118997	7/26/2018	10368	FIREWORKS & STAGE FX AMERICA	170765	52136	SANTEE SALUTES 2018	11,750.00
						Total :	11,750.00
118998	7/26/2018	10271	HORAN, BERNICE	AUGUST 1, 2018		RETIREE HEALTH PAYMENT	91.00
						Total :	91.00
118999	7/26/2018	10460	ICMA MEMBERSHIP RENEWALS	749333		ICMA MEMBERSHIP RENEWAL	1,219.62
						Total :	1,219.62
119000	7/26/2018	10759	INDUSTRIAL RUBBER SUPPLY INC	19397	52182	VEHICLE REPAIR PARTS	132.36
						Total :	132.36
119001	7/26/2018	13063	INTERNATIONAL ASSOCIATION OF	FY1819		ANNUAL MEMBERSHIP DUES	100.00
						Total :	100.00
119002	7/26/2018	10074	INTERNATIONAL CODE COUNCIL INC	FY1819ICC		ANNUAL MEMBERSHIP DUES	240.00
						Total :	240.00
119003	7/26/2018	10896	INTERNATIONAL COUNCIL OF	1568140		MEMBERSHIP RENEWAL	50.00

Bank code : ubgen

Voucher	Date	Vendor		Invoice	PO #	Description/Account	Amount
119003	7/26/2018	10896	10896 INTERNATIONAL COUNCIL OF	(Continued)			
						Total :	50.00
119004	7/26/2018	13066	JACOR CONSTRUCTION INC	GRD1018A/GRD1018S		REFUNDABLE DEPOSIT	21,967.83
						Total :	21,967.83
119005	7/26/2018	10413	LARSON, SCOTT	071418-COUNTY		EMPLOYEE REIMBURSEMENT	98.60
				071418-VALLEY		EMPLOYEE REIMBURSEMENT	324.91
						Total :	423.51
119006	7/26/2018	10357	LAWCX	LAWCX 2019-0027		EXCESS WORKER'S COMP PREM	145,255.00
						Total :	145,255.00
119007	7/26/2018	11292	LIEBERT CASSIDY WHITMORE	06272018		ERC MEMBERSHIP	895.50
						Total :	895.50
119008	7/26/2018	13070	MEADE, ALISON C	163343		PARKING CITATION REFUND	2.50
						Total :	2.50
119009	7/26/2018	10507	MITEL LEASING	901431599		MONTHLY RENTAL 122670	1,878.80
						Total :	1,878.80
119010	7/26/2018	10344	PADRE DAM MUNICIPAL WATER DIST	21105559		9170 VIA DE CRISTINA	255.34
				24206565		10580 PROSPECT AVE	287.13
				24206698		10541 PROSPECT AVE	427.05
				24218157		10054 PROSPECT AVE	200.55
				24218344		10027 PROSPECT AVE	206.81
				29700016		TEMPORARY METER	120.75
				29701296		TEMPORARY METER	-155.82
				90000366		GROUP BILL	42,876.71
				90000367		GROUP BILL	23,364.59
						Total :	67,583.11
119011	7/26/2018	11442	PATTERSON, LUANNE	08012018-225		MEADOWBROOK HARDSHIP PROG	41.16
						Total :	41.16
119012	7/26/2018	13069	PEDERSON, DEBRA A	163344		PARKING CITATION REFUND	2.50
						Total :	2.50

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
119013	7/26/2018	12385 PETERSON, CURTIS	071418		EMPLOYEE REIMBURSEMENT	240.00
					Total :	**240.00**
119014	7/26/2018	11891 PRINTER REPAIR DEPOT	42639		CC364A STANDARD YIELD CARTRI	128.22
					Total :	**128.22**
119015	7/26/2018	12237 RAYON, KYLE	AUGUST 1, 2018		RETIREE HEALTH PAYMENT	91.00
					Total :	**91.00**
119016	7/26/2018	11583 RIVERSAGE ENTERTAINMENT	2566		SANTEE SUMMER CONCERTS	1,250.00
					Total :	**1,250.00**
119017	7/26/2018	12256 ROE, DARLENE	08012018-318		MEADOWBROOK HARDSHIP PROG	43.26
					Total :	**43.26**
119018	7/26/2018	10108 SAN DIEGO ASSOC OF GOVERNMENTS	AR172106		SANDAG MEMBER AGENCY ASSES	12,023.00
					Total :	**12,023.00**
119019	7/26/2018	12051 SAN DIEGO COUNTY FIRE CHIEFS	FIREPREVFY1819		ANNUAL MEMBERSHIP DUES	50.00
					Total :	**50.00**
119020	7/26/2018	12587 SAN DIEGO COUNTY FIRE CHIEFS	EMS FY1819		ANNUAL MEMBERSHIP DUES	50.00
					Total :	**50.00**
119021	7/26/2018	10109 SAN DIEGO COUNTY FIRE CHIEFS'	FY1819CW		ANNUAL MEMBERSHIP DUES	50.00
			FY1819JG		ANNUAL MEMBERSHIP DUES	50.00
			FY1819JM		ANNUAL MEMBERSHIP DUES	50.00
			FY1819JS		ANNUAL MEMBERSHIP DUES	50.00
			FY1819RS		ANNUAL MEMBERSHIP DUES	100.00
			FY1819TS		ANNUAL MEMBERSHIP DUES	50.00
					Total :	**350.00**
119022	7/26/2018	10109 SAN DIEGO COUNTY FIRE CHIEFS'	10109		ANNUAL MEMBERSHIP DUES	30.00
					Total :	**30.00**
119023	7/26/2018	10570 SAN DIEGO COUNTY TRAINING	TOFY18/19		ANNUAL MEMBERSHIP DUES	50.00
					Total :	**50.00**

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
119024	7/26/2018	11403 ST. JOHN, LYNNE	08012018-78		MEADOWBROOK HARDSHIP PGRM	42.75
					Total :	**42.75**
119025	7/26/2018	13065 THE DIRT CONNECTION	MOV7961S		REFUNDABLE DEPOSIT	1,500.00
			MOV8053S		REFUNDABLE DEPOSIT	1,500.00
					Total :	**3,000.00**
119026	7/26/2018	11321 TIP OF SAN DIEGO COUNTY	2018-1020		ON-SCENE RESPONSE SERVICES	8,100.00
					Total :	**8,100.00**
119027	7/26/2018	12480 UNITED SITE SERVICES	114-6967133	52199	PORTABLE TOILETS	71.40
					Total :	**71.40**
119028	7/26/2018	12930 WILLIAMS, ROCHELLE M.	AUGUST 1, 2018		RETIREE HEALTH PAYMENT	91.00
					Total :	**91.00**
119029	7/26/2018	12641 WITTORFF, VICKY DENISE	AUGUST 1, 2018		RETIREE HEALTH PAYMENT	31.00
					Total :	**31.00**
119030	7/26/2018	10850 CCH INCORPORATED	5410300535		PAYROLL MGRS LTR SUBSCRIP	561.00
					Total :	**561.00**

52 Vouchers for bank code : ubgen **Bank total : 309,364.49**

52 Vouchers in this report **Total vouchers : 309,364.49**

Prepared by: Nicole S
Date: 7-26-18

Approved by: Matthew Jennings
Date: 7-26-18

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
7183	7/24/2018	10353 PERS	07 18 3		RET PYMT/REPL BENEFIT FUND	120,685.29
					Total :	**120,685.29**

1 Vouchers for bank code : ubgen — **Bank total : 120,685.29**

1 Vouchers in this report — **Total vouchers : 120,685.29**

Prepared by: [signature]
Date: 7-26-18

Approved by: Heather Jennings
Date: 7-31-18

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
566103	7/23/2018	10402 BANK OF NEW YORK MELLON	8900606738		CDBG SEC 108 LOAN PMT	146,181.00
					Total :	**146,181.00**

1 Vouchers for bank code : ubgen — **Bank total :** **146,181.00**

1 Vouchers in this report — **Total vouchers :** **146,181.00**

Prepared by: Nicole
Date: 7-31-18

Approved by: Heather Jennings
Date: 7/31/18

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE August 8, 2018 **AGENDA ITEM NO.**

ITEM TITLE **PUBLIC HEARING FOR MINOR REVISION (MR2015-8) TO DEVELOPMENT REVIEW PERMIT DR86-53 AND MITIGATED NEGATIVE DECLARATION (AEIS2015-24) AND A MITIGATION MONITORING AND REPORTING PROGRAM PREPARED PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR THE RELOCATION AND EXPANSION OF THE EXISTING COSTCO FUEL DISPENSING FACILITY LOCATED AT 101 TOWN CENTER PARKWAY IN THE TOWN CENTER (TC) ZONE (APN: 381-041-19-00). APPLICANT: COSTCO WHOLESALE**

DIRECTOR/DEPARTMENT Melanie Kush, Development Services MK

SUMMARY

Costco Wholesale is proposing to relocate its fuel dispenser facility from its current location at the northeast corner of the parking lot to the southwest corner of the parking lot. The proposed fuel facility would include a new canopy over sixteen (16) fuel dispensers, underground storage tanks, an aboveground clean air separator, an attendant enclosure and associated landscaping and parking improvements. The existing eight (8) fuel dispenser facility would be replaced with a new parking area. The driveways along Town Center Parkway used to access the site would be unchanged and no work is proposed within the City's right-of-way. The larger fuel dispensing facility, its new location, and the reconfigured parking lot and drive aisles would result in reduced vehicle queues and improved traffic circulation at the site. The subject proposal requires a Minor Revision to the Costco site plan approved under Development Review Permit DR86-53, as amended. The project does not involve a change in the existing General Plan Land Use Designation nor a change in the Town Center Specific Plan.

ENVIRONMENTAL REVIEW

Mitigated Negative Declaration AEIS2015-24 (State Clearinghouse No. 2018031028), prepared pursuant to the California Environmental Quality Act ("CEQA"), was made available for a 30-day public review and comment period from March 8, 2018 to April 9, 2018 and is recommended for approval. Three comment letters were received, but no new issues were raised that were not already analyzed in the Mitigated Negative Declaration.

FINANCIAL STATEMENT

Staff costs for application processing are paid on an actual cost recovery basis. Development Impact Fees are estimated to be $109,368.00, which includes traffic mitigation and traffic signal fees.

CITY ATTORNEY REVIEW ☐ N/A ☒ Completed

RECOMMENDATIONS

MDB

1. Conduct and close the Public Hearing; and
2. Approve the Mitigated Negative Declaration (AEIS2015-24) and the Mitigation Monitoring and Reporting Program as complete and in compliance with the provisions of CEQA per the attached Resolution and authorize filing a Notice of Determination; and
3. Approve Development Review Permit Minor Revision MR2015-8 per the attached Resolution.

ATTACHMENTS Staff Report Aerial Vicinity Map Project Plans
MND Resolution with Responses to Comments and Initial Study Exhibit B - MMRP
Minor Revision Resolution

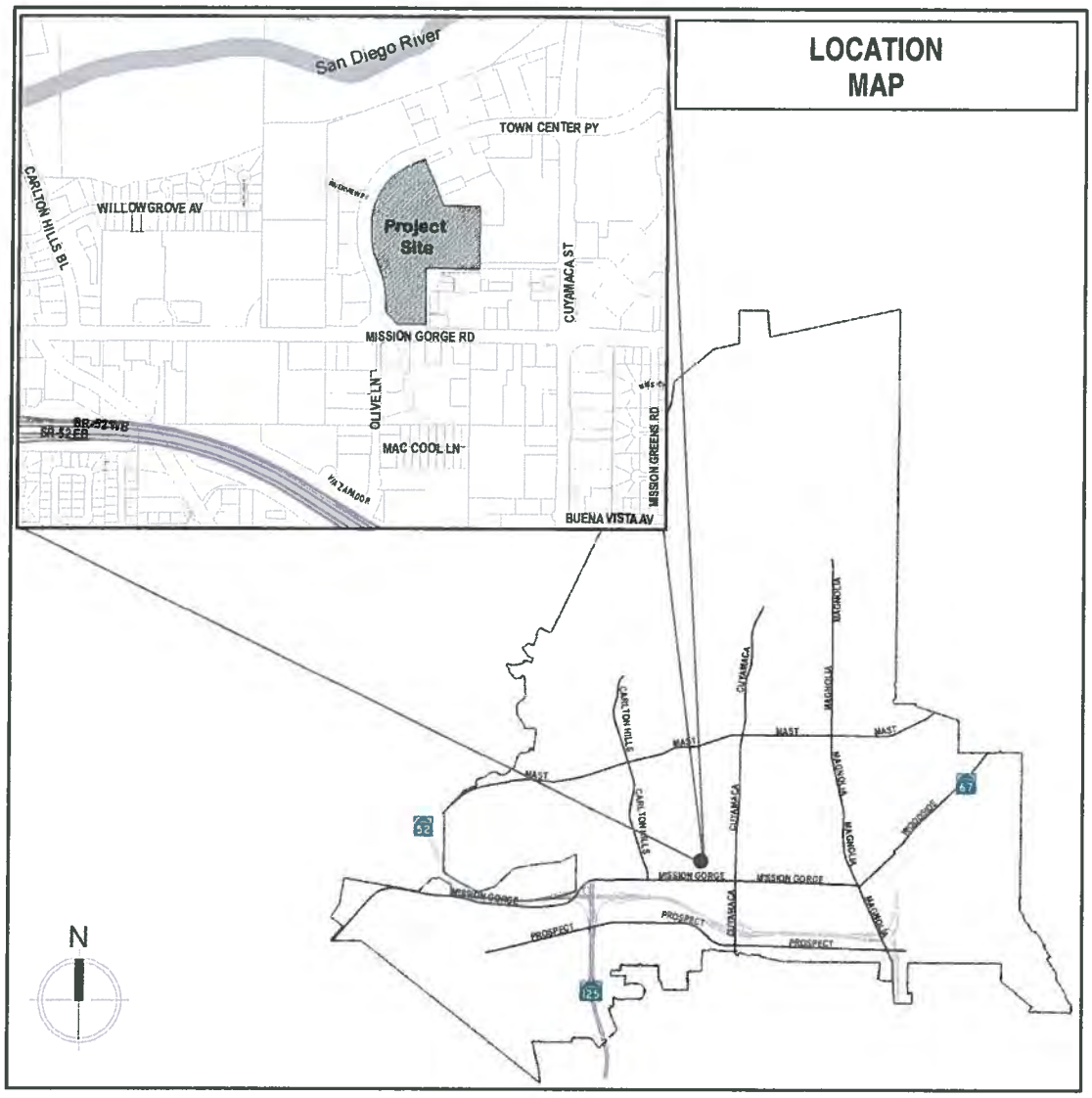
STAFF REPORT

PUBLIC HEARING FOR MINOR REVISION (MR2015-8) TO DEVELOPMENT REVIEW PERMIT DR86-53 AND MITIGATED NEGATIVE DECLARATION (AEIS2015-24) AND A MITIGATION MONITORING AND REPORTING PROGRAM PREPARED PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR THE RELOCATION AND EXPANSION OF THE EXISTING COSTCO FUEL DISPENSING FACILITY LOCATED AT 101 TOWN CENTER PARKWAY IN THE TOWN CENTER (TC) ZONE (APN: 381-041-19-00).

APPLICANT: COSTCO WHOLESALE

CITY COUNCIL MEETING
AUGUST 8, 2018

A Notice of Intent to Adopt a Mitigated Negative Declaration was published in the East County Californian on March 8, 2018 for a 30-day public review period and Notice of the Public Hearing was published in the East County Californian on July 26, 2018 and 34 adjacent owners or residents of property within 300 feet of the request and other interested parties were notified by U.S. Mail on July 26, 2018



A. SITUATION AND FACTS

1. Requested by ..... Costco Wholesale
2. Land Owner ..... Costco Wholesale
3. Type and Purpose of Request ..... Minor Revision to the Costco site plan approved under DR86-53 to permit a new fuel dispensing facility on the southwest corner of the site and removal of the existing fuel facility located on the northeast corner of the site.
4. Location ..... 101 Town Center Parkway
5. Site Area ..... 14 acres
6. Existing Zoning ..... TC (Town Center)
7. Surrounding Zoning ..... North: Town Center
   South: General Commercial
   East: Town Center
   West: Town Center
8. General Plan Designation ..... TC (Town Center)
9. Existing Land Use ..... Costco Wholesale retail building, fuel facility, tire center, propane station and parking area
10. Surrounding Land Use ..... North: Town Center Commercial
    South: General Commercial
    East: Town Center Commercial
    West: Town Center Commercial
11. Terrain ..... Level developed site
12. Environmental Status ..... Mitigated Negative Declaration (AEIS2015-24)
13. APN 381-041-19-00
14. Within Airport Influence Area ..... Yes, within Safety Zone 6. Project received a Determination of Consistency with the Gillespie Field Airport Land Use Compatibility Plan by the San Diego Airport Land Use Commission on September 11, 2017.

B. BACKGROUND

Site Description – The 14-acre project site is developed with a main 128,800-square-foot retail building with an attached food court and several detached accessory uses, including a tire center, a propane tank refill station, and an existing fuel dispensing facility. The site is located on the northeast corner of Mission Gorge Road and Town Center Parkway in the Town Center (TC) General Plan Land Use Designation and Zone, with direct access to the site from three driveway entrances along Town Center Parkway.

The existing fuel dispensing facility is located on the northeast corner of the parking lot near the most northerly driveway entrance to the Costco site from Town Center Parkway. This facility consists of four islands with 8 fuel dispenser stations and 16 vehicle fueling positions. Currently, the vehicle queue into the fueling area extends into the adjacent parking areas and drive aisles, beyond the designed queue capacity, impeding the flow of on-site traffic.

Project Description – The project includes the relocation and expansion of the existing fuel dispensing facility located within the Costco parking lot. The proposed fuel dispensing facility would be placed in a larger parking field on the south side of the parking lot and would consist of 16 fuel dispenser stations and 32 fueling positions. The new facility would include a 15,812 square-foot canopy over the fuel dispensers, three 40,000-gallon gasoline underground storage tanks, a 1,500-gallon additive underground storage tank, an enclosed aboveground clean air separator, and an attendant enclosure. The clean air separator would be screened by a 6-foot masonry wall enclosure and perimeter landscaping. As designed, the queue length would be approximately 70 to 100 feet behind the new dispensers.

Primary access to the new fuel facility would be from the existing driveway located on Town Center Parkway closest to Mission Gorge Road. The existing fuel facility would be replaced with parking, offsetting most of the parking lost due to the new fuel facility, with a net loss of 20 parking spaces. At project completion there would be a total of 646 parking spaces on the entire Costco property, which would exceed the 556-parking space requirement for the Costco Warehouse building and all accessory uses as set forth in the Zoning Ordinance.

C. ANALYSIS

Traffic – The project has been designed to improve vehicle circulation on site by providing a higher-capacity fueling facility that would reduce vehicle queueing. The new on-site queueing area would be larger than the existing queueing area and would better manage the on-site storage of vehicles waiting to use the fuel dispensers. As assessed in a traffic study prepared for the project (Kittelson & Associates 2017), the relocation and expansion of the fuel facility would result in a traffic increase of about 50 vehicles or

approximately 20% to the site during peak hours between 12 pm and 2 pm; however, as approximately 82% of trips are shared internal trips with the Costco warehouse or pass-by and diverted trips from the neighboring roadways, it is not anticipated to impact access to the site or the performance of the surrounding street network. A queuing assessment performed as part of the traffic study demonstrates that, in combination with the added dispensers, the 100-foot stacking area behind the fuel dispensers will adequately accommodate the expected increase in traffic without any queuing into adjoining drive aisles or onto Town Center Parkway. Nevertheless, in the event that queuing extends beyond the vehicle stacking capacity of the proposed fuel facility, Costco would implement staff-managed traffic control and the use of on-site cone delineators to contain any additional queuing entirely on site.

Construction Phasing – Construction of the new fuel dispensing facility and removal of the existing one is expected to span a period of 5 months. Construction activities at the site would not commence until the peak holiday season ends in January 2019. During the first phase of construction when the new fuel dispensing facility is being constructed, up to 92 existing parking spaces in the southern portion of the Costco site would be temporarily displaced for approximately 12 weeks. During phases 2 and 3 when the existing fuel station is being decommissioned, up to 70 existing spaces on the east side of the existing fuel station would be temporarily displaced for approximately 5 weeks, and an additional 22 existing spaces on the west side of the existing fuel station would be displaced for approximately 3 weeks. The following table summarizes the number of parking spaces temporarily affected during each phase of project construction:

TEMPORARY PARKING IMPACTS DURING CONSTRUCTION

Construction Phase	Duration (weeks)	Temporary Parking Displacement
Phase 1 – Construct New Fuel Station	12	92
Phase 2 – Decommission Existing Fuel Station (eastern portion)	5	70
Phase 3 – Decommission Existing Fuel station (western portion)	3	22

The temporary loss of existing parking would reduce the number of available spaces for Costco customers during the construction period. To offset the temporary reduction in on-site parking spaces, Costco would provide a temporary off-site employee parking location. Costco has indicated that they are working to secure an agreement with a nearby property owner to provide temporary off-site parking during project construction.

Building Characteristics and Design – The most prominent feature of the proposed fuel dispensing facility is the canopy, which would measure 134 feet by 118 feet and have an overall height of 17.5 feet. Due to the facility's proposed location along Mission Gorge Road, the proposed canopy and support columns would consist of earth-tone colors that meld into the surrounding landscape. The canopy fascia would have a vertical length of 3 feet and be painted in a tan color. A Costco sign would be centered on each side of the canopy. The support columns would have a vertical clearance of 14.5 feet and would be encased with tan split-face block. The fuel pumps would feature the blue and red Costco colors. An attendant enclosure would also be located by the fuel dispensers. The metal enclosure would be located north of the dispensers, away from Mission Gorge Road, and be painted with a tan color matching the fascia of the canopy. In addition, the proposed aboveground clean air separator and corresponding exhaust pipes would be screened by a six-foot split-face, tan masonry wall enclosure. Landscaping would be provided around the attendant enclosure and along the clean air separator walls.

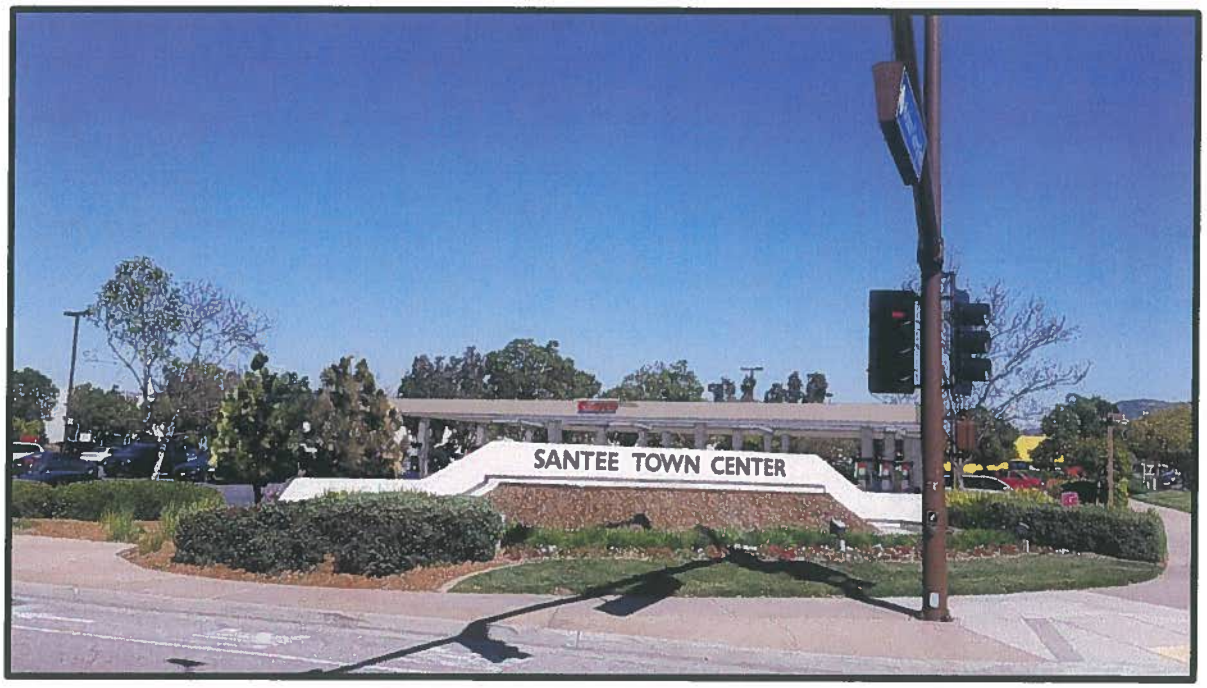


Photo-simulation of proposed fuel facility as viewed from Town Center Parkway/Mission Gorge Road

The proposed project would result in a net increase of about 8,600 square feet of landscaping. The landscaping would include new tree wells within the parking lot and additional landscaping around the proposed fuel facility. New landscaping would include a combination of drought-tolerant trees, shrubs, and groundcover. A total of 111 new trees would be planted, offsetting the loss of 66 existing trees. Landscaping within the parkway strips along Town Center Parkway and Mission Gorge Road would not be disturbed by the project.

Compatibility with Adjacent Land Uses - The existing fuel dispensing facility at Costco was approved as an accessory use within the Town Center Specific Plan as part of a Conditional Use Permit (P98-03) and Town Center Specific Plan Amendment (TCSPA98-01) in November 1998. Many of the customers visiting the Costco retail store also fuel their vehicles at the Costco gas station, consolidating uses and vehicle trips at the same site. The proposed fuel dispensing facility would be a similarly consistent accessory use. Although the footprint of the new fuel facility would be in a different location as compared to the current facility, the facility would be compatible with the most proximate uses, including an existing on-site tire service center and a propane tank refill station.

Drainage and Water Quality – The project site is generally flat with a gentle one to two percent slope northward toward Town Center Parkway. The project would result in an increase in landscaped areas and a net decrease of approximately 0.25 acres of impervious surface. The proposed drainage would have improvements to treat storm water in accordance with current storm water treatment regulations. Six biofiltration areas have been proposed throughout the site to treat surface runoff from the new facility and replaced impervious area. The proposed canopy for the fuel dispensing facility would discharge to roof drains that would flow to a new biofiltration area on the east side of the facility. In order to isolate the fuel facility for stormwater treatment, the stormwater runoff from the existing pavement on the east side of the fueling area would be collected and conveyed to a biofiltration area.

D. ENVIRONMENTAL REVIEW

Mitigated Negative Declaration AEIS2015-24 (State Clearinghouse No. 2018031028) was made available for a 30-day public review and comment period from March 8, 2018 to April 9, 2018 and is recommended for approval. All comments received have been reviewed and considered, and no substantial new information has been received that has not already been analyzed in the Mitigated Negative Declaration. A full discussion of the environmental issues and response to comments is found in the attached Initial Study.

E. ESTIMATED FEES

Development of the proposed project will require the payment of the following Development Impact Fees.

1. Traffic . . . . . $94,176.00 calculated based on a fee rate of $7,848\1000 square feet of building area.
2. Traffic Signal . . . $15,192.00 calculated based on a fee rate of $1,266\1000 square feet of building area.

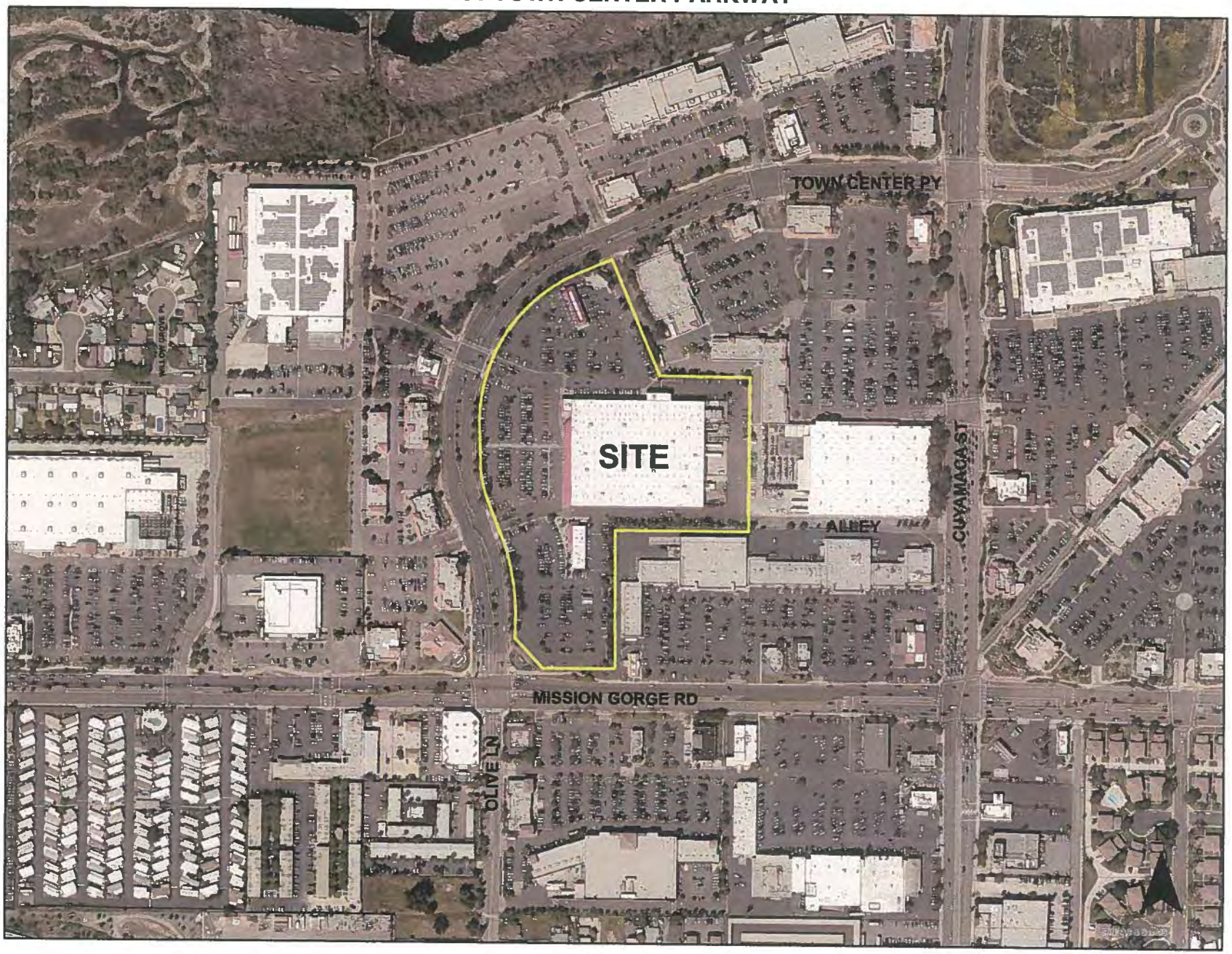
F. STAFF RECOMMENDATION

1. Conduct and close the Public Hearing.

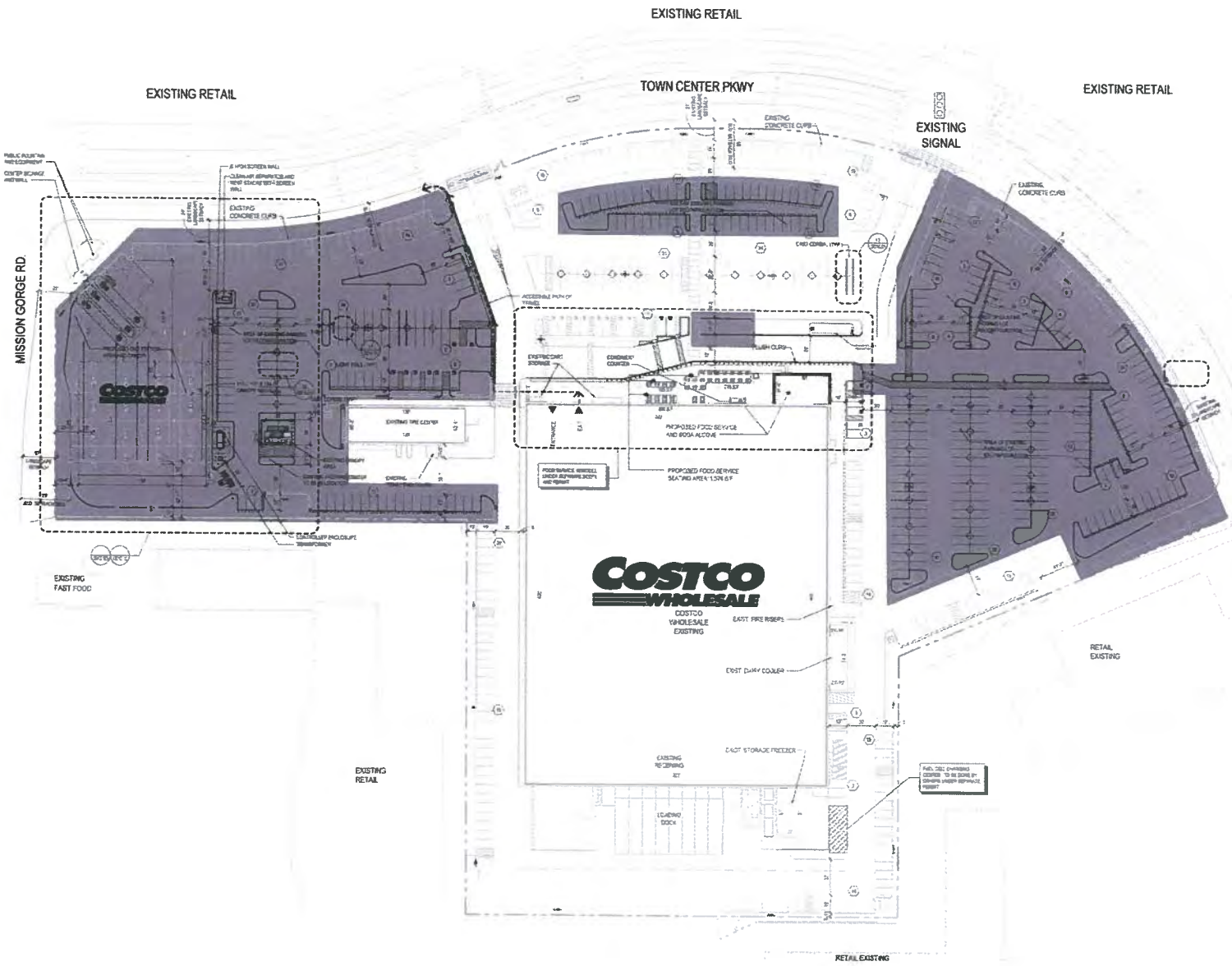
2. Approve the Mitigated Negative Declaration (AEIS2015-24) and the Mitigation Monitoring and Reporting Program as complete and in compliance with the provisions of CEQA per the attached Resolution and authorize filing a Notice of Determination.

3. Approve Development Review Permit Minor Revision MR2015-8 per the attached Resolution.

AERIAL VICINITY MAP
MINOR REVISION MR2015-8
COSTCO FUEL FACILITY RELOCATION & EXPANSION PROJECT
101 TOWN CENTER PARKWAY



PROJECT PLANS – MR2015-8



PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	101 TOWN CENTER PARKWAY SANTEE, CA 92071
ZONING:	TOWN CENTER
SITE AREA.	14.05 ACRES (612,202 S.F.)
JURISDICTION	CITY OF SANTEE
BOUNDARIES INFORMATION	THIS PLAN HAS BEEN PREPARED BY USING NASLAND ENGINEERING (619) 292-7700 DATED 4-19-99

BUILDING DATA:	
EXIST. BUILDING AREA	128,800 S.F.
EXIST. FOOD SERVICE (DEMO)	856 S.F.
EXIST. STORAGE FREEZER	1,442 S.F.
EXIST. DAIRY COOLER	1,595 S.F.
EXIST. DETACHED TIRE CENTER	5,243 S.F.
TOTAL EXIST. BUILDING	137,936 S.F.
PROPOSED BUILDING DATA:	
PROPOSED FOOD SERVICE	1,890 S.F.
LESS DEMO OF EXISTING FOOD SERVICE	856 S.F.
TOTAL PROPOSED BUILDING AREA	138,970 S.F.
PROPOSED OUTSIDE FOOD SERVICE SEATING	1,076 S.F.
EXISTING PARKING DATA:	
PARKING PROVIDED:	
9'x19' PARKING	646 STALLS
9'x19' ACCESSIBLE PARKING	23 STALLS
EXIST. TOTAL PARKING	669 STALLS
NO. OF STALLS PER 1000 S.F. OF BUILDING AREA:	4.85 STALLS
PROPOSED PARKING DATA	
PARKING	619 STALLS
ACCESSIBLE PARKING	23 STALLS
TOTAL PROPOSED PARKING	642 STALLS LOSS OF 27 STALLS
NO. OF STALLS PER 1000 S.F. OF BUILDING AREA (140,046 S.F.):	4.65 STALLS
CITY REQUIRED PARKING 1 / 250 S.F. X 140,046 S.F.	560 STALLS

NOTES:
EXISTING CONDITIONS TO BE FIELD VERIFIED

0 20' 40' 80'
1" = 40'-0"

COSTCO WHOLESALE
SANTEE, CA
W# 403

101 TOWN CENTER DRIVE
SANTEE CA

MG2

94-1980-32
JULY 18, 2018

PROPOSED SITE PLAN

DD11-15

COSTCO WHOLESALE

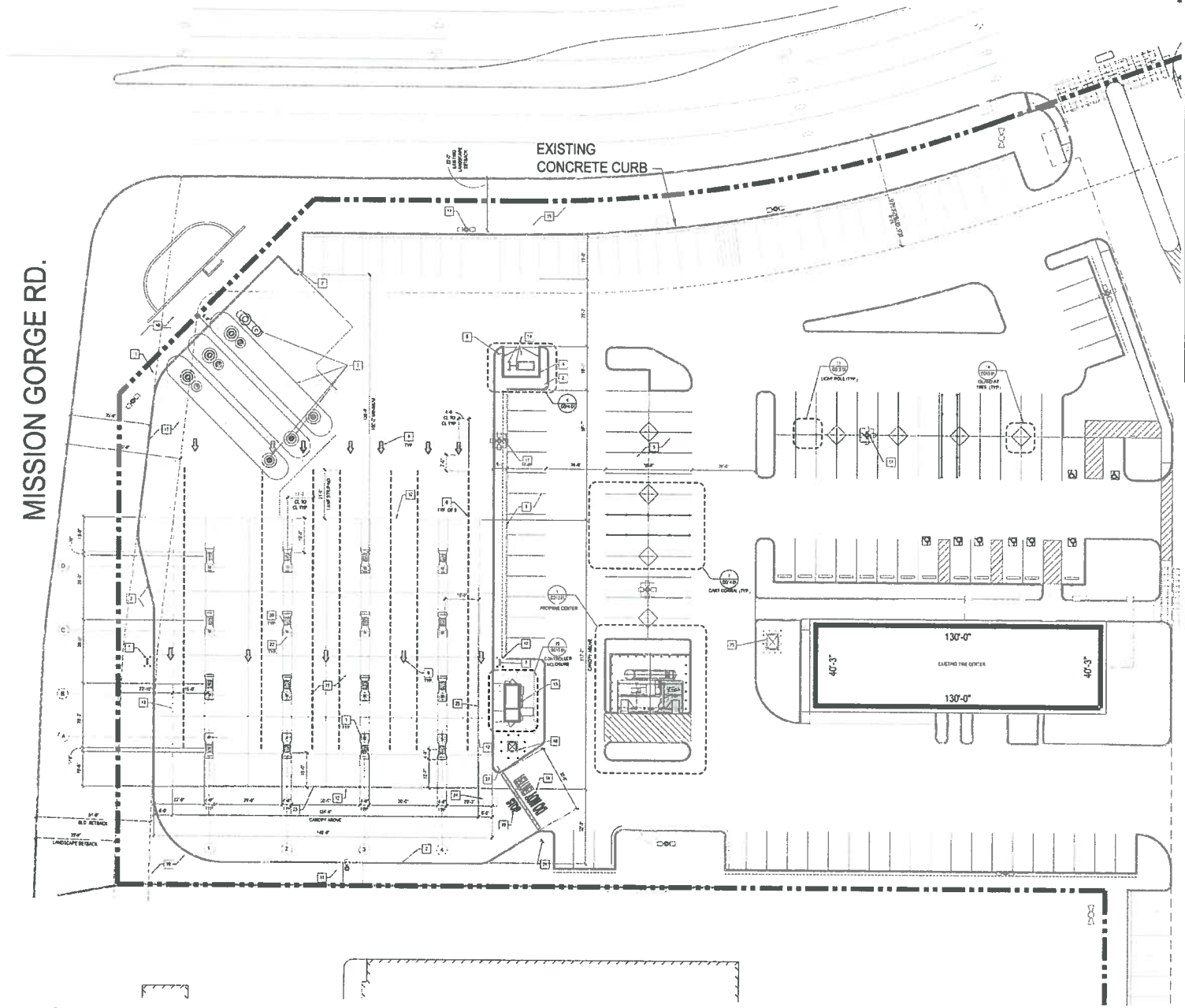
SANTEE, CA

PROPOSED SITE PLAN

JULY 18, 2018

City Council Meeting August 8, 2018

PROJECT PLANS – MR2015-8



KEYNOTES

1	NEW DUEL HOSE MULTI-PRODUCT DISPENSER (TYP. OF ALL NEW DISPENSERS)
2	NEW CONCRETE CURB AND LANDSCAPE
3	LOCATION OF UNDERGROUND STORAGE TANKS (1) 40,000 GALLON UNDERGROUND FLEX MIST (1) 1,500 GALLON ADDITIVE UST
4	NEW 6' HIGH CMU SCREEN WALL
5	NEW PARKING STALLS
6	NEW PAINTED TRAFFIC CONTROL STRIPING - SEE DETAIL
7	EMERGENCY PUMP SHUT OFF
8	NEW "NUMBERS ONLY" SIGN - SEE DETAIL H/DD14.01
9	NEW PAINTED TRAFFIC ARROW - SEE DETAIL
10	EXISTING LANDSCAPING TO REMAIN
11	NEW AREA SITE LIGHT POLE
12	NEW CANOPY ABOVE, SEE EXTERIOR ELEVATIONS SHEET DD12.01
13	NEW CONTROLLER ENCLOSURE - REFER TO DETAIL 16/DD12.01
14	NEW CLEAN AIR SEPARATOR AND SEAT STACK - REFER TO DETAIL H/DD14.01
15	NEW CONCRETE SLAB - SEE STRUCTURAL & CIVIL PLANS
16	NEW TRANSFORMER ON CONCRETE SLAB - SEE CIVIL DRAWINGS
17	BOLLARD - SEE DETAIL
18	PAINTED "DO NOT ENTER" SIGN - SEE DETAIL
19	PAINTED "STOP" BAR - SEE DETAIL
20	CONCRETE DISPENSER ISLAND
21	"DO NOT ENTER" SIGN AND "STOP" SIGN - SEE DETAIL 16/DD14.01
22	FIRE EXTINGUISHER CINE PER ISLAND MOUNTED ON ENTRANCE BOX COLUMNS - FIRE EXTINGUISHER CABINET TO BE BROCKS MODEL # BANK & RED CABINET WITH CLEAR COVER (OR EQUAL) - FIRE EXTINGUISHER AND CABINET SUPPLIED BY CONTRACTOR
23	NEW TRENCH DRAIN - SEE CIVIL DRAWINGS
24	NEW CATCH BASIN - SEE CIVIL DRAWINGS
25	EXISTING TRANSFORMER TO REMAIN

0 8' 16' 32'
1/16" = 1'-0"

COSTCO WHOLESALE

SANTEE, CA
LOCATION 403

101 TOWN CENTER DRIVE
SANTEE, CA

MG2

94-1980-32
JULY 18, 2018

ENLARGED SITE PLAN

DD12.15

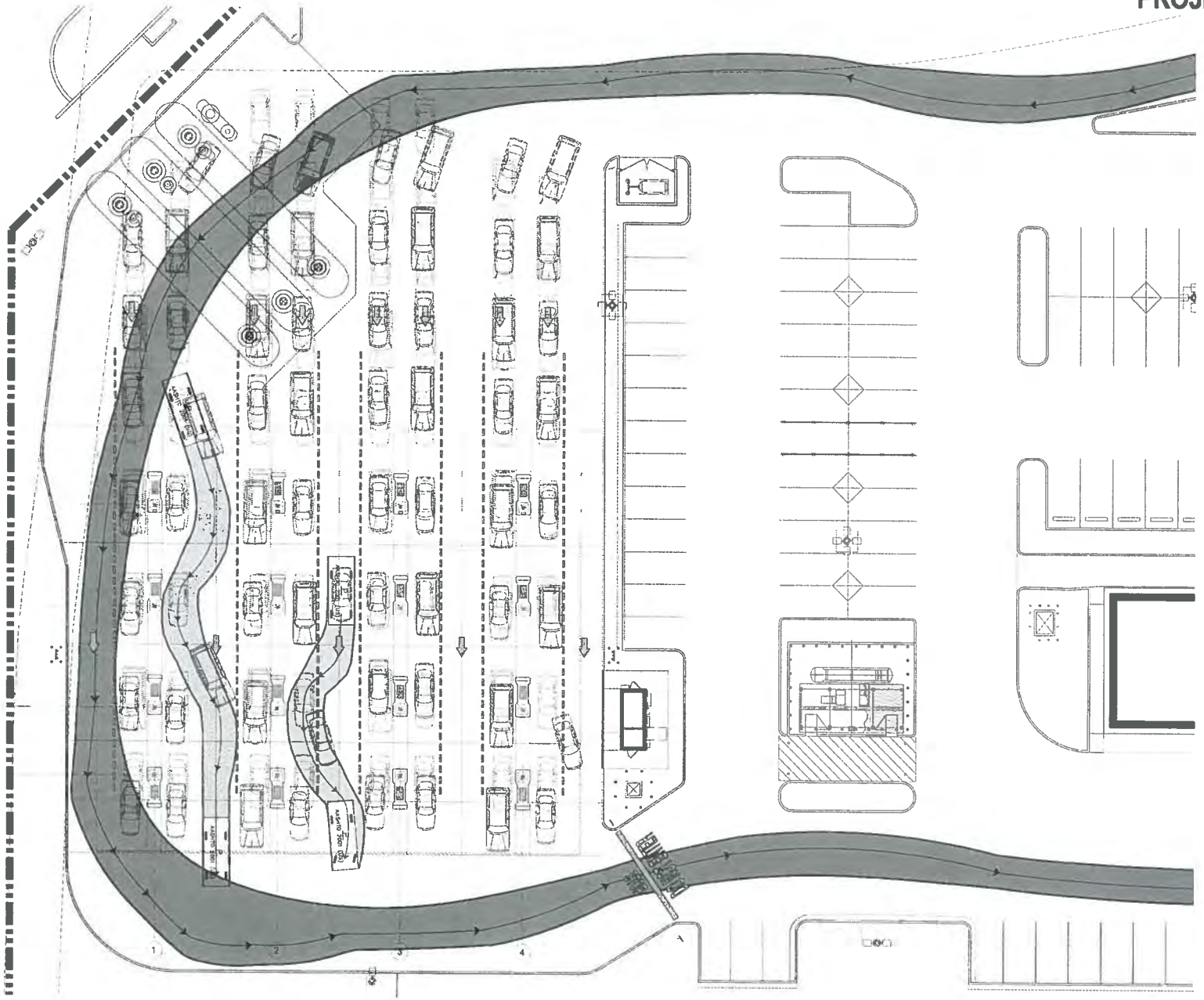
COSTCO WHOLESALE

SANTEE, CA

ENLARGED SITE PLAN

JULY 18, 2018

City Council Meeting August 8, 2018



CONCEPTUAL STACKING	
CARS @ DISPENSERS	32
CARS STACKING	31
TOTAL CARS IN AREA	63

0 5' 10' 20'
1" = 10' 0"

COSTCO WHOLESALE

SANTEE, CA
LOCATION 403

101 TOWN CENTER DRIVE
SANTEE, CA

MG2

94-1980-32
JULY 18, 2018

STACKING PLAN

DD12.15S

COSTCO WHOLESALE

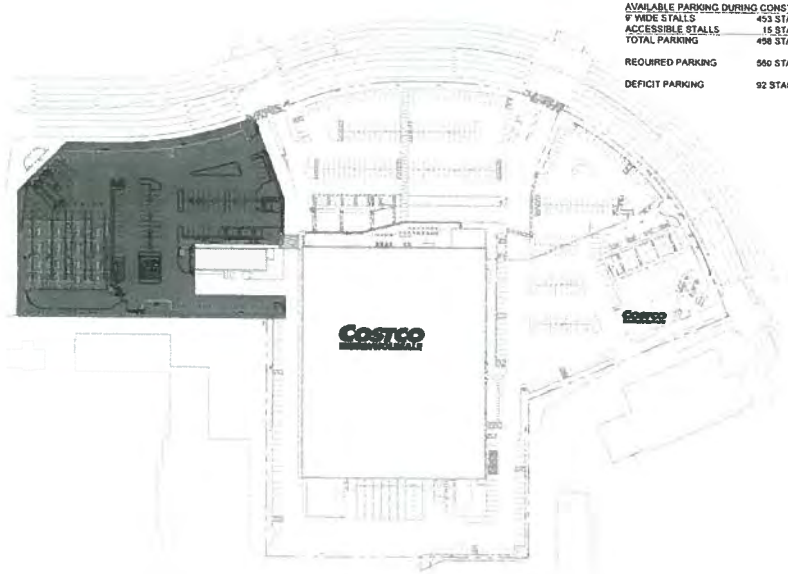
SANTEE, CA

STACKING PLAN

JULY 18, 2018

AVAILABLE PARKING DURING CONSTRUCTION:

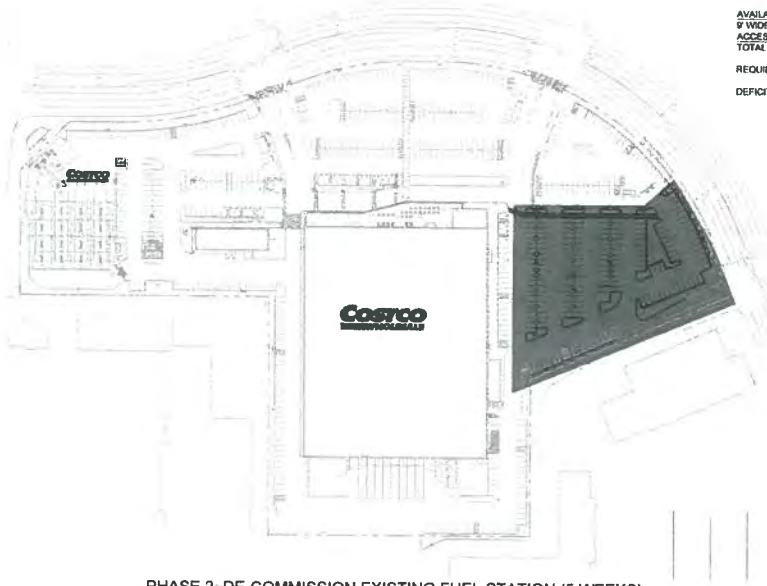
9' WIDE STALLS	453 STALLS
ACCESSIBLE STALLS	15 STALLS
TOTAL PARKING	468 STALLS
REQUIRED PARKING	560 STALLS
DEFICIT PARKING	92 STALLS



PHASE 1. CONSTRUCT NEW FUEL STATION (12 WEEKS)
SCALE: 1" = 80' -0"

AVAILABLE PARKING DURING CONSTRUCTION:

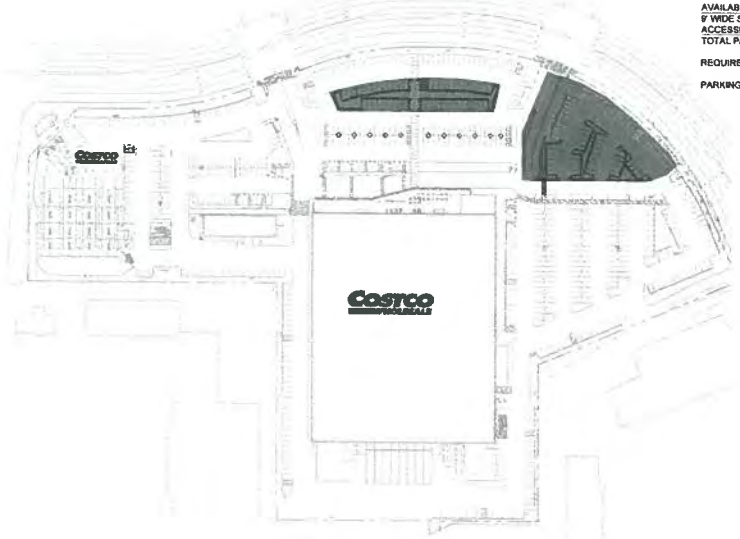
9' WIDE STALLS	487 STALLS
ACCESSIBLE STALLS	23 STALLS
TOTAL PARKING	490 STALLS
REQUIRED PARKING	560 STALLS
DEFICIT PARKING	70 STALLS



PHASE 2. DE-COMMISSION EXISTING FUEL STATION (5 WEEKS)
SCALE: 1" = 80' -0"

AVAILABLE PARKING DURING CONSTRUCTION:

9' WIDE STALLS	515 STALLS
ACCESSIBLE STALLS	23 STALLS
TOTAL PARKING	538 STALLS
REQUIRED PARKING	560 STALLS
PARKING DEFICIT	22 STALLS



PHASE 3: DE-COMMISSION EXISTING FUEL STATION (3 WEEKS)
SCALE: 1" = 80' -0"

0 20' 40' 80'
1" = 40'-0"

COSTCO WHOLESALE
SANTEE, CA
W# 403

101 TOWN CENTER DRIVE
SANTEE, CA

MG2

94-1980-32
SEPTEMBER 19, 2017

PHASING SITE PLAN

DD11.15P1

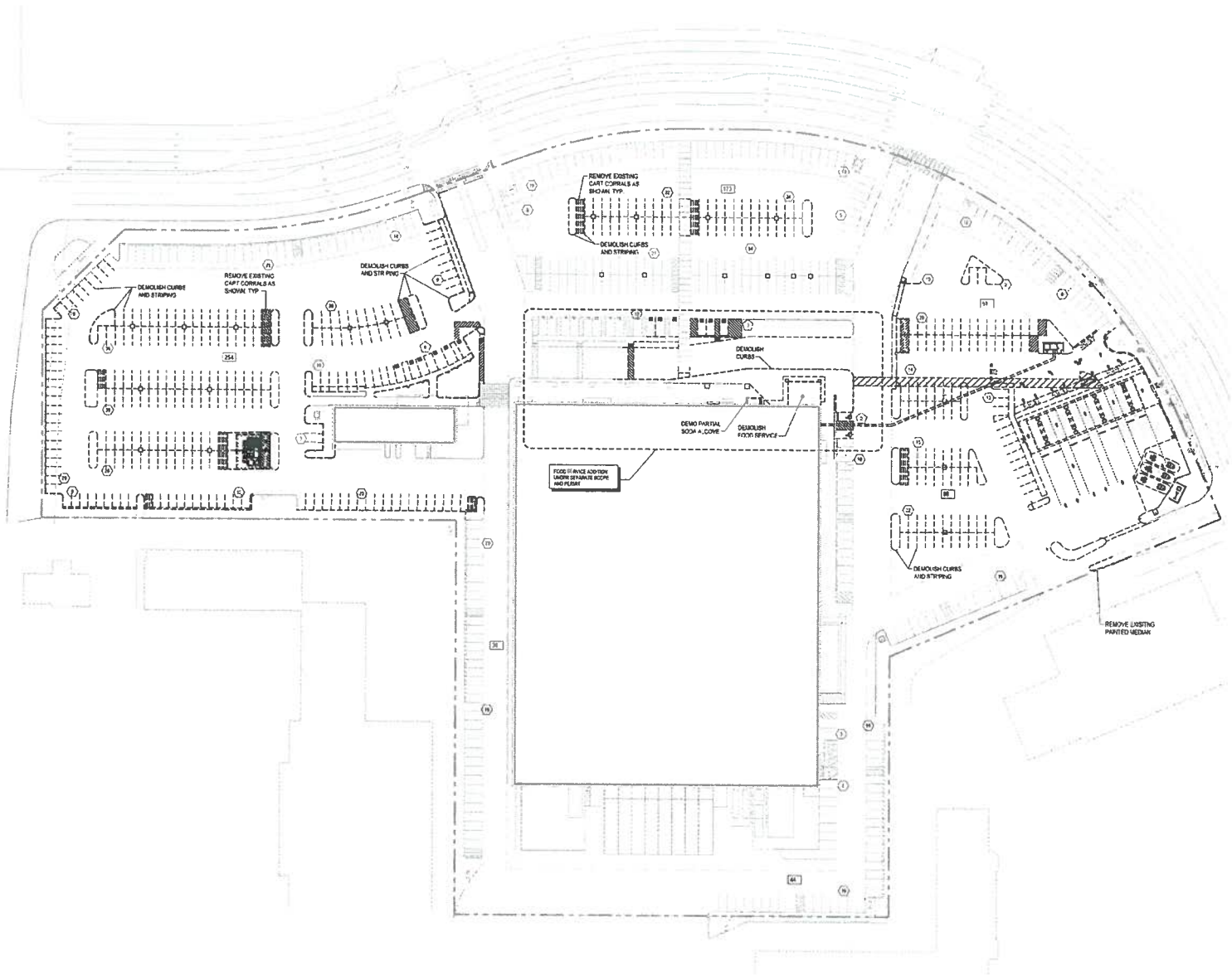
COSTCO WHOLESALE

SANTEE, CA

PHASING SITE PLAN

SEPTEMBER 19, 2017

PROJECT PLANS – MR2015-8



PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	101 TOWN CENTER PARKWAY SANTEE, CA 92071
APN:	381 - 041 - 19 - 00
ZONING:	TOWN CENTER
SITE AREA:	14.05 ACRES (612,202 S.F.)
JURISDICTION:	CITY OF SANTEE
BOUNDARIES INFORMATION:	THIS PLAN HAS BEEN PREPARED BY USING NASLAND ENGINEERING (619) 292-7700 DATED 4-19-99

BUILDING DATA:

EXIST. BUILDING AREA	128,800 S.F
EXIST. FOOD SERVICE (DEMO)	830 S.F
EXIST. STORAGE FREEZER	1,442 S.F
EXIST. DAIRY COOLER	1,583 S.F
EXIST. DETACHED TIRE CENTER	5,243 S.F
TOTAL EXIST. BUILDING	137,936 S.F

EXISTING PARKING DATA:

PARKING PROVIDED:	
9' WIDE STALLS	646 STALLS
ACCESSIBLE STALLS	23 STALLS
EXIST. TOTAL PARKING	669 STALLS
NUMBER OF STALLS PER 1,000 S.F OF BUILDING AREA:	4.85 STALLS
CITY REQUIRED PARKING 4 / 1000 X 137,936 S.F	552 STALLS

0 20' 40' 80'
1" = 40'-0"

COSTCO WHOLESALE

SANTEE, CA
W# 403

101 TOWN CENTER DRIVE
SANTEE, CA

MG2

94-1980-32
JULY 18, 2018

SITE DEMOLITION PLAN

DD11.1-15

COSTCO WHOLESALE

SANTEE, CA

SITE DEMOLITION PLAN

JULY 18, 2018

City Council Meeting August 8, 2018

0 20' 40' 80'
1" = 40'-0"

COSTCO WHOLESALE
SANTEE, CA
W# 403

101 TOWN CENTER DRIVE
SANTEE, CA

MG2

94-1980-32
JULY 18, 2018

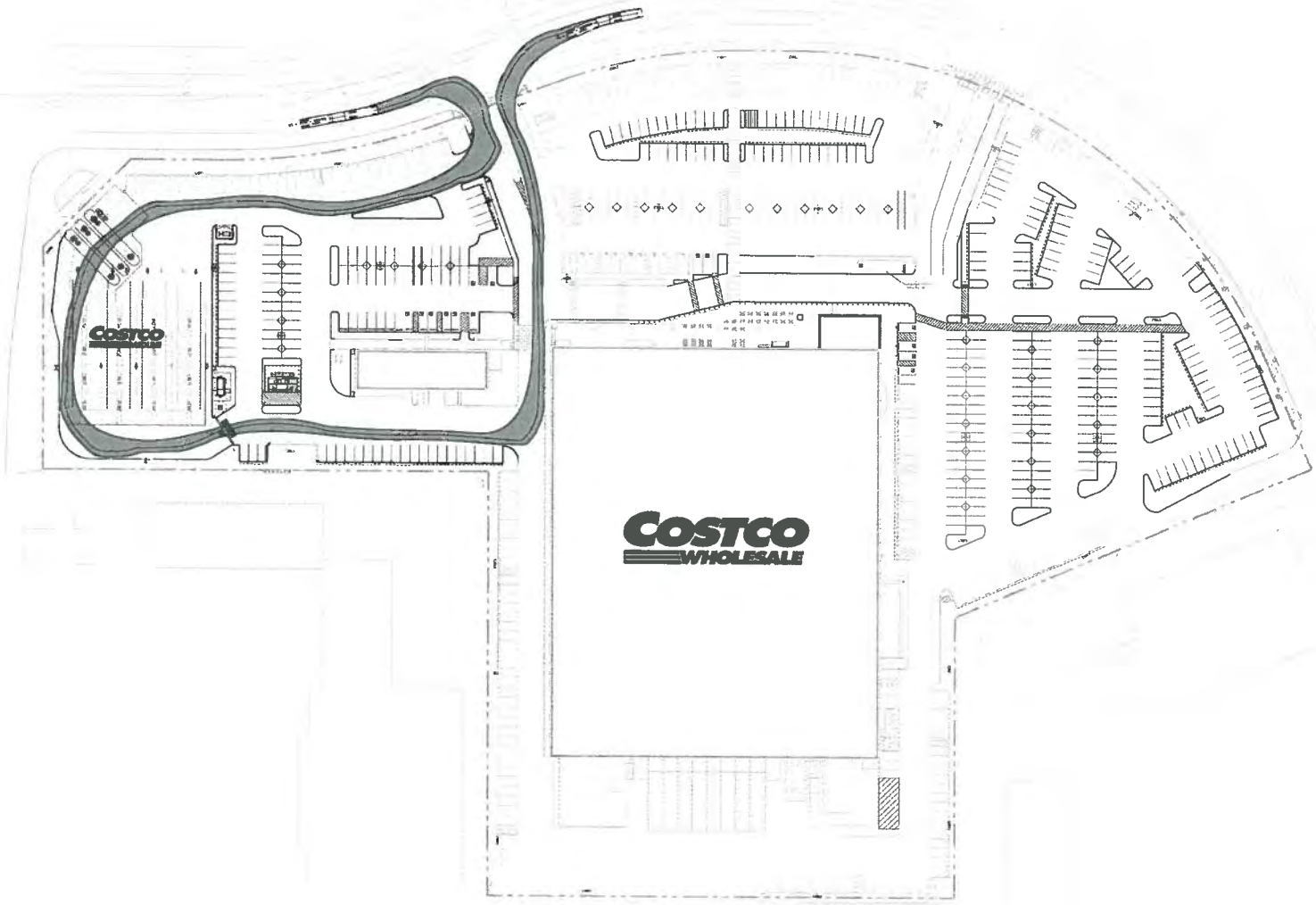
PROPOSED SITE PLAN - TRUCK ROUTES

DD11-15TR

COSTCO WHOLESALE PROPOSED SITE PLAN - TRUCK ROUTES

SANTEE, CA

JULY 18, 2018



0 20' 40' 80'
1" = 40'-0"

COSTCO WHOLESALE
SANTEE, CA
W# 403

101 TOWN CENTER DRIVE
SANTEE, CA

MG2

94-1980-32
JULY 18, 2018

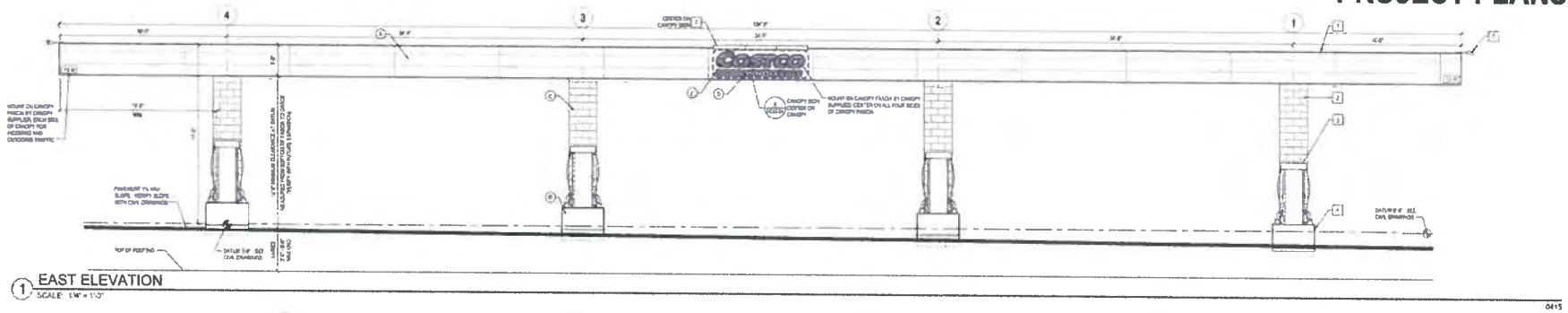
PROPOSED SITE PLAN - TRUCK ROUTES

DD11-15TR

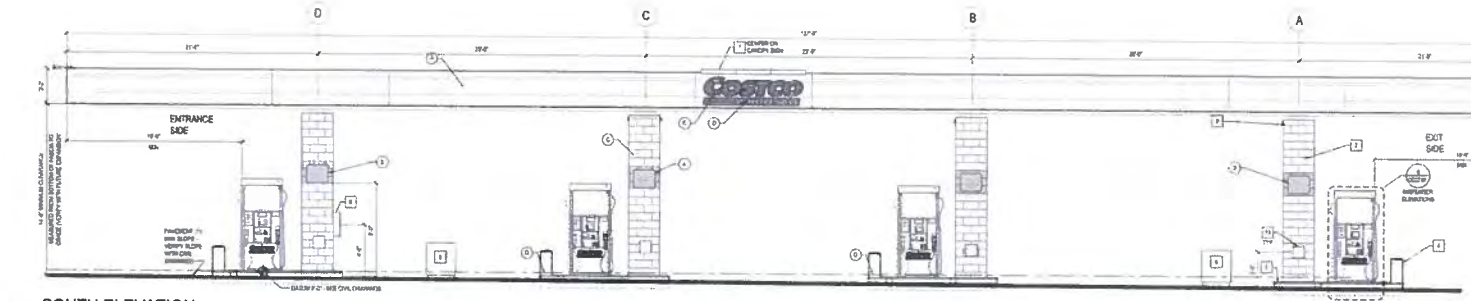
COSTCO WHOLESALE PROPOSED SITE PLAN - TRUCK ROUTES

SANTEE, CA

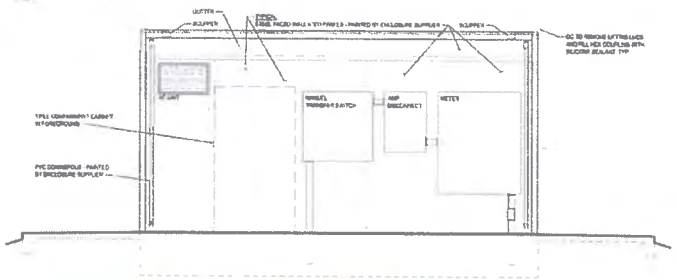
JULY 18, 2018



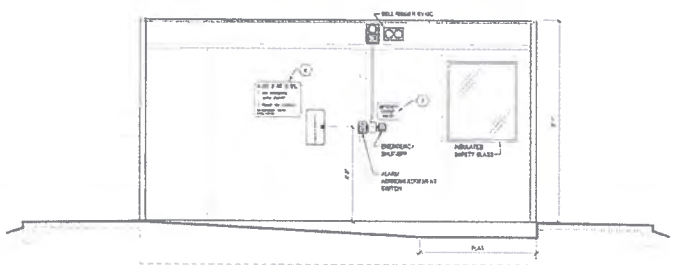
1 EAST ELEVATION
SCALE: 1/4" = 1'-0"



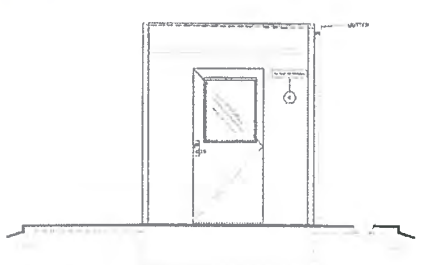
2 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



2 NORTH ELEVATION
SCALE: 1/2" = 1'-0"

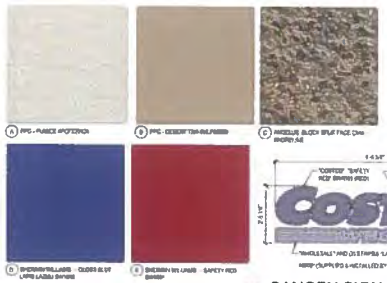


4 SOUTH ELEVATION
SCALE: 1/2" = 1'-0"



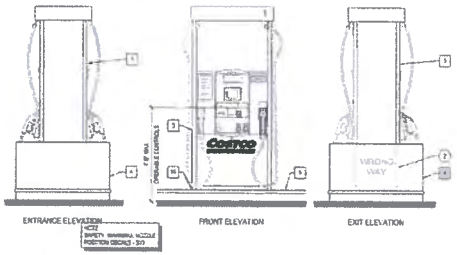
7 WEST ELEVATION
SCALE: 1/2" = 1'-0"

KEY PLAN

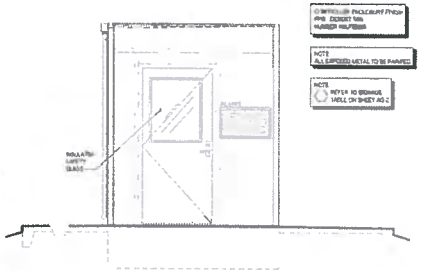


7 MATERIAL SWATCHES
SCALE: NTS

9 CANOPY SIGN
SCALE: 1/2" = 1'-0"



8 DISPENSER ELEVATIONS
SCALE: 1/2" = 1'-0"



8 EAST ELEVATION
SCALE: 1/2" = 1'-0"

KEY NOTES

SANTEE CA
W# 403

101 TOWN CENTER DRIVE
SANTEE CA

94-1980-32
SEPTEMBER 19, 2017

ELEVATIONS

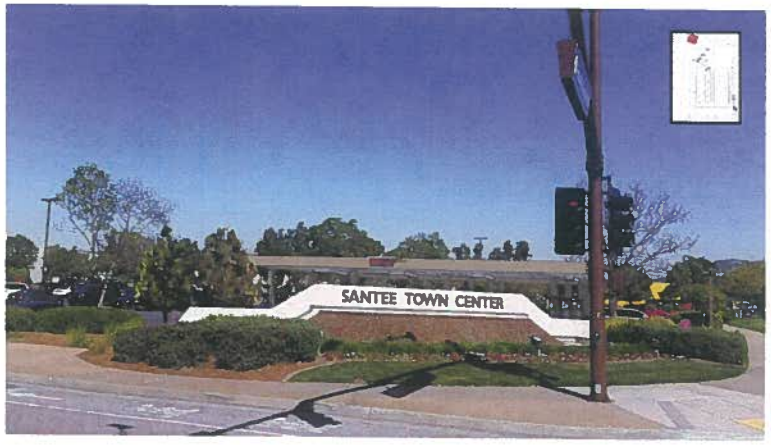
DD32.01

COSTCO WHOLESALE

SANTEE, CA

ELEVATIONS

SEPTEMBER 19, 2017



1 PERSPECTIVE 1
SCALE: NOT TO SCALE

2 PERSPECTIVE 2
SCALE: NOT TO SCALE

COSTCO WHOLESALE
SANTEE, CA
W# 403

181 TOWN CENTER DRIVE
SANTEE, CA

MG2

94-1980-32
SEPTEMBER 27, 2017

PERSPECTIVES

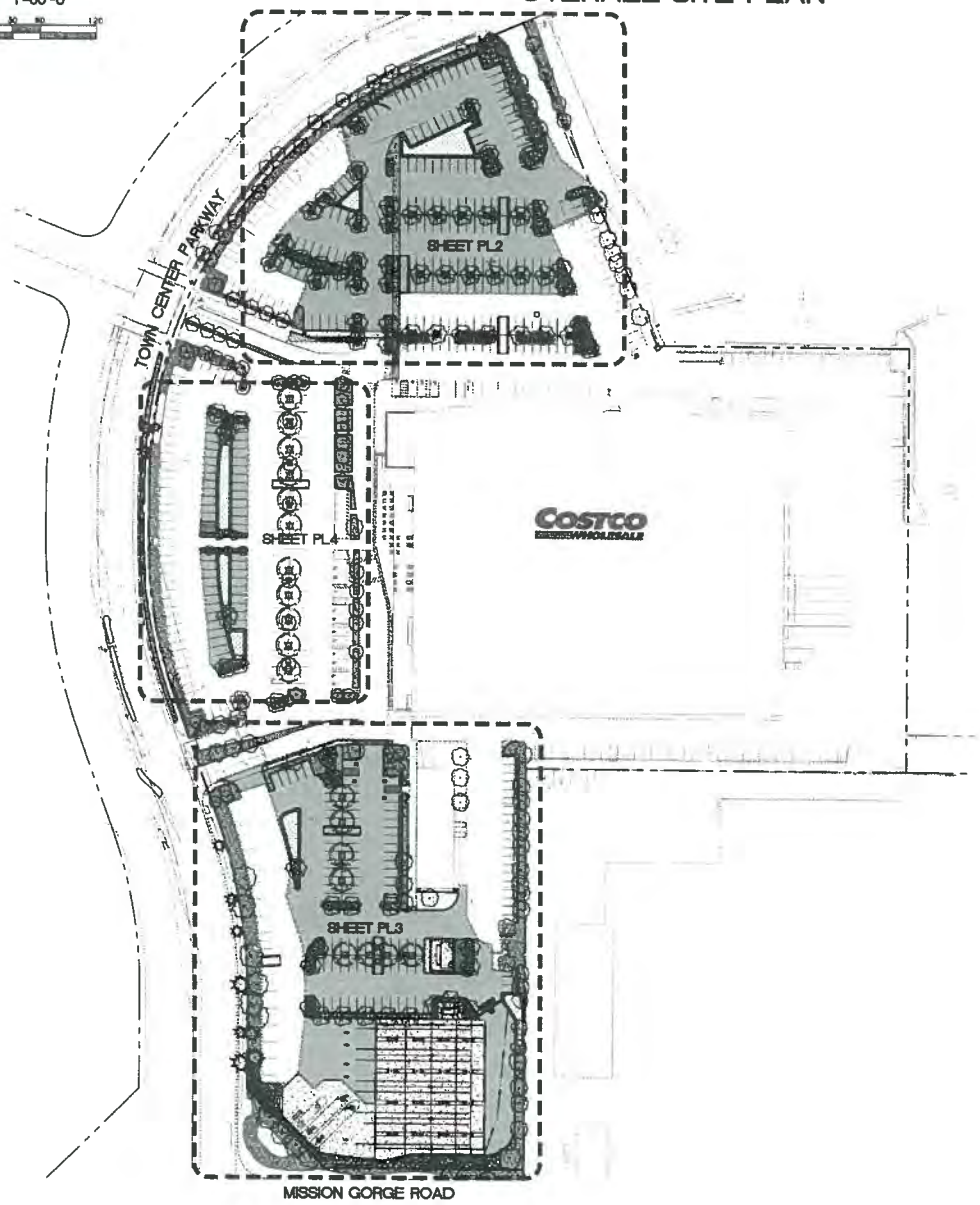
DD34.01

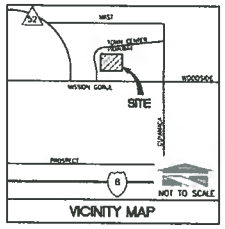
COSTCO WHOLESALE
SANTEE, CA

PERSPECTIVES
SEPTEMBER 27, 2017

PRELIMINARY LANDSCAPE PLANTING EXIHIBIT
OVERALL SITE PLAN

1"=60'-0"





VICINITY MAP

SHEET INDEX:

PL1	PRELIMINARY LANDSCAPE PLANTING EXHIBIT - OVERALL SITE PLAN
PL2	PRELIMINARY LANDSCAPE PLANTING - RELOCATION PLAN
PL3	PRELIMINARY LANDSCAPE PLANTING - FUEL FACILITY PLAN
PL4	PRELIMINARY LANDSCAPE PLANTING - PARKING LOT MODIFICATION AND DETAILS
PL5	PRELIMINARY LANDSCAPE PLANTING - NOTES AND LEGEND

LANDSCAPE AREA SUMMARY:

LANDSCAPE AREA REMOVED:	13,647 SF
LANDSCAPE AREA ADDED:	22,256 SF
LANDSCAPE NET AREA CHANGE:	+8,609 SF

No.	Date	By	Chk	Appr.	Revision
2	4/07/17	MR	MR	DAT	DEVELOPMENT PERMIT
1	1/23/17	MR	MR	DAT	PRELIMINARY SUBMITTAL

Title: PRELIMINARY LANDSCAPE PLANTING EXHIBIT
OVERALL SITE PLAN
101 TOWN CENTER PARKWAY
SANTEE, CA 92071
COSTCO FUEL FACILITY #403

For: COSTCO GASOLINE
COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027

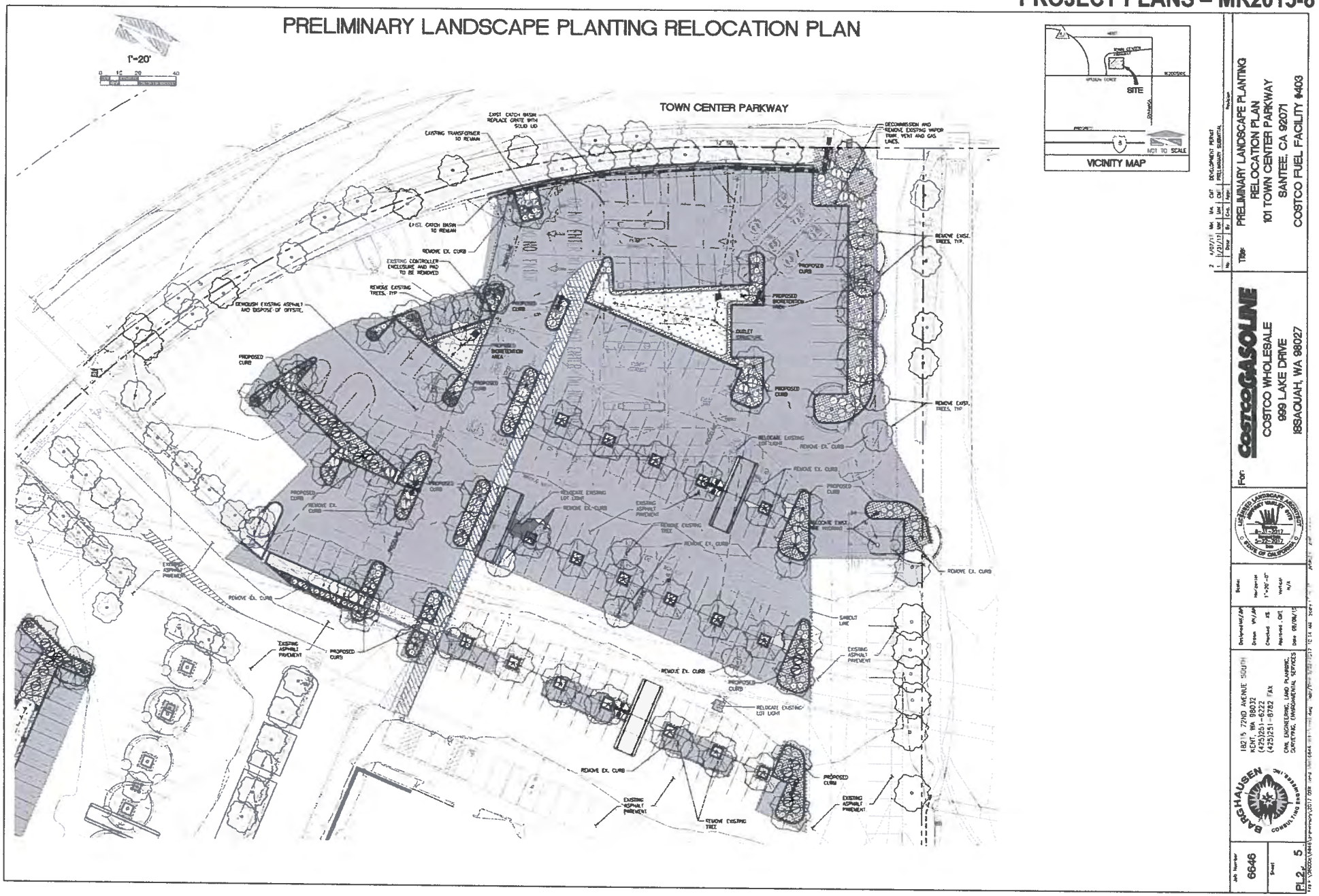
LICENSED LANDSCAPE ARCHITECT
MARVIN VAN BLEY
5-31-2017
Date
STATE OF CALIFORNIA

Scale: Horizontal 1"=60'-0" Vertical N/A

Designed MR/JAH Drawn JAH/JAH Checked KS Approved DAT Date 08/01/15

BERGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVENUE SOUTH
KENT, WA 98032
(425)251-6222
(425)251-8782 FAX
CIVIL ENGINEERING, LAND PLANNING, SURVEYING, ENVIRONMENTAL SERVICES

Job Number 6646
Sheet PL1 of 5


PRELIMINARY LANDSCAPE PLANTING RELOCATION PLAN
1"=20'
TOWN CENTER PARKWAY
VICINITY MAP
SITE
NOT TO SCALE
PRELIMINARY LANDSCAPE PLANTING
RELOCATION PLAN
101 TOWN CENTER PARKWAY
SANTEE, CA 92071
COSTCO FUEL FACILITY #403
COSTCO GASOLINE
COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027
BARGHAUSEN
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(425)251-6782 FAX
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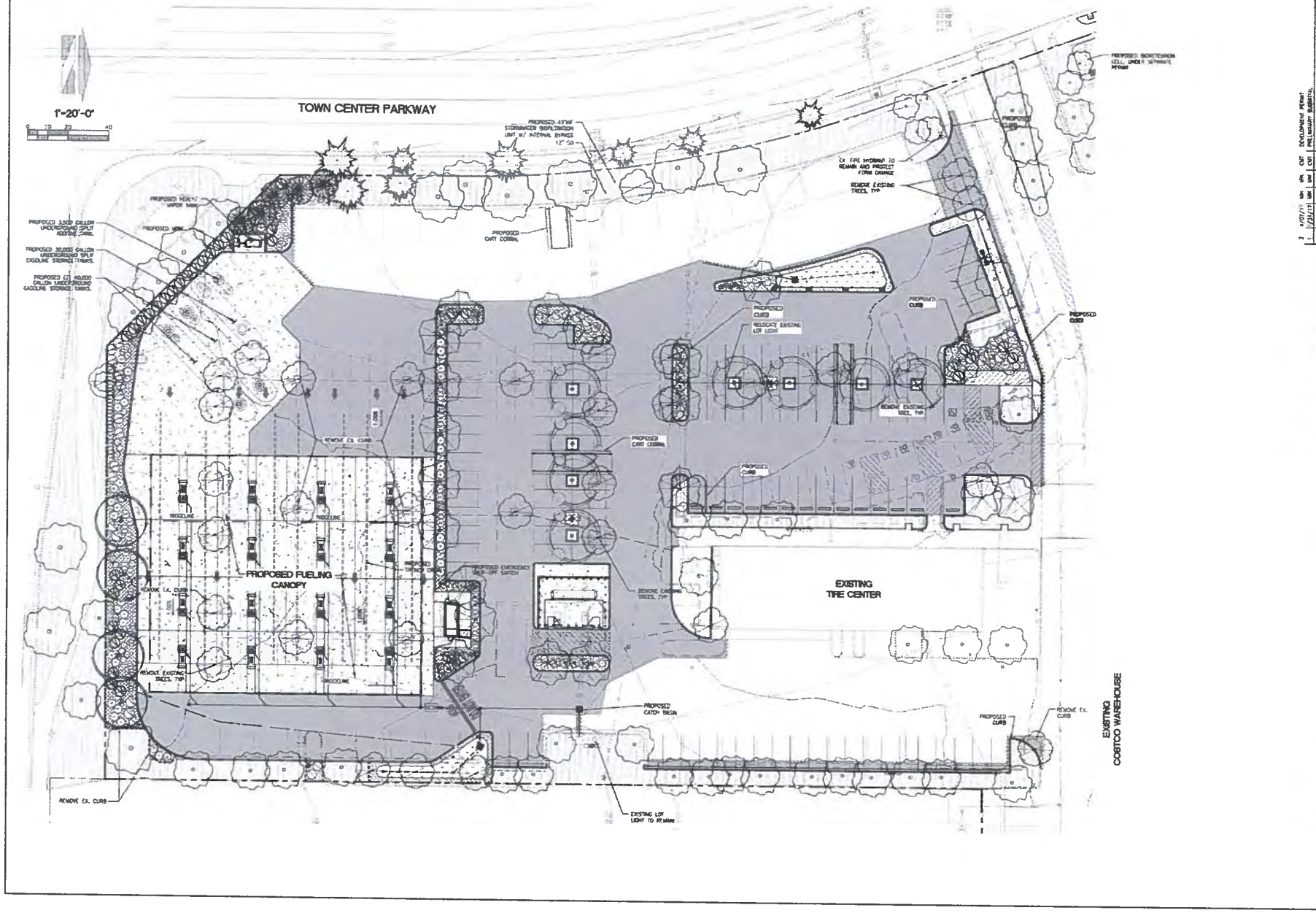
6646
PL2

PRELIMINARY LANDSCAPE PLANTING - FUEL FACILITY PLAN



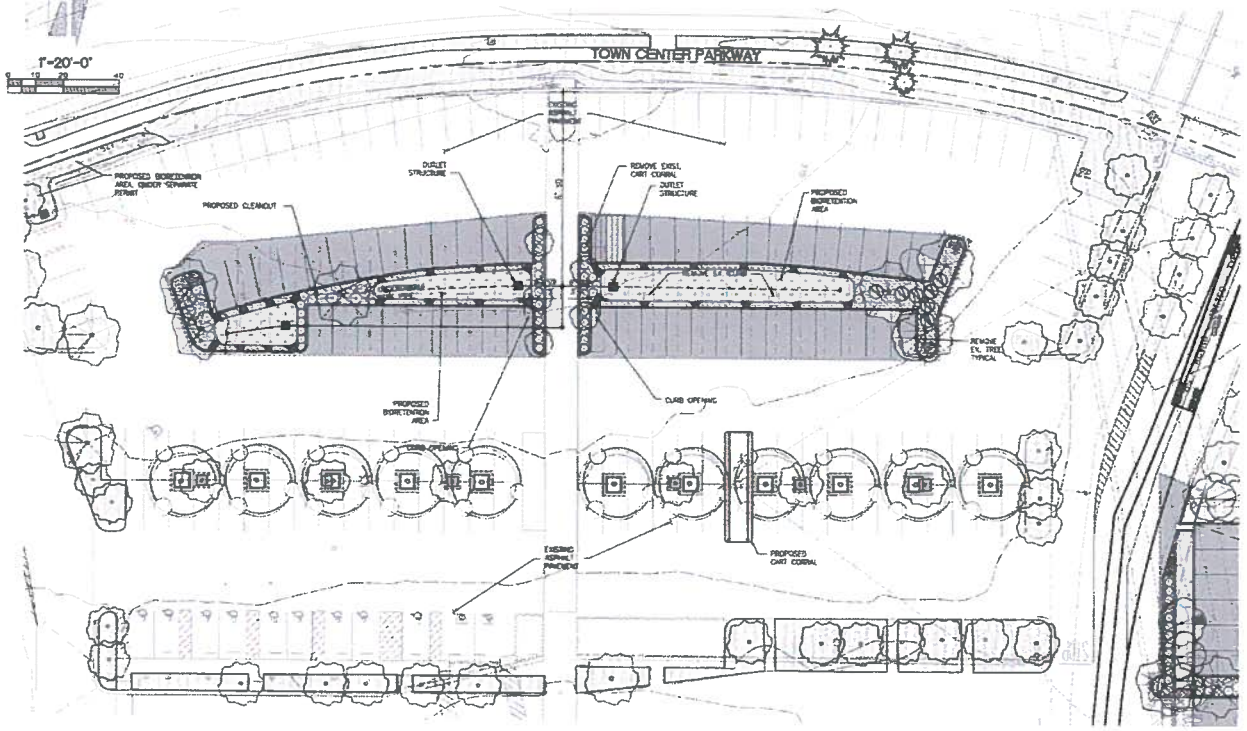
Title: PRELIMINARY LANDSCAPE PLANTING
FUEL FACILITY PLAN
101 TOWN CENTER PARKWAY
SANTEE, CA 92071
COSTCO FUEL FACILITY #403

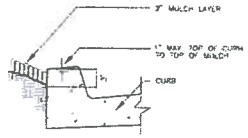
For: COSTCO GASOLINE
COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027

BERGHAUSEN CONSULTING GROUP
18215 72ND AVENUE SOUTH
KENT, WA 98032
(425)251-6222
(425)251-8782 FAX
CIVIL ENGINEERING, LAND PLANNING, SURVEYING, ENVIRONMENTAL SERVICES

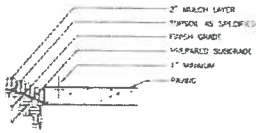
Job Number: 6648
Sheet: PL3 5

PRELIMINARY PARKING MODIFICATIONS AND PLANTING DETAILS

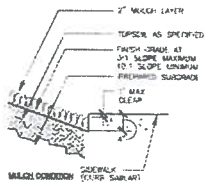




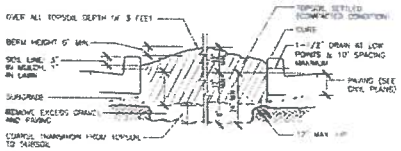
MULCH AT CURB DETAIL
NOT TO SCALE



TYPICAL PLANTER SECTION
NOT TO SCALE

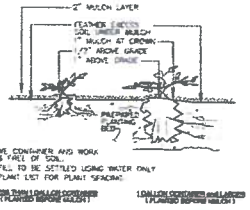


PLANTER SECTION DETAIL
NOT TO SCALE



NOTE:
OVER EXCAVATE PARKING LOT PLANTERS TO LOOSEN COMPACTED SUBBASE

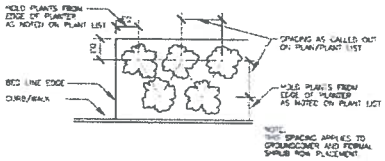
GRADING ALONG NEW PAVING AND CURBING
NOT TO SCALE



NOTE:
REMOVE CONTAINER AND WORK ROOTS FREE OF SOIL.
BACKFILL TO BE SETTLED USING WATER ONLY
SEE PLANT LIST FOR PLANT SPACING

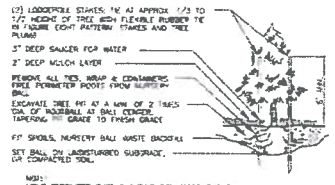
LESS THAN 1 GALLON CONTAINER (PLANTED BEFORE MULCH)
1 GALLON CONTAINERS AND LARGER (PLANTED BEFORE MULCH)

GROUNDCOVER / SHRUB PLANTING DETAIL
NOT TO SCALE



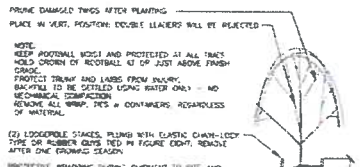
NOTE:
THIS SPACING APPLIES TO GROUNDCOVER AND FORMAL SHRUB ROW PLACEMENT

PLANT MATERIAL SPACING DETAIL
NOT TO SCALE

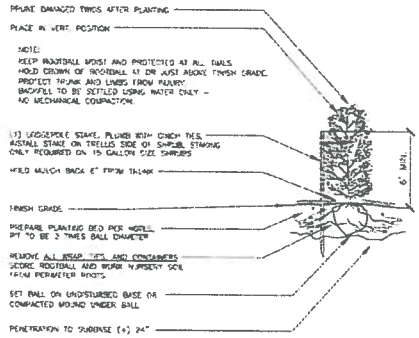


NOTE:
LIGHT FERTILIZER OVER PLANTING BED AFTER BACKFILL
ONLY NO FERTILIZER IN PLANTING PIT
WORK PERIMETER ROOTS FREE OF NURSERY BALL
BALL IN PIT TO BE COURSELY SCARIFIED

EVERGREEN TREE PLANTING/STAKING DETAIL
NOT TO SCALE



DECIDUOUS TREE PLANTING/STAKING DETAIL
NOT TO SCALE



SHRUB PLANTING/STAKING DETAIL
NOT TO SCALE

No.	Date	By	Chk.	App.	Description
2	4/20/17	MR	MS	CMT	DEVELOPMENT PERMIT
1	1/20/17	MR	MS	CMT	PRELIMINARY SUBMITTAL

Title: PRELIMINARY PARKING MODIFICATIONS AND PLANTING DETAILS
101 TOWN CENTER PARKWAY
BANTEE, CA 92071
COSTCO FUEL FACILITY #403

For: COSTCO GASOLINE
COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027

LICENSED LANDSCAPE ARCHITECT
8-31-2017
STATE OF CALIFORNIA

Scale: Horizontal 1"=20'-0" Vertical N/A

Designed MR/MM
Drawn MR/MM
Checked MS
Approved CMT
Date 01/20/17

BARGHAUSEN CONSULTING ENGINEERS
18215 72ND AVENUE SOUTH
KENT, WA 98032
(425)251-6222
(425)251-8782 FAX
CIVIL ENGINEERING, LAND PLANNING, SURVEYING, ENVIRONMENTAL SERVICES

Job Number 6646
Sheet PLA 5

PRELIMINARY LANDSCAPE PLANTING NOTES AND LEGEND

LANDSCAPE PLANTING NOTES AND MATERIALS

SCOPE OF WORK

FURNISH ALL MATERIALS, LABOR, EQUIPMENT AND RELATED ITEMS NECESSARY TO ACCOMPLISH TOPSOIL TREATMENT AND PREPARATION OF SOIL, FINISH GRADING, PLACEMENT OF SPECIFIED PLANT MATERIALS, FERTILIZER, STAKING, MULCH, CLEAN-UP, DEBRIS REMOVAL, AND 90-DAY MAINTENANCE.

QUALIFICATIONS:
LANDSCAPE CONTRACTOR TO BE SKILLED AND KNOWLEDGEABLE IN THE FIELD OF WORK AND HAVE A MINIMUM OF FIVE (5) YEARS EXPERIENCE INSTALLING SIMILAR WORK. CONTRACTOR TO BE LICENSED TO PERFORM THE WORK SPECIFIED WITHIN THE PRESIDING JURISDICTION.

JOB CONDITIONS:
IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW THE SITE AND REPORT ANY DISCREPANCIES TO THE OWNER OR THE OWNER'S REPRESENTATIVES. ALL PLANT MATERIAL AND FINISH GRADES ARE SUBJECT TO APPROVAL BY THE OWNER.

PROTECTION:
SAVE AND PROTECT ALL EXISTING PLANTINGS SHOWN TO REMAIN. DO NOT PLANT UNTIL OTHER CONSTRUCTION OPERATIONS WHICH CONFLICT HAVE BEEN COMPLETED. IF AN IRRIGATION SYSTEM IS TO BE INSTALLED DO NOT PLANT UNTIL THE SYSTEM HAS BEEN INSTALLED, TESTED AND APPROVED BY THE OWNER. HANDLE PLANTS WITH CARE – DO NOT DAMAGE OR BREAK ROOT SYSTEM, BARK, OR BRANCHES. REPAIR AND/OR REPLACE ITEMS DAMAGED AS A RESULT OF WORK, OR WORK NOT IN COMPLIANCE WITH PLANS AND SPECIFICATIONS, AS DIRECTED BY OWNER AT NO ADDITIONAL COST TO THE OWNER.

REPAIR OF EXISTING PLANTINGS:
DURING THE COURSE OF WORK, REPAIR ALL EXISTING PLANTING AREAS BY PRUNING DEAD GROWTH, RE-ESTABLISHING FINISH GRADE AND RE-MULCHING TO SPECIFIED DEPTH.

REPAIR OF IRRIGATION SYSTEM:
DURING THE COURSE OF WORK, REPAIR ANY DAMAGE TO THE IRRIGATION SYSTEM TO MATCH CONDITIONS PRIOR TO THE DAMAGE.

GUARANTEE:
GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF ONE YEAR FROM DATE OF FINAL ACCEPTANCE OF THE JOB BY OWNER.

90-DAY MAINTENANCE:
CONTRACTOR TO PROVIDE OWNER WITH A SCOPE OF WORK AT TIME OF INITIAL PROJECT BID TO PROVIDE LANDSCAPE AND IRRIGATION MAINTENANCE FOR 90 DAYS FOLLOWING COMPLETION OF PROJECT (ACCEPTANCE) OF FACILITY BY OWNER. WORK TO INCLUDE MAINTENANCE AS DESCRIBED BELOW, IN PLANTING AND IRRIGATION MAINTENANCE.

MATERIALS:

PLANT MATERIALS:
PLANT MATERIALS TO BE GRADE NO. 1, SIZED IN ACCORDANCE WITH (AAN) AMERICAN STANDARDS FOR NURSERY STOCK (ANSI Z60.1-1996). PRUNE PLANTS RECEIVED FROM THE NURSERY ONLY UPON AUTHORIZATION BY THE LANDSCAPE ARCHITECT. "B & B" INDICATES BALLED AND BURLAPPED, "CONT." INDICATES CONTAINER, "BR" INDICATES BARE ROOT, "CAL" INDICATES CALIPER AT 6" ABOVE SOIL LINE; "GAL" INDICATES GALLON.

A) SPECIFIED PLANT CANOPY SIZE OR CALIPER IS THE MINIMUM ACCEPTABLE CONTAINER OR BALL SIZE AND ESTABLISHES MINIMUM PLANT CONDITION TO BE PROVIDED.

B) QUALITY:
PLANT MATERIAL TO COMPLY WITH STATE AND FEDERAL LAWS FOR DISEASE INSPECTION. PLANTS TO BE FULLY LIVE, VIGOROUS, WELL FORMED, WITH WELL DEVELOPED FIBROUS ROOT SYSTEMS. ROOT BALLS OF PLANTS TO BE SOLID AND FIRMLY HELD TOGETHER, SECURELY CONTAINED AND PROTECTED FROM INJURY AND DESICCATION. PLANTS DETERMINED BY LANDSCAPE ARCHITECT TO HAVE BEEN DAMAGED, HAVE DEFORMITIES OF STEM, BRANCHES, OR ROOTS, LACK SYMMETRY, HAVE MULTIPLE LEADERS OR "Y" CROTCHES LESS THAN 30 DEGREES IN TREES, OR DO NOT MEET SIZE OR AND STANDARDS WILL BE REJECTED. PLANT MATERIAL TO BE FROM A SINGLE NURSERY SOURCE FOR EACH SPECIFIED SPECIES/HYBRID. NURSERY SOURCES TO BE THOSE LOCATED IN THE SAME REGION AS THE JOB SITE.

C) SUBSTITUTION:
NO SUBSTITUTION OF PLANT MATERIAL, SPECIES OR VARIETY, WILL BE PERMITTED UNLESS WRITTEN EVIDENCE IS SUBMITTED TO THE OWNER FROM TWO QUALIFIED PLANT BROKERAGE OFFICES. SUBSTITUTIONS WHICH ARE PERMITTED TO BE IN WRITING FROM THE OWNER AND LANDSCAPE ARCHITECT. THE SPECIFIED SIZE, SPECIES AND NEAREST VARIETY, AS APPROVED, TO BE FURNISHED. SUBSTITUTIONS MAY REQUIRE SUBMITTAL TO REVISED LANDSCAPE PLAN TO CITY FOR APPROVAL.

SOIL PREPARATION:
TOPSOIL, AMENDMENT, AND BACKFILL ARE GENERAL REQUIREMENTS FOR ALL LANDSCAPE AREAS, UNLESS NOTED OTHERWISE ON THE PLANS. SOIL AMENDMENTS AND FERTILIZER NOTED BELOW ARE TO BE USED FOR BID PRICE BASIS ONLY. SPECIFIC AMENDMENTS AND FERTILIZERS WILL BE MADE AFTER SOIL SAMPLES ARE LABORATORY-TESTED BY THE CONTRACTOR. PROVIDE CHANGE ORDER FOR ADDITION OR REDUCTION OF MATERIALS REQUIRED OR NOT REQUIRED BY THE SOILS REPORT.

SOIL FERTILITY AND AGRICULTURAL SUITABILITY ANALYSIS:
AFTER ROUGH GRADING AND PRIOR TO SOIL PREPARATION, CONTRACTOR TO OBTAIN TWO REPRESENTATIVE SOIL SAMPLES, FROM LOCATIONS AS DIRECTED BY THE LANDSCAPE ARCHITECT, TO NORTHERN LIGHTS ANALYTICAL & CONSULTING INC. RAVENSDALE WA. TEL. 253-653-5712 OR EQUIVALENT TESTING LABORATORY, FOR TEST #A05-2. SUBMIT RESULTS TO LANDSCAPE ARCHITECT FOR REVIEW. TESTS TO INCLUDE FERTILITY AND SUITABILITY ANALYSIS WITH WRITTEN RECOMMENDATIONS FOR SOIL AMENDMENT, FERTILIZER, CONDITIONERS, APPLICATION RATES, AND POST-CONSTRUCTION MAINTENANCE PROGRAM. TESTS TO BE CONTRACTED WITH AND PAID FOR BY THE CONTRACTOR.

A) TOPSOIL:
CONTRACTOR IS RESPONSIBLE FOR SUPPLYING ALL TOPSOIL AND FOR DETERMINING THE VOLUME OF TOPSOIL REQUIRED PER THE INFORMATION ON PLANS AND NOTED HEREIN. CONTRACTOR IS RESPONSIBLE FOR ANY NECESSARY WEED CONTROL RESULTING FROM CONTAMINATED OFF SITE SOURCES.

B) TOPSOIL TO CONSIST OF WATER MIX AS PRODUCED AND REMIXED BY PACIFIC TOPSOILS, INC. WATER MIX TO CONSIST OF 1/2 BY VOLUME SANDY LOAM, 1/3 BY VOLUME COMPOSTED GARDEN MULCH, AND 1/3 BY VOLUME COARSE WASHED SAND OR EQUIVALENT. AT MINIMUM, TOPSOIL PRODUCTS BROUGHT ON SITE TO CONTAIN AMENDMENTS AS LISTED IN "C".

C) TOPSOIL TO INCLUDE THE FOLLOWING AMENDMENTS AS NECESSARY:
THE FOLLOWING AMOUNT PER 1,000 SQUARE FEET:
1. 6-CUBIC YARDS ORGANIC COMPOST. COMPOST TO BE FREE OF NON-FARM ANIMAL SOURCES, NOR TO BE FROM SOURCES CONTAINING REDWOOD OR CEDAR PRODUCTS
2. 20-POUNDS NITROFORM (38-0-0)
3. 5-POUNDS AMMONIUM SULFATE
4. 40-POUNDS CALCIUM CARBONATE LIMESTONE
5. 40-POUNDS DOLOMITE LIMESTONE
6. 5-OUNCES BORON (AS BORAX)

ALL AMENDMENTS TO BE THOROUGHLY MIXED PRIOR TO INCORPORATION INTO TOPSOIL.

D) PLANTING BACKFILL FOR ALL TREES, SHRUBS, AND GROUNDCOVERS:
1. 0.6-CUBIC YARDS PER VOLUME TOPSOIL
2. 0.4-CUBIC YARDS ORGANIC COMPOST
3. 3-POUNDS NITROFORM (38-0-0)
4. 1-POUNDS AMMONIUM SULFATE
5. 2-POUNDS CALCIUM CARBONATE LIMESTONE
6. 2-POUNDS DOLOMITE LIMESTONE

E) TOPSOIL PREPARATION AND INSTALLATION:
1. VERIFY SUBGRADES TO -7 INCHES IN LANDSCAPE AREAS AND -18/24 INCHES IN PARKING LOT ISLANDS BELOW FINISH ELEVATION, OR AS INDICATED ON PLANS. THIS ACCOMMODATES TOPSOIL, AMENDMENTS, AND MULCH.
2. ERADICATE ANY SURFACE VEGETATION ROOTED IN THE SUB-GRADE PRIOR TO SUB-GRADE PREPARATION.
3. THOROUGHLY SCARIFY AND RIP ALL LANDSCAPE SUB-GRADES WHICH HAVE BECOME COMPACTED TO A DEPTH OF 12 INCHES WITH MULTIPLE PASSES, 90 DEGREES TO EACH OTHER. SCARIFY AREAS INACCESSIBLE TO MECHANIZED EQUIPMENT AND AROUND EXISTING PLANTINGS NOTED TO REMAIN WITH HAND TOOLS.
4. REMOVE SOIL CLUMPS, ROCK, VEGETATION AND/OR DEBRIS LARGER THAN 2 INCHES FROM ALL SUB-GRADE PRIOR TO PLACEMENT OF SPECIFIED TOPSOIL.
5. REMOVE ANY ASPHALT EXTENDING BEYOND 6 INCHES FROM CURBS INTO ADJACENT LANDSCAPE AREAS.
6. PARKING LOT PLANTER ISLANDS TO BE OVER EXCAVATED BY BACKHOE. REMOVE PAVING BASE, GRAVEL BASE MATERIAL AND UNDERLYING SUBSOIL TO 18 INCHES BELOW TOP OF PAVING. SCARIFY AND OVER EXCAVATE PLANT PIT BOTTOM 12 INCHES TO MINIMIZE STRUCTURAL COMPACTION.

F) TOPSOIL PLACEMENT:
1. PROVIDE A TOTAL FINISH COURSE OF 4 INCHES OF TOPSOIL FOR LANDSCAPE AREAS AND 18/24 INCHES IN PARKING LOT ISLANDS.
2. IN ALL LANDSCAPE AREAS, PLACE 2 INCHES (6 INCHES IN PARKING LOT ISLANDS) OF TOPSOIL MIX WITH AMENDMENTS OVER THE PREPARED SUB-GRADE AND THOROUGHLY ROTOTILL WITH MULTIPLE PASSES INTO THE TOP 6 INCHES OF SUB-GRADE FOR A TOTAL DEPTH OF 8 INCHES IN LANDSCAPE AREAS (12 INCHES IN PARKING LOT ISLANDS). PLACE AN ADDITIONAL 2 INCH LIFT OF TOPSOIL IN ALL LANDSCAPE AREAS AND A MINIMUM 12 INCH LIFT IN ALL PARKING LOT ISLANDS, FOR THE FINAL TOPSOIL DEPTH OF 4 INCHES IN LANDSCAPE AREAS AND 18/24 INCHES IN PARKING LOT ISLANDS.
3. PLACE ADDITIONAL TOPSOIL AND SOIL MIX AS REQUIRED TO MEET FINISH ELEVATIONS.

BARK MULCH (TOPDRESSING):
ONE-HALF-INCH (1/2") SIZE TO ONE-QUARTER (1/4") I.E. "FINE" HEMLOCK/FIR BARK.

STAKES:
3-INCH DIAMETER BY 8-FOOT MINIMUM LODGEPOLE PINE STAKES.

GUY MATERIAL:
1-INCH WIDE POLYETHYLENE CHAIN LOCK TYPE TIES; OR, 3/8" DIAMETER RUBBER. NO WIRE.

LAWN:
COMMERCIAL SEED AS NOTED ON PLAN.

HERBICIDE:
HERBICIDE IS NOT RECOMMENDED FOR THE FIRST YEAR AFTER INSTALLATION.

ANTI-DESICCANT:
"WILT-PROOF," 48 HOURS PRIOR TO SHIPMENT TO SITE FROM JUNE 1 THROUGH SEPTEMBER. THOROUGHLY ROOT WATER PLANTS PRIOR TO DELIVERY. PLANT MATERIAL DELIVERED TO SITE TO BE KEPT CONTINUALLY MOIST THROUGH INSTALLATION.

EXECUTION

FINISH GRADES:
FINE GRADE AND REMOVE ROCKS AND FOREIGN OBJECTS OVER 2 INCHES DIAMETER FROM TOP SURFACE OF PREPARED LANDSCAPE AREAS. FINISH ELEVATIONS TO BE DEFINED AS 3 INCHES BELOW CURBS, WALKS AND/OR OTHER ADJACENT HARDSCAPE FOR ALL PLANTING BED AREAS AND 1-INCH BELOW CURBS, WALKS AND/OR OTHER ADJACENT HARDSCAPE FOR ALL LAWN AREAS. FINISH GRADE REFER TO GRADES PRIOR TO INSTALLATION OF MULCH OR LAWN.
ALL FINISH GRADES TO BE SMOOTH EVEN GRADES, LIGHTLY COMPACTED, AS SHOWN ON THE PLAN AND DETAILED. PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS AND STRUCTURES. SEE CIVIL DRAWINGS IDENTIFY FINAL ELEVATIONS.

TREES AND SHRUBS:
ARRANGE TREES AND SHRUBS ON SITE IN PROPOSED LOCATIONS PER DRAWINGS. EXCAVATE PIT, PLANT AND STAKE OR GUY, AS CALLED OUT AND DETAILED. ALL TREES, SHRUBS, AND SUPPORTS TO STAND VERTICAL. BACKFILL SHALL BE PIT SPOILS. SETTLE BACKFILL USING WATER ONLY. NO MECHANICAL COMPACTION.

GROUNDCOVERS:
EXCAVATE PITS TO A MINIMUM OF 3 INCHES BELOW, AND TWICE THE ROOT BALL DIAMETER. WATER THOROUGHLY AND TAKE CARE TO ENSURE THAT ROOT CROWN IS AT PROPER GRADE, AS DETAILED.

MULCH:
MULCH ALL LANDSCAPE AREAS NOT COVERED BY LAWN AND/OR SEED. APPLY SUFFICIENT QUANTITY TO PROVIDE A 3-INCH DEPTH.

UTILITY CLEARANCES:
FIELD ADJUST PLANT LOCATIONS FOR 5-FOOT SEPARATION OF TREES/SHRUBS AND 2-FOOT SEPARATION FOR GROUNDCOVER FROM FIRE HYDRANTS AND UTILITY VAULTS.

PLANTING MAINTENANCE:
CONTRACTOR TO MAINTAIN PLANTINGS THROUGH COMPLETED INSTALLATION, AND UNTIL ACCEPTANCE OF LANDSCAPE INSTALLATION. PLANTING MAINTENANCE TO INCLUDE WATERING, WEEDING, CULTIVATING, TIGHTENING AND REPAIRING OF TREE GUYS, RESETTING PLANTS TO PROPER GRADES OR POSITION, RE-ESTABLISHING SETTLED GRADES; AND MOWING LAWNS WEEKLY AFTER LAWN ESTABLISHMENT. HERBICIDE IS NOT RECOMMENDED FOR ONE YEAR FOLLOWING LANDSCAPE INSTALLATION. INCLUDED IS REPLACEMENT OF DEAD PLANTS AND PLANTS SHOWING LOSS OF 40 PERCENT OR MORE OF CANOPY.

IRRIGATION MAINTENANCE:
THE IRRIGATION SYSTEM TO BE MAINTAINED INCLUDING ADJUSTMENTS FOR BALANCED WATER DISTRIBUTION AND PRECIPITATION. FAILED OR MALFUNCTIONING IRRIGATION EQUIPMENT SHALL BE REPLACED AND/OR CORRECTED. PLANTING AND IRRIGATION MAINTENANCE TO INCLUDE THOSE OPERATIONS NECESSARY TO THE PROPER GROWTH AND SURVIVAL OF ALL PLANT MATERIALS. CONTRACTOR TO PROVIDE THIS WORK IN ADDITION TO SPECIFIC WARRANTY/GUARANTEES.

LANDSCAPE PLANT MATERIAL LEGEND

SYMBOL	BOTANICAL / COMMON NAMES	SIZE CONDITION	SPACING	QUANTITY	REMARKS
	TREES:				
	EXISTING TREES TO BE SAVED				TO REMAIN, SAVE, AND PROTECT
	EXISTING TREES TO BE REMOVED			66	
	KOELREUTERIA BIPINNATA/ CHINESE FLAME TREE	24" BOX	AS SHOWN	19	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, FOR STREET TREE USE, BRANCHED AT 6'
	KOELREUTERIA PANICULATA 'FASTIGIATA' / COLUMNAR GOLDENRAIN TREE	24" BOX	AS SHOWN	4	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, FOR STREET TREE USE, BRANCHED AT 6'
	LOPHOSTEMON CONFERTUS/ BRISBANE BOX (TRISTANIA CONFERTUS)	24" BOX	AS SHOWN	79	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, FOR STREET TREE USE, BRANCHED AT 6'
	MELALEUCA (LEUCADENDRA) QUINQUENERVIA CAJEPUT TREE (MULTI)	24" BOX	AS SHOWN	04	STAKE AND GUY ONE GROWING SEASON
	PINUS CANARIENSIS/ CANARY ISLAND PINE	15 GAL.	AS SHOWN	05	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, UN-CUT LEADER
	SHRUBS:				
	CISTUS SALVIFOLIUS / SAGELEAF ROCKROSE	3 GALLON	4' O.C.	12	FULL AND BUSHY
	CISTUS SKANBERGII / PINK ROCKROSE	3 GALLON	4' O.C	42	FULL AND BUSHY
	DIETES BICOLOR 'LIZ'S SELECTION'/ YELLOW WILD IRIS	1 GALLON	30" O.C.	175	FULL AND BUSHY
	LAVANDULA ANGUSTIFOLIA 'MUNSTEAD' / ENGLISH LAVENDER	1 GALLON	18" O.C.	58	FULL AND BUSHY
	NERIUM OLEANDER 'LITTLE RED' / DWARF RED OLEANDER	2 GALLON	3' O.C.	15	FULL AND BUSHY
	NERIUM OLEANDER 'PETITE PINK' / PETITE PINK OLEANDER	2 GALLON	3' O.C.	104	FULL AND BUSHY
	PITTOSPORUM TOBIRA 'VARIEGATA' / VARIEGATED TOBIRA	3 GALLON	6' O.C.	56	FULL AND BUSHY
	PITTOSPORUM TOBIRA 'WHEELER'S DWARF'/ WHEELER'S DWARF MOCK ORANGE	3 GALLON	3' O.C.	130	FULL AND BUSHY
	RHAPHIOLEPIS INDICA 'BALLERINA' / BALLERINA INDIAN HAWTHORN	3 GALLON	6' O.C.	59	FULL AND BUSHY
	VINES:				
	TECOMARIA CAPENSIS / CAPE HONEYSUCKLE	5 GALLON	AS SHOWN	3	REMOVE STAKE AND SECURE TO SCREEN
	GROUNDCOVERS:				
	GAZANIA SPLENDENS 'SUNRISE YELLOW' / YELLOW GAZANIA	FLAT	12" O.C.	AS REQ'D	HOLD 12" FROM BORDERS AND SHRUBS
	MYOPORUM PARVIFOLIUM 'PROSTRATUM' / NO COMMON NAME	4" POT	18" O.C.	AS REQ'D	HOLD 18" FROM SHRUBS, TREES, AND EDGE OF PLANTING AREA
	MULCH ONLY AREA			COVER	3" LAYER
	BIORETENTION PLANTS:				
	MUHLENBERGIA RIGENS / DEER GRASS	1 GAL	24" O.C.		33% OF TOTAL
	JUNCUS PATENS / CALIFORNIA GREY SEDGE	1 GAL	18" O.C.		33% OF TOTAL
	SISYRINCHIUM BELLUM / BLUE EYED GRASS	1 GAL	18" O.C		33% OF TOTAL
	MISC:				
	EXISTING LANDSCAPE AND IRRIGATION				TO REMAIN, SAVE, PROTECT, AND/OR MODIFY AS REQUIRED BY PROPOSED IMPROVEMENTS
	EXISTING LANDSCAPE TO BE REMOVED				
-------	DENOTES LINE OF TRANSITION BETWEEN NEW CONSTRUCTION AND EXISTING CONDITIONS				

Title: PRELIMINARY LANDSCAPE PLANTING NOTES AND LEGEND
101 TOWN CENTER PARKWAY
SANTEE, CA 92071
COSTCO FUEL FACILITY #403

No.	Date	By	Ck'd	Appr.	Revision
1	1/31/17	MK	MK	CMT	PRELIMINARY SUBMITTAL
2	4/07/17	MK	MK	CMT	DEVELOPMENT PERMIT

For: COSTCO GASOLINE
COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027

Scale: Horizontal 1"=20'-0" Vertical N/A
Designed/Drawn/Checked KS / Approved / Date 01/30/17

BARGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVENUE SOUTH
KENT, WA 98032
(425)251-6222
(425)251-8782 FAX
CIVIL ENGINEERING, LAND PLANNING, SURVEYING, ENVIRONMENTAL SERVICES

Job Number 6646
Sheet PL5 of 5

RESOLUTION NO._____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, APPROVING AND ADOPTING A MITIGATED NEGATIVE DECLARATION (AEIS2015-24) AND A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE RELOCATION AND EXPANSION OF THE EXISTING COSTCO FUEL DISPENSING FACILITY LOCATED AT 101 TOWN CENTER PARKWAY IN THE TOWN CENTER (TC) ZONE.

APPLICANT: Costco Wholesale
APN: 381-041-19-00
RELATED CASE FILE: MR2015-8

WHEREAS, on July 23, 2018 Costco Wholesale submitted a complete application for a Minor Revision (MR2015-8) to Development Review Permit DR86-53 to relocate and expand a fuel dispensing facility on a 14-acre property located at 101 Town Center Parkway, in the City of Santee, County of San Diego, State of California; and

WHEREAS, based on the information contained in the Initial Study, which concluded that the Project would not have significant impacts on the environment with mitigation incorporated, the City determined that a Mitigated Negative Declaration should be prepared for the Project, and a Draft Initial Study/MND, State Clearinghouse No. 2018031028 ("MND") was prepared in accordance with CEQA, the State CEQA Guidelines, and the City's Local CEQA Guidelines; and

WHEREAS, the proposed project is located within Airport Influence Area (AIA) 1 for the Gillespie Field Airport Land Use Compatibility Plan (ALUCP) and the Federal Aviation Administration (FAA) determined that the project, as designed, presented no hazard to air navigation and the Airport Land Use Commission (ALUC) determined that the project is consistent with the ALUCP on September 11, 2017; and

WHEREAS, the Director of Development Services scheduled Minor Revision MR2015-8, and Mitigated Negative Declaration (AEIS2015-24) for a public hearing on August 8, 2018; and

WHEREAS, on August 8, 2018, the City Council held a duly advertised public hearing on Minor Revision MR2015-8 and Mitigated Negative Declaration AEIS2015-24; and

WHEREAS, pursuant to State CEQA Guidelines section 15072, on March 8, 2018, the Notice of Intent to Adopt the MND was posted by the Clerk for the County of San Diego and published in the East County Californian; and

WHEREAS, pursuant to State CEQA Guidelines section 15073, the Draft MND was circulated for a 30-day public review period from March 8, 2018 through April 9, 2018; and

WHEREAS, the Notice of Intent to Adopt the Draft MND was also submitted to the State Clearinghouse for state agency review and, as required by State CEQA Guidelines section 15073, the state agency review period began on March 9, 2018 and closed on April 9, 2018; and

WHEREAS, during the public comment period, copies of the Draft MND, including any technical appendices, were available for review and inspection at City Hall, on the City's website, and at the Santee Branch of the San Diego County Library system at 9225 Carlton Hills Boulevard, #17; and

WHEREAS, three comment letters were received during the public review period, which did not raise any new environmental issues; and

WHEREAS, staff has reviewed all comments and prepared responses to each comment as reflected in the Final MND; and

WHEREAS, the Final MND consists of the Draft MND, comments and responses on the Draft MND, and the Mitigation Monitoring and Reporting Program ("MMRP"); and

WHEREAS, the MND and the MMRP are attached hereto as "Exhibit A" and "Exhibit B" respectively; and

WHEREAS, in compliance with Public Resources Code section 21080.3.1**,** the City solicited Tribal input on the Project on November 2, 2017, and did not receive feedback from the Tribes; and

WHEREAS, as contained herein, the City Council has endeavored in good faith to set forth the basis for its decision on the Project; and

WHEREAS, all the requirements of the Public Resources Code and the State CEQA Guidelines have been satisfied by the City in connection with the preparation of the MND, which is sufficiently detailed so that all of the potentially significant environmental effects of the Project, as well as feasible mitigation measures, have been adequately evaluated; and

WHEREAS, all of the findings and conclusions made by the City Council pursuant to this Resolution are based upon the oral and written evidence presented to it as a whole and the entirety of the administrative record for the Project, which are incorporated herein by this reference, and not based solely on the information provided in this Resolution; and

WHEREAS, prior to taking action, the City Council had heard, been presented with, reviewed and considered all of the information and data in the administrative record, including but not limited to the Initial Study, MND, and MMRP; and

WHEREAS, the MND reflects the independent judgment of the City Council and is deemed adequate for purposes of making decisions on the merits of the

Project; and

WHEREAS, no comments submitted during the public review period, or made during the public hearing conducted by the City Council, and no additional information submitted to the City require substantial revisions to the MND necessitating recirculation or additional environmental review of the Project under State CEQA Guidelines section 15073.5; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Santee, California, as follows:

SECTION 1. RECITALS. The City Council hereby finds that the foregoing recitals are true and correct and are incorporated herein as substantive findings of this Resolution.

SECTION 2. COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT. As the decision-making body for the Project, the City Council has reviewed and considered the information contained in the MND, comments received, other documents contained in the administrative record, and all other written and oral evidence presented to the City Council for the Project (collectively, the "Record"). The City Council further finds that the MND and the MMRP have been completed in compliance with CEQA and the State CEQA Guidelines.

SECTION 3. FINDINGS ON ENVIRONMENTAL IMPACTS. Based on the whole record before it, the City Council finds that the Project would have potentially significant impacts but that those impacts can be mitigated to less than significant through mitigation measures outlined in the MND and the MMRP. The City Council finds that the MND contains a complete, objective, and accurate reporting of the environmental impacts associated with the Project and reflects the independent judgment and analysis of the City Council.

No new significant environmental effects have been identified in the Final MND and no changes to the Final MND constitute substantial revisions requiring recirculation under State CEQA Guidelines section 15073.5. All of the mitigation measures contained in the MMRP have been made conditions of Project approval in accordance with State CEQA Guidelines 15074 (d).

SECTION 4. WILDLIFE RESOURCES. Pursuant to Fish and Game Code Section 711.4(c), all project applicants and public agencies subject to the California Environmental Quality Act shall pay a filing fee for each proposed project, as specified in subdivision 711.4(d) for any adverse effect on wildlife resources or the habitat upon which wildlife depends unless a "no effect" finding is made by the California Department of Fish and Wildlife. This fee is due and payable as a condition precedent to the County Clerk's filing of a Notice of Determination. The City of Santee hereby notifies the Applicant that in order to comply with State Law, the Applicant shall remit

to the City of Santee Department of Development Services, within two (2) working days of the effective date (as defined in Section 8 below) of this approval, a certified check payable to the "County Clerk, County of San Diego" in the amount of $2,330.75. This fee includes an authorized County administrative fee of $50. Failure to remit the required fee in full within the time specified above will result in notification to the State that a fee was required but not paid, and could result in State imposed penalties and recovery under the provisions of the Revenue and Taxation Code. In addition, Section 21089 (b) of the Public Resources Code, and Section 711.4 (c) of the Fish and Game Code, provide that no project shall be operative, vested, or final until the required filing fee is paid.

SECTION 5. ADOPTION OF THE MND. The Final MND, attached hereto as "Exhibit A", is hereby approved and adopted.

SECTION 6. ADOPTION OF THE MMRP. The MMRP prepared for the Project, attached hereto as "Exhibit B", is hereby approved and adopted.

SECTION 7. NOTICE OF DETERMINATION. Staff is directed to file a Notice of Determination with the San Diego County Clerk within five (5) working days of approval of the Project and adoption of the Final MND.

SECTION 8. LOCATION AND CUSTODIAN OF RECORDS. The documents and materials associated with the Project and the MND that constitute the record of proceedings on which these findings are based are located at Santee City Hall, 10601 Magnolia Avenue, Building #3, Santee CA 92071. The City Clerk is the custodian of the record of proceedings.

SECTION 9. EFFECTIVE DATE. This Resolution shall become effective immediately upon its adoption.

RESOLUTION NO._____

ADOPTED by the City Council of Santee, California, at a Regular meeting held this 8th day of August 2018, by the following vote:

AYES:

NOES:

ABSENT:

APPROVED:

_____
JOHN W. MINTO, MAYOR

ATTEST:

_____
ANNETTE ORTIZ, CITY CLERK

Attachment: Exhibit A - MND
Exhibit B - MMRP

CITY OF SANTEE

MAYOR
John W. Minto

CITY COUNCIL
Ronn Hall
Stephen Houlahan
Brian W. Jones
Rob McNelis

EXHIBIT A

MITIGATED NEGATIVE DECLARATION (AEIS2015-24)

1. Name or description of project:	Costco Fuel Facility – Applications for a Minor Revision (MR2015-8) and Environmental Initial Study (AEIS2015-24) for the relocation and expansion of the existing fuel facility at the Costco Wholesale site located on the northeast corner of Mission Gorge Road and Town Center Parkway in the City of Santee. AEIS2015-24 is an application that initiated review of the project in accordance with the California Environmental Quality Act (CEQA). The existing facility located in the northern portion of the site would be decommissioned and removed. A new fuel facility with 16 dispensers, a canopy, underground storage tanks, and associated equipment would be constructed in the southern portion of the site adjacent to Mission Gorge Road. Parking and landscape improvements are also proposed.
2. Project Location – Identify street address and cross streets or attach a map showing project site (preferably a USGS 15' or 7 1/2' topographical map identified by quadrangle name):	101 Town Center Parkway (APN: 381-041-19-00) in the City of Santee.
3. Entity or Person undertaking project:	
A. Entity	Costco Wholesale
(1) Name:	Jenifer Murillo
B. Other (Private)	Barghausen Consulting Engineers
(1) Name:	Sean Anderson
(2) Address:	18215 72nd Avenue South, Kent, WA 98032

The Lead Agency, having reviewed the Initial Study of this project, having reviewed the written comments received prior to the public meeting of the Lead Agency, and having reviewed the recommendation of the Lead Agency's Staff, does hereby find and declare that the project, after the incorporation of mitigation measures, will not have a significant effect on the environment. A brief statement of the reasons supporting the Lead Agency's findings is as follows: The project site is located in an urbanized area and the use is in conformance with the General Plan and Municipal Code. The project is located in an area of planned growth where existing services including water, sewer, and transportation infrastructure are available to serve the project. After incorporation of mitigation measures, no significant adverse effects to any environmental resource areas were identified, as detailed in the attached Initial Study.

The Lead Agency hereby finds that the Mitigated Negative Declaration reflects its independent judgment. A copy of the Initial Study is attached.

The location and custodian of the documents and any other material which constitute the record of proceedings upon which the Lead Agency based its decision to adopt this Mitigated Negative Declaration are as follows:
City of Santee, Development Services
10601 Magnolia Avenue
Santee, CA 92071

The Draft Mitigated Negative Declaration was circulated for a 30-day public review period from March 8, 2018 through April 9, 2018. A public hearing on the project before the Santee City Council was held on August 8, 2018. No comments submitted during the public review period, or made in the public hearing conducted by the City Council, and no additional information submitted to the City has produced substantial new information requiring recirculation of the MND or additional environmental review of the Project under State CEQA Guidelines section 15073.5.

Phone No.: (619) 248-4100 ext. 160

Staff: M. Coyne

Date: July 26, 2018

COMMENTS

Department of Toxic Substances Control

Matthew Rodriquez
Secretary for
Environmental Protection

Barbara A. Lee, Director
5796 Corporate Avenue
Cypress, California 90630

Edmund G. Brown Jr.
Governor

April 2, 2018

Mr. Michael Coyne
City of Santee
101 Town Center Parkway
Santee, California 92071
mcoyne@cityofsanteeca.gov

INITIAL STUDY AND PROPOSED MITIGATED NEGATIVE DECLARATION (ND) FOR THE COSTCO WAREHOUSE PROJECT (COSTCO FUEL FACILITY ON-SITE RELOCATION (SCH# 2018031028)

Dear Mr. Coyne:

A-1 The Department of Toxic Substances Control (DTSC) has reviewed the subject ND. The following project description is stated in the ND: "The project includes the relocation and expansion of the existing fuel facility at the Costco Wholesale warehouse located at 101 Town Center Parkway in the City of Santee (City). Figure 1 shows the regional location of the project site and Figure 2 depicts the project site and vicinity. The purpose of the project is to improve the service provided to members at this location who currently experience long queues and wait times during peak periods. The existing fuel facility is located in the northern portion of the approximately 14-acre site to the north of the Costco warehouse building, near the right-in/right-out/left-in site-access to Town Center Parkway. The fuel facility currently consists of four islands with a total of 16 vehicle fueling positions. There is approximately 60 to 70 feet of usable queue space behind the fuel dispensers, which is the area where vehicles line up and wait for available fuel dispensers. As part of the project, the existing fuel facility would be decommissioned and replaced with additional parking for the Costco warehouse. The project would relocate the existing fuel facility to the parking area in the southern portion of the Costco site, adjacent to Mission Gorge Road. The new fuel facility would provide for 70 to100 feet of usable queue space behind the dispensers, which would provide better circulation and more queue space than the current fuel facility configuration."

Printed on Recycled Paper

RESPONSES

A-1 This comment summarizes the proposed project and does not identify any environmental issues or concerns relative to the California Environmental Quality Act (CEQA). No further response is required.

COMMENTS	RESPONSES

Mr. Michael Coyne
April 2, 2018
Page 2

Based on the review of the submitted document DTSC has the following comments:

A-2 1. The ND should identify and determine whether current or historic uses at the project site may have resulted in any release of hazardous wastes/substances. A Phase I Environmental Site Assessment may be appropriate to identify any recognized environmental conditions.

A-3 2. If there are any recognized environmental conditions in the project area, then proper investigation, sampling and remedial actions overseen by the appropriate regulatory agencies should be conducted prior to the new development or any construction.

A-4 3. If planned activities include building modifications/demolitions, lead-based paints or products, mercury, and asbestos containing materials (ACMs) should be investigated and mitigated/disposed of in accordance with all applicable and relevant laws and regulations. In addition, evaluate whether polychlorinated biphenyls (PCBs) containing materials is present in onsite buildings and address as necessary to protect human health and the environment.

A-5 4. If the site was used for agricultural or related activities, residual pesticides may be present in onsite soil. DTSC recommends investigation and mitigation, as necessary, to address potential impact to human health and environment from residual pesticides.

A-6 5. DTSC recommends evaluation, proper investigation and mitigation, if necessary, on onsite areas with current or historic PCB-containing transformers.

A-7 6. Three site cleanups are identified at or near Costco Warehouse: 1) A Cleanup Site involving Style Cleaners (9640 Mission Gorge Road) within the Mission Gorge Square shopping center is adjacent to the eastern boundary of the Costco property; 2) A leaking underground storage tank (LUST) Cleanup Site is located at 9510 Mission Gorge Road approximately 800 feet to the west of the Costco property; and 3) A Cleanup Site involving a former dry cleaners facility is located approximately 600 feet southeast of the Costco property at 9721 Mission Gorge Road, within a shopping center across Mission Gorge Road.

   a. Identify the name(s) of the regulatory agency(ies) currently overseeing/approved the closure of these cleanup sites.

A-8 b. DTSC is unable to evaluate whether vapor sampling and/or potential vapor intrusion risk was adequately addressed due to lack of relevant detailed information in the ND.

A-2 There is no indication that current and previous land uses at the project site have resulted in releases of hazardous wastes/substances. As discussed in Section VIII(d) of the IS/MND, the State Water Resources Control Board GeoTracker and the California Department of Toxic Substances Control EnviroStor databases were searched for information regarding hazardous materials sites located in the project area pursuant to Government Code Section 65962.5 (Cortese List) requirements. The results of database searches indicated that no listed hazardous material sites are located on the project site, and three cleanup sites occur in the project vicinity. As discussed in detail in Section VIII(d) of the IS/MND, these three off-site cleanup sites are not expected to create a significant hazard to the public or the environment. No other potentially significant hazards impacts were identified in Section VIII of the IS/MND. Therefore, no recognized environmental conditions associated with the proposed project were identified.

A-3 As discussed above in response A-2, no recognized environmental conditions associated with the project area were identified.

A-4 The project would demolish the existing on-site fuel facility, which includes a canopy structure, a small appurtenance building, underground storage tanks, and associated infrastructure. These existing facilities were constructed circa 2000. Due to the age of these existing structures, hazardous building materials such as lead-based paint, asbestos, and polychlorinated biphenyls (PCBs) are not expected to be present in the existing structures to be demolished. In the highly unlikely event that demolition activities encounter suspected hazardous building materials, the contractor would be required to follow all applicable standard protocols, regulations, and requirements to ensure that any potential hazards or exposure to workers and/or the public are minimized and/or avoided.

A-5 Based on a review of available historic aerial photographs, no former agricultural operations are known to have historically occurred on site. Some nearby properties appear to have been previously used for agriculture in the 1950s, but those uses appear to have ceased in the 1960s. Since then, the project site and surrounding properties (including those that may have previously been used for agriculture) have been developed, and underlying soils have been disturbed due to grading associated with existing development. Thus, no significant health hazards impacts associated with residual concentrations of pesticides in underlying on-site soils would occur.

COMMENTS	RESPONSES
	A-6 No existing electrical transformers would be affected by the proposed project, nor is there an indication that electrical transformers were previously present at the project site. Therefore, there is no potential to encounter PCB-containing transformers.
	A-7 As discussed in Section VIII(d) of the IS/MND, one of the three cleanup sites is closed. The site at 9510 Mission Gorge Road, identified by the SWRCB GeoTracker database as Chilcote Inc. (San Diego County case number H04747-001 and San Diego Regional Water Quality Control Board [RWQCB] case number 9UT1072), was closed on October 5, 1990. The other two cleanup sites (Styles Cleaners at 9640 Mission Gorge Road [case number 2091900] and Seville Cleaners at 9721 Mission Gorge Road [case number 2091600]) remain open with the RWCQB as the lead oversight agency.
	A-8 As identified in response A-2, no listed hazardous material sites are located on the project site and thus, no known releases of hazardous substances have occurred from on-site sources. As discussed in Section VIII(d) of the IS/MND, a listed cleanup site (Styles Cleaners) is located adjacent to the eastern boundary of the Costco property. This site was listed based on releases of volatile organic compounds (VOCs), including dichloroethene (DCE), tetrachloroethylene (PCE) and trichloroethylene (TCE). Based on information provided in the SWRCB GeoTracker database, a series of subsurface investigations have been performed at the Styles Cleaners property beginning in 1996 to assess the source and extent of potential contamination in the subsurface soil and groundwater. Since that time, 11 groundwater monitoring wells, six soil borings, and 11 HydroPunch sampling points have been installed and sampled at the site. Additionally, an off-site sub-slab soil gas survey was performed in 2014. Results have indicated generally low concentrations of PCE in soil with a maximum of 670 parts per billion (ppb) detected. The most recent (November 2017) concentrations detected in groundwater were 10 ppb PCE, 52 ppb TCE, and 60 ppb DCE. The dissolved contaminant plume extends from the Style Cleaners property to the northwest beneath and across the adjoining Costco parking lot, but not within or beneath the site of the proposed relocated fuel facility. The plume has been decreasing in size or remaining stable (depending on constituent). Soil vapor sampling results from 2016 indicated a potential risk from vapor intrusion; however, two rounds of indoor air sampling in 2016 and 2017 indicate that the vapor intrusion risk is not significant based on accepted screening criteria. The case is currently eligible for closure as of March 27, 2018. Within the project area, groundwater flows to the northwest, which is away from the proposed relocated fuel facility site and so the contaminated plumes have migrated away from the fuel facility site. Remediation of this property is not expected to create a significant hazard to the public or the environment relative to the proposed use of the Costco site because of the location of the dissolved contaminant

A-9 c. DTSC recommends soil gas sampling and vapor intrusion risk evaluation on sites with releases of volatile organic compounds (VOCs)/gasoline to confirm no residual VOC/gasoline contamination remain onsite and/or risk is acceptable based on applicable and relevant state guidelines.

A-10 7. Excavated soil should be sampled prior to export/disposal and disposed of properly in accordance with all applicable and relevant laws and regulations. In addition, if the project proposes to import soil to backfill the excavated areas, proper evaluation and/or sampling should be conducted to make sure that the imported soil is free of contamination.

A-11 8. If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the ND should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.

If you have any questions regarding this letter, please contact me at (714) 484-5380 or email at Johnson.Abraham@dtsc.ca.gov.

Sincerely,

Johnson P. Abraham
Project Manager
Brownfields Restoration and School Evaluation Branch
Site Mitigation and Restoration Program - Cypress

kl/sh/ja

cc: See next page.

A-8 cont. plume, direction of groundwater flow, and the source site's eligibility for closure. Section VIII(d) of the IS/MND has been revised to include this additional information and is provided in the Errata attached to the Final IS/MND to be adopted by the City of Santee.

A-9 Refer to response A-8 above.

A-10 Underlying soils in areas proposed for excavation would undergo pre-excavation profiling to assess the appropriateness of the soil for reuse or disposal. Furthermore, if excavation or grading activities encounter suspected contaminated soils, the contractor would be required to follow all applicable standard protocols, regulations, and requirements to ensure that any potential hazards or exposure to workers and/or the public are minimized and/or avoided. It is anticipated that approximately 200 cubic yards of clean fill would be imported to the site during construction. Imported soil would come from an approved source whereby the soil has been evaluated and documented to be free of contamination.

A-11 If excavation, grading, or demolition activities encounter suspected contaminated soil, groundwater, or hazardous building materials, the contractor would be required to follow all applicable standard protocols, regulations, and requirements to ensure that any potential hazards or exposure to workers and/or the public are minimized and/or avoided.

Mr. Michael Coyne
April 2, 2018
Page 4

cc: Ms. Christina Rios (via e-mail)
Associate Planner
City of Santee
CRios@cityofsanteeca.gov

Governor's Office of Planning and Research (via e-mail)
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
State.clearinghouse@opr.ca.gov

Mr. Dave Kereazis (via e-mail)
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

Mr. Shahir Haddad, Chief (via e-mail)
Schools Evaluation and Brownfields Cleanup
Brownfields and Environmental Restoration Program - Cypress
Shahir.Haddad@dtsc.ca.gov

CEQA# 2018031028

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710
Fax (916) 373-5471

Edmund G. Brown Jr., Governor

April 3, 2018

Michael Coyne
City of Santee
10601 Magnolia Avenue
Santee, CA 92071

Also sent via e-mail: mcoyne@cityofsanteeca.gov

Re: SCH# 2018031028, Costco Wholesale Project, City of Santee; San Diego County, California

Dear Mr. Coyne:

B-1 The Native American Heritage Commission (NAHC) has reviewed the Mitigated Negative Declaration (MND) prepared for the project referenced above. The review included the Introduction and Project Description; and the Issues section, subsection V, Cultural Resources and subsection XVII, Tribal Cultural Resources, prepared by HELIX Environmental Planning for the City of Santee. We have the following concerns:

1. While consultation requirements under AB-52 have been met (letters sent to tribes), the NAHC recommends that consultation outreach to the tribes on the NAHC list is consistent with Best Practices. Please refer to: http://nahc.ca.gov/wp-content/uploads/2015/04/AB52TribalConsultationRequirementsAndBestPractices_Revised_3_9_16.pdf

B-2

2. Lack of identified Tribal Cultural Resources (no input from tribes) does not mean there will be no impacts. Mitigation for potential impacts to Tribal Cultural Resources is required with or without consultation with tribes. Mitigation measures specifically addressing Tribal Cultural Resources separately and distinctly from Archaeological Resources should be included in the document. Mitigation language for archaeological resources is not always appropriate for or similar to measures specifically for handling Tribal Cultural Resources. Sample mitigation measures for Tribal Cultural Resources can be found in the CEQA guidelines at http://opr.ca.gov/docs/Revised_AB_52_Technical_Advisory_March_2017.pdf

B-3

3. Tribal Cultural Resources assessments are not well documented. These should adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources. **The lack of documented resources does not preclude inadvertent finds**, which should be addressed in the mitigation measures.

Please contact me at gayle.totton@nahc.ca.gov or call (916) 373-3714 if you have any questions.

Sincerely,

Gayle Totton

Gayle Totton, B.S., M.A., Ph.D
Associate Governmental Project Analyst

Attachment

cc: State Clearinghouse

B-1 The City conducted outreach to representative Native American tribes that are traditionally and culturally affiliated within Santee in accordance with the Public Resource Code Section 21080.3.1 and the requirements of AB 52, consistent with the referenced Best Practices. As indicated in Section V(e) of the IS/MND, a notice was sent to the tribes regarding the proposed project and the opportunity to request consultation within 30 days. No consultation requests were received within the 30-day period.

B-2 The project site occurs on a completely developed property surrounded by developed areas. No known Tribal Cultural Resources (TCRs) or cultural sites are located within the project site. Based on General Plan Conservation Element Figure 6-2 (Cultural Resource Sensitivity Map), the project site is not located in an area identified as having moderate potential for archaeological sites. As discussed in Section V(b) in the IS/MND, the potential for undiscovered archaeological resources, including TCRs, is low due to the development and the disturbed nature of the project site and surrounding areas. Therefore, no potentially significant impacts were assessed, and no mitigation is required. In the unlikely event of inadvertent discovery of archaeological resources, the project would comply with all state and City rules regarding the unanticipated discovery of archaeological resources, including notification of Native American Tribes.

B-3 Refer to response B-2 above.

ADDITIONAL INFORMATION

The California Environmental Quality Act (CEQA)[1], specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.[2] If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared.[3] In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended in 2014 by Assembly Bill 52. (AB 52).[4] **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** AB 52 created a separate category for "tribal cultural resources"[5], that now includes "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.[6] Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.[7] Your project may also be subject to **Senate Bill 18 (SB 18)** (Burton, Chapter 905, Statutes of 2004), Government Code 65352.3, if it also involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space. **Both SB 18 and AB 52 have tribal consultation requirements.** Additionally, if your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966[8] may also apply.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

Agencies should be aware that AB 52 does not preclude agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52. For that reason, we urge you to continue to request Native American Tribal Consultation Lists and Sacred Lands File searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/. Additional information regarding AB 52 can be found online at http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf, entitled "Tribal Consultation Under AB 52: Requirements and Best Practices".

The NAHC recommends lead agencies consult with all California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.

A brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments is also attached.

Pertinent Statutory Information:

Under AB 52:

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice.

A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.[9] and **prior to the release of a negative declaration, mitigated negative declaration or environmental impact report**. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18).[10]

The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

a. Alternatives to the project.
b. Recommended mitigation measures.
c. Significant effects.[11]

1. The following topics are discretionary topics of consultation:
   a. Type of environmental review necessary.
   b. Significance of the tribal cultural resources.

[1] Pub. Resources Code § 21000 et seq.
[2] Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b); CEQA Guidelines Section 15064.5 (b)
[3] Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1); CEQA Guidelines § 15064 (a)(1)
[4] Government Code 65352.3
[5] Pub. Resources Code § 21074
[6] Pub. Resources Code § 21084.2
[7] Pub. Resources Code § 21084.3 (a)
[8] 154 U.S.C. 300101, 36 C.F.R. § 800 et seq.
[9] Pub. Resources Code § 21080.3.1, subds. (d) and (e)
[10] Pub. Resources Code § 21080.3.1 (b)
[11] Pub. Resources Code § 21080.3.2 (a)

c. Significance of the project's impacts on tribal cultural resources.

If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. [12]

With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process **shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10.** Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.[13]

If a project may have a significant impact on a tribal cultural resource, **the lead agency's environmental document shall discuss** both of the following:

a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource.[14]

Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.[15]

Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 **shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program**, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable.[16]

If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, **the lead agency shall consider feasible mitigation** pursuant to Public Resources Code section 21084.3 (b).[17]

An environmental impact report **may not be certified**, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days.[18]

This process should be documented in the Tribal Cultural Resources section of your environmental document.

Under SB 18:

Government Code § 65352.3 (a) (1) requires consultation with Native Americans on general plan proposals for the purposes of "preserving or mitigating impacts to places, features, and objects described § 5097.9 and § 5091.993 of the Public Resources Code that are located within the city or county's jurisdiction. Government Code § 65560 (a), (b), and (c) provides for consultation with Native American tribes on the open-space element of a county or city general plan for the purposes of protecting places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code.

- SB 18 applies to **local governments** and requires them to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf
- Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.**[19]
- There is no Statutory Time Limit on Tribal Consultation under the law.

[12] Pub. Resources Code § 21080.3.2 (a)
[13] Pub. Resources Code § 21082.3 (c)(1)
[14] Pub. Resources Code § 21082.3 (b)
[15] Pub. Resources Code § 21080.3.2 (b)
[16] Pub. Resources Code § 21082.3 (e)
[17] Pub. Resources Code § 21082.3 (e)
[18] Pub. Resources Code § 21082.3 (d)
[19] (Gov. Code § 65352.3 (a)(2))

- Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research,[20] the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction.[21]
- Conclusion Tribal Consultation: Consultation should be concluded at the point in which:
  - The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
  - Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation.[22]

NAHC Recommendations for Cultural Resources Assessments:

- Contact the NAHC for:
  - A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
  - A Native American Tribal Contact List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
    - The request form can be found at http://nahc.ca.gov/resources/forms/.
- Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
  - If part or the entire APE has been previously surveyed for cultural resources.
  - If any known cultural resources have been already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

Examples of Mitigation Measures That May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- Avoidance and preservation of the resources in place, including, but not limited to:
  - Planning and construction to avoid the resources and protect the cultural and natural context.
  - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
  - Protecting the cultural character and integrity of the resource.
  - Protecting the traditional use of the resource.
  - Protecting the confidentiality of the resource.
- Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed.[23]
- Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated.[24]

The lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

- Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources.[25] In areas of identified

[20] pursuant to Gov. Code section 65040.2,
[21] (Gov. Code § 65352.3 (b)).
[22] (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).
[23] (Civ. Code § 815.3 (c)).
[24] (Pub. Resources Code § 5097.991).
[25] per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)).

archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

- Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
- Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

CALIFORNIA CHAPARRAL INSTITUTE

Preserve Wild Santee

April 24, 2018

Mr. Michael Coyne
City of Santee
10601 Magnolia Avenue
Santee, CA 92071
mcoyne@cityofsanteeca.gov

RE: Costco Fuel Facility Project draft MND

Dear Mr. Coyne,

C-1 The draft Mitigated Negative Declaration (MND) fails to disclose significant impacts to the environment. Further analysis in an Environmental Impact Report is required. Significant impacts must be avoided where feasible and mitigated when those impacts cannot be avoided.

Greenhouse Gas Emissions are significant and undisclosed

C-2 Doubling the number of gasoline pumps induces gasoline consumption that would not occur otherwise [from 16 to 32 pumps, MND p. 2]. It is not clear how much additional fuel storage capacity is being added [111,500 gallons in 4 tanks minus one tank of undisclosed capacity removed, MND p. 2] How much additional fuel is actually being stored and projected to be sold and <u>what quantity of GHGs does that represent</u>? The induced fuel consumption of the capacity increase and associated GHG emissions are not accounted for by the MND.

C-3 The traffic study projects a 20-22% increase in traffic associated with the project's expanded capacity [MND Table 5, p.32]. There is not any data in the MND that projects any corresponding loss of business for other fueling stations in or adjacent to the City. <u>The fact is, the project encourages additional gasoline consumption at a time when the state and world have instituted goals for achieving the opposite</u>.

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PreserveWildSantee.org

C-1 Note that this comment letter was received after the close of the public comment period. The comment makes a general statement that the Draft IS/MND fails to disclose significant impacts to the environment and requires preparation of an Environmental Impact Report (EIR); however, no facts or other evidence is provided to support this assertion. The conclusions and supporting analysis contained in the Draft IS/MND that the proposed project would not result in significant environmental effects are supported by substantial evidence contained in the record. Project impacts are adequately analyzed and assessed based on established methodologies and identified CEQA significance thresholds. Where potentially significant impacts are identified, feasible mitigation measures are identified that would avoid or reduce impacts to below a level of significance.

C-2 The proposed project would relocate and expand the existing on-site fuel facility from 16 fueling positions and 4 tanks (with a combined total capacity of 61,500 gallons of fuel) to 32 fueling positions and four new tanks (with a combined total capacity of 111,500 gallons of fuel). This comment states that increasing the number of gasoline pumps would induce gasoline consumption that would not otherwise occur. The amount of gasoline consumed is dependent on user demand and not storage capacity at a specific location. The proposed project would accommodate existing demand at this facility. Costco is a member-based retailer that provides goods/services, including gasoline only to those with active memberships. Section VII(a) of the IS/MND quantifies greenhouse gas (GHG) emissions associated with construction and operation of the proposed project.

C-3 The comment states that the project would result in a 20 to 22-percent increase in traffic based on the information presented in Table 5 of the IS/MND. Accounting for internalization, pass-by, and diverted trips (all trips that were already destined for Costco or on the adjacent roadways already), the project is expected to result in only 15 to 20 net new trips on the public street system during peak periods (as indicated in Table 5 of the IS/MND), which represents only a three to four-percent increase in traffic.

Regarding potential loss of business at other fueling stations in the area, CEQA does not require analysis of socioeconomic effects pursuant to Section 15131 of the State CEQA Guidelines unless they can be tied to direct physical changes in the market area (i.e., physical deterioration of existing retail centers/facilities). Based on this statutory guidance, the courts have recognized that there is potential for proposed retail development to trigger economic competition with existing retail uses in the project's community (*Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184). If existing retail uses are adversely affected by competition, declines in sales could directly result in and/or lead to disinvestment, business closures, abandonment, and physical deterioration indicative of urban decay. Urban decay is the physical manifestation of a project's potential to trigger a chain reaction of store closures and long-term vacancies ultimately destroying existing neighborhoods. In this context, urban decay would result only if all of the following causal chain of events occurs:

- The project results in an economic impact so severe that stores might close as a result;
- Buildings and/or properties, rather than being reused within a reasonable time, would remain vacant for an extended period of time; and
- Such vacancies would be substantial enough in scale (in terms of square footage affected and/or the loss of key "anchor" tenants) to affect the viability of existing shopping centers or districts.

It is speculative to assume that the project would result in store closures or vacancies. Moreover, store closures and vacancies, in and of themselves, do not meet the above criteria. Any retail market is likely to have a certain amount of vacant space due to normal turnover and changes in retailing, and vacancies alone do not necessarily indicate urban decay or physical deterioration. While the closure of a business is clearly a hardship to the owner and its employees, it is only significant within the context of CEQA if it results in sustained vacancies which in turn result in deterioration of the physical condition of the vacant buildings and neighborhoods.

COMMENTS	RESPONSES
	C-3 cont. The project would not result in physical changes at other gas stations because as a member-based retailer, Costco provides goods/services, including gasoline, only to those with active memberships. The expanded on-site fuel facility would accommodate existing demand associated with an existing facility that already provides gasoline exclusively to Costco members. As discussed in response C-2, the project would not result in induced gasoline consumption.

COMMENTS

C-4 The GHG emissions of sales associated with a 20-22% increase in traffic and the additional fuel storage capacity have not been considered. These impacts include GHG impacts associated with production and transport of the additional fuel to the purchase point and the actual burning of the fuel after purchase. Neither is there any consideration that the additional traffic will correspond to increased import of products and sales within the warehouse store. Some of these will include propane for RV campers, outdoor barbeques, and camp stoves. Some of these significant emission impacts are avoidable by constructing the relocated fuel station without increasing the number of pumps on site. Alternatives that consider reduced pumps and storage capacities should be considered in an EIR.

C-5 If a relocated fuel station without additional pumps does not fulfill project objectives, the GHG impacts can be mitigated simply by installing solar panels over the warehouse and feasible portions of the sprawling parking lot, establishing a front row of priority spaces for electric vehicles with 2-hour limits of free charging.

C-6 It is unconscionable that a corporation as successful as Costco has not already established solar power on site, which has been demonstrated to be feasible at nearby commercial buildings, including Walmart, Target and Kohls.

RESPONSES

C-4 The comment states that not all emission sources were accounted for in the calculation of project GHG emissions, such as additional traffic and production and transport of fuel to the purchase point. Section VII(a) of the IS/MND quantifies GHG emissions associated with construction and operation of the proposed project, which account for the net increase in traffic trips and the capacity increase of the Costco fueling facility. It also considered indirect emissions associated with the use of electricity, water, and solid waste disposal services. Life-cycle emissions (such as those associated with production and transport of gasoline to the project site) are not included in the inventory because these emissions would be accounted for under the California Global Warming Solutions Act of 2006 (Assembly Bill 32) in other industry sectors. In addition, life-cycle analyses inherently involve many uncertainties. For example, in a life-cycle analysis for fuel supplies, somewhat arbitrary boundaries must be drawn to define the processes considered in the life-cycle analysis. Estimating the GHG emissions associated with these processes would be too speculative for meaningful consideration, would require analysis beyond the current state of the art in impact assessment, and may lead to a false or misleading level of precision in reporting operational GHG emissions. Although life-cycle emission estimates can provide a broader view of a project's emissions, life-cycle analyses often double-count emissions that might be attributable to other sectors in a comprehensive analysis. Moreover, it is speculative to assume that implementation of the project, which is limited to the fuel facility, would lead to increased sales at the Costco warehouse.

The GHG analysis was conducted using standard industry methodologies. GHG emissions were calculated using the California Emissions Estimator Model (CalEEMod) emissions inventory model developed by the South Coast Air Quality Management District, which is the current and leading air emissions model utilized in the state by industry professionals and technical experts. The CalEEMod inputs utilize default values built into the model based on the specific land use type. The default values incorporate typical attributes associated with the corresponding land use type and therefore are considered to be representative of the project.

The City has determined that the project would not result in significant GHG impacts, as discussed in Section VII of the IS/MND. CEQA does not require the consideration of project alternatives in an MND (State CEQA Guidelines Sections 15070 through 15075). The IS/MND evaluates potential environmental impacts resulting from project implementation and identifies mitigation measures to reduce all project impacts to below a level of significance. Therefore, preparation of an EIR is not required and imposition of mitigation measures, including those suggested in the comment, is not warranted. It should be noted, and as indicated in Section III(b) of the IS/MND, the additional dispensers provided by

C-4 cont. the project would serve the existing demand more quickly and more efficiently thus reducing wait times, vehicle idling, and vehicle queue lengths.

C-5 The City has determined that the project would not result in significant GHG impacts, as discussed in Section VII, GHG Emissions, of the IS/MND and, therefore, no GHG emission reduction measures are required. Nonetheless, Costco is committed to implementing sustainable design features at their warehouse locations. At the Santee Costco, a natural gas convertor cell was previously installed on site which provides for approximately 82 percent of the energy needs for the warehouse. Installation of rooftop photovoltaic solar panels was previously considered and evaluated at the site, but it was determined that the existing structure would not physically support them. Installation of photovoltaic solar panels on the canopy of the fuel facility is also not feasible because the surface area of the canopy is too small to provide an adequate energy savings return. Provision of electric charging stations would not be appropriate at the site either because of the limited charge that would be attained by Costco members who might use them during their shopping visits. Charging stations are more appropriate at destinations where longer stays occur.

C-6 This comment does not address the adequacy or accuracy of information provided in the Draft IS/MND. No further response is required. Refer to response C-5 about Costco's commitment to providing sustainable building features.

C-7 The loss of carbon storage capacity of the trees that will be removed for the project are not accounted for. How many trees are being removed? It appears that at least seven trees will be lost. What is the total carbon sequestration capacity that is being lost and what are the emissions produced by destroying the trees and other existing landscaping?

C-8 **Santee does not have a climate action plan and has not established thresholds for determining the significance of GHG emission levels.**

C-9 Without considering the GHG emissions mentioned above, the MND estimates annual emissions of 330.43 MTCO2E that are significant on their own accord [MND Table 4, p.19].

C-10 We have moved from a period of climate change to a period of full-scale climate breakdown. Extreme weather events [caused by decades of anthropogenic GHG emissions] are a common feature of evening news. Climate refugees and species extinctions are on the rise. As climate breakdown accelerates out of control, every GHG emission is increasingly significant.

C-11 The MND approach violates the CEQA requirement for full environmental analysis that mitigates all significant direct and indirect impacts of a project. (CEQA Guidelines § 15126.2; Pub. Res. Code § 21002.)

C-7 Based on the preliminary landscape plan included as Figures 3b through 3e, it is estimated that approximately 61 existing trees would be removed; however, existing mature ornamental street trees along the Mission Gorge Road and Town Center Parkway would not be impacted and the project would plant approximately 112 new trees within the project site. Thus, there would be a net increase in trees within the Costco property with implementation of the project. Section VII(a) of the IS/MND quantifies GHG emissions associated with construction and operation of the proposed project.

C-8 As stated in Section VII(a) of the IS/MND, the City is currently in the process of preparing a CAP that would programmatically address GHG emissions reduction strategies Citywide. Section VII(a) also states that while the City has not adopted its own thresholds for GHG, the analysis in the IS/MND follows guidance developed by the California Air Pollution Control Officers Association (CAPCOA), which is a statewide association of experts on the topic of GHG emissions. CEQA allows lead agencies to rely on thresholds recommended or adopted by other agencies. As identified in Section VII, GHG Emissions, of the IS/MND and stated in this comment, the analysis of project GHG impacts utilizes 900 metric tons (MT) of carbon dioxide equivalents (CO_2e) per year as a screening threshold to determine significance. The use of this threshold is valid, appropriate, and is supported by substantial evidence. Moreover, the City's GHG analysis and conclusion is supported by substantial evidence in the record. It should also be noted that this threshold is among the most conservative proposed or used by any agency:; the South Coast Air Quality Management District is currently utilizing an annual threshold of 10,000 MT CO_2e for industrial projects of which they are the Lead Agency and further suggested an annual threshold of 3,000 MT CO_2e for non-industrial land use development projects (http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf?sfvrsn=2); the Bay Area Air Quality Management District included a threshold of 1,100 MT CO_2e per year in their June 2010 CEQA Guidelines (http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_May%202011_5_3_11.ashx); the Sacramento Metropolitan Air Quality Management District is currently recommending the same 1,100 MT CO_2e threshold per year for all development projects (http://www.airquality.org/ceqa/cequguideupdate/Ch6ghgFINAL.pdf); the San Luis Obispo County Air Pollution Control District recommends a threshold of 1,150 MT CO_2e per year for residential and commercial projects (http://www.slocleanair.org/images/cms/upload/files/Greenhouse%20Gas%20Thresholds%20and%20Supporting%20Evidence%204-2-2012.pdf);

C-8 cont. and the City of Escondido uses an annual threshold of 2,500 MT CO_2e (https://www.escondido.org/Data/Sites/1/media/PDFs/Planning/ClimateActionPlan/CEQAThresholdsAndScreeningTables.pdf). Additionally, the California Air Resources Board (CARB) suggested an annual threshold of 7,000 MT CO_2e for industrial projects, and estimates that emissions from a residential or commercial project that qualifies for the statutory infill project exemption (CEQA Guidelines Section 15195) will emit approximately 1,600 MT CO_2e per year, and that "projects described in CEQA's categorical and statutory exemption provisions (Articles 18 and 19 of the California Code of Regulations, title 14) will not interfere with achieving the objective to minimize emissions from new projects" in the residential and commercial sectors (http://www.arb.ca.gov/cc/localgov/ceqa/meetings/102708/prelimdraftproposal102408.pdf).

In the CAPCOA guidance, a range of conceptual approaches toward developing GHG thresholds are evaluated. One of these approaches includes 900 MT CO_2e per year as a quantitative threshold. CAPCOA developed the 900-MT threshold by examining the number of residential units and square footage of commercial space that would capture 90 percent of the proposed development in four California cities, including Dublin, Livermore, Los Angeles, and Pleasanton. CAPCOA stated the objective for capturing 90 percent of development was "to set the unit thresholds low enough to capture a substantial fraction of future housing and commercial developments that will be constructed to accommodate future statewide population and job growth, while setting the unit thresholds high enough to exclude small development projects that will contribute a relatively small fraction of the cumulative statewide GHG emissions." This emission level is based on the amount of vehicle trips, the typical energy and water use, and other factors associated with projects. Using this guidance, projects with emissions above the annual 900-MT threshold would be considered to have significant GHG emissions impacts under CEQA and would therefore "be required to implement the comprehensive set of Level 2 mitigation." According to the CAPCOA, Level 2 mitigation could include such measures as parking reduction beyond code, solar roofs, LEED Silver or Gold Certification, exceed Title 24 by 20 percent, and transportation demand management measures.

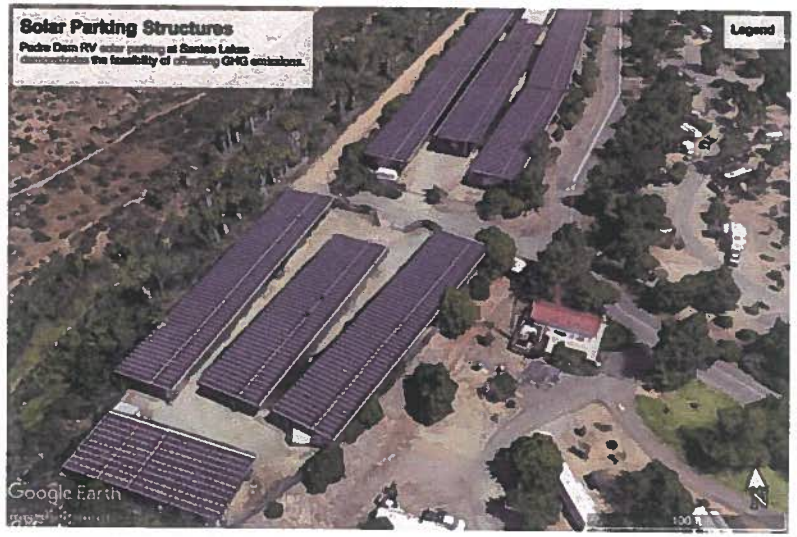
A quantitative GHG analysis was conducted to confirm that project GHG emissions would not exceed the 900-MT of CO_2e emissions per year screening threshold. The results of the analysis, as discussed in Section VII of the IS/MND, concluded that the project would generate a total of 330.43 MT of CO_2e per year. Therefore, the City has determined that the project would not result in significant GHG impacts. This determination is based on a valid and appropriate significance threshold and is supported by substantial evidence from recognized GHG experts (CAPCOA).

C-9 As discussed above is response C-8, the project's annual GHG emissions would not exceed the 900-MT of CO_2e emissions per year screening threshold used in the analysis. Therefore, the City has determined that the project would not result in significant GHG impacts.

C-10 The comment asserts that any quantity of GHG emissions is significant, but this is not the standard for determining whether an impact is significant under CEQA. Projects, including the proposed project, are evaluated on a project-specific basis through the CEQA process to assess the potential to result in significant GHG impacts. The City has determined that the proposed project would not result in significant GHG impacts, as discussed in Section VII, GHG Emissions, of the IS/MND.

C-11 The comment makes a general inference that the project results in significant impacts not identified in the Draft IS/MND; however, no facts or other evidence is provided to support this assertion. The conclusions and supporting analysis contained in the Draft IS/MND that the proposed project would not result in significant environmental effects are supported by substantial evidence contained in the record. Project impacts are adequately analyzed and assessed based on established methodologies and identified CEQA significance thresholds. Where potentially significant impacts are identified, feasible mitigation measures are identified that would avoid or reduce impacts to below a level of significance.

C-12



Santana High School, West Hills High School and Padre Dam Water District solar parking projects demonstrate that it is feasible to construct solar over parking lots just to offset the long-term energy costs. These projects and others throughout Santee and the region demonstrate that it is feasible for Costco to fully offset GHG emissions from the project and reduce their cost of operations. Evidently, Costco is so focused upon business as usual that they haven't taken the time to consider this opportunity.

C-12 This comment does not address the adequacy or accuracy of information provided in the Draft IS/MND. No further response is required. Refer to response C-5 about Costco's commitment to providing sustainable building features

C-13

Solana Beach is launching the region's first Community Choice Energy ("CCE or CCA") district June 1, 2018 with rates set 3% below SDG&E.[1] The Solana Beach CCA will be seeking to secure Power Purchase Agreements with clean local energy providers. The Costco site represents an opportunity for Costco to actually generate business revenue by monetizing the full solar generation capacity of the site in partnership with the new CCA.

C-13 This comment does not address the adequacy or accuracy of information provided in the Draft IS/MND. No further response is required. Refer to response C-5 about Costco's commitment to providing sustainable building features.

C-14

The project already proposes to build a "canopy." The canopy design can be easily modified to include solar panels. There is no longer any rational argument for not including clean energy in projects to fully offset GHG emissions. Clean energy makes both economic and environmental sense. **Failure to incorporate these feasible clean energy components now represents negligence with significant environmental impacts**.

C-14 The City has determined that the project would not result in significant GHG impacts, as discussed in Section VII, GHG Emissions, of the IS/MND, and therefore the project is not required to offset its GHG emissions. Refer to response C-5 about Costco's commitment to providing sustainable building features. The comment also makes a general statement that projects without clean energy components result in significant environmental impacts, but however, no facts or other evidence is provided to support this assertion.

[1] http://www.sandiegouniontribune.com/communities/north-county/sd-no-solana-energy-20180301-story.html

Current climate policy results trend toward a catastrophic 3.5°C global temperature increase.

State, Federal and worldwide goals that are critical for avoiding catastrophic climate breakdown disasters cannot be attained without thoughtful committed action of local land use authorities.

California Air Resources Board (CARB) 2017 Climate Change Scoping Plan states,

> "**Achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development**. There are recent examples of land use development projects in California that have demonstrated that it is feasible to design projects that achieve zero net additional GHG emissions."[2]

Climate Change is a Catastrophic and Pressing Threat to California

C-15

A strong, international scientific consensus has established that human-caused climate change is causing widespread harms to human society and natural systems, and that climate change threats are becoming increasingly dangerous. The Intergovernmental Panel on Climate Change (IPCC), the leading international scientific body for the assessment of climate change, concluded in its 2014 Fifth Assessment Report that: "[w]arming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. The atmosphere and ocean have warmed, the amounts of snow and ice have diminished, and sea level has risen," and further that "[r]ecent climate changes have had widespread impacts on human and natural systems."[3] These findings were echoed in the United States' own 2014 Third National Climate Assessment and 2017 Climate Science Special Report, prepared by scientific experts and reviewed by the National Academy of Sciences and multiple federal agencies. The Third National Climate Assessment concluded that "[m]ultiple lines of independent evidence confirm that human activities are the primary cause of the global warming of the past 50 years"[4] and "[i]impacts related to climate change are already evident in many regions and are expected to become increasingly disruptive across the nation throughout this century and beyond."[5] The 2017 Climate Science Special Report similarly concluded:

[2] California Air Resources Board (CARB) 2017 Climate Change Scoping Plan, p. 151, bold emphasis added.

[3] IPCC [Intergovernmental Panel on Climate Change], Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change, [Core Writing Team, R.K. Pachauri & L.A. Meyer (eds.)], IPCC, Geneva, Switzerland (2014), http://www.ipcc.ch/pdf/assessment-report/ar5/syr/SYR_AR5_FINAL_full_wcover.pdf at 2.

[4] Melillo, Jerry M, Terese (T.C.) Richmond & Gary W. Yohe (eds.), Climate Change Impacts in the United States: The Third National Climate Assessment, U.S. Global Change Research Program (2014), http://nca2014.globalchange.gov/downloads at 7.

[5] Melillo, Jerry M, Terese (T.C.) Richmond & Gary W. Yohe (eds.), Climate Change Impacts in the United States: The Third National Climate Assessment, U.S. Global Change Research Program (2014), http://nca2014.globalchange.gov/downloads at 10.

C-15 This comment provides information and opinions regarding climate change, but does not address the adequacy or accuracy of information provided in the Draft IS/MND.

Note the following from California's 2017 Climate Change Scoping Plan:

"Achieving net zero increases in GHG emissions, resulting in no contribution to GHG impacts, may not be feasible or appropriate for every project, however, and the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA. Lead agencies have the discretion to develop evidence-based numeric thresholds (mass emissions, per capita, or per service population) consistent with this Scoping Plan, the State's long-term GHG goals, and climate change science."

> [B]ased on extensive evidence,…it is extremely likely that human activities, especially emissions of greenhouse gases, are the dominant cause of the observed warming since the mid-20th century. For the warming over the last century, there is no convincing alternative explanation supported by the extent of the observational evidence. In addition to warming, many other aspects of global climate are changing, primarily in response to human activities. Thousands of studies conducted by researchers around the world have documented changes in surface, atmospheric, and oceanic temperatures; melting glaciers; diminishing snow cover; shrinking sea ice; rising sea levels; ocean acidification; and increasing atmospheric water vapor.[6]

The U.S. National Research Council concluded that "[c]limate change is occurring, is caused largely by human activities, and poses significant risks for—and in many cases is already affecting—a broad range of human and natural systems."[7] Based on observed and expected harms from climate change, in 2009 the U.S. Environmental Protection Agency found that greenhouse gas pollution endangers the health and welfare of current and future generations.[8]

These authoritative climate assessments decisively recognize the dominant role of greenhouse gases in driving climate change. As stated by the Third National Climate Assessment: "observations unequivocally show that climate is changing and that the warming of the past 50 years is primarily due to human-induced emissions of heat-trapping gases."[9] The Assessment makes clear that "reduc[ing] the risks of some of the worst impacts of climate change" will require "aggressive and sustained greenhouse gas emission reductions" over the course of this century.[10]

C-15 cont.

The impacts of climate change will be felt by humans and wildlife. Climate change is increasing stress on species and ecosystems—causing changes in distribution, phenology, physiology, vital rates, genetics, ecosystem structure and processes—in

[6] USGCRP [U.S. Global Change Research Program], Climate Science Special Report: Fourth National Climate Assessment, Volume I [Wuebbles, D.J. et al. (eds.)], U.S. Global Change Research Program, Washington, DC (2017), https://science2017.globalchange.gov/ at 10.
[7] NRC [National Research Council], Advancing the Science of Climate Change, National Research Council (2010), www.nap.edu at 2.
[8] U.S. EPA [U.S. Environmental Protection Agency], Endangerment and Cause or Contribute Findings for Greenhouse Gases Under Section 202(a) of the Clean Air Act; Final Rule, 74 Federal Register 66496 (2009).
[9] Melillo, Jerry M, Terese (T.C.) Richmond & Gary W. Yohe (eds.), Climate Change Impacts in the United States: The Third National Climate Assessment, U.S. Global Change Research Program (2014) at 2. *See also* Report Finding 1 at 15: "The global warming of the past 50 years is primarily due to human activities, predominantly the burning of fossil fuels."
[10] Melillo, Jerry M, Terese (T.C.) Richmond & Gary W. Yohe (eds.), Climate Change Impacts in the United States: The Third National Climate Assessment, U.S. Global Change Research Program (2014) at 13, 14, and 649. *See also* Report Finding 3 at 15: "Human-induced climate change is projected to continue, and it will accelerate significantly if global emissions of heat-trapping gases continue to increase."

addition to increasing species extinction risk.[11] Climate-change-related local extinctions are already widespread and have occurred in hundreds of species.[12] Catastrophic levels of species extinctions are projected during this century if climate change continues unabated.[13] In California, climate change will transform our climate, resulting in such impacts as increased temperatures and wildfires, and a reduction in snowpack and precipitation levels and water availability, as we detail below.

Therefore, immediate and aggressive greenhouse gas emissions reductions are necessary to keep warming well below 2°C above pre-industrial levels. The IPCC Fifth Assessment Report and other expert assessments have established global carbon budgets, or the total amount of carbon that can be burned while maintaining some probability of staying below a given temperature target. According to the IPCC, total cumulative anthropogenic emissions of CO_2 must remain below about 1,000 $GtCO_2$ from 2011 onward for a 66 percent probability of limiting warming to 2°C above pre-industrial levels, and to 400 $GtCO_2$ from 2011 onward for a 66 percent probability of limiting warming to 1.5°C.[14] These carbon budgets have been reduced to 850 $GtCO_2$ and 240 $GtCO_2$, respectively, from 2015 onward.[15] Given that global CO_2 emissions in 2016 alone totaled 36 $GtCO_2$,[16] humanity is rapidly consuming the remaining carbon budget needed to avoid the worst impacts of climate change. As of early 2018, climate policies by the world's countries would lead to an estimated 3.4°C of warming, and possibly up to 4.7°C of warming, well above the level needed to avoid the worst dangers of climate change.[17]

C-15 cont.

[11] Warren, Rachel et al., Increasing impacts of climate change upon ecosystems with increasing global mean temperature rise, 106 Climatic Change 141 (2011).

[12] Wiens, John J., Climate-related local extinctions are already widespread among plant and animal species, 14 PLoS Biology e2001104 (2016).

[13] Thomas, Chris. D. et al., Extinction risk from climate change, 427 Nature 145 (2004); Maclean, Ilya M. D. & Robert J. Wilson, Recent ecological responses to climate change support predictions of high extinction risk, 108 PNAS 12337 (2011); Urban, Mark C., Accelerating extinction risk from climate change, 348 Science 571 (2015).

[14] IPCC [Intergovernmental Panel on Climate Change], 2013: Summary for Policymakers. In: Climate Change 2013: The Physical Science Basis, Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change [Stocker, T.F. et al. (eds.)], Cambridge University Press (2013) at 25; IPCC [Intergovernmental Panel on Climate Change], Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change, [Core Writing Team, R.K. Pachauri and L.A. Meyer (eds.)], IPCC, Geneva, Switzerland (2014) at 63-64 & Table 2.2.

[15] Rogelj, Joeri et al., Differences between carbon budget estimates unraveled, 6 Nature Climate Change 245 (2016) at Table 2.

[16] Le Quéré, Corrine, et al., Global Carbon Budget 2017, Earth Syst. Sci. Data Discuss., https://doi.org/10.5194/essd-2017-123 (2017), http://www.globalcarbonproject.org/carbonbudget/17/data.htm.

[17] Climate Action Tracker, Improvement in warming outlook at India and China move ahead, but Paris Agreement gap still looms large (November 2017), http://climateactiontracker.org/publications/briefing/288/Improvement-in-warming-outlook-as-India-and-China-move-ahead-but-Paris-Agreement-gap-still-looms-large.html.

The United States has contributed more to climate change than any other country. The U.S. is the world's biggest cumulative emitter of greenhouse gas pollution, responsible for 27 percent of cumulative global CO_2 emissions since 1850, and the U.S. is currently the world's second highest emitter on an annual and per capita basis.[18] Nonetheless, U.S. climate policy is wholly inadequate to meet the international climate target to hold global average temperature rise to well below 2°C above pre-industrial levels to avoid the worst dangers of climate change. Current U.S. climate policy has been ranked as "critically insufficient" by an international team of climate policy experts and climate scientists which concluded: "These steps represent a severe backwards move and an abrogation of the United States' responsibility as the world's second largest emitter at a time when more, not less, commitment is needed from all governments to avert the worst impacts of climate change."[19]

In response to inadequate action on the national level, California has taken steps through legislation and regulation to fight climate change and reduce statewide GHG emissions. Enforcement and compliance with these steps is essential to help stabilize the climate and avoid catastrophic impacts to our environment. . California has a mandate under AB 32 to reach 1990 levels of GHG emissions by the year 2020, equivalent to approximately a 15 percent reduction from a business-as-usual projection. (Health & Saf. Code § 38550.) Based on the warning of the Intergovernmental panel on Climate Change and leading climate scientists, Governor Brown issued an executive order in April 2015 requiring GHG emission reduction 40 percent below 1990 levels by 2030. (Executive Order B-30-15 (2015).) The Executive Order is line with a previous Executive Order mandating the state reduce emission levels to 80 percent below 1990 levels by 2050 in order to minimize significant climate change impacts. (Executive Order S-3-05 (2005).) In enacting SB 375, the state has also recognized the critical role that land use planning plays in achieving greenhouse gas emission reductions in California.[20]

C-15 cont.

The state Legislature has found that failure to achieve greenhouse gas reduction would be "detrimental" to the state's economy. (Health & Saf. Code § 38501(b).) In his 2015 Inaugural Address, Governor Brown reiterated his commitment to reduce greenhouse gas emissions with three new goals for the next fifteen years:

- Increase electricity derived from renewable sources to 50 percent;
- Reduce today's petroleum use in cars and trucks by 50 percent;
- Double the efficiency of existing buildings and make heating fuels cleaner. (Brown 2015 Address.)

[18] World Resources Institute, 6 Graphs Explain the World's Top 10 Emitters (November 25, 2014).
[19] Climate Action Tracker, USA (last updated 6 November 2017), http://climateactiontracker.org/countries/usa.
[20] See http://www.arb.ca.gov/cc/sb375/sb375.htm.

Although some sources of GHG emissions may seem insignificant, climate change is a problem with cumulative impacts and effects. (*Ctr. for Biological Diversity v. Nat'l Highway Traffic Safety Admin.*, (9th Cir. 2008) 538 F.3d 1172, 1217 ("the impact of greenhouse gas emissions on climate change is precisely the kind of cumulative impacts analysis" that agencies must conduct).) One source or one small project may not appear to have a significant effect on climate change, but the combined impacts of many sources can drastically damage California's climate as a whole. Therefore, project-specific GHG emission disclosure, analysis and mitigation is vital to California meeting its climate goals and maintaining our climate.

Recent evidence of Climate Breakdown is further impetus for action

C-15 cont.

The size and destructiveness of wildfires in California is increasing consistent with rising global land and sea temperatures. Cal Fire has compiled records from 1932 of the "Top 20 Largest California Wildfires" and "Top 20 Most Destructive California Wildfires." Three out of four of California's largest fires have occurred within the past five years. Seven out of ten of California's largest fires have occurred within the past 10 years. Seventeen out of 20 have occurred since 1999. There have been five mega-fires exceeding 200,000 acres since 1932. All five of these fires occurred since the 2003 Cedar Fire in San Diego County. Five of the States most destructive fires in terms of structures lost occurred within the past year.

Ocean temperatures have been on a steady uptrend since 1996. Ocean temperature was the hottest recorded in 2017.[21] The energy stored in the ocean supplies the fuel for the extreme weather events worldwide that have become normalized. Climate scientists are now projecting that the 1.5°C target may be exceeded by 2022.[22] We are cooking ourselves within a cauldron of greed. There can be no tolerance for projects that can easily offset significant GHG emission impacts, but fail to do so.

Project Description, Aesthetics and Circulation

C-16

The project description is minute and inadequate. There are not any graphics with descriptive details to disclose the visual impacts of the project. Nor are there graphics or details to indicate the adequacy of, or existence of an adequate landscape plan that includes drought resistant carbon sequestering vegetation. Nor is there sufficient discussion to reveal impacts to adjacent business operations and circulation systems. A clear and detailed discussion of these issues should be presented to decision-makers and the public.

C-17

In conclusion, further analysis of alternatives and mitigation measures for the significant impacts of the project must be disclosed and considered in an Environmental Impact Report. CEQA requires that an EIR consider both direct and indirect impacts of a project. CEQA Guidelines, § 15064.

[21] https://www.theguardian.com/environment/climate-consensus-97-per-cent/2018/jan/26/in-2017-the-oceans-were-by-far-the-hottest-ever-recorded

[22] https://www.metoffice.gov.uk/news/releases/2018/decadal-forecast-2018

C-16 The project description in the IS/MND adequately describes the proposed features of the project and includes references to supporting figures that immediately follow the Initial Study Checklist. Specifically, figures are provided that depict the regional and project location, a site plan, landscape plan, elevations, and buildings materials and colors. These figures illustrate proposed visual elements of the project that provide adequate visual context to support the corresponding visual analysis contained in Section I of the IS/MND.

Refer to response C-3 with regards to socioeconomic effects on other businesses. Potential traffic impacts on surrounding roadways are discussed in Section XVI of the IS/MND. This section provides detailed analysis based on a project-specific traffic analysis that is contained in Appendix E of in the IS/MND. As discussed in Section XVI of the IS/MND, traffic impacts on the local circulation system would be less than significant once the relocated fuel facility is operational due to the relatively low number of estimated new trips associated with the project. Therefore, traffic conditions resulting from project operations would not adversely impact adjacent businesses. During construction, a potentially significant (but temporary) impact on traffic circulation is

Thank you for considering our comments.

Van K. Collinsworth
Geographer / Director, Preserve Wild Santee
Conservation Coordinator, California Chaparral Institute

References:

Climate Change 2014 Synthesis Report Summary for Policymakers
https://www.ipcc.ch/pdf/assessment-report/ar5/syr/AR5_SYR_FINAL_SPM.pdf

Target C02: Where Should Humanity Aim?
http://www.columbia.edu/~jeh1/2008/TargetCO2_20080407.pdf

Climate sensitivity, sea level and atmospheric carbon dioxide
http://rsta.royalsocietypublishing.org/content/371/2001/20120294?sid=081258ae-d827-44f8-88c0-0174747c1f05

Assessing "Dangerous Climate Change": Required Reduction of Carbon Emissions to Protect Young People, Future generations and Nature
http://www.columbia.edu/~jeh1/mailings/2013/20131202_PopularSciencePlosOneE.pdf

Megadisasters devastated America in 2017. And they're only going to get worse
https://www.vox.com/energy-and-environment/2017/12/28/16795490/natural-disasters-2017-hurricanes-wildfires-heat-climate-change-cost-deaths

How California's Most Destructive Wildfire Spread, Hour by Hour
https://www.nytimes.com/interactive/2017/10/21/us/california-fire-damage-map.html

Many in Montecito ignored mudslide warnings — until it was too late
http://www.latimes.com/local/california/la-me-montecito-evacuation-20180110-story.html

Top 20 Largest California Wildfires, Cal Fire, 1/12/2018
http://www.fire.ca.gov/communications/downloads/fact_sheets/Top20_Acres.pdf

Top 20 Most Destructive California Wildfires, Cal Fire, 1/12/2018
http://www.fire.ca.gov/communications/downloads/fact_sheets/Top20_Destruction.pdf

C-16 cont. identified in the IS/MND with regard to on-site circulation and potential spillover onto adjacent public roadways due to temporary on-site parking displacement. Mitigation is identified in the IS/MND (Mitigation Measure Transportation 1) that would involve Costco securing an off-site employee parking area during the construction period to ensure that member parking demand would be fully contained on site for the duration of construction. With implementation of this mitigation measure, adjacent businesses would not be adversely affected during project construction.

C-17 This comment consists of concluding statements that summarize issues discussed earlier in the letter. Refer to responses C-1 and C-4.

Draft Mitigated Negative Declaration

Costco Fuel Facility On-Site Relocation

Lead Agency:
City of Santee
10601 Magnolia Avenue
Santee, California 92071

Prepared by:
HELIX Environmental Planning, Inc.
7578 El Cajon Boulevard
La Mesa, California 91942

February 2018

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DRAFT MITIGATED NEGATIVE DECLARATION

1.	Name and description of project:	Costco Fuel Facility On-Site Relocation. The project includes the relocation and expansion of the existing fuel facility at the Costco Wholesale warehouse in the City of Santee. The existing facility would be decommissioned and removed and a new fuel facility with 16 dispensers, a canopy, underground storage tanks, and associated equipment would be constructed in the southern portion of the site together with parking and landscape improvements.
2.	Project Location:	101 Town Center Parkway, Santee, California 91942
3.	Project Applicant:	Costco Wholesale 999 Lake Drive Issaquah, WA 98027

The Lead Agency, having reviewed the Initial Study of this project does hereby find and declare that the project will not have a significant effect on the environment. A brief statement of the reasons supporting the Lead Agency's findings are as follows:

An Initial Study was conducted by the Department of Development Services to evaluate the potential effects of this project upon the environment. The Initial Study concluded that potentially significant impacts would occur with respect to noise (nighttime construction activities) and transportation/traffic (temporary displacement of on-site employee parking and associated circulation impacts during construction); however, impacts would be less than significant with mitigation. Potential impacts associated with nighttime construction noise would be mitigated by implementing construction noise reduction measures. Providing temporary off-site employee parking at a nearby location and a shuttle system between the parking location and the Costco property during construction would mitigate potential impacts to transportation/traffic. The project would result in less than significant or no impacts to the following environmental issues areas: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology/soils, greenhouse gas emissions, hazards and hazardous materials, hydrology/water quality, land use and planning, mineral resources, population and housing, public services, recreation, tribal cultural resources, and utilities/services systems. Therefore, a Draft Mitigated Negative Declaration has been prepared.

The Lead Agency hereby finds that the Mitigated Negative Declaration reflects its independent judgment. A copy of the Initial Study is attached.

The location and custodian of the documents and any other material which constitute the record of proceedings upon which the Lead Agency based its decision to adopt this Mitigated Negative Declaration are as follows:

City of Santee Development Services Department
10601 North Magnolia Avenue
Santee, CA 92071
(619) 258-4100 ext. 167

March 8, 2018
Date Received for Filing

M. Coyne
Staff

INITIAL STUDY

1. **Project Title:** Costco Fuel Facility On-Site Relocation
2. **Lead Agency:** City of Santee, 10601 Magnolia Avenue, Santee, CA 92071
3. **Contact Person:** Christina Rios, Associate Planner
4. **Project Location:** 101 Town Center Parkway, Santee, CA 92071
5. **Applicant:** Costco Wholesale, 999 Lake Drive, Issaquah, WA 98027
6. **General Plan Designation:** Town Center
7. **Zoning:** Town Center
8. **Description of Project:**

The project includes the relocation and expansion of the existing fuel facility at the Costco Wholesale warehouse located at 101 Town Center Parkway in the City of Santee (City). Figure 1 shows the regional location of the project site and Figure 2 depicts the project site and vicinity. The purpose of the project is to improve the service provided to members at this location who currently experience long queues and wait times during peak periods.

The existing fuel facility is located in the northern portion of the approximately 14-acre site to the north of the Costco warehouse building, near the right-in/right-out/left-in site-access to Town Center Parkway. The fuel facility currently consists of four islands with a total of 16 vehicle fueling positions. There is approximately 60 to 70 feet of usable queue space behind the fuel dispensers, which is the area where vehicles line up and wait for available fuel dispensers. As part of the project, the existing fuel facility would be decommissioned and replaced with additional parking for the Costco warehouse.

The project would relocate the existing fuel facility to the parking area in the southern portion of the Costco site, adjacent to Mission Gorge Road. The new fuel facility would provide for 70 to100 feet of usable queue space behind the dispensers, which would provide better circulation and more queue space than the current fuel facility configuration. The new fuel facility location would also allow for a larger 32 fueling position facility to be built. Figures 3a through 3g includes plans of the project.

Components of the project include:

- Decommissioning and removal of the existing fuel facility;
- Relocation of on-site parking and landscaping in the west and north parking areas;
- Relocation of the existing propane center;
- Construction of a new fuel facility canopy (approximately 15,812 square feet);
- Installation of 16 dispensers;
- Installation of two 40,000-gallon gasoline underground storage tanks (USTs);
- Installation of one (1) 30,000-gallon gasoline UST;
- Installation of one (1) 1,500-gallon gasoline additive UST;
- Installation of a controller enclosure;
- Installation of a Healy Clean Air Separator; and
- Associated landscape and parking improvements.

Required City permits and approvals include:

- Building Permit;
- Demolition Permit;
- Grading Permit;
- UST Installation Permit;
- UST Removal Permit: and
- Sign Permit

9. **Surrounding Land Uses and Setting: (Briefly describe the project's surroundings)**

The project site is located within the Santee Town Center, which has been developed primarily with commercial retail uses and some residential uses in accordance with the land use types and intensities designated within the Town Center Specific Plan (TSCP) and City of Santee General Plan. With the exception of the San Diego River corridor, located approximately 500 feet to the north, the area has been completely developed. The project site is surrounded by commercial retail development on all sides. Residential uses in the area include a multi-family development approximately 400 feet to the southwest, a mobile home community approximately 800 feet to the southwest, single-family homes approximately 750 feet to the south, and a residential neighborhood approximately 1,300 feet to the north (north of the San Diego River).

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

State Water Resources Control Board

- National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit).

Environmental Protection Agency

- 120-day initial notification for gasoline dispensing facilities
- 60-day notification of performance test
- 15-day notification of actual date of startup
- 60-day Notification of compliance status/testing and reports for gasoline dispensing facilities

California Department of Industrial Relations

- Construction Activity Permit

California Board of Equalization

- UST registration

San Diego County of Environmental Health – Hazardous Materials Division

- UST plan check permit
- San Diego regional hazardous materials questionnaire
- California environmental reporting system
- Tank removal permit

San Diego County Air Pollution Control District

- Authority to construct
- Permit to operate

San Diego County Department of Agriculture, Weights, and Measurements

- Placed in service report

San Diego County Regional Airport Authority

- Determination of consistency

Federal Aviation Administration

- Part 77 Notification

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

■ Yes ☐ No

On November 2, 2017, in accordance with the Public Resource Code Section 21080.3.1, the City of Santee sent a notice regarding the proposed project to the Barona Band of Mission Indians, the Jamul Indian Village, and the Mesa Grande Band of Mission Indians which are traditionally and culturally affiliated within Santee. The consultation requested period ended 30 days from the date of the certified receipt of the letter. No requests were received.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture/Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology / Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality
☐ Land Use / Planning	☐ Mineral Resources	■ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
■ Transportation / Traffic	☐ Tribal Cultural Resources	☐ Utilities / Service Systems
☐ Mandatory Findings of Significance		

DETERMINATION

On the basis of this initial evaluation:

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
■	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

M. Coyne

Signature

March 8, 2018

Date

Michael Coyne

Printed Name

ISSUES

I. AESTHETICS

Would the project:

a) Have a substantial adverse effect on scenic vista?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project site is located within the Santee Town Center, which is a generally flat developed area traversed by the San Diego River. The Community Enhancement Element of the Santee General Plan identifies the San Diego River corridor as an important scenic resource within the City because of long views within Santee and to more distance ridgelines and mountains are provided within the river corridor. The Town Center area and properties along Mission Gorge Road are both substantially developed with a variety of commercial retail uses. Additionally, there are no nearby scenic areas or viewpoints which the project would be visible from, including the San Diego River corridor. Therefore, implementation of the proposed project would result in no impacts associated with scenic vistas.

b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings with a scenic highway?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project site is located along Mission Gorge Road and Town Center Parkway, and the surrounding area is substantially developed with a variety of commercial development. No scenic resources occur on site and none in the project area would be impacted by the project. The fuel canopy or other associated project elements would not be visible from any surrounding scenic resources. Additionally, existing ornamental street trees along the Mission Gorge Road and Town Center Parkway would not be impacted and the project would plant additional trees within the project site. The project site is located within the Santee Town Center and not adjacent to a highway. The nearest highway is State Route 52 (SR-52), located approximately 1,450 feet to the southwest of the site. Although the portion of SR-52 between Santo Road and Mast Boulevard is an officially designated scenic highway by the California Department of Transportation (Caltrans 2017), the project is not visible from SR-52 due to distance and intervening development. Accordingly, no impacts to scenic resources within a designated state scenic highway would occur as a result of the project.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project would not introduce any new uses to the project area and has been designed to be consistent with the existing architecture of the associated Costco buildings. The project would be set back from the surrounding street frontages in accordance with the City Municipal Code and the TCSP Design Manual (City 1986). The project design and existing site uses are consistent with the character of the surrounding area, which primarily consist of developed, commercial retail properties along Mission Gorge Road and within the Santee Town Center. Additionally, existing street trees along the Mission Gorge Road and Town Center Parkway would not be impacted by the project and would

continue to provide some visual screening of the site from the roadways adjacent to the site. Impacts associated with visual character and quality would therefore be less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project would reconfigure the existing lighting within the project site and would include fixtures and light pole heights that meet City Municipal Code and TCSP requirements. Specifically, the TCSP requires that site lighting be designed to eliminate glare intrusion onto adjacent properties and streets that would potentially decrease the safety of vehicle movements. The TCSP also requires that lighting sources be prevented from being visible at surrounding areas. Lighting would also be provided under the new fuel facility canopy that would consist of light-emitting diode (LED) fixtures directed downward within the site. In addition to conformance with lighting requirements, proposed structures would not include colors and/or finishes that would exhibit reflective properties that could cause adverse glare effects. Based on the project's compliance with the requirements stated above, impacts associated with light and glare would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information complied by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resource Board – Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non- agricultural use?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project entails the relocation of an existing use within a site that is completely developed, and does not include any land that is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively known as Important Farmland), or land that is under a Williamson Act/Farmland Security Zone Contract. The City does not include any land that is zoned for agricultural uses, and the surrounding area is primarily developed with commercial retail uses. The project would have no impact on Important Farmland, land under the Williamson Act, or land used for agriculture.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

See Discussion II (a) above.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project entails the relocation of an existing use within a site that is already developed. No private timberlands or public lands with forests are located within the surrounding area. Therefore, no impacts associated with existing forest/timberland zoning or forestland/timberland conversion would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

See Discussion II(c) above.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project site is located in the Town Center area that is substantially developed with commercial retail uses, and does not include any Important Farmland or Forest/Timberland areas. Additionally, the City does not include any land that is zoned for agricultural uses or Forest/Timber resource protection. The project would have no impact on Important Farmland or Forest/Timberlands.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The San Diego Air Pollution Control District (SDAPCD) is the government agency that regulates sources of air pollution within San Diego County. Currently, the San Diego Air Basin (SDAB) is in "non-attainment" status for criteria pollutants Ozone (O_3), 10-micrometer or less particulate matter (PM_{10}), and 2.5-micrometer or less particulate

matter ($PM_{2.5}$). The SDAPCD developed a Regional Air Quality Strategy (RAQS), the applicable air quality plan, to provide control measures to achieve attainment status for these criteria pollutants. The RAQS relies on information from the California Air Resources Board (CARB) and the San Diego Association of Governments (SANDAG), including mobile and area source emissions and information regarding projecting growth in the County, to project future emissions and then determine strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and the County. Projects that are consistent with the growth anticipated by the general plans are therefore consistent with the RAQS. The project is consistent with the General Plan in terms of land use and therefore, would be consistent with the RAQS. Therefore, the project would not impact, conflict or obstruct the implementation of an applicable air quality plan.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

Air quality is defined by ambient air concentrations of six specific pollutants identified by the U.S. Environmental Protection Agency to be of concern with respect to health and welfare of the general public. These pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter smaller than 10 microns in diameter (PM_{10}), particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), sulfur dioxide (SO_2), and lead (Pb). The primary source of air pollutants expected to be generated by the project would be emissions associated with construction activities and future vehicle traffic by customers and service/delivery vehicles once the project is operational.

Construction Emissions

Temporary emissions would be generated by construction activities, which would require heavy equipment during demolition, grading, underground infrastructure installation, building construction, and paving. Project-related emissions were assessed using the California Emission Estimator Model (CalEEMod), Version 2016.3.1. Implementation of the following construction-related air emissions were assumed in the calculation of construction emissions:

- Standard dust control measures (i.e., watering two times daily during grading)
- Reduce vehicle speeds on unpaved roads
- Clean paved roads
- Use of diesel particulate filters on construction equipment
- Use of cleaner engines for construction equipment.

Table 1 presents a summary of the maximum daily construction emissions. Detailed construction emissions assumptions and CalEEMod inputs and outputs are provided in Appendix A.

The City has not established significance thresholds for air emissions impacts. Therefore, screening thresholds established by the San Diego Air Pollution Control District (SDAPCD) have been used based on SDAPCD Rules 20.2 and 20.3 Air Quality Impact Analysis (AQIA) trigger levels for new or modified stationary sources. According to Rules 20.2 and 20.3, if these incremental levels are exceeded, an AQIA must be conducted to demonstrate that the project would not cause or contribute to a violation of an air quality standard. For CEQA purposes, these screening-level thresholds can be used to demonstrate that a project's emissions would not result in a significant impact to air quality. Because the AQIA thresholds do not address ROG or $PM_{2.5}$, the screening-level for ROG and $PM_{2.5}$ used in this analysis has been adopted from the South Coast Air Quality Management District. The screening level thresholds are included in Table 1.

Table 1 MAXIMUM DAILY CONSTRUCTION EMISSIONS						
Year	Pollutant Emissions (pounds per day)					
	ROG	NO_x	CO	SO_X	PM_{10}	$PM_{2.5}$
2018	39.62	54.95	35.80	0.08	5.66	2.48
Screening Level Threshold	75	250	550	250	100	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod; see Appendix A for model data.

As shown, all criteria pollutant emissions would not exceed the respective screening thresholds. Thus, construction-related air quality impacts would be less than significant.

Additionally, the demolition and decommissioning of the existing fuel facility would be conducted in accordance with required permits with the City. This would include compliance with all permit conditions for both controlling dust during demolition and decommissioning the USTs prior to removal.

Operational Emissions

The new expanded fuel facility is anticipated to result in a slight increase in vehicle trips to the site; however, the additional dispensers would allow for a more efficient processing of vehicles, which would reduce the amount of time vehicles spend idling. Delivery vehicle trips to the site are also anticipated to increase slightly; however, due to the relatively low frequency of trips, delivery vehicles would not produce significant emissions of criteria pollutants, and any increase would be minimal. Operational emissions were also calculated in CalEEMod and, as shown in Table 2, air emissions generated by the project would be less than the applicable screening thresholds. As a result, the increase in criteria pollutants produced by the project would be less than significant.

Table 2 DAILY MAXIMUM OPERATIONAL EMISSIONS						
Emission Source	Pollutant Emissions (pounds/day)					
	ROG	NO_x	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	0.44	<0.05	<0.05	0.00	<0.05	<0.05
Energy	<0.05	0.05	<0.05	<0.05	<0.05	<0.05
Mobile	1.00	3.16	7.16	<0.05	0.93	0.26
TOTAL	1.44	3.21	7.22	<0.05	0.93	0.26
Screening Level Threshold	75	250	550	250	100	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod; see Appendix A for model data.

The new fuel facility would require authority to construct and permit to operate (ATC/PTO) approval from the SDAPCD, which will review the facility design and location for compliance with SDAPCD standards for criteria pollutants and air quality. All tanks and dispensers would be equipped with the latest Phase I and Phase II Enhanced Vapor Recovery (EVR) air pollution control equipment technology per CARB regulations and associated Executive Orders. The Phase I EVR equipment controls the vapors in the return path from the tanks back to the tanker truck during offloading filling operations. Phase I EVR systems are 98 percent effective in controlling fugitive emissions from escaping into the environment. The Phase II EVR equipment, which also includes "in-station diagnostics," controls and monitors the vapors in the return path from the vehicles back to the tanks. Phase II EVR systems are 95 percent effective in controlling fugitive emissions from escaping into the environment. Additionally, the project would be equipped with a CARB-approved Healy Clean Air vapor recovery unit, which is used to control emissions from the USTs.

As discussed above, increased member and delivery vehicle traffic generation is anticipated. However, the increased operating efficiency of the additional dispensers is expected to improve processing efficiency, thus reducing vehicle queuing and idling. The project would, therefore, result in a less than significant impact on any existing or potential future violation of air quality rules, or increase of any criteria pollutant for which the project region is nonattainment under federal and state air quality standards.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

As stated in III(a), the project is located within the SDAB, which is currently in attainment for all national and state Ambient Air Quality Standards except for criteria pollutants O_3, PM_{10}, and $PM_{2.5}$. For the reasons described above in III(a) and III(b), the project would not result in a cumulatively considerable net increase in any of these criteria pollutants. Impacts would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

Sensitive receptors in the project vicinity include a multi-family development approximately 400 feet to the southwest, a mobile home community approximately 800 feet the southwest, single-family homes approximately 725 feet to the south, and single-family homes approximately 1,300 feet to the north. As discussed above in III(b), the project would not generate substantial concentrations of criteria pollutants. Diesel exhaust particulate matter would be emitted from heavy equipment used in the construction process during project construction. Diesel exhaust particulate matter in California is known to contain carcinogenic compounds. The risks associated with carcinogenic effects are typically evaluated based on a lifetime of chronic exposure (i.e., 24 hours per day, 365 days per year for 70 years). Because emissions of diesel exhaust would be temporary and short-term, the construction phase of the project would not result in long-term chronic lifetime exposure to diesel exhaust from heavy equipment. In addition, diesel emissions control measures would be implemented during project construction as project design features that would require the construction fleet to use any combination of diesel catalytic converters, diesel oxidation catalysts, diesel particulate filters and utilize CARB/USEPA Engine Certification Tier 2, or other equivalent methods approved by CARB.

As discussed above in III(b), the project would require ATC/PTO approval from the SDAPCD, which will review the facility design and location for compliance with SDAPCD standards for criteria pollutants and air quality. All tanks and dispensers would be equipped with the latest Phase I and Phase II Enhanced Vapor Recovery (EVR) air pollution control equipment technology to control the vapors in the return path from the tanks back to the tanker truck during offloading filling operations and from the vehicles back to the tanks. Additionally, the project would be equipped with a CARB-approved Healy Clean Air vapor recovery unit, which is used to control emissions from the USTs.

Therefore, air quality impacts related to the exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

e) Create objectionable odors affecting a substantial number of people?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project would temporarily result in the emission of odors associated with the use of gasoline and diesel-powered equipment and the application of asphalt paving material during the construction period. Odors from these sources would be localized and generally confined to the immediate area.

Once constructed, the project would not introduce any new odors to the site. Odors associated with emissions from the fuel facility use would continue to be controlled with Phase I and Phase II EVR (described above in Discussion III[b]), and would be localized to the fuel dispensing area. Odors associated with vehicle exhaust are also anticipated to be minor, as the project would not significantly increase vehicle trips to the site and would reduce overall queue waiting times. The project would therefore have a less than significant impact related to objectionable odors affecting members and employees on-site or affecting people on surrounding properties.

IV. BIOLOGICAL RESOURCES

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project site is a completely developed property within the Santee Town Center area, adjacent to Mission Gorge Road to the south. The immediately surrounding Town Center and Mission Gorge areas are substantially developed, primarily with a variety of commercial retail uses, and do not contain biological resources.

The closest area of expansive open space to the project site is the San Diego River corridor, located approximately 500 feet to the north. Due to the intervening development between the project site and this natural area, there is no direct connection between the project site and this open space area; therefore, project implementation would not directly or indirectly affect biological resources within the San Diego River corridor.

The project would result in the addition of trees to the Costco site, and would not remove any protected trees, or habitat suitable to support candidate, sensitive, or special status species. Because of the highly disturbed nature of the project site and the nearly continuous amount of daytime vehicular and commercial activity around the site, it is unlikely that the existing trees would provide desirable nesting opportunities for bird and raptor species, especially considering that more suitable nesting options occur within San Diego River area 500 feet to the north. Impacts associated with candidate, sensitive, or special-status species would therefore be less than significant.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project site is a completely developed property within the Santee Town Center area, and the closest area of riparian habitat occurs within the San Diego River corridor, located approximately 500 feet to the north. Due to the intervening development between the project site and this natural area, there is no direct connection between the project site and this open space area. Additionally, the project is designed to meet all City low impact development (LID) and water

quality treatment requirements for storm water discharge. The project would obtain a National Pollution Discharge Elimination System (NPDES) permit, which requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The purpose of a SWPPP is to identify best management practices (BMPs) to control erosion, siltation, and contaminated runoff from construction sites. Due to the lack of riparian habitat and other sensitive natural communities within or near the project site and compliance with requirements related to the control of runoff from the site, impacts associated with riparian/sensitive natural communities would be less than significant.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project site does not contain any wetlands, natural drainage courses, or aquatic resources regulated by the U.S Army Corps of Engineers, RWQCB, or the California Department of Fish and Wildlife as jurisdictional waters of the United States or waters of the state. Therefore, no impacts associated with federally protected wetlands would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project site is a completely developed property within the Santee Town Center area, adjacent to Mission Gorge Road to the south. The San Diego River corridor is located approximately 500 feet to the north, and there is no direct connection between the project site and this open space area. Project implementation would not directly or indirectly affect biological resources within the San Diego River corridor, nor would it impede wildlife movement along the river corridor.

The immediately surrounding properties fronting Town Center Parkway and Mission Gorge Road are substantially developed, and do not provide any known habitat corridor or wildlife nursery sites that connect with the project site or the nearby San Diego River corridor. Impacts associated with the movement of any native resident or migratory fish or wildlife species or with established native or resident migratory wildlife corridors would therefore be less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project site is located within the Town Center zoning designation and does not include any areas within the Hillside Overlay District (as defined in the City Municipal Code) or any other areas designated for the protection of biological resources. The project would not impact any protected plant species, and would be compliant with City Municipal Code and TCSP requirements for landscape area and species.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project site is located in the Santee Subarea of the Multiple Species Conservation Plan (MSCP) but is not within the Draft Santee Subarea Plan Preserve. As stated above, the project site is developed and contains no sensitive biological resources. The project would not conflict with the MSCP or Draft Santee Subarea Plan, and there would be no related impacts.

V. CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project site is within a completely developed property, and does not contain any historical resources that are listed on the National Register of Historic Places, identified in the General Plan, or included in the TCSP. The immediately surrounding Town Center consists of a variety of commercial retail uses that were constructed within the last 30 years, and does not contain any historical resources. Additionally, the uses along Mission Gorge Road consist of recently constructed commercial uses, and no historical resources are located within the immediate vicinity that would be impacted by the project. The project would not cause a substantial adverse change in the significance of a historical resource, and there would be no related impacts.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project site is within a completely developed property with no identified archaeological resources areas, and the immediately surrounding Town Center has been substantially developed over the last 30 years. Due to the development and the disturbed nature of the project site and surrounding areas, the potential for undiscovered archaeological resources is low. In addition, the Conservation Element of the General Plan does not identify the site of the new relocated facility site as having moderate potential for archaeological sites (General Plan Figure 6-2), although the existing fuel facility site is located within the area identified as having moderate potential for archaeological sites (City 2003). Construction activities associated with decommissioning the existing facility, including removal of the existing USTs are not expected to encounter archaeological resources because this area has been previously disturbed during grading and construction of the existing site. However, the potential to encounter unknown subsurface archaeological resources still exists given the project site's proximity to the San Diego River corridor. The project would comply with all state and City rules regarding the unanticipated discovery of archaeological resources and, if necessary, the notification of the California Native American Tribes during construction. The project would therefore result in a less than significant impact to archaeological resources.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project site is underlain by fill material, alluvium, and igneous (granitic bedrock). These underlying formations exhibit no to low potential to contain paleontological resources. Given that underlying soils at the project site have been previously disturbed due to existing development and the low potential of underlying formations to contains fossils, no unique paleontological resources or geologic features are expected to be encountered during project construction. Associated impacts would be less than significant.

d) Disturb any human remains, including those interred outside of formal cemeteries?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

Due to the development and the disturbed nature of the project site, the potential to encounter undiscovered human remains is low. In addition, and as discussed above in V.(b), the Conservation Element of the General Plan (General Plan Figure 6-2) does not identify the site of the relocated facility as having moderate potential for buried archaeological sites (City 2003). In the unlikely event that human remains are encountered during project construction, the project would comply with all state and City rules regarding the unanticipated discovery of archaeological resources including human remains. The project would therefore result in a less than significant impact related to human remains.

e) Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code §21074?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

On July 1, 2015, Assembly Bill (AB) 52 went into effect and established a new category of resources in CEQA called Tribal Cultural Resources (TCRs). PRC Section 21074 defines TCRs as either of the following:

1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

   a) Included or determined to be eligible for inclusion in the California Register of Historical Resources.

   b) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also created a process for consultation with California Native American Tribes in the CEQA process. Tribal Governments can request consultation with a lead agency and give input into potential impacts to TCRs before the agency decides what kind of environmental assessment is appropriate for a proposed project. The Public Resources

Code now requires avoiding damage to TCRs, if feasible. If not, lead agencies must mitigate impacts to TCRs to the extent feasible.

On November 2, 2017, in accordance with the Public Resource Code Section 21080.3.1, the City of Santee sent a notice regarding the proposed project to the Barona Band of Mission Indians, the Jamul Indian Village, and the Mesa Grande Band of Mission Indians which are traditionally and culturally affiliated within Santee. The consultation requested period ended 30 days from the date of the certified receipt of the letter. No requests were received.

VI. GEOLOGY AND SOILS

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

Although the project site is located within a seismically active region, no active or potentially active fault is known to exist at the site. The projects site, as well as the City as a whole, is not located within an Alquist-Priolo Earthquake Fault Zone (City 2003). A Geotechnical Report (Appendix B to this document) prepared for the project site (Kleinfelder 2016) identified the Rose Canyon fault as the nearest active fault to the site (approximately 13 miles west of the site), and determined that the potential for future surface fault rupture and seismically-induced settlement is considered low. Additionally, the project would be designed in accordance with the recommendations of a State Certified Geotechnical Engineer, and would comply with applicable State and City building and safety code requirements, including the California Building Code (CBC). Accordingly, impacts associated with a fault rupture would be less than significant.

ii. Strong seismic ground shaking?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

As described in Discussion VI. (a) *i.* above, the nearest active fault to the project site is the Rose Canyon fault, approximately 13 miles to the west. The project site could experience strong seismic ground shaking originating from this fault during an earthquake; however, compliance with applicable State and City building and safety requirements would minimize associated risks of loss, injury, or death, and impacts would be less than significant.

iii. Seismic-related ground failure, including liquefaction?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The Safety Element (Figure 8-3) of the City's General Plan maps the project site as an area that could be low, moderate, or high potential for liquefaction (City 2003). While the General Plan states that all major deposits of alluvial soils are

shown to be susceptible to liquefaction in Figure 8-3 of the Safety Element, it goes on to say that some areas may have particular soil and groundwater conditions that would result in low susceptibility to liquefaction. The General Plan recommends a site-specific evaluation be performed for proposed development in these areas. A liquefaction and seismic settlement evaluation was performed for the project site as part of the geotechnical study, and liquefaction potential at the site was determined to be low (Kleinfelder 2016). Therefore, impacts would be less than significant.

iv. Landslides?

☐ Potentially Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ Less Than Significant Impact
■ No Impact

Discussion:

The project site is flat, and does not contain any landslide risk areas identified within the Santee General Plan or TCSP. The Geotechnical Study for the project also determined that there is no potential for a landslide to occur at the site (Kleinfelder 2016); therefore, no related impacts would occur.

b) Result in substantial soil erosion or the loss of topsoil?

☐ Potentially Significant Impact
☐ Less than Significant with Mitigation Incorporated
■ Less Than Significant Impact
☐ No Impact

Discussion:

The project would be required to comply with the erosion control requirements in the NPDES permit, issued by the RWQCB. Permit requirements would include the preparation and implementation of a SWPPP that contains BMPs designed to control erosion, siltation, and contaminated runoff from construction sites. The site is fully developed, topographically level, and mostly covered with impervious surfaces with limited landscaped areas. Landscaped areas contain vegetation that provide soil stabilization and prevent loss of soil from the site. Project implementation would result in a less than significant impact to soil erosion or the loss of topsoil.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

☐ Potentially Significant Impact
☐ Less than Significant with Mitigation Incorporated
■ Less Than Significant Impact
☐ No Impact

Discussion:

The project site is located within a completely developed property, which does not have any areas designated as high risk for liquefaction or soil subsidence according to the General Plan (City 2003) and the project Geotechnical Study (Kleinfelder 2016). Additionally, the project would be designed and constructed in accordance with a State Certified Geotechnical Engineer, and would comply with all State and City building and safety codes. Therefore, based on the project's location and compliance with building and safety code requirements, impacts associated with soil instability would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?

☐ Potentially Significant Impact
☐ Less than Significant with Mitigation Incorporated
■ Less Than Significant Impact
☐ No Impact

Discussion:

The Geotechnical Study (Appendix B) prepared for the project site (Kleinfelder 2016) determined that the on-site soils have low expansion potential. Therefore, impacts associated with expansive soil would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The does not include any waste water disposal. The existing site is connected to the existing municipal sewer system and does not require a septic or alternative wastewater disposal system. Therefore, no impacts associated with the ability of soils to support septic tanks would occur.

VII. GREENHOUSE GAS EMISSIONS

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project involves the on-site relocation of an existing use that does not directly contribute to significant greenhouse gas (GHG) emissions to the environment. The project would meet the 2016 California Green Building Code standards for building design and energy efficiency. Construction of the project would result in temporary emissions of GHG from the operation of construction equipment and from worker and vendor vehicles.

Assembly Bill (AB) 32, the California Global Warming Solutions Act, established a state goal of reducing GHG emissions to 1990 levels by the year 2020. As a follow-up to AB 32, Senate Bill (SB) 32 was passed by the California legislature in August 2016 to codify California's GHG reduction target of 40 percent below 1990 levels by 2030. The City is currently preparing a plan in accordance with Section 15183.5 of the CEQA Guidelines that provides a framework for programmatic GHG emissions reduction plans. However, this plan has not been adopted, and does not establish a quantitative level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable. In absence of adopted state, City, or SDAPCD thresholds and in order to meet the requirements of AB 32, many cities within San Diego County including the City, have relied largely on methodology set forth within a California Air Pollution Control Officers Association (CAPCOA) white paper, which suggested a screening criterion of 900 metric tons (MT) of carbon dioxide equivalents (CO_2e) per year. For projects generating more than 900 MT of GHGs per year, the project would be required to implement reasonable mitigation measures necessary to demonstrate compliance with AB 32. The CAPCOA screening criteria is being used by the City as a conservative criterion for determining the size and types of projects that would require further analysis and mitigation with regard to climate change. The 900-MT CO_2e emission level is based on the amount of vehicle trips, electricity generation, natural gas consumption/combustion, water usage, and solid waste generation associated with a project. In addition, construction emissions are calculated, amortized over 30 years, and then added to the project's operational emissions.

Construction GHG emissions were calculated by using CalEEMod. The model and construction assumptions are described above in III(b) and are attached to this document as Appendix A. The estimated construction GHG emissions for the project are shown below in Table 3.

Table 3
ESTIMATED CONSTRUCTION GHG EMISSIONS

Calendar Year	CO_2	CH_4	N_2O	CO_2e
2018	238.84	0.05	0.00	240.16
Amortized over 30 years (metric tons) (1)				8.01

Source: CalEEMod (output data is provided in Appendix A)
Note: Lifetime of project assumed to be 30 years.

Once construction activity is complete, the project would result in operational emissions from mobile sources and indirect emissions resulting from the use of electricity, water, and solid waste disposal services. The new expanded fuel facility would result in a slight increase in vehicle trips to the site; however, the additional dispensers would allow for a more efficient processing of vehicles, which would reduce the amount of time vehicles spend idling. Operational GHG emissions were calculated by using CalEEMod and are shown in Table 4. Mobile source emissions include the net increase in vehicle trips; other emission sources (i.e., area, energy, solid waste, and water) include the new facility and do not factor emissions associated with the existing facility.As shown in Table 4, the estimated annual GHG emissions, including amortized construction emissions, would be approximately 330 MT of GHG CO_2e per year, which is below the screening threshold of 900 MT CO_2e per year. Impacts would be less than significant.

Table 4
ESTIMATED GHG EMISSIONS

Emission Source	Annual Emissions (metric tons/year)			
	CO_2	CH_4	N_2O	CO_2 Equivalents
Proposed Project				
Area	<0.01	<0.01	0.00	<0.01
Energy	97.59	<0.01	<0.01	97.96
Mobile	222.93	0.02	0.00	223.39
Solid Waste Management	0.19	0.01	0.00	0.46
Water Consumption	0.61	<0.01	<0.01	0.61
Operational Subtotal (metric tons)	321.32	0.03	<0.01	322.42
Construction (Annualized over 30 years)	-	-	-	8.01
TOTAL				**330.43**

Source: CalEEMod; see Appendix A for model data.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

As described above in VII(a), the project would comply with AB 32 and SB 32 by generating less MT CO_2e than the CAPCOA screening threshold. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions, and a less than significant impact would occur.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project includes the relocation of an existing use, and would not introduce any new hazardous materials to the site or require transportation of new hazardous materials through the surrounding area. The City and the San Diego County Department of Environmental Health, as the Certified Unified Program Agency (CUPA), would review the project to ensure the fuel dispensing system is designed in accordance with Federal and State Water Resources Control Board (SWRCB) standards for leak detection. Specifically, this includes the use of monitored, double wall fiberglass piping, a UST monitoring system with automatic shutoffs, and a trained attendee to monitor fuel deliveries, member fuel purchases, and system operations. The transport of fuel and tank filling operations would be conducted in compliance with applicable regulatory requirements. Furthermore, the demolition of the existing facility would be completed in accordance with the City and CUPA permit requirements for dust control, UST decommissioning, soil testing, reporting of results, and the removal of USTs from the site. Consequently, associated impacts would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

See Discussion VIII(a) above.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one- quarter mile of an existing or proposed school?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project site is located within the Santee Town Center and the two closest schools are approximately 0.7 mile to the northeast (Rio Seco Elementary School), and 0.5 mile to the southwest (Prospect Avenue Elementary School). The project would not emit hazardous emissions or handle hazardous materials that would impact any schools within one-quarter mile of the site, and no related impacts would occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

Pursuant to Government Code Section 65962.5 (Cortese List) requirements, the State Water Resources Control Board (SWRCB) GeoTracker database and the California Department of Toxic Substances Control (DTSC) EnviroStor database were searched for information regarding hazardous materials sites located in the project area. The results of these searches indicated that no listed hazardous material sites are located within the project site. The following listings are located in the general site vicinity:

- A Cleanup Site involving Style Cleaners (9640 Mission Gorge Road) within the Mission Gorge Square shopping center is adjacent to the eastern boundary of the Costco property. Potential contaminants of concern include dichloroethene (DCE), tetrachloroethylene (PCE) and trichloroethylene (TCE). Beginning in 1996, a series of subsurface investigations have been performed at the property to assess the source and extent of potential contamination in the subsurface soil and groundwater. The dissolved contaminant plume extends from the Style Cleaners property to the northwest beneath and across the adjoining Costco parking lot, but not within or beneath the site of the relocated fuel facility. Within the project area, groundwater flows to the northwest, which is away from the fuel facility site and so the contaminated plumes have migrated away from the fuel facility site. This case remains open. Remediation of this property is not expected to create a significant hazard to the public or the environment relative to the proposed use of the Costco site because of the location of the dissolved contaminant plume and direction of groundwater flow.

- A leaking underground storage tank (LUST) Cleanup Site is located at 9510 Mission Gorge Road approximately 800 feet to the west of the Costco property. The potential contaminant of concern was diesel. Cleanup activities were completed and the case was subsequently closed on October 5, 1990. This property does not pose a significant hazard to the public or the environment relative to the proposed use of the Costco site due to the closed case status.

- A Cleanup Site involving a former dry cleaners facility is located approximately 600 feet southeast of the Costco property at 9721 Mission Gorge Road, within a shopping center across Mission Gorge Road. The contaminants of concern are PCE, TCE, and DCE. In 1993, soil underlying the facility's building floor slab was discovered to be impacted with PCE to a depth of at least 13 feet below ground surface (bgs). In 1994, a soil vapor survey was performed, followed by a soil and groundwater assessment, results of which indicated groundwater impact. Groundwater has been monitored at the property since 1994. In 1997, soil was excavated from beneath the facility, and in situ chemical oxidation remediation was also performed. Groundwater monitoring results indicate the plume has been decreasing in size and does not extend to the Costco property. In August 2016, a Remediation Action Plan to address residual PCE via soil vapor extraction (SVE) was approved by the San Diego Regional Water Quality Control Board. This case remains open. Remediation of this property is not expected to create a significant hazard to the public or the environment relative to the proposed use of the Costco site because the contaminant plume is not located within or beneath the relocated fuel facility site.

The project is not located on a listed hazardous materials site, nor would it be subject to hazards associated with nearby listed properties. Associated impacts would be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project site is located approximately 0.65 mile to the northwest of the Gillespie Field Airport, and it is within Gillespie Field Airport Land Use Compatibility Plan (ALUCP) area. The project is located within Airport Influence Area (AIA) 1 for the Gillespie Field ALUCP. The Federal Aviation Administration (FAA) determined that the project,

as designed, presented no hazard to air navigation and the Airport Land Use Commission (ALUC) determined that the project is consistent with the ALUCP in a letter dated September 11, 2017. Because the project is the relocation of an existing use, and is designed in accordance with the ALUCP standards, it would not result in a safety hazard for people residing or working in the surrounding vicinity. Related impacts would be less than significant.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project site is not in the vicinity of a private airstrip and no related impacts would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project would not modify any existing site access points or public right-of-way areas used for emergency response to either the site or the surrounding properties, including during the construction period. The project is designed to meet City Municipal Code drive-aisle standards to allow for emergency vehicle access within the Costco property. Therefore, no impact associated with an emergency response plan or emergency evacuation plan would occur.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project site is located within the Santee Town Center area, and is surrounded by developed properties that do not contain any wildlands or grasslands that are susceptible to wildfires. The San Diego River corridor is located approximately 0.25 mile to the north, which is one of the region's major river corridors and traverses San Diego County in an east-west alignment from its headwaters near Julian to the Pacific Ocean. The project would be required to comply with fire standards and regulations contained in the Uniform Fire Code and the City Municipal Code. The project, therefore, would not increase fire hazard potential. Impacts would be less than significant.

IX. HYDROLOGY AND WATER QUALITY

Would the project:

a) Violate any water quality standards or waste discharge requirements?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The discussion and analysis of hydrology and water quality is based, in part on the Preliminary Storm Water Quality Management Plan (Barghausen Consulting Engineers, Inc. 2017) and Drainage Study (Barghausen Consulting Engineers, Inc. 2018) prepared for the project, which are included as Appendices C and D, respectively, to this document.

The project is required to comply with the erosion control requirements in the NPDES permit, which would be issued by the RWQCB. Permit requirements include the preparation and implementation of a SWPPP that contains BMPs designed to control erosion, siltation, and contaminated runoff from construction sites. Biofiltration areas are included in some of the new planter islands to provide treatment of stormwater runoff prior to discharge to the municipal storm drain system. The existing site is a fully developed site mostly covered with impervious surfaces with limited landscaped areas, and the project would result in a decrease in impervious surfaces. As a result, stormwater runoff would be collected, treated, and conveyed in an improved manner to the existing condition. Therefore, the project would result in a less than significant impact to water quality standards and waste discharge requirements.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre- existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project would not involve any long-term use of groundwater, and would obtain its water supply from the Padre Dam Municipal Water District, which obtains its water from surface reservoirs and imported sources. Additionally, the project would result in a net decrease in impervious surfaces, which could potentially increase groundwater recharge. Therefore, impacts associated with groundwater supplies would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project would maintain the existing drainage patterns of the site. Biofiltration areas are included throughout the site to provide treatment of stormwater runoff before discharge to the municipal storm drain system. The existing site is currently fully developed and mostly covered with impervious surfaces with limited landscaped areas. The project would result in a decrease in impervious surfaces. As a result, stormwater runoff would be collected, treated, and conveyed in an improved manner to the existing condition. Therefore, impacts associated with an altering of the existing drainage pattern would be less than significant.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

See Discussion IX(c) above.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources ofpolluted runoff?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project is required to comply with the erosion control requirements in the NPDES permit, which would be issued by the RWQCB. Permit requirements include the preparation and implementation of a SWPPP that contains BMPs designed to control erosion, siltation, and contaminated runoff from construction sites. Biofiltration areas are included with the project to provide treatment of stormwater runoff prior to discharge to the municipal storm drain system. The existing site is fully developed and mostly covered with impervious surfaces with limited landscaped areas, and the project would result in a decrease in impervious surfaces. Therefore, the project would result in a less than significant impact to storm water drainage systems.

f) Otherwise substantially degrade water quality?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

See Discussions IX(a) through IX(e) above.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project site is located within Zone X, an area of 0.2 percent annual chance flood (FEMA 2012). The project site is not within a 100-year flood hazard area, nor does it propose any housing; therefore, no related impacts would occur.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

See Discussion IX(i) above.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project site is located approximately 8 miles southwest of the San Vicente Reservoir and approximately 0.25 mile south of the San Diego River. According to the General Plan (General Plan Figure 8-2), the project area is located within dam failure inundation areas associated with San Vicente Dam, Chet Harrit Dam (Lake Jennings), and El Capitan Dam. The potential for a dam failure is considered very low, as dam structures are subject to extensive design and maintenance requirements of the California Division of Safety of Dams. Activities associated with development of this project would not expose people or structures to significant risks involving flooding, including flooding as a result of a levee or dam failure, and impacts associated with flooding and dam inundation would be less than significant.

j) Expose people or structures to inundation by seiche, tsunami, or mudflow?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

Due to the inland location of the project, lack of adjacent lake or reservoir, and general absence of topographical features that are typically susceptible to mudflow, including hillsides and unlined riverbanks, the project site would not be susceptible to seiche, tsunami, or mudflow. Therefore, no impacts associated with these natural events would occur.

X. LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project includes the relocation of an existing use within a property that is completely developed, and remains consistent with the allowed use and design standards for the Santee Town Center Zone. Because the project site and surrounding properties are already substantially developed, the project would not physically divide an established community. No associated land use impacts would occur.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project site is located in the commercial sub-area of the overall Town Center District, in which gasoline service stations are an allowed use (Resolution Number 191-98). The project would not change the use of the overall site, and remains compatible with the surrounding area, which mainly consists of a variety of retail and service uses.

The project remains consistent with the City Municipal Code and TCSP. Objectives in the TCSP include encouraging landscaping in excess of requirements. Objectives and policies in the City's General Plan that are applicable to the project include reducing the discharge of pollutants into the storm drain system and implementing BMPs during

construction activities to reduce pollutants in urban runoff and stormwater discharges. The project would implement appropriate BMPs during construction in accordance with the requirements in the project SWPPP. Additionally, the project includes biofiltration areas to provide treatment of stormwater runoff prior to discharge to the municipal storm drain system. There would be no impacts related to conflicts with any adopted land use plans or policies intended to mitigate environmental effects.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project site is located in the Santee Subarea of the MSCP, but is not within a preserve area identified in the Draft Santee Subarea Plan (City 2006). The project would not conflict with the MSCP or Draft Santee Subarea Plan. Therefore, no impacts associated with an adopted conservation plan would occur.

XI. MINERAL RESOURCES

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

According to the California Department of Conservation, Division of Oil, Gas and Geothermal Resources (DOGGR, 2017), there are no active gas, geothermal, or other known wells located with the vicinity of the project site. The project would not result in a land use conflict with any known oil wells, nor would it preclude future oil extraction on any underlying deposits. Additionally, according to the City's General Plan and TSCP, no mineral resources of statewide or regional importance have been identified in the City; therefore, no impacts associated with mineral resources or mineral resource recovery sites would occur.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

See Discussion XI(a) above.

XII. NOISE

Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

☐ Potentially Significant Impact ■ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ☐ No Impact

Discussion:

Noise associated with the project would be limited to member and delivery vehicle traffic. The new fuel facility would be located along the property frontage adjacent to the arterial Mission Gorge Road, which carries large volumes of traffic throughout the day. Fuel facility equipment operation does not generate a significant amount of noise, and would not substantially increase ambient noise levels within this area. Once constructed, the fuel facility would not generate noise levels in excess of standards established in the City Municipal Code.

During construction, noise would vary depending on the equipment being used. It is anticipated that construction activities would temporarily elevate ambient noise levels. While typical construction activities would not generate significant amounts of noise, the project would require the use of heavy machinery for limited periods. These periods would occur during demolition and canopy construction, and would generally include the use of concrete saws, jackhammers, and excavators. Once these activities are complete, the project would transition to the use of muffled generators, lifts, muffled grinders, and torches. Daytime construction activities are not expected to exceed the City Municipal Code standards for temporary increases in noise associated with construction.

Construction activities would also occur at night, and are anticipated to exceed the City Municipal Code nighttime noise limits for limited periods, which could adversely affect people at surrounding properties. Although surrounding properties mostly consist of commercial retail uses, there are some residential properties in the general area. The nearest residential use is located approximately 400 feet to the southwest of the project site and is separated by Mission Gorge Road and existing commercial buildings. Nighttime construction activities could potentially result in significant impacts at nearby residential properties. However, approval of the Director of Development Services would be required for nighttime construction. Implementation of Mitigation Measure Noise 1 would reduce impacts to below a level of significance.

Noise 1 Noise attenuation BMPs shall be implemented during night construction, including, but not limited to, the use of flaggers for reversing vehicles instead of beepers, and the use of sound blankets to shield construction activities where possible.

Construction activities would not adversely affect wildlife within the San Diego River corridor because the project site is located 0.25 mile to the north with intervening structures between the site and river.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project may generate minor ground vibrations during construction from the use of heavy machinery, excavation equipment, and jackhammers. The use of this equipment would be intermittent and temporary, and no pile drivers or any other construction type known to create excessive ground vibrations would be required.

The fuel facility use is not typically associated with groundborne vibration or noise. Fuel delivery diesel trucks can generate some vibration levels, but not to the extent that would adversely affect sensitive receptors in the project area

given that the closest receptor is located at a distance as close as 400 feet. Overall, the project would have a less than significant impact associated with exposing members or workers on-site, or the surrounding properties, to excessive groundborne vibrations or groundborne noise levels.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project does not include a new use for the site, and the relocation of the fuel facility would not result in a substantial permanent increase in ambient noise levels in the project vicinity. As discussed in Discussion XI(a), above, the fuel facility would be relocated near the Mission Gorge Road property frontage, which is an arterial road that carries large volumes of traffic throughout the day. Typical operational activities would not result in an exceedance of noise standards for residential noise, nor would they result in a substantial increase of noise impacts to the surrounding properties, due to the relative distance between the project site and closest residential property (approximately 400 feet to the southwest). Long-term operational impacts associated with exceeding established noise standards or an increase over ambient noise levels would be less than significant.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

☐ Potentially Significant Impact ■ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ☐ No Impact

Discussion:

Noise associated with the fuel facility would be limited to member and delivery vehicle traffic. The new fuel facility would be located along the property frontage adjacent to the arterial Mission Gorge Road, which carries large volumes of traffic throughout the day, and as a result, is not anticipated to increase ambient noise levels within this area. Fuel facility equipment operation does not generate a significant amount of noise, and would not substantially increase ambient noise levels in the project area. As discussed in Discussion XI(a), noise produced during construction would vary, depending on the equipment being used, and is anticipated to temporarily elevate ambient noise levels during this period. However, the temporary increase in noise would be consistent with City Municipal Code standards for construction noise. Night construction would also temporarily increase ambient noise levels, and are anticipated to exceed the City Municipal Code nighttime noise limits for limited periods, which could adversely affect people at surrounding properties and results in a potentially significant impact. Implementation of Mitigation Measure Noise 1, identified above in Discussion XI(a) would reduce impacts to below a level of significance.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project site is located within Gillespie Field ALUCP area, approximately 0.65 mile to the northwest of the airport. The project site is located outside of the 60db CNEL contour associated with the airport. Due to the distance between the project site and the Gillespie Field Airport, the project would not expose people working in the project area to excessive noise levels, and no impacts associated with the public airport noise would occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project site is not within the vicinity of a private airstrip. Therefore, no associated noise impacts would occur as a result of project implementation.

XIII. POPULATION AND HOUSING

Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project entails the relocation and expansion of an existing fuel facility. No residential uses or other land uses associated with directly impacting population growth are included with the project. The temporary nature of the construction jobs associated with the project is expected to be fulfilled by the existing local labor pool, and it is not anticipated that the project would result in any indirect population growth. Additionally, the project would use existing utilities and infrastructure on-site, and would not result in any off-site improvements that would drive job or population growth; therefore, no impacts associated with population growth inducement would occur.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

No residential uses are located on the project site and no existing housing would be displaced as a result of the project. No impacts associated with displacing housing or people would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project involves the relocation and expansion of an existing fuel facility, and would not displace any people or require the construction of replacement housing. No impacts related to the displacement of people would occur.

XIV. PUBLIC SERVICES

Would the project:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire Protection?
ii. Police Protection?
iii. Schools?
iv. Parks?
v. Other Public Facilities?

☐ Potentially Significant Impact
☐ Less than Significant with Mitigation Incorporated
■ Less Than Significant Impact
☐ No Impact

Discussion:

The project would not add any new uses to the project site, and the fuel facility, warehouse, tire center, and food court would continue to operate on-site. Due to the nature and type of the development, and the lack of existing or proposed residential uses, the land use mix would not generate a considerable number of calls for services to the site. The relocation and expansion of the fuel facility represents a slight increase in development intensity; however, because the nature of the use would not change, an increase in the number of calls for fire or police services is not expected. The project site is located in a developed area currently served by fire and police protection services, and project implementation would not require the construction of new and/or the expansion of existing fire and police facilities. Associated impacts would be less than significant.

Additionally, because the project would not result in an increase in population, there would be no increased demand placed on public facilities, schools, or parks.

XV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

☐ Potentially Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ Less Than Significant Impact
■ No Impact

Discussion:

The project would not include any residential or other land uses typically associated with an increase usage of existing park and recreational facilities. The project would not directly or indirectly result in an increase in population or jobs, and would not generate a need for new or expanded facilities. No related impacts would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?

☐ Potentially Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ Less Than Significant Impact
■ No Impact

Discussion:

The project does not include any recreational facilities. Additionally, the project would not include any residential or other land uses typically associated with an increase usage of existing park and recreational facilities; therefore, it would not require the construction or expansion of recreational facilities. No related impacts would occur.

XVI. TRANSPORTATION / TRAFFIC

Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation and including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

☐ Potentially Significant Impact
☐ Less than Significant with Mitigation Incorporated
☐ Less Than Significant Impact
■ No Impact

Discussion:

The project has been designed to improve vehicle circulation on site by providing a facility that would process vehicles more efficiently. The new on-site queueing area would be larger than the existing queueing area and would better manage the on-site storage of vehicles waiting to use the fuel dispensers. The relocation and expansion of the fuel facility would result in a minor increase of vehicle traffic to the site; however, it is not anticipated to impact access to the site or the performance of the surrounding street network, as discussed in the Transportation Information Memorandum (Appendix E to this document) prepared for the project (Kittelson & Associates 2017). The project is anticipated to have no impact related to applicable plans or policies regarding the performance of the transportation system.

b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

☐ Potentially Significant Impact
■ Less than Significant with Mitigation Incorporated
☐ Less Than Significant Impact
☐ No Impact

Discussion:

<u>Operations</u>

As described above in Discussion XV(a), the project has been designed to improve vehicle circulation on site and is not anticipated to impact access to the site or the performance of the surrounding street network. Nine Costco fuel facility expansion projects were analyzed to quantify increased trip generation as a result of those projects, and a non-linear relationship between the size of expansion and the number of additional trips was determined. Based on these findings, increased trips for the proposed project were estimated, and the results are shown in Table 5.

Table 5 SANTEE COSTCO GASOLINE EXPANSION TRIP GENERATION ESTIMATE						
	Weekday Midday Peak Hour Trip Ends		Weekday PM Peak Hour Trip Ends		Saturday Midday Peak Hour Trip Ends	
	Existing	Expected Increase (19.7% increase)	Existing	Expected Increase (18.7% increase)	Existing	Expected Increase (22.4% increase)
Total Trip Ends	500	100	466	90	488	110
Net New Trip Ends*	90	20	85	15	90	20

Source: Kittelson & Associates 2017

*Member surveys at existing Costco fuel facilities indicate that only approximately 18% of the total existing fuel facility trips are "net new" trips on the surrounding transportation system whose primary purpose is to visit the Costco fuel facility. The remaining 82% of the trips are shared internal trips with the Costco warehouse or pass-by and diverted trips from the neighboring roadways.

The additional fueling positions were estimated to generate approximately 100 additional weekday midday total trip ends (or 50 total additional vehicles), 90 additional weekday p.m. total trip ends (or 45 total additional vehicles), and 110 additional Saturday midday peak hour total trip ends (or 55 total additional vehicles). Approximately 15-20 of these trip ends (or 8-10 vehicles) would be net new trips on the surrounding transportation system, however, because it was determined that approximately 82 percent of trips are shared internal trips with the Costco warehouse or pass-by and diverted trips from the neighboring roadways (see Table 5).

Due to the relatively low number of estimated new trips associated with the project, project operations would not conflict with congestion management programs for the City and associated impacts would be less than significant.

Construction

During the construction period, a portion of the existing on-site parking area within the Costco property would be temporarily displaced. During the first phase of construction when the new fuel station is being constructed, up to 92 existing parking spaces in the southern portion of the Costco site would be temporarily displaced for approximately 12 weeks. During phases 2 and 3 when the existing fuel station is being decommissioned, up to 70 exiting spaces on the east side of the existing fuel station would be temporarily displaced for approximately 5 weeks, and an additional 22 existing spaces on the west side of the existing fuel station would be temporarily displaced for approximately 3 weeks. Table 6 summarizes the number of parking spaces temporarily affected during each phase of project construction.

Table 6 TEMPORARY PARKING IMPACTS DURING CONSTRUCTION		
Construction Phase	Duration (weeks)	Temporary Parking Displacement
Phase 1 – Construct New Fuel Station	12	92
Phase 2 – Decommission Existing Fuel Station (eastern portion)	5	70
Phase 3 – Decommission Existing Fuel station (western portion)	3	22

Source: Kittelson & Associates 2017

The temporary loss of existing parking would reduce the number of available spaces for members during the construction period. To offset the temporary reduction in on-site parking spaces, Costco would provide a temporary off-site employee parking location. These conditions may adversely affect internal circulation that could potentially

spill out onto along nearby public roadways. Implementation of Mitigation Measure Transportation 1 would reduce impacts to below a level of significance.

Transportation 1 Costco shall secure temporary off-site employee parking at a nearby location that includes an amount of parking spaces equal to, or greater than, the number of spaces temporarily displaced for each construction phase. The off-site location shall be within a reasonable distance from the Costco property. Costco shall also provide a shuttle between the off-site parking location and the Costco property throughout the duration of the construction period. The shuttle shall run as needed to transport Costco employees.

The number of temporary off-site employee parking spaces provided would be greater than the most impactive construction phase in terms of temporary on-site parking displacement. That is, there would be more off-site employee parking spaces provided for the duration of the construction period than on-site parking spaces to be displaced. As a result, member parking demand would be fully contained on site for the duration of construction with implementation of Mitigation Measure Transportation 1.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project site is located within Gillespie Field ALUCP area, and the airport is located approximately 0.65 mile to the southeast. The project entails the relocation of an existing use within the Costco property, and would not directly or indirectly impact traffic levels or air patterns for the Gillespie Field Airport. No related impacts would occur.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project would not modify any existing off-site streets or site entrances, nor would it add significant vehicle trips to the site. The new fuel facility location, the improved processing of vehicles, and the additional on-site queue space would decrease the likelihood of on-site hazards caused by vehicles blocking the site entrance or drive-aisles. Accordingly, the project would result in no impacts related to increasing on- or off-site hazards due to adding design features or incompatible uses to the site.

e) Result in inadequate emergency access?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

Site access would not be impacted by the project, and internal drive-aisles are designed to meet City Municipal Code design standards for providing adequate emergency access. The project would have no impact to the site's ability to provide adequate emergency access.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project would not impact any public transport or bicycle facilities. Pedestrian connectivity paths between the warehouse, parking lot and street frontage will continue to meet the City Code and TCSP design standards. The existing pedestrian connection to the adjacent shopping center (Best Buy) will be eliminated with the project, however; the project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, nor would it decrease the performance or safety of these facilities.

XVII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in the Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in the Public Resources Code section 5020.1(k), or

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

As described in Discussion V(a), the project site does not contain any historical resources that are listed on the National Register of Historic Places, identified in the General Plan, or included in the TCSP. Additionally, no known TCRs or cultural sites are located within the project site, as indicated in Discussion V(e). The project would not cause substantial adverse change in the significance of a historical resource, and there would be no related impacts.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

See Discussion XVII(a) above.

XVIII. UTILITIES AND SERVICE SYSTEMS

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project does not include facilities that would discharge or require treatment of wastewater, such as restrooms. The project would not exceed wastewater treatment requirements for the site, and no related impacts would occur.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project does not include facilities that require the use of additional water or wastewater services on the site; therefore, implementation of the project would not result in the expansion of water or wastewater treatment facilities. No related impacts would occur.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project is designed to meet the City stormwater requirements for LID and water quality. Biofiltration areas are included throughout the site to provide treatment of stormwater runoff before discharge to the municipal storm drain system. The project site is currently fully developed and mostly covered with impervious surfaces. The project would result in a decrease in impervious surfaces, and stormwater runoff would be collected, treated, and conveyed in an improved manner to the existing condition. Impacts associated with altering the existing drainage pattern would therefore be less than significant.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the Lead Agency shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et. seq. (SB 610), and the requirements of Government Code Section 66473.7 (SB 221).

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project does not include restrooms or any other water supply requirements. Modified landscape areas would include an irrigation system designed to meet current City water use standards, and would not require the addition of a new water supply or entitlement for the use of water. The project would have a no impact on the supply of water to the site.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project would not require the use of new water or wastewater treatment facilities, and would not require a determination by the wastewater treatment provider regarding adequate capacity. No related impacts would occur.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The City is served by the Sycamore Landfill, which had a total of 39.6 million cubic yards of remaining capacity out of its total permitted capacity of 71.2 million cubic yards as of December 2014 (CalRecycle 2017). Solid waste generated by the existing fuel facility is limited to rubbish disposal by members in designated receptacles. The expanded fuel facility would include additional waste receptacles as a convenience to members; however, the waste generation would continue to be minimal, as the fuel facility is not associated with a convenience store use and does not offer other on-site services, such as window cleaning or oil change equipment. The project would have a less than significant impact on the landfill serving the site.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

☐ Less Than Significant Impact ■ No Impact

Discussion:

The project would continue to collect rubbish in the same manner as the existing fuel facility, and would have no impact on Costco's ability to comply with federal, state or local regulations related to solid waste.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The project entails the relocation of an existing use within an established site and would not impact any undeveloped or natural land. The project site and immediately surrounding properties are completely developed and do not contain biological or cultural resources. The design of the project complies with the City and TCSP development, architectural, and performance standards, as well as the General Plan conservation objectives for the City. Construction of the new facility and demolition and decommissioning of the existing facility would be done in compliance with the required building and demolition permits, and would meet all building and green code standards. The operation of the fuel facility would require the review and approval of the CUPA and SDAPCD for the use and storage of hazardous materials and air quality, respectively. The fuel system design is state of the art, and meets all CARB and SWRCB requirements for safety and environmental impact. Accordingly, the project is expected to have a less than significant

impact on the degradation of the quality of the environment, habitat, or cultural resources for the site and surrounding vicinity.

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

The design and construction of the project is intended to meet City Municipal Code and TCSP design standards. The proposed project would be in compliance with the General Plan and its objectives. Additionally, the fuel facility design and operation would meet the CUPA and SDAPCD standards for a safety and environmental impact. As a result, the project would have a less than significant impact related to the disadvantage of achieving long-term environmental goals in order to achieve short term goals.

c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

As discussed throughout this Initial Study, the project involves the relocation of an existing use within an already established site that is surrounded by the substantially developed Town Center area. The design and construction of the project would meet City Municipal Code and TCSP performance standards, including site layout, stormwater, traffic, architectural consistency, and would also be compliant with the General Plan objectives for the development of the site and surrounding area. Additional improvements at the Costco property are being proposed as separate projects and include the following:

- *Food Court Addition*: demolition of approximately 850 square feet of the existing exterior food service area and construction of a new 1,890-sqaure foot food service area at the west side of the Costco warehouse. Minor modifications to the existing parking to the west and north of the food service would also occur. This project is in the plan check stage. Construction is anticipated to start in spring 2018 and be completed in summer 2018.

- *Receiving Area Remodel*: The existing receiving area would be remodeled, including portions of the merchandise pick-up room, janitor room, restrooms, scrubber pit, compactor, and bread ramp. Approximately 2,600 square feet of interior space and 5,350 square feet of exterior space would be remodeled. This project is in the plan check stage. Construction is anticipated to start in spring 2018 and be completed in summer 2018.

- *Fuel Energy Servers*: fuel cell equipment would be installed within the limits of five parking stalls north of the existing storage freezer. This project is under construction and is anticipated to be completed in spring 2018.

Construction activities associated with these other Costco site improvements could potentially overlap with the proposed project. While the project would result in potentially significant impacts related to traffic and noise during construction, mitigation is identified in Discussion XII (a) and Discussion XVI (b) to reduce project-level impacts to below a level of significance. The project, in combination with other projects in the vicinity, would not contribute to cumulatively considerable environmental impacts.

d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

☐ Potentially Significant Impact ☐ Less than Significant with Mitigation Incorporated

■ Less Than Significant Impact ☐ No Impact

Discussion:

As discussed throughout this Initial Study, the project would be designed to comply with all local, state, and federal regulations for the design and operation of the facility. The intention of the fuel facility is to improve the functionality of the site, and reduce on-site congestion issues that currently impact the safety within the parking area and operation of circulation near the northernmost site entrance. Accordingly, the project would have a less than significant impact on environmental effects that would substantially cause an adverse effect on human beings.

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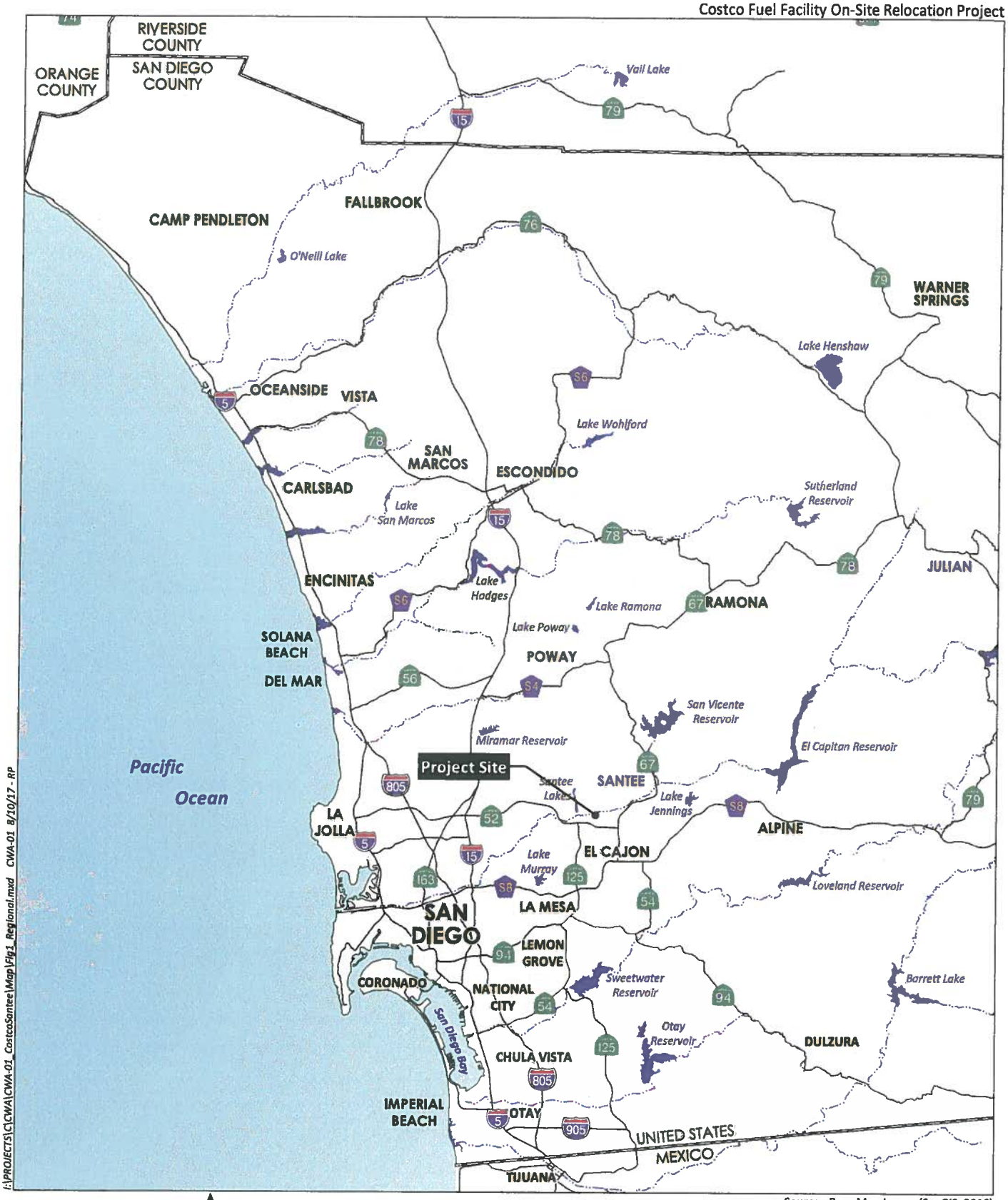

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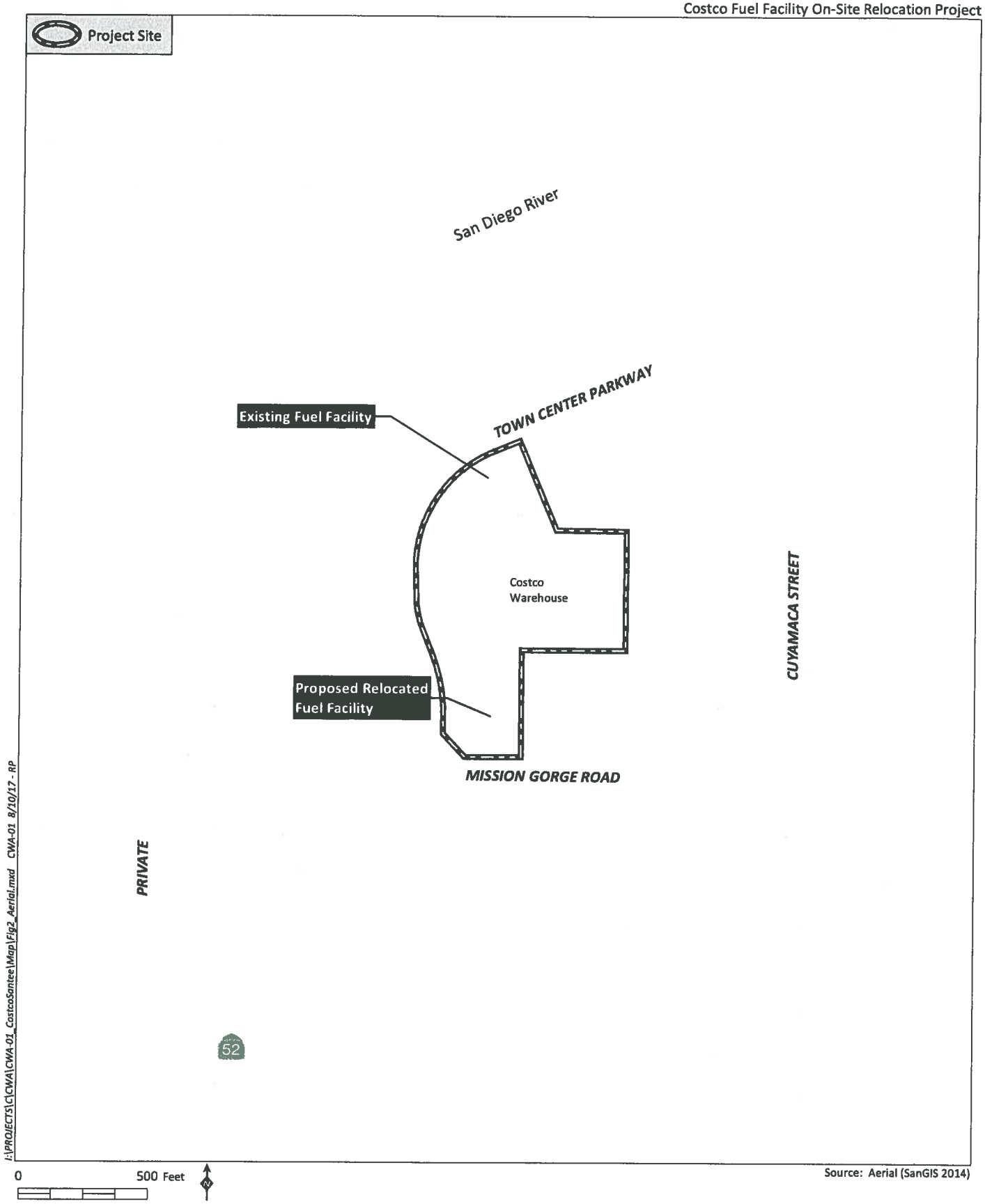
Source: Base Map Layers (SanGIS, 2016)

HELIX Environmental Planning

Regional Location

Figure 1



Source: Aerial (SanGIS 2014)

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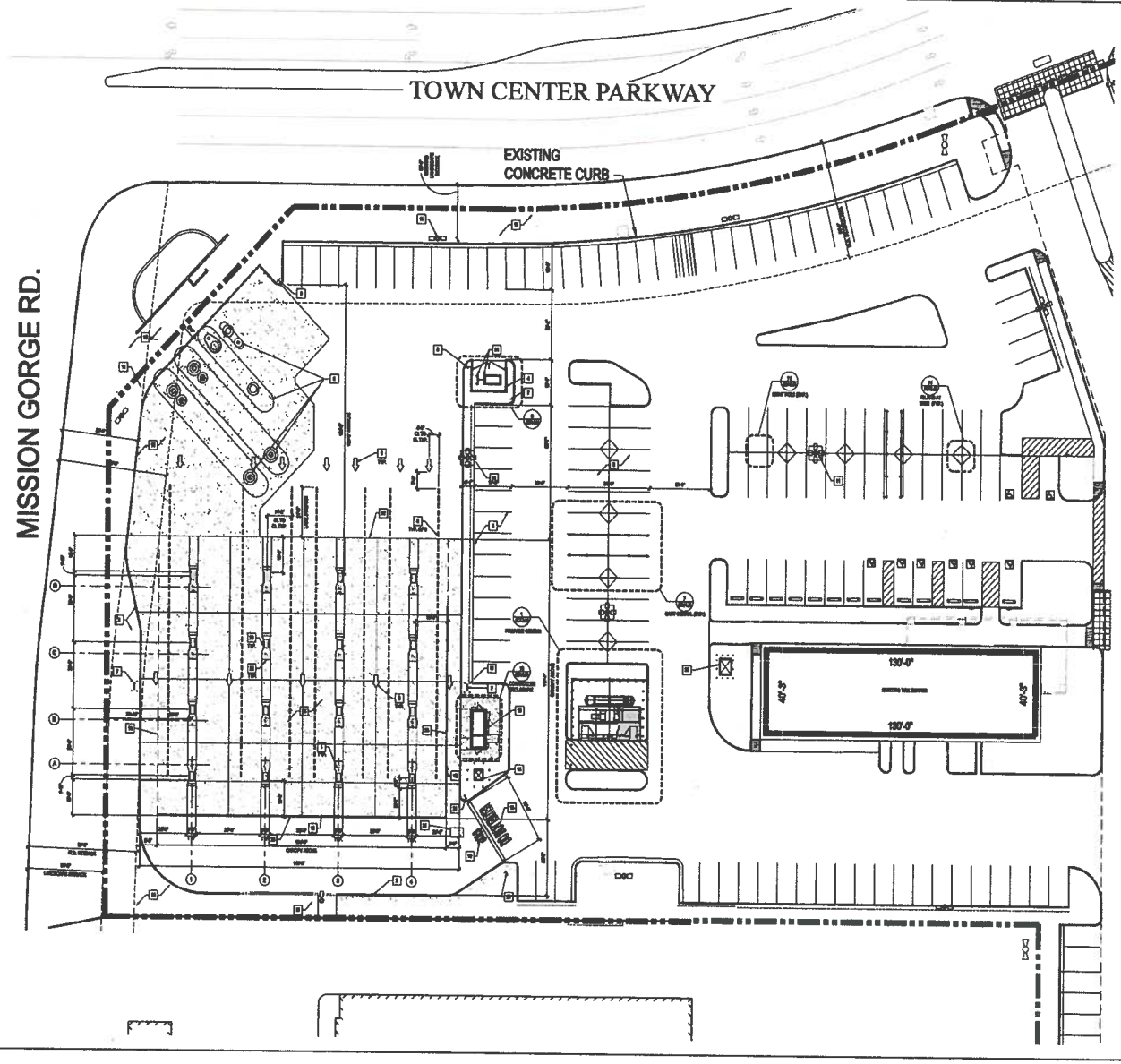
HELIX Environmental Planning

Project Location

Figure 2



KEYNOTES

1. NEW DUEL HOSE MULTI - PRODUCT DISPENSER (TYP. OF ALL NEW DISPENSERS)
2. NEW CONCRETE CURB AND LANDSCAPE.
3. LOCATION OF UNDERGROUND STORAGE TANKS: (2)-40,000 GALLON UNDERGROUND FUEL UST (1) 20,000 GALLON UNDERGROUND PREMIUM FUEL UST (1) 1,000 GALLON ADDITIVE UST
4. NEW 6' HIGH CMU SCREEN WALL
5. NEW PARKING STALLS
6. NEW PAINTED TRAFFIC CONTROL STRIPING - SEE DETAIL
7. EMERGENCY PUMP SHUT OFF
8. NEW "MEMBERS ONLY" SIGN - SEE DETAIL 17/DD14.01
9. NEW PAINTED TRAFFIC ARROW - SEE DETAIL
10. EXISTING LANDSCAPING TO REMAIN
11. NEW AREA SITE LIGHT POLE
12. NEW CANOPY ABOVE, SEE EXTERIOR ELEVATIONS SHEET DD32.01
13. NEW CONTROLLER ENCLOSURE - REFER TO DETAIL 18/DD32.01
14. NEW CLEAN AIR SEPARATOR AND VENT STACK - REFER TO DETAIL 10/DD14.01
15. NEW CONCRETE SLAB - SEE STRUCTURAL & CIVIL PLANS
16. NEW TRANSFORMER ON CONCRETE SLAB - SEE CIVIL DRAWINGS
17. BOLLARD - SEE DETAIL
18. PAINTED "DO NOT ENTER" SIGN - SEE DETAIL
19. PAINTED "STOP" / BAR - SEE DETAIL
20. CONCRETE DISPENSER ISLAND
21. "DO NOT ENTER" SIGN AND "STOP SIGN - SEE DETAIL 16/DD14.01
22. FIRE EXTINGUISHER, ONE PER ISLAND, MOUNTED ON ENTRANCE SIDE COLUMNS - FIRE EXTINGUISHER CABINET TO BE, BROOKS MODEL 8 MARK II, RED CABINET WITH CLEAR COVER (OR EQUAL) - FIRE EXTINGUISHER AND CABINET SUPPLIED BY CONTRACTOR
23. NEW TRENCH DRAIN - SEE CIVIL DRAWINGS
24. NEW CATCH BASIN - SEE CIVIL DRAWINGS
25. EXISTING TRANSFORMER TO REMAIN.

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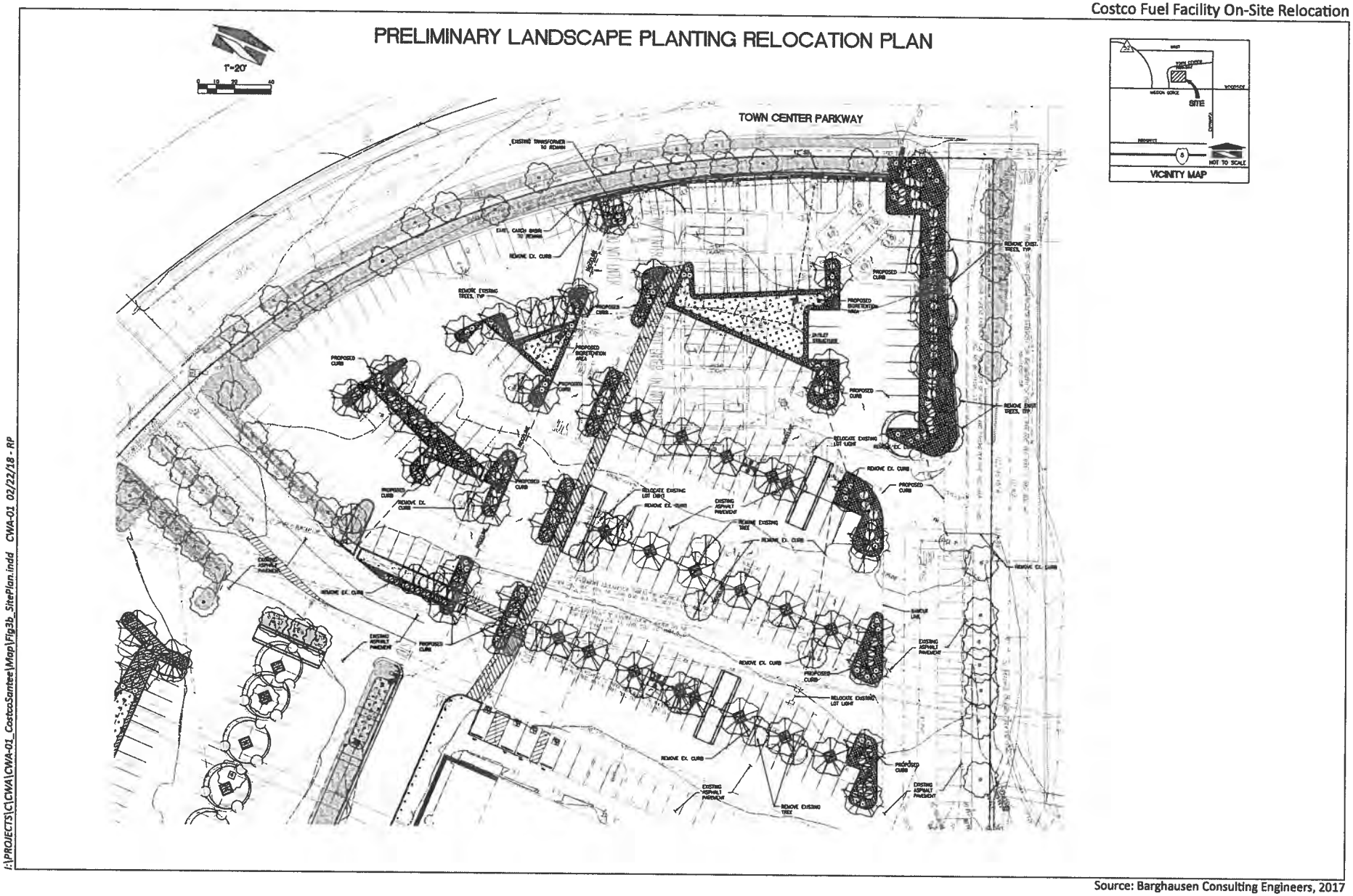
Source: MG2, 2017

HELIX Environmental Planning

Plans

Figure 3a



Source: Barghausen Consulting Engineers, 2017

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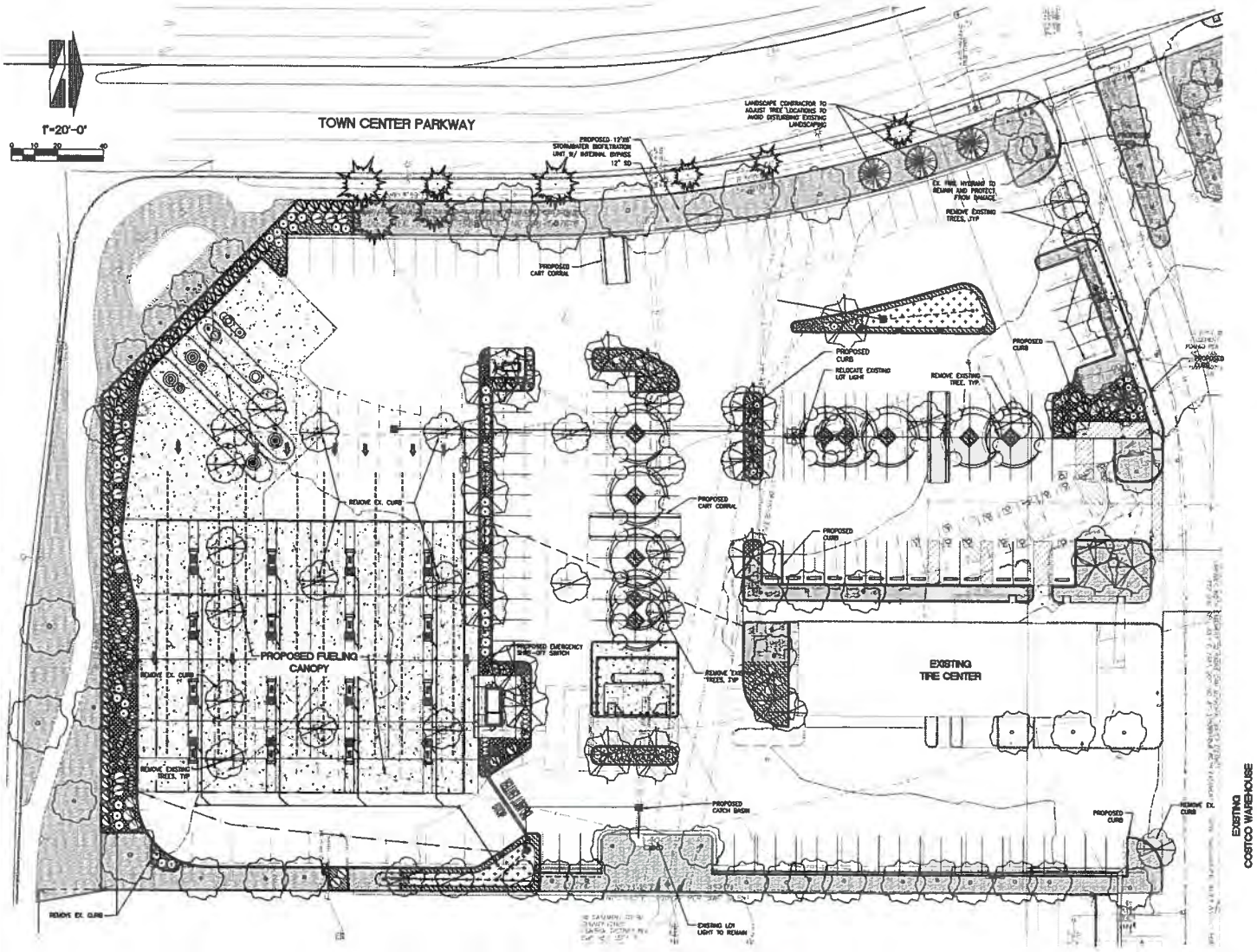
PRELIMINARY LANDSCAPE PLANTING - FUEL FACILITY PLAN



Source: Barghausen Consulting Engineers, 2017

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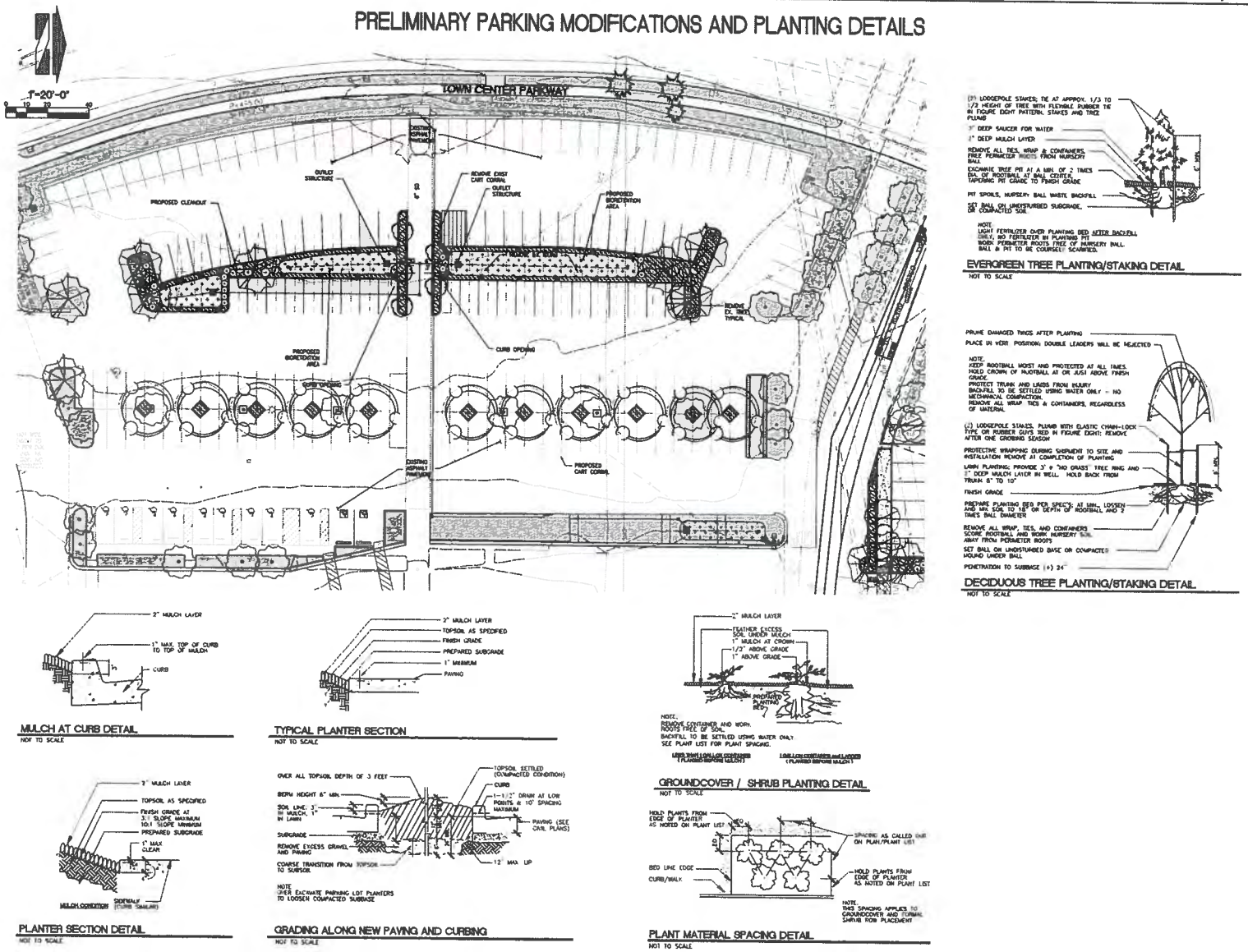
HELIX Environmental Planning

Plans

Figure 3c



Source: Barghausen Consulting Engineers, 2017

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HELIX Environmental Planning

Plans

Figure 3d

PRELIMINARY LANDSCAPE PLANTING NOTES AND LEGEND

LANDSCAPE PLANTING NOTES AND MATERIALS

SCOPE OF WORK:
FURNISH ALL MATERIALS, LABOR, EQUIPMENT AND RELATED ITEMS NECESSARY TO ACCOMPLISH TOPSOIL, TREATMENT AND PREPARATION OF SOIL, FINISH GRADING, PLACEMENT OF SPECIFIED PLANT MATERIALS, FERTILIZER, STAKING, MULCH, CLEAN-UP, DEBRIS REMOVAL, AND 90-DAY MAINTENANCE.

QUALIFICATIONS:
LANDSCAPE CONTRACTOR TO BE SKILLED AND KNOWLEDGEABLE IN THE FIELD OF WORK AND HAVE A MINIMUM OF FIVE (5) YEAR'S EXPERIENCE INSTALLING SIMILAR WORK. CONTRACTOR TO BE LICENSED TO PERFORM THE WORK SPECIFIED WITHIN THE PRESIDING JURISDICTION.

JOB CONDITIONS:
IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW THE SITE AND REPORT ANY DISCREPANCIES TO THE OWNER OR THE OWNER'S REPRESENTATIVES. ALL PLANT MATERIAL AND FINISH GRADES ARE SUBJECT TO APPROVAL BY THE OWNER.

PROTECTION:
SAVE AND PROTECT ALL EXISTING PLANTINGS SHOWN TO REMAIN. DO NOT PLANT UNTIL OTHER CONSTRUCTION OPERATIONS WHICH CONFLICT HAVE BEEN COMPLETED. IF AN IRRIGATION SYSTEM IS TO BE INSTALLED DO NOT PLANT UNTIL THE SYSTEM HAS BEEN INSTALLED, TESTED, AND APPROVED BY THE OWNER. HANDLE PLANTS WITH CARE – DO NOT DAMAGE OR BREAK ROOT SYSTEM, BARK, OR BRANCHES. REPAIR AND/OR REPLACE ITEMS DAMAGED AS A RESULT OF WORK, OR WORK NOT IN COMPLIANCE WITH PLANS AND SPECIFICATIONS, AS DIRECTED BY OWNER AT NO ADDITIONAL COST TO THE OWNER.

REPAIR OF EXISTING PLANTINGS:
DURING THE COURSE OF WORK, REPAIR ALL EXISTING PLANTING AREAS BY PRUNING DEAD GROWTH, RE-ESTABLISHING FINISH GRADE AND RE-MULCHING TO SPECIFIED DEPTH.

REPAIR OF IRRIGATION SYSTEM:
DURING THE COURSE OF WORK, REPAIR ANY DAMAGE TO THE IRRIGATION SYSTEM TO MATCH CONDITIONS PRIOR TO THE DAMAGE.

GUARANTEE:
GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF ONE YEAR FROM DATE OF FINAL ACCEPTANCE OF THE JOB BY OWNER.

90-DAY MAINTENANCE:
CONTRACTOR TO PROVIDE OWNER WITH A SCOPE OF WORK AT TIME OF INITIAL PROJECT BID TO PROVIDE LANDSCAPE AND IRRIGATION MAINTENANCE FOR 90 DAYS FOLLOWING COMPLETION OF PROJECT (ACCEPTANCE) OF FACILITY BY OWNER. WORK TO INCLUDE MAINTENANCE AS DESCRIBED BELOW, IN PLANTING AND IRRIGATION MAINTENANCE.

MATERIALS:

PLANT MATERIALS:
PLANT MATERIALS TO BE GRADE NO. 1, SIZED IN ACCORDANCE WITH (AAN) AMERICAN STANDARDS FOR NURSERY STOCK (ANSI Z60.1-1996). PRUNE PLANTS RECEIVED FROM THE NURSERY ONLY UPON AUTHORIZATION BY THE LANDSCAPE ARCHITECT. "B & B" INDICATES BALLED AND BURLAPPED; "CONT" INDICATES CONTAINER; "BR" INDICATES BARE ROOT; "CAL" INDICATES CALIPER AT 6" ABOVE SOIL LINE; "GAL" INDICATES GALLON.

A) SPECIFIED PLANT CANOPY SIZE OR CALIPER IS THE MINIMUM ACCEPTABLE CONTAINER OR BALL SIZE AND ESTABLISHES MINIMUM PLANT CONDITION TO BE PROVIDED.

B) QUALITY:
PLANT MATERIAL TO COMPLY WITH STATE AND FEDERAL LAWS FOR DISEASE INSPECTION. PLANTS TO BE FULLY LIVE, VIGOROUS, WELL FORMED, WITH WELL DEVELOPED FIBROUS ROOT SYSTEMS. ROOT BALLS OF PLANTS TO BE SOLID AND FIRMLY HELD TOGETHER, SECURELY CONTAINED AND PROTECTED FROM INJURY AND DESICCATION. PLANTS DETERMINED BY LANDSCAPE ARCHITECT TO HAVE BEEN DAMAGED; HAVE DEFORMITIES OF STEM, BRANCHES, OR ROOTS; LACK SYMMETRY, HAVE MULTIPLE LEADERS OR "Y" CROTCHES LESS THAN 30 DEGREES IN TREES, OR DO NOT MEET SIZE OR ANSI STANDARDS WILL BE REJECTED. PLANT MATERIAL TO BE FROM A SINGLE NURSERY SOURCE FOR EACH SPECIFIED SPECIES/HYBRID. NURSERY SOURCES TO BE THOSE LOCATED IN THE SAME REGION AS THE JOB SITE.

C) SUBSTITUTION:
NO SUBSTITUTION OF PLANT MATERIAL, SPECIES OR VARIETY, WILL BE PERMITTED UNLESS WRITTEN EVIDENCE IS SUBMITTED TO THE OWNER FROM TWO QUALIFIED PLANT BROKERAGE OFFICES. SUBSTITUTIONS WHICH ARE PERMITTED TO BE IN WRITING FROM THE OWNER AND LANDSCAPE ARCHITECT. THE SPECIFIED SIZE, SPECIES AND NEAREST VARIETY, AS APPROVED, TO BE FURNISHED. SUBSTITUTIONS MAY REQUIRE SUBMITTAL TO REVISED LANDSCAPE PLAN TO CITY FOR APPROVAL.

SOIL PREPARATION:
TOPSOIL, AMENDMENT, AND BACKFILL, ARE GENERAL REQUIREMENTS FOR ALL LANDSCAPE AREAS, UNLESS NOTED OTHERWISE ON THE PLANS. SOIL AMENDMENTS AND FERTILIZER NOTED BELOW ARE TO BE USED FOR BID PRICE BASIS ONLY. SPECIFIC AMENDMENTS AND FERTILIZERS WILL BE MADE AFTER SOIL SAMPLES ARE LABORATORY TESTED BY THE CONTRACTOR. PROVIDE CHANGE ORDER FOR ADDITION OR REDUCTION OF MATERIALS REQUIRED OR NOT REQUIRED BY THE SOILS REPORT.

SOIL FERTILITY AND AGRICULTURAL SUITABILITY ANALYSIS:
AFTER ROUGH GRADING AND PRIOR TO SOIL PREPARATION, CONTRACTOR TO OBTAIN TWO REPRESENTATIVE SOIL SAMPLES, FROM LOCATIONS AS DIRECTED BY THE LANDSCAPE ARCHITECT, TO NORTHERN LIGHTS ANALYTICAL & CONSULTING INC. RAVENSDALE WA, TEL. 253-853-5770 OR, EQUIVALENT TESTING LABORATORY, FOR TEST #A05-2. SUBMIT RESULTS TO LANDSCAPE ARCHITECT FOR REVIEW. TESTS TO INCLUDE FERTILITY AND SUITABILITY ANALYSIS WITH WRITTEN RECOMMENDATIONS FOR SOIL AMENDMENT, FERTILIZER, CONDITIONERS, APPLICATION RATES, AND POST-CONSTRUCTION MAINTENANCE PROGRAM. TESTS TO BE CONTRACTED WITH AND PAID FOR BY THE CONTRACTOR.

A) TOPSOIL:
CONTRACTOR IS RESPONSIBLE FOR SUPPLYING ALL TOPSOIL AND FOR DETERMINING THE VOLUME OF TOPSOIL REQUIRED PER THE INFORMATION ON PLANS AND NOTED HERE-IN. CONTRACTOR IS RESPONSIBLE FOR ANY NECESSARY WEED CONTROL RESULTING FROM CONTAMINATED OFF SITE SOURCES.

B) TOPSOIL TO CONSIST OF WINTER MIX AS PRODUCED AND REMIXED BY PACIFIC TOPSOILS, INC. WINTER MIX TO CONSIST OF 1/3 BY VOLUME SANDY LOAM, 1/3 BY VOLUME COMPOSTED GARDEN MULCH, AND 1/3 BY VOLUME COARSE WASHED SAND OR EQUIVALENT. AT MINIMUM, TOPSOIL PRODUCTS BROUGHT ON SITE TO CONTAIN AMENDMENTS AS LISTED IN "C".

C) TOPSOIL TO INCLUDE THE FOLLOWING AMENDMENTS AS NECESSARY:
THE FOLLOWING AMOUNT PER 1,000 SQUARE FEET:
1. 8-CUBIC YARDS ORGANIC COMPOST. COMPOST TO BE FREE OR NON-FARM ANIMAL SOURCES, NOR TO BE FROM SOURCES CONTAINING REDWOOD OR CEDAR PRODUCTS.
2. 30-POUNDS NITROFORM (38-0-0)
3. 5-POUNDS AMMONIUM SULFATE
4. 40-POUNDS CALCIUM CARBONATE LIMESTONE
5. 40-POUNDS DOLOMITE LIMESTONE
6. 8-OUNCES BORON (AS BORAX)

ALL AMENDMENTS TO BE THOROUGHLY MIXED PRIOR TO INCORPORATION INTO TOPSOIL.

D) PLANTING BACKFILL FOR ALL TREES, SHRUBS, AND GROUNDCOVERS:
1. 0.6-CUBIC YARDS PER VOLUME TOPSOIL
2. 0.4-CUBIC YARDS ORGANIC COMPOST
3. 3-POUNDS NITROFORM (38-0-0)
4. 1-POUNDS AMMONIUM SULFATE
5. 2-POUNDS CALCIUM CARBONATE LIMESTONE
6. 2-POUNDS DOLOMITE LIMESTONE

E) TOPSOIL PREPARATION AND INSTALLATION:
1. VERIFY SUBGRADES TO -7 INCHES IN LANDSCAPE AREAS AND -18/24 INCHES IN PARKING LOT ISLANDS BELOW FINISH ELEVATION, OR AS INDICATED ON PLANS. THIS ACCOMMODATES, TOPSOIL, AMENDMENTS, AND MULCH.
2. ERADICATE ANY SURFACE VEGETATION ROOTED IN THE SUB-GRADE PRIOR TO SUB-GRADE PREPARATION.
3. THOROUGHLY SCARIFY AND RIP ALL LANDSCAPE SUB-GRADES WHICH HAVE BECOME COMPACTED TO A DEPTH OF 12 INCHES WITH MULTIPLE PASSES, 90 DEGREES TO EACH OTHER. SCARIFY AREAS INACCESSIBLE TO MECHANIZED EQUIPMENT AND AROUND EXISTING PLANTINGS NOTED TO REMAIN WITH HAND TOOLS.
4. REMOVE SOIL LUMPS, ROCK, VEGETATION AND/OR DEBRIS LARGER THAN 2 INCHES FROM ALL SUB-GRADE PRIOR TO PLACEMENT OF SPECIFIED TOPSOIL.
5. REMOVE ANY ASPHALT EXTENDING BEYOND 4 INCHES FROM CURBS INTO ADJACENT LANDSCAPE AREAS.
6. PARKING LOT PLANTER ISLANDS TO BE OVER EXCAVATED BY BACKHOE. REMOVE PAVING WASTE, GRAVEL BASE MATERIAL AND UNDERLYING SUBSOIL TO 18 INCHES BELOW TOP OF PAVING. SCARIFY AND OVER EXCAVATE PLANT PIT BOTTOM 12 INCHES TO MINIMIZE STRUCTURAL COMPACTION.

F) TOPSOIL PLACEMENT:
1. PROVIDE A TOTAL FINISH COURSE OF 4 INCHES OF TOPSOIL FOR LANDSCAPE AREAS AND 18/24 INCHES IN PARKING LOT ISLANDS.
2. IN ALL LANDSCAPE AREAS, PLACE 2 INCHES (8 INCHES IN PARKING LOT ISLANDS) OF TOPSOIL MIX WITH AMENDMENTS OVER THE PREPARED SUB-GRADE AND THOROUGHLY ROTOTILL WITH MULTIPLE PASSES INTO THE TOP 6 INCHES OF SUB-GRADE FOR A TOTAL DEPTH OF 8 INCHES IN LANDSCAPE AREAS (12 INCHES IN PARKING LOT ISLANDS). PLACE AN ADDITIONAL 2 INCH LIFT OF TOPSOIL IN ALL LANDSCAPE AREAS AND A MINIMUM 12 INCH LIFT IN ALL PARKING LOT ISLANDS, FOR THE FINAL TOPSOIL DEPTH OF 4 INCHES IN LANDSCAPE AREAS AND 18/24 INCHES IN PARKING LOT ISLANDS.
3. PLACE ADDITIONAL TOPSOIL AND SOIL MIX AS REQUIRED TO MEET FINISH ELEVATIONS.

BARK MULCH (TOPDRESSING):
ONE-HALF-INCH (1/2") SIZE, TO ONE-QUARTER (1/4"), I.E., "FINE," HEMLOCK/FIR BARK.

STAKES:
2-INCH DIAMETER BY 8-FOOT MINIMUM LODGEPOLE PINE STAKES.

GUY MATERIAL:
1-INCH WIDE POLYETHYLENE CHAIN LOCK TYPE TIES; OR, 3/8" DIAMETER RUBBER. NO WIRE.

LAWN:
COMMERCIAL SEED AS NOTED ON PLAN.

HERBICIDE:
HERBICIDE IS NOT RECOMMENDED FOR THE FIRST YEAR AFTER INSTALLATION.

ANTI-DESICCANT:
"WILT-PROOF," 48 HOURS PRIOR TO SHIPMENT TO SITE FROM JUNE 1 THROUGH SEPTEMBER. THOROUGHLY ROOT WATER PLANTS PRIOR TO DELIVERY. PLANT MATERIAL DELIVERED TO SITE TO BE KEPT CONTINUALLY MOIST THROUGH INSTALLATION.

EXECUTION:

FINISH GRADES:
FINE GRADE AND REMOVE ROCKS AND FOREIGN OBJECTS OVER 2 INCHES DIAMETER FROM TOP SURFACE OF PREPARED LANDSCAPE AREAS. FINISH ELEVATIONS TO BE DEFINED AS 3 INCHES BELOW CURBS, WALKS AND/OR OTHER ADJACENT HARDSCAPE FOR ALL PLANTING BED AREAS AND 1-INCH BELOW CURBS, WALKS AND/OR OTHER ADJACENT HARDSCAPE FOR ALL LAWN AREAS. FINISH GRADE REFER TO GRADES PRIOR TO INSTALLATION OF MULCH OR LAWN.
ALL FINISH GRADES TO BE SMOOTH EVEN GRADES, LIGHTLY COMPACTED, AS SHOWN ON THE PLAN AND DETAILED. PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS AND STRUCTURES. SITE CIVIL DRAWINGS IDENTIFY FINAL ELEVATIONS.

TREES AND SHRUBS:
ARRANGE TREES AND SHRUBS ON SITE IN PROPOSED LOCATIONS PER DRAWINGS. EXCAVATE PIT, PLANT AND STAKE OR GUY, AS CALLED OUT AND DETAILED. ALL TREES, SHRUBS, AND SUPPORTS TO STAND VERTICAL. BACKFILL SHALL BE PIT SPOILS. SETTLE BACKFILL USING WATER ONLY. NO MECHANICAL COMPACTION.

GROUNDCOVERS:
EXCAVATE PITS TO A MINIMUM OF 3 INCHES BELOW, AND TWICE THE ROOT BALL DIAMETER. WATER THOROUGHLY AND TAKE CARE TO ENSURE THAT ROOT CROWN IS AT PROPER GRADE, AS DETAILED.

MULCH:
MULCH ALL LANDSCAPE AREAS NOT COVERED BY LAWN AND/OR SEED. APPLY SUFFICIENT QUANTITY TO PROVIDE A 2-INCH DEPTH.

UTILITY CLEARANCES:
FIELD ADJUST PLANT LOCATIONS FOR 6-FOOT SEPARATION OF TREES/SHRUBS AND 2-FOOT SEPARATION FOR GROUNDCOVER FROM FIRE HYDRANTS AND UTILITY VAULTS.

PLANTING MAINTENANCE:
CONTRACTOR TO MAINTAIN PLANTINGS THROUGH COMPLETED INSTALLATION, AND UNTIL ACCEPTANCE OF LANDSCAPE INSTALLATION. PLANTING MAINTENANCE TO INCLUDE WATERING, WEEDING, CULTIVATING, TIGHTENING AND REPAIRING OF TREE GUYS, RESETTING PLANTS TO PROPER GRADES OR POSITION, RE-ESTABLISHING SETTLED GRADES, AND MOWING LAWNS WEEKLY AFTER LAWN ESTABLISHMENT. HERBICIDE IS NOT RECOMMENDED FOR ONE YEAR FOLLOWING LANDSCAPE INSTALLATION. INCLUDED IS REPLACEMENT OF DEAD PLANTS AND PLANTS SHOWING LOSS OF 40 PERCENT OR MORE OF CANOPY.

IRRIGATION MAINTENANCE:
THE IRRIGATION SYSTEM TO BE MAINTAINED INCLUDING ADJUSTMENTS FOR BALANCED WATER DISTRIBUTION AND PRECIPITATION. FAILED OR MALFUNCTIONING IRRIGATION EQUIPMENT SHALL BE REPLACED AND/OR CORRECTED. PLANTING AND IRRIGATION MAINTENANCE TO INCLUDE THOSE OPERATIONS NECESSARY TO THE PROPER GROWTH AND SURVIVAL OF ALL PLANT MATERIALS. CONTRACTOR TO PROVIDE THIS WORK IN ADDITION TO SPECIFIC WARRANTY/GUARANTEES.

LANDSCAPE CONTRACTOR TO EXPAND EXISTING IRRIGATION SYSTEM TO PROVIDE ADEQUATE IRRIGATION TO ALL NEW PLANTING AREAS, TO ENSURE SURVIVAL OF ALL NEW PLANTS.

LANDSCAPE PLANT MATERIAL LEGEND

SYMBOL	BOTANICAL / COMMON NAMES	SIZE CONDITION	SPACING	QUANTITY	REMARKS
	TREES:				
	EXISTING TREES TO BE SAVED				TO REMAIN, SAVE, AND PROTECT
	EXISTING TREES TO BE REMOVED			61	
	KOELREUTERIA BIPINNATA/ CHINESE FLAME TREE	24" BOX	AS SHOWN	25	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, FOR STREET TREE USE, BRANCHED AT 6'
	KOELREUTERIA PANICULATA 'FASTIGIATA' / COLUMNAR GOLDENRAIN TREE	24" BOX	AS SHOWN	5	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, FOR STREET TREE USE, BRANCHED AT 6'
	LOPHOSTEMON CONFERTUS/ BRISBANE BOX (TRISTANIA CONFERTA)	24" BOX	AS SHOWN	70	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, FOR STREET TREE USE, BRANCHED AT 6'
	PINUS CANARIENSIS/ CANARY ISLAND PINE	24" BOX	AS SHOWN	3	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, UN-CUT LEADER
	SHRUBS:				
	CISTUS SALVIIFOLIUS / SAGELEAF ROCKROSE	3 GALLON	4' O.C.	17	FULL AND BUSHY
	CISTUS SKANBERGII / PINK ROCKROSE	3 GALLON	4' O.C.	38	FULL AND BUSHY
	DIETES BICOLOR 'LIZ'S SELECTION'/ YELLOW WILD IRIS	1 GALLON	30" O.C.	129	FULL AND BUSHY
	LAVANDULA ANGUSTIFOLIA 'MUNSTEAD' / ENGLISH LAVENDER	1 GALLON	18" O.C.	63	FULL AND BUSHY
	NERIUM OLEANDER 'LITTLE RED' / DWARF RED OLEANDER	2 GALLON	3' O.C.	15	FULL AND BUSHY
	NERIUM OLEANDER 'PETITE PINK' / PETITE PINK OLEANDER	2 GALLON	3' O.C.	85	FULL AND BUSHY
	PITTOSPORUM TOBIRA 'VARIEGATA' / VARIEGATED TOBIRA	3 GALLON	6' O.C.	96	FULL AND BUSHY
	PITTOSPORUM TOBIRA 'WHEELER'S DWARF'/ WHEELER'S DWARF MOCK ORANGE	3 GALLON	3' O.C.	134	FULL AND BUSHY
	RHAPHIOLEPIS INDICA 'BALLERINA' / BALLERINA INDIAN HAWTHORN	5 GALLON	6' O.C.	49	FULL AND BUSHY
	GROUNDCOVERS:				
	GAZANIA SPLENDENS 'SUNRISE YELLOW' / YELLOW GAZANIA	FLAT	12" O.C.	AS REQ'D	HOLD 12" FROM BORDERS AND SHRUBS
	MYOPORUM PARVIFOLIUM 'PROSTRATUM' / CREEPING MYOPORUM	4" POT	18" O.C.	AS REQ'D	HOLD 18" FROM SHRUBS, TREES, AND EDGE OF PLANTING AREA
	MULCH ONLY AREA			COVER	3" LAYER
	BIORETENTION PLANTS:				
	MUHLENBERGIA RIGENS / DEER GRASS	1 GAL	24" O.C.		33% OF TOTAL
	JUNCUS PATENS / CALIFORNIA GREY SEDGE	1 GAL	18" O.C.		33% OF TOTAL
	SISYRINCHIUM BELLUM / BLUE EYED GRASS	1 GAL	18" O.C.		33% OF TOTAL
	MISC:				
	EXISTING LANDSCAPE AND IRRIGATION				TO REMAIN, SAVE, PROTECT, AND/OR MODIFY AS REQUIRED BY PROPOSED IMPROVEMENTS
	EXISTING LANDSCAPE TO BE REMOVED				
	DENOTES LINE OF TRANSITION BETWEEN NEW CONSTRUCTION AND EXISTING CONDITIONS				

Source: Barghausen Consulting Engineers, 2017

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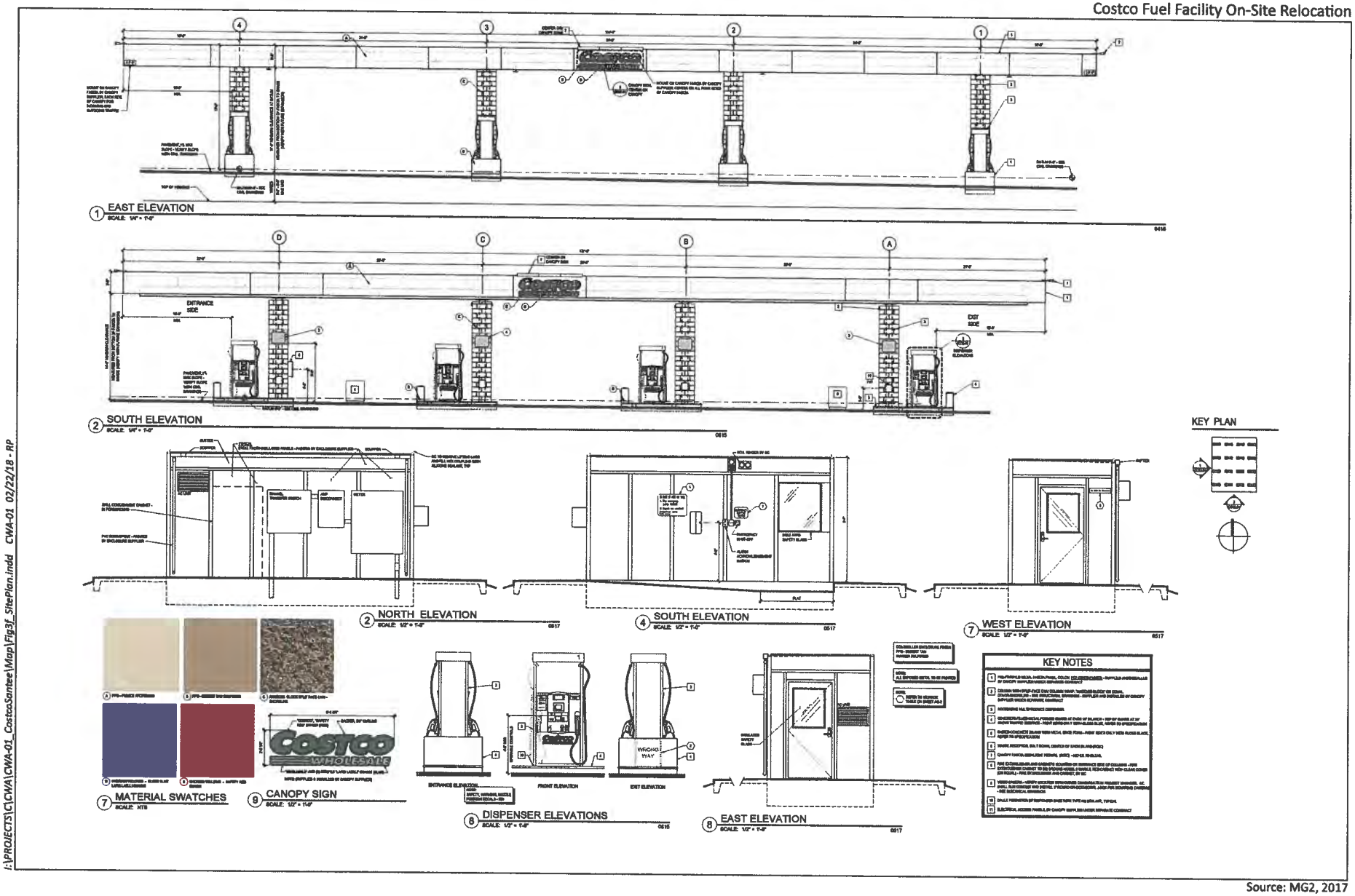

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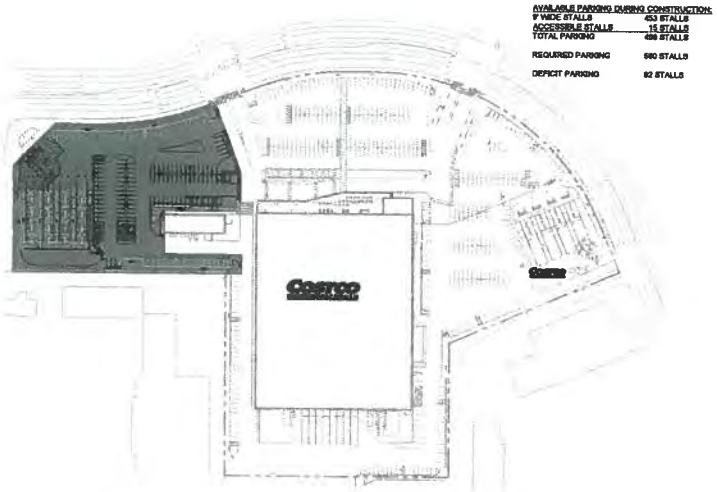
Source: MG2, 2017

HELIX Environmental Planning

Plans

Figure 3f

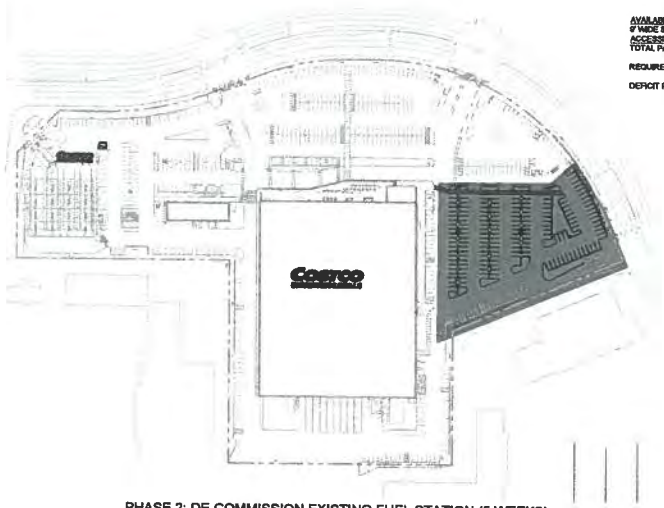


AVAILABLE PARKING DURING CONSTRUCTION:

9' WIDE STALLS	453 STALLS
ACCESSIBLE STALLS	15 STALLS
TOTAL PARKING	468 STALLS
REQUIRED PARKING	560 STALLS
DEFICIT PARKING	92 STALLS

PHASE 1: CONSTRUCT NEW FUEL STATION (12 WEEKS)

SCALE: 1" = 50'-0"

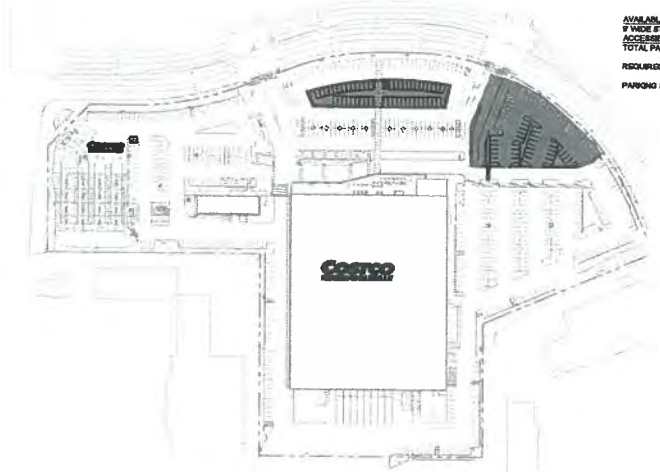


AVAILABLE PARKING DURING CONSTRUCTION:

9' WIDE STALLS	467 STALLS
ACCESSIBLE STALLS	23 STALLS
TOTAL PARKING	490 STALLS
REQUIRED PARKING	560 STALLS
DEFICIT PARKING	70 STALLS

PHASE 2: DE-COMMISSION EXISTING FUEL STATION (5 WEEKS)

SCALE: 1" = 50'-0"



AVAILABLE PARKING DURING CONSTRUCTION:

9' WIDE STALLS	515 STALLS
ACCESSIBLE STALLS	23 STALLS
TOTAL PARKING	538 STALLS
REQUIRED PARKING	560 STALLS
PARKING DEFICIT	22 STALLS

0 20' 40' 80'
1" = 40'-0"

PHASE 3: DE-COMMISSION EXISTING FUEL STATION (3 WEEKS)

SCALE: 1" = 50'-0"

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Source: MG2, 2017

HELIX Environmental Planning

Plans

Figure 3g

THE MITIGATED NEGATIVE DECLARATION APPENDICES (LISTED BELOW) CAN BE VIEWED AT: SANTEE CLERK'S OFFICE, DEVELOPMENT SERVICES DEPARTMENT, OR ON THE WEBSITE AT

http://cityofsanteeca.gov/services/project-environmental-review

LIST OF APPENDICES

A Air Quality Model Emissions
B Geotechnical Study
C Preliminary StormWater Quality Management Plan
D Drainage Study
E Transportation Information Memorandum

EXHIBIT B – MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

Project Name: Minor Revision MR2015-8/AEIS2015-24
Project Location: 101 Town Center Parkway, Santee, CA 92071
Project Description: Costco Fuel Facility Relocation & Expansion

Mitigation Measure	Schedule for Implementation	Monitoring Responsibility	Compliance Monitoring and Reporting					
			Shown on Plans		Installed on Site		Frequency of:	
			Req'd	Verified Date/Init	Req'd	Verified Date/Init	Monitor[1]	Report[2]
NOISE								
NOISE 1 – Noise attenuation BMPs shall be implemented during night construction, including, but not limited to, the use of flaggers for reversing vehicles instead of beepers, and the use of sound blankets to shield construction activities where possible.	During construction.	Applicant and City of Santee					B	c
TRANSPORATION								
TRANSPORTATION 1 – Costco shall secure temporary off-site employee parking at a nearby location that includes an amount of parking spaces equal to, or greater than, the number of spaces temporarily displaced for each construction phase. The off-site location shall be within a reasonable distance from the Costco property. Costco shall also provide a shuttle between the off-site parking location and the Costco property throughout the duration of the construction period. The shuttle shall run as needed to transport Costco employees.	Prior to issuance of building permit.	Applicant and City of Santee					A	a

[1] Monitoring Frequency: A – Prior to Construction; B – Throughout Construction; C – On Completion; D – Operating; E – On Violation
[2] Reporting Frequency: a – Once, On Completion; b – On Violation; c – Ongoing

RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA APPROVING MINOR REVISION (MR2015-8) TO DEVELOPMENT REVIEW PERMIT DR86-53 FOR THE RELOCATION AND EXPANSION OF THE EXISTING COSTCO FUEL DISPENSING FACILITY LOCATED AT 101 TOWN CENTER PARKWAY IN THE TOWN CENTER (TC) ZONE.

APPLICANT: Costco Wholesale
APN: 381-041-19-00
RELATED CASE FILE: AEIS2015-24

WHEREAS, on July 23, 2018 Costco Wholesale submitted a complete application for a Minor Revision (MR2015-8) to Development Review Permit DR86-53 to relocate and expand a fuel dispensing facility on a 14-acre property located at 101 Town Center Parkway, in the City of Santee, County of San Diego, State of California; and

WHEREAS, pursuant to the requirements of the California Environmental Quality Act ("CEQA"), an Initial Study (AEIS2015-24) was conducted for Minor Revision MR2015-8, that determined that all environmental impacts of the project would be less than significant with mitigation and a Mitigated Negative Declaration (State Clearinghouse Number 2018031028) was prepared and advertised for public review from March 8, 2018 to April 9, 2018; and

WHEREAS, Minor Revision (MR2015-8) represents the 12th such Minor Revision to Development Review Permit DR86-53; and

WHEREAS, the existing fuel dispensing facility was authorized by Conditional Use Permit P98-03; and

WHEREAS, the proposed project is located within Airport Influence Area (AIA) 1 for the Gillespie Field Airport Land Use Compatibility Plan (ALUCP) and the Federal Aviation Administration (FAA) determined that the project, as designed, presented no hazard to air navigation and the Airport Land Use Commission (ALUC) determined that the project is consistent with the ALUCP on September 11, 2017; and

WHEREAS, on April 12, 2018 a proposed ordinance amending the City of Santee General Plan to require voter approval of development actions that would increase residential density or intensify land use over that currently permitted by the General Plan ("Proposed Initiative") was filed with the City Clerk, City of Santee; and

WHEREAS, the Proposed Initiative, if adopted, would require a public vote for any changes to the General Plan, Planned Development Areas, or new Specific Plan Area if such changes intensify use by increasing residential density, changing the General Plan Land Use designations; or changing any residential land use designation to commercial/ industrial and vice versa; and

WHEREAS, Section 4(c) of the Proposed Initiative includes a statement that provisions adopted by the Proposed Initiative shall prevail over any conflicting revisions to the General Plan adopted after April 6, 2018; and

WHEREAS, the subject project does not result in an intensification of land use as specified in the Proposed Initiative in that: 1) there is no proposed change to the land use designations in the City of Santee General Plan, as amended through April 5, 2018; 2) the project does not propose changes to the land use categories in the City of Santee General Plan, as amended through April 5, 2018; 3) the project is not a residential project as specified in the City of Santee General Plan, as amended through April 5, 2018; and 4) the project does not involve a change to a Specific Plan nor create a new Specific Plan; and

WHEREAS, the Director of Development Services scheduled Minor Revision MR2015-8, and Mitigated Negative Declaration (AEIS2015-24) for a public hearing on August 8, 2018; and

WHEREAS, on August 8, 2018, the City Council held a duly advertised public hearing on Minor Revision MR2015-8 and Mitigated Negative Declaration AEIS2015-24; and

WHEREAS, the City Council considered the Staff Report, the Initial Study/Mitigated Negative Declaration, all recommendations by staff, public testimony, and all other relevant information contained in the administrative record regarding the Project.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Santee, California, after considering the evidence presented at the public hearing, as follows:

SECTION 1: On August 8, 2018, the City Council approved and adopted Mitigated Negative Declaration (State Clearinghouse Number 2018031028) and its associated Mitigation Monitoring and Reporting Program, which fully disclosed, evaluated and mitigated the environmental impacts of Minor Revision MR2015-8 contemplated in this Resolution. No further environmental review is required for the City to adopt this Resolution.

SECTION 2: The findings in accordance with Section 17.08.080 of the Santee Municipal Code for a Minor Revision to a Development Review Permit are made as follows:

A. The proposed development meets the purpose and design criteria prescribed in Sections 17.04.060 and 17.08.070 and other pertinent sections of the Zoning Ordinance and Municipal Code including the Town Center Specific Plan. The proposed project consists of the relocation and expansion of an existing fuel

dispensing facility. The existing 8-dispenser station facility located on the northern portion of the site will be decommissioned and removed. A new fuel dispensing facility with 16 dispenser stations, a canopy, underground storage tanks, and associated equipment will be constructed on the southern portion of the site adjacent to Mission Gorge Road. Twenty parking spaces will be removed due to the installation of the facility. The total existing building area at the Costco site requires 556 parking spaces and 646 parking spaces will be maintained with the installation of the new fuel dispensing facility. The project would result in an 8,600-square-foot increase in landscaped areas. Therefore, the proposed site plan changes will result in a net increase of landscaping on the site and adequate parking will remain to serve all the uses on the site.

B. The proposed project is compatible with the Santee General Plan. The General Plan land use and zoning designation for the project site is Town Center (TC) which permits fuel facilities accessory to discount stores with a Conditional Use Permit. Conditional Use Permit P98-03 was approved for the existing fuel dispensing facility. The subject Minor Revision to existing Development Review Permit DR86-53 modifies the location and size of the existing fuel dispensing facility approved by Conditional Use Permit P98-03. Many of the customers visiting the Costco retail store also fuel their vehicles at the Costco gas station, consolidating uses and vehicle trips at the same site. The proposed fuel dispensing facility would be a similarly consistent accessory use. The proposed facility would be compatible with the most proximate uses, including an existing on-site tire service center and a propane tank refill station.

SECTION 3: Development Review Permit DR86-53 Minor Revision No. 12 (MR2015-8) is hereby approved subject to the following conditions as amended below:

A. Unless superseded herein, the conditions of approval set forth in Conditional Use Permit P98-03 shall remain in effect.

B. The applicant shall comply with all applicable Sections of the Municipal Code, Land Development Manual and Public Works Standards of the City of Santee.

C. The applicant shall comply with all mitigation measures adopted for the project as set forth in the Mitigation Monitoring and Reporting Program for Mitigated Negative Declaration AEIS2015-24.

D. Minor or Major Revisions to the Development Review Permit, such as changes to the building elevations, site design, and landscaping design, shall be approved by the Director of Development Services, unless, in the Director's judgment, a Minor or Major Revision should be reviewed by the City Council.

E. Separate sign permits shall be obtained for any proposed signage and shall be in substantial conformance with the approved plans dated August 8, 2018.

F. The applicant shall recycle a minimum of 65% of the construction and demolition waste generated from the project, consistent with the City's Construction and Demolition Debris Recycling Ordinance (SMC 13.38) and State law.

G. Prior to Building Permit Issuance:

1. All construction shall be in substantial conformance with the approved project plans dated August 8, 2018, as amended by this Resolution.

2. Building permits shall be obtained for the proposed work in compliance with all applicable sections of the Municipal Code, Uniform Building Code, California Building Code, Uniform Plumbing Code, National Electric Code, Uniform Mechanical Code, Public Works Standards of the City of Santee and all requirements of the Fire Department.

3. Plans shall be submitted for approval to the San Diego County Department of Environmental Health, Hazardous Materials Division for the demolition of existing fueling facility (including the removal of underground tanks, piping and dispensers) and for the installation of the new fueling facility. All appropriate permits shall be obtained for the removal of the existing facility and the installation of the new facility.

4. Plans shall be submitted for approval to the Santee Building Department and the appropriate copies shall be routed to the Fire Department for approval for demolition and relocation of the fueling facility. The new facility shall comply with all conditions of the 2016 California Fire Code, Chapter 23 and all applicable codes and standards.

5. A parking management plan shall be submitted to the Director of Development Services for review and approval of the off-site employee parking and shuttle service during construction.

6. All existing landscaping on-site shall remain unless otherwise noted on the plans. Any landscaping damaged during construction shall be replaced in kind. Landscape plans shall comply with SMC Chapter 17.36 and the City of Santee Water Efficient Landscape Ordinance.

7. Trees shall be a minimum of 24 inch box and shrubs shall be a minimum of five gallons. In addition, landscaping along Mission Gorge Road and Town Center Parkway shall be a minimum of three feet high to screen fuel dispensing facility to the maximum extent feasible.

8. All lights shall be shielded or directed so as to not cause glare on adjacent properties or motorists. Parking lot lighting shall be similar to the existing lighting.

9. The extension of the pedestrian paths shall use the same color and finish of existing paths.

10. The fuel canopy and the controller enclosure shall be in substantial conformance with the approved elevations dated August 8, 2018.

11. The applicant shall include provisions in their design contract with their design consultants that following approval by the City, all construction drawings or technical reports accepted by the City, exclusive of architectural building plans, shall become the property of the City. Once accepted, these plans may be freely used, copied or distributed by the City to the public or other agencies, as the City may deem appropriate. A letter of acknowledgement of this requirement from each design consultant is required at the time of plan submittal. This letter shall be in a format acceptable to the City Engineer.

12. To coordinate with the City Geographic Information System, horizontal and vertical control for all construction drawings, grading plans, landscape plans, street improvement plans, plot plans, etc., shall be obtained from ROS 11252. All plans, exclusive of building plans, shall be prepared at an engineering scale of 1"=20' unless otherwise approved by the project engineer.

13. Applicant shall ensure that all property corners within the project area are properly monumented. If corners within the project area have been lost or do not exist, corners within the project area shall be set and a Record of Survey filed prior to final acceptance of the project.

14. Starting with the first plan check submittal, all plan sets including the Parcel Map shall be submitted concurrently to Padre Dam Municipal Water District for review and approval. The City does not coordinate the review process with Padre Dam; this is the responsibility of the design engineer and the landscape architect. Failure to properly coordinate this review may result in delay of issuance of permits required for construction. It is incumbent upon the applicant to oversee the plan submittals of their design consultants.

15. Precise Grading Plans shall be submitted to the Department of Development Services Engineering Division for review and acceptance.

    a. The applicant shall install flush concrete curbs delineating the existing City of Santee Landscape Maintenance District (LMD) along Town Center Parkway and along Mission Gorge Road. All private landscaping shall be watered via an on-site water service paid for and provided by the applicant. Irrigation of private landscaping outside of the City maintained LMD area shall be separate and independent of the City's irrigation lines intended for the City's LMD areas. The applicant shall demonstrate to the satisfaction of the City of Santee that no cross connections of irrigation lines exist and shall correct any that remain at their expense.

    b. The precise grading plans shall reflect the existing surrounding landscape and irrigation, including the existing swale and drains at the entry monument fountain located at the northeast corner of Mission Gorge Road and Town Center Parkway. Please show how this drainage will be

addressed as well as accommodating access of existing fountain facilities.

c. All recommended measures identified in the approved geotechnical study shall be incorporated into the project design and construction.

d. The plans shall include the plotting of all existing easements which impact the property, referenced by document number and recording date, and indicate the current disposition.

e. Grading plans shall include preliminary recommendations for all pavement design sections within the project limits. The pavement structural section shall be designed based on the "R" value method using a minimum traffic index of 5.0 for Light Duty Pavement and 7.0 for Heavy Duty Pavement. Structural sections shall consist of asphalt concrete over approved aggregate base material. Minimum concrete section shall be 5 1/2 inches PCC over compacted, non-expansive soil. Mix design shall be a minimum class 520-C-2500. R-value test data and design calculations shall be submitted for approval to the Department of Development Services Engineering Division a minimum of seven days prior to placement of paving. The pavement design report shall conform to City of Santee Form 435 – PAVEMENT DESIGN AND R-VALUE TEST SUBMITTAL PROCEDURES.

f. Grading plans shall be one hundred percent (100%) complete at the time of plan check submittal, be prepared in accordance with City guidelines and be ready for acceptance by the City. Partial or incomplete submittals will not be accepted for plan check. At the time of plan submittal the applicant shall schedule an appointment with their designated City project engineer and the applicant's design engineer to review the plan submittal for completeness. The following shall be included as part of the grading, landscape and irrigation plan submittal package:

1) Six sets of grading, landscape and irrigation plans bound and stapled.
2) Plan check fees.
3) A completed grading permit application.
4) A cost estimate for the cost of construction in accordance with the City of Santee Unit Price List.
5) Three copies of the Drainage Analysis specified here within.
6) Two copies of the Storm Water Quality Management Plan specified here within.
7) Two copies of the Storm Water Pollution Prevention Plan specified here within.
8) Three copies of the Geotechnical Study specified here within.
9) A copy of any letters of permission from any adjoining property owners if grading is proposed off-site. Letters shall be in a form acceptable to the City.

10) A letter of acknowledgement, signed and sealed, from each design consultant acknowledging City ownership of all construction drawings following City approval as specified here within.
11) One copy of the Director's Decision approving the project.

Plan check and inspection fees shall be paid in accordance with the City Fee Schedule prior to issuance of the permit.

16. Provide three copies of a geotechnical study prepared in accordance with the Santee General Plan. All recommended measures identified in the approved study shall be incorporated into the project design. Copies of the Geotechnical/Seismic Hazard Study for the Safety Element of the Santee General Plan which details, in Table A-1, study criteria necessary to conform to the General Plan requirements, can be purchased from the Department of Development Services Engineering Division.

    a. The final report shall remove the notes regarding copyright reservation. Upon approval of the report, the documents become public record and for use by the City of Santee.

    b. The final report shall include infiltration testing results of borings made at locations proposed for bio-filtration. This shall include an exhibit of the test locations, specify the percolation test method used, laboratory testing of grain size, findings, and conclusions. The report shall include a completed and updated Worksheet C.4-1 from the City of Santee BMP design manual.

17. Following issuance of a grading permit the applicant shall complete rough grading in accordance with the approved grading plans and the recommendations of the project's geotechnical engineer. Following completion of the rough grading and prior to issuance of any building permits, provide three originals of the pad compaction certification from the geotechnical engineer and three originals of the pad elevation certification from the project civil engineer to the City project engineer.

18. Provide three copies of a preliminary drainage study prepared by a registered Civil Engineer, with demonstrated expertise in drainage analysis and experience in fluvial geomorphology and water resources management. Storm drainage shall be designed to adequately convey storm water runoff without damage or flooding of surrounding properties or degradation of water quality.

    a. The drainage study shall identify and calculate storm water runoff quantities expected from the site and upstream of the site and verify the adequacy of all on-site or off-site facilities necessary to discharge this runoff. The drainage system design shall be capable of collecting and

conveying all surface water originating within the site, and surface water that may flow onto the site from upstream lands, and shall be in accordance with the latest adopted Master Drainage Plan, the requirements of the City of Santee Public Works Standards, including analysis of the 10-year and 100-year frequency storms, and be based on full development of upstream areas.

b. The drainage study shall compute rainfall runoff characteristics from the project area including, at a minimum, peak flow rate, flow velocity, runoff volume, time of concentration, and retention volume. These characteristics shall be developed for the 2-year, 10-year and 100-year frequency six-hour storm during critical hydrologic conditions for soil and vegetative cover. Storm events shall be developed using isopluvial maps and in accordance with the San Diego County Hydrology Manual.

19. Provide three copies of a Storm Water Quality Management Plan (SWQMP). The SWQMP shall comply with the City of Santee Storm Water Ordinance and shall be prepared in accordance with the City of Santee Best Management Practices (BMP) Design Manual dated February 2016. The SWQMP must include best management practices (BMPs) to address water quality and hydromodification. An Operation and Maintenance Plan describing maintenance requirements and costs for BMP maintenance and provision of maintenance verification shall be provided.

The SWQMP shall include the following:

a. Develop and implement appropriate Best Management Practices (BMPs) to ensure that the project does not increase pollutant loads from the site. A combination of respective storm water BMPs, including Site Design, Source Control, and Structural Treatment Control shall be implemented in accordance with the approved SWQMP.

b. The project design shall incorporate Low Impact Development (LID) and site design BMPs to minimize directly connected impervious areas and to promote infiltration using LID techniques as outlined in the County of San Diego's LID handbook. Parking areas shall be designed to drain to landscape areas. Private roads shall be designed to drain to vegetated swales or landscaped areas

c. The site shall comply with full trash capture requirements by providing completely enclosed trash and recycling enclosures, fitting all storm drain inlets with a grate/screen or trash rack, and retrofitting any adjacent storm drain inlet structures to which the site discharges with trash capture devices. Said devices must be designed to capture debris of 5 mm or greater, while preventing flooding potential. In addition, all inlets must be

labeled with concrete stamp or equivalent - stating, "No Dumping - Drains to River".

d. Down spouts and HVAC systems are not permitted to be connected to any storm drain conveyance system. All non-storm water discharges must either drain to landscaped areas, or be plumbed to the sewer. Construct a dedicated sewer connection for the annual backwashing of water from any proposed private fire suppression systems.

e. California native/drought-tolerant plants shall be used to the maximum extent feasible to minimize the need for irrigation. Where irrigation is necessary, then the system shall be designed and installed to prevent overspray or irrigation runoff during normal operations and during a break in the line.

f. Provide a narrative in the source control section regarding the types of material to be stored outdoors and how materials shall be covered and/or protected from the outside elements and be stored above the finished grade to prevent contact with the storm water runoff.

20. A Storm Water Facilities Maintenance Agreement accepting responsibility for all structural BMP maintenance, repair and replacement as outlined in said O&M plan binding on the land throughout the life of the project will be required prior to issuance of building permit.

21. Construction Site Storm Water Compliance

a. Provide proof of coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 2009-0009-DWQ) prior to start of construction. This project disturbs 1 or more acres of soil or disturbs less than 1 acre but is part of a larger common plan of development that in total disturbs 1 or more acres. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation.

b. Provide two copies of a Construction Storm Water Pollution Prevention Plan (SWPPP) as required by the Construction General Permit. The Construction SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The Construction SWPPP must list Best Management Practices (BMP's) the applicant will use to protect storm water runoff and the placement of those BMP's. Section XIV of the Construction General Permit describes the SWPPP requirements.

22. Submit two copies of a current preliminary title report (dated within six months

of plan submittal) and two copies of all documents listed in the title report. Copies of recorded documents must be clear and legible copies of the original recorded document.

23. Applicant shall pay all development impact fees in effect at the time of issuance of building permits. At present, the fees are estimated to be as follows:

    Traffic $94,176.00
    Calculated based on a fee rate of $ 7,848/1000 square feet of building area.

    Traffic Signal $15,192.00
    Calculated based on a fee rate of $1,266/1000 square feet of building area.

24. The applicant shall comply at all times with the following work hour requirements:

    a. No site work, building construction, or related activities, including equipment mobilization will be permitted to start on the project prior to 7:00 am and all work for the day shall be completed by 7:00 pm, in accordance with the City's Noise Ordinance.

    b. No work is permitted on Sundays or City Holidays.

    c. No deliveries, including equipment drop off and pick-up shall be made to the project except between the hours of 8:00 am and 6:00 pm, Monday through Saturday, excluding Sundays and City Holidays. Deliveries of emergency supplies or equipment necessary to secure the site or protect the public are permitted.

    d. If the applicant fails or is unable to enforce compliance with their contractors, subcontractors and material suppliers regarding the specified work hours, additional reduction of work hours may be imposed by the Department of Development Services.

    In addition to the above the applicant shall erect one or more signs stating the work hour restrictions. Signs shall be installed as may be required, in the vicinity of the project construction trailer if a job site trailer is used, or at such other locations as may be deemed appropriate by the Department of Development Services. The sign shall be a minimum of 24" x 36" and shall be weather proofed. The sign content shall be provided by the Department of Development Services.

25. Trench work when required within City streets shall be completed within two weeks of the initial start date, including placement of the final trench patch. Trench plates or temporary pavement placement shall be installed at the end

of each work day. Advance warning signs on lighted barricades notifying the public of trench plates and or uneven pavement shall be placed and maintained until permanent pavement repairs are made. The maximum length of time including weekends and holidays that trench plates may remain on the street is 72 hours after which temporary or permanent asphalt paving shall be placed.

26. Vehicle access on Mission Gorge Road, Cuyamaca Street, Olive Lane, Town Center Parkway, Carlton Hills Boulevard, Woodside Avenue, and Riverview Parkway shall be maintained at all times and all work shall be done at night unless otherwise approved by the City Engineer. When day work is permitted, work hours shall be from 8:30 am to 3:30 pm, including set up and break down of traffic control. No day work will be permitted during the holiday season, defined as beginning the Saturday before Thanksgiving Day and extend through New Year's Day, unless otherwise approved by the Director of Development Services.

27. Comply with all applicable sections of the Municipal Code, Land Development Manual and Public Works Standards of the City of Santee.

H. Prior to Occupancy the Applicant shall:

1. A demolition permit shall be obtained for the existing fuel dispensing facility prior to final occupancy of the new fuel dispensing facility. The demolition of the existing fuel dispensing facility and restoration of the parking area shall be completed within 60 days from demolition permit issuance.

2. A bond, equal to the cost of full landscaping and irrigation installation, shall be provided. The bond will be released after one year if the landscape is planted and the irrigation installed in accordance with the approved landscape and irrigation plans.

3. Applicant shall record a Termination of Access Easement that affects the access between Costco and the adjacent retail property.

4. Applicant shall update the existing Landscape Maintenance District easement in accordance with the proposed modified planter limits.

5. Applicant shall place all new utilities required to serve the project underground. No overhead facilities or extension of overhead facilities is permitted.

6. All new trees in and within 10 feet of the public right-of-way shall be planted with root control barriers.

7. Construct all improvements as shown on the approved precise grading plans. Improvements shall be completed to the satisfaction of the Director of

Development Services.

8. The applicant shall provide a Construction and Demolition (C&D) Deposit with the Department of Development Services in accordance with the City's Construction and Demolition Debris Recycling Ordinance (SMC 13.38) and State law.

9. The applicant shall provide two print copies and a digital copy of both the final approved Storm Water Quality Management Plan and the Operation and Maintenance Plan.

10. The applicant shall submit a print and digital copy of the BMP Certification package. The BMP certification package includes but is not limited to: 'wet' signed and stamped certification form(s), all BMP related product receipts and materials delivery receipts, an inspection and installation log sheet, and photographs to document each stage of BMP installation.

11. Prior to issuance of the final phase of occupancy, an executed contract must be in place with a qualified storm water service provider and a copy of the SWQMP provided to the consultant.

12. The applicant shall construct all improvements as shown on the approved precise grading plans. Improvements shall be completed to the satisfaction of the Director of Development Services.

I. Upon establishment of the use pursuant to this Minor Revision MR2015-8, the following conditions shall apply:

1. All required landscaping shall be adequately watered and maintained in a healthy and thriving condition, free from weeds, trash, and debris.

2. The parking areas and driveways shall be well maintained.

3. All groundcover installed pursuant to an approved landscape plan shall provide 100 percent coverage within 9 months of planting or additional landscaping, to be approved by the Director of Development Services, shall be required in order to meet this standard.

SECTION 4: The terms and conditions of this Minor Revision (MR2015-8) approval shall be binding upon the permittee and all persons, firms and corporations having an interest in the property subject to these permits and the heirs, executors, administrators, successors and assigns of each of them, including municipal corporations, public agencies and districts.

SECTION 5: In addition to all other available remedies, the City of Santee Municipal Code, Chapter 1.14, provides for the issuance of Administrative citations for Municipal

Code violations. Should non-compliance with said terms and conditions of this Conditional Use Permit or any violation of the Municipal Code that includes the City's Storm Water Ordinance, the City has the right to issue administrative citations containing an assessment of civil fines for each violation and collect administrative fines for violations.

SECTION 6: Pursuant to Government Code Section 66020, the 90-day approval period in which the applicant may protest the imposition of any fees, dedications, reservations, or exactions imposed pursuant to this approval, shall begin on August 8, 2018.

SECTION 7: The applicant shall defend, indemnify, and hold harmless the City of Santee and its officers, employees and agents from any claim, action, or proceeding against the City and/or its officers, employees or agents to attack or set aside, void, or annul the approval of the City of Santee concerning this Resolution or any action relating to or arising out of its approval.

SECTION 8: This Minor Revision (MR2018-5) approval shall expire on August 8, 2021 except where substantial use has commenced prior to its expiration. If use of the development has not commenced within the three-year period, said expiration date may be extended pursuant to a request for time extension received 60 days prior to the original expiration date. The City Council expressly grants to the Director of Development Services the authority to extend the expiration date of this approval pursuant to Section 17.04.090(B) of the Santee Municipal Code, when a request for an extension is filed 60 days prior to the original expiration date.

SECTION 9: The City of Santee hereby notifies the applicant that State Law (AB3158), effective January 1, 1991, requires certain projects to pay fees for purposes of funding the California Department of Fish and Wildlife. In order to comply with State Law, the applicant should remit to the City of Santee Department of Development Services, within two (2) working days of the effective date of this approval (the "effective date" being the end of the appeal period, if applicable), a certified check payable to the "County Clerk, County of San Diego" in the amount of $2,330.75. This fee includes an authorized County administrative fee of $50. Failure to remit the required fee in full within the time specified above will result in notification to the State that a fee was required but not paid, and could result in State imposed penalties and recovery under the provisions of the Revenue and Taxation Code. In addition, Section 21089 (b) of the Public Resources Code and Section 711.4 (c) of the Fish and Game Code, provide that no project shall be operative, vested, or final until the required filing fee is paid.

SECTION 10: The documents and materials that constitute the record of proceedings on which these findings have been based are located with the City Clerk at the City of Santee City Clerk's office at 10601 Magnolia Avenue, Building #3, Santee, CA 92071.

ADOPTED by the City Council of the City of Santee, California, at a Regular meeting thereof held this 8th day of August 2018, by the following roll call vote to wit:

AYES:

RESOLUTION NO. _____

NOES:

ABSENT:

APPROVED:

_____
JOHN W. MINTO, MAYOR

ATTEST:

_____
ANNETTE ORTIZ, CITY CLERK

Due to its size Item 5 is available for download and viewing separately.

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE August 8, 2018 **AGENDA ITEM NO.**

ITEM TITLE **RESOLUTION AUTHORIZING THE PURCHASE OF TWO (2) 2018 FORD EXPLORERS 4WD FROM DOWNTOWN FORD SALES PER STATE OF CALIFORNIA CONTRACT #1-18-23-23A AND DECLARING VEHICLES V-088 AND V-131 AS SURPLUS PROPERTY**

DIRECTOR/DEPARTMENT Richard Smith, Fire Chief

SUMMARY This item requests City Council authorization to purchase two (2) 2018 Ford Explorers 4WD for the Fire Department to replace Vehicles V-088, a 1997 Ford F-150 pickup, and V-131, a 2003 Ford Expedition, that both have exceeded their useful life. V-088 is greater than 20 years old and has more than 75,816 miles. V-131 is greater than 15 years old and has more than 179,141 miles. The Ford Explorers will be operated by the Fire Chief and the Fire Marshal.

Santee Municipal Code 3.24.180 authorizes the City to purchase equipment and supplies from a vendor at a price established by competitive or competitively negotiated bid by another public agency as long as that bid substantially complied with the formal bidding procedures in Santee Municipal Code Section 3.24.110. In November 2017, the State of California Department of General Services conducted a formal competitive bid process, substantially complying with Santee's Municipal Code, for procurement of fleet vehicles/trucks. Based on the requirements for the responsive responsible bidder offering the best overall quality and selection of products and services, Downtown Ford Sales was the vendor awarded Contract #1-18-23-23A that included Ford Explorers 4WD.

Santee's Purchasing Ordinance requires City Council approval of all purchases exceeding $20,000. Staff recommends utilizing State of California Department of General Services Contract #1-18-23-23A to purchase two (2) 2018 Ford Explorers from Downtown Ford Sales in the amount of $61,236.82.

Other items including radios, decals, strobe lights and other miscellaneous equipment will be bid and purchased separately from other vendors for an additional amount not to exceed $7,623.46.

CITY ATTORNEY REVIEW ☐ N/A ☒ Completed

FLEET MANAGER REVIEW ☐ N/A ☒ Completed

FINANCIAL STATEMENT Funding for these vehicles is included in the FY 2018-19 Vehicle Replacement Fund adopted budget.

RECOMMENDATION

Adopt Resolution:

1. Authorizing the purchase of two (2) 2018 Ford Explorers 4WD from Downtown Ford Sales per State of California Department of General Services Contract #1-18-23-23A for an amount not to exceed $61,236.82; and
2. Authorizing the purchase of miscellaneous items for an amount not to exceed $7,623.46, and
3. Declaring Vehicles V-088, a 1997 Ford F-150, and V-131, a 2003 Ford Expedition, surplus property upon receipt and acceptance of the new vehicles, and directing sale of Vehicles V-088 and V-131 at public auction; and
4. Authorizing the City Manager to execute all necessary documents.

ATTACHMENT

Resolution

Staff Report

STAFF REPORT

RESOLUTION AUTHORIZING THE PURCHASE OF TWO (2) 2018 FORD EXPLORERS 4WD FROM DOWNTOWN FORD SALES PER STATE OF CALIFORNIA CONTRACT #1-18-23-23A AND DECLARING VEHICLES V-088 AND V-131 AS SURPLUS PROPERTY

CITY COUNCIL MEETING

AUGUST 8, 2018

Background

The purchase of these two vehicles is triggered by the need to replace two similar fleet vehicles and will accomplish the primary goal of providing a turnkey backup Battalion Chief vehicle while maximizing the use of our current fleet ensemble. Fire staff will reassign two (2) existing F-150 vehicles within the Fire and Life Safety Services Department. This will provide cost containment opportunities in the purchase of a vehicle for the Fire Chief which will better serve the day-to-day functions of the position. The Fire Marshal's current vehicle is a 2003 Expedition with over 179,000 miles on it and has reached the end of its useful life. We will maintain continuity in vehicle type for this position by assigning the other Explorer to the Fire Marshal.

RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, AUTHORIZING THE PURCHASE OF TWO (2) 2018 FORD EXPLORERS 4WD FROM DOWNTOWN FORD SALES PER STATE OF CALIFORNIA CONTRACT #1-18-23-23A AND DECLARING TWO VEHICLES SURPLUS PROPERTY

WHEREAS, the City of Santee FY 18-19 budget includes funding for the replacement of Vehicles V-088, a 1997 Ford F-150, and V-131, a 2003 Ford Expedition, that have exceeded their useful operational life; and

WHEREAS, Santee Municipal Code 3.24.180 authorizes the City to purchase equipment, supplies and related services from a vendor at a price established by competitive or competitively negotiated bid by another public agency as long as that bid substantially complied with the formal bidding procedures in Santee Municipal Code Section 3.24.110; and

WHEREAS, in November 2017, State of California Department of General Services (CA DGS) conducted a competitive process, substantially complying with Santee's Municipal Code, for procurement of fleet vehicle trucks/pickups; and

WHEREAS, Downtown Ford Sales was one of the vendors awarded CA DGS Contract #1-18-23-23A for a variety of fleet vehicles, vans, and SUVs, for a two-year term beginning May 1, 2018; and

WHEREAS, other miscellaneous accessories will be purchased from other vendors for an additional amount not to exceed $7,623.46,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Santee, California, that it hereby:

1. Authorizes the purchase of two (2) 2018 Ford Explorers 4WD from Downtown Ford Sales for an all-inclusive amount of $61,236.82, and authorizes purchase of other miscellaneous accessories from other vendors for an additional amount not to exceed $7,623.46,

2. Declares Vehicles V-088, a 1997 Ford F-150, and V-131, a 2003 Ford Expedition, surplus upon receipt and acceptance of the new vehicles, and directs sale of vehicles V-088 and V-131 at public auction,

3. Authorizes the City Manager to execute all necessary documents,

RESOLUTION NO. _____

ADOPTED by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 8th day of August 2018, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

APPROVED:

_____
JOHN W. MINTO, MAYOR

ATTEST:

_____
ANNETTE ORTIZ, CITY CLERK

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE August 8, 2018 **AGENDA ITEM NO.**

ITEM TITLE **POTENTIAL VERIFICATION OF SUFFICIENCY OF SIGNATURES ON GENERAL PLAN INITIATIVE PETITION AND REQUEST FOR FURTHER DIRECTION FROM CITY COUNCIL PURSUANT TO ELECTIONS CODE SECTION 9215**

DIRECTOR/DEPARTMENT Annette Ortiz, City Clerk

SUMMARY

On June 26, 2018, proponents of a General Plan initiative measure ("Measure") filed a signed petition with the City Clerk's office. The City Clerk conducted a review of the petition, and determined that the petition contained approximately 4,370 signatures, which, prima facie, was in excess of the minimum number of signatures required to qualify for filing. Pursuant to Elections Code section 9114, the City Clerk has thirty (30) business days from the date the petition was filed to verify that the signatures affixed to the petition are valid. The San Diego Registrar of Voters ("ROV") assists the City in conducting the signature verification. On the same date that the petition was filed with the City, the City Clerk delivered it to the ROV for signature verification. The signature verification must be completed by August 8, 2018 (thirty (30) business days from June 26, 2018).

This agenda item is before Council as a placeholder in anticipation of the receipt of the results from the ROV. If the petition is determined to include a sufficient number of valid signatures, Staff requests that Council accept the Certificate of Sufficiency and select an option pursuant to Elections Code section 9215: adopt the Measure without alteration, submit the Measure to the voters, or direct staff to prepare a report analyzing the impact of the Measure. These options are explained in more detail in the attached Staff Report, and Staff has prepared a Resolution for each option. If the petition is determined to be insufficient, the proponents will be notified of the insufficiency, and no further action is required on the part of the City.

FINANCIAL STATEMENT

The fiscal impact is unknown at this time. If Resolution Option 3 is selected, the fee for preparing the report would likely require an appropriation from the General Fund reserve balance as it would require the use of an outside consultant.

CITY ATTORNEY REVIEW

☐ N/A ☒ Completed

RECOMMENDATION

Receive report from the City Clerk regarding the sufficiency of the petition. If the petition is determined to be sufficient:

1. Receive, file, and accept the Certificate of Sufficiency; and
2. Select one of the options set forth in Elections Code section 9215 and adopt the corresponding Resolution.

ATTACHMENTS

Staff Report
Resolutions: Adopting the Measure (Option 1); (2) Adding the Measure to the Nov. 2018 Ballot (Option 2); and (3) Ordering a Report Regarding the Impact of the Measure (Option 3)
General Plan Initiative Measure

STAFF REPORT

POTENTIAL VERIFICATION OF SUFFICIENCY OF SIGNATURES ON GENERAL PLAN INITIATIVE PETITION AND REQUEST FOR FURTHER DIRECTION FROM CITY COUNCIL PURSUANT TO ELECTIONS CODE 9215

SANTEE CITY COUNCIL MEETING
AUGUST 8, 2018

A. INTRODUCTION

On June 26, 2018, proponents of a General Plan initiative measure filed a signed petition with the City Clerk's office. Pursuant to the Elections Code, the City Clerk conducted a preliminary inspection of the petition. By visual inspection, it was determined that the petition contained approximately 4,370 signatures, which, prima facie, was in excess of the minimum number of signatures required to qualify for filing. Pursuant to Elections Code section 9114, the City Clerk has thirty (30) business days from the date the petition was filed to verify that the signatures affixed to the petition are valid. The San Diego Registrar of Voters ("ROV") assists the City in conducting the signature verification. On the same date that the petition was filed with the City, the City Clerk delivered it to the ROV for signature verification. The signature verification process must be completed by August 8, 2018 (thirty (30) business days from June 26, 2018).

Staff anticipates that the ROV will complete the verification process and submit the results to the City by August 8, 2018. This agenda item is before Council as a placeholder to allow Council to receive a report from the City Clerk regarding the sufficiency of the petition. If the petition is determined to be sufficient, the City Clerk will present a Certificate of Sufficiency to the Council for acceptance and filing, and will request further direction from Council, as detailed below. If the petition is determined to be insufficient, the proponents will be notified of the insufficiency, and no further action is required on the part of the City.

B. DISCUSSION

On April 12, 2018, the City received a Notice of Intent to Circulate a Petition and proposed initiative measure ("Measure") from Santee residents/proponents that would amend the City's General Plan in the following ways:

- To prohibit the adoption of any General Plan amendment, Planned Development Area, or new Specific Planning Area which would (1) increase the residential density permitted by law; (2) change, alter, or increase the General Plan Residential Land Use categories if the change intensifies use; or (3) change any residential designation to commercial or industrial designation on any property, or vice versa, if the change intensifies the use; unless and until such action is approved and adopted by the voters of the City.
- To prohibit any change to the slope criteria, minimum parcel sizes, and lot averaging provisions of the General Plan that would permit increased density or intensity of use, unless or until the change is approved by the voters.

- To provide that the voter approval requirement would not apply where the General Plan amendment is necessary to comply with state or federal law governing the provision of housing, including, but not limited to, affordable housing requirements.
    - This exception would apply only if the City Council were to make the following findings, based on substantial evidence: (1) that a specific provision of state or federal law requires the City to accommodate the housing proposed by the amendment; (2) the amendment permits no greater density than necessary to accommodate the required housing; and (3) an alternative site not subject to the measure is not available.

The Measure also states that if it is approved, the provisions of the Measure would be inserted into the General Plan as amendments thereof, and those amendments would prevail over any provisions of City law inconsistent with those amendments, including any conflicting revisions to the General Plan adopted between April 6, 2018, and the date the Measure is approved.

Currently, General Plan amendments and Specific Plans are approved by the City Council, subject to voter review through the referenda process.

In accordance with Elections Code section 9203, the City Attorney's office prepared and the City sent a ballot title and summary of the Measure to the proponents on April 27, 2018. The proponents then had six months to gather enough signatures to qualify the Measure for the ballot. On June 26, 2018, the proponents submitted a signed petition to the City Clerk's Office.

The ROV has not yet completed the signature verification process. If the petition is found to contain a sufficient number of valid signatures to qualify the Measure for the ballot, the City Clerk will present the Certificate of Sufficiency to the City Council and request that the City Council receive, file, and accept the Certificate as valid in all respects.

If the petition is determined to be sufficient, the City Council's options under the Elections Code section 9215 are as follows:

1. Adopt the Measure without alteration.
2. Submit the Measure, without alteration, to the voters at the next regular municipal election occurring at least 88 days later. The next regular election occurring at least 88 days later is the regular municipal election on November 6, 2018.[1]
3. Direct staff to prepare an impartial and informational report analyzing the impact of the Measure. The report may include any or all of the following:

[1] Elections Code section 1405 allows the City Council to call a special election for the purpose of submitting a measure to the voters *before* the date of the next regular election occurring not less than 88 days after the order calling the election. The special election must be held between 88 and 103 days after the Council calls the election. In this case, 88 days from August 8, 2018 is November 4, 2018, meaning any special election called pursuant to Section 1405 would be held just one or two days before the general election, which is not recommended.

(1) Its fiscal impact.

(2) Its effect on the internal consistency of the City's general and specific plans, including the housing element, the consistency between planning and zoning, and the limitations on City actions under Section 65008 of the Government Code and Chapters 4.2 (commencing with Section 65913) and 4.3 (commencing with Section 65915) of Division 1 of Title 7 of the Government Code.

(3) Its effect on the use of land, the impact on the availability and location of housing, and the ability of the City to meet its regional housing needs.

(4) Its impact on funding for infrastructure of all types, including, but not limited to, transportation, schools, parks, and open space. The report may also discuss whether the measure would be likely to result in increased infrastructure costs or savings, including the costs of infrastructure maintenance, to current residents and businesses.

(5) Its impact on the community's ability to attract and retain business and employment.

(6) Its impact on the uses of vacant parcels of land.

(7) Its impact on agricultural lands, open space, traffic congestion, existing business districts, and developed areas designated for revitalization.

(8) Any other matters the City Council requests to be in the report. (Elections Code, § 9212.)

If the Council directs Staff to prepare a report, Staff must present the report not later than 30 days after it is ordered by the City Council. If Council chooses this option, at the time the report is presented Council will be required to either adopt the Measure or place it on the ballot. (Elections Code, § 9215.)

Resolutions have been prepared for each of these three options. Staff requests that the Council select one of the three options and then adopt the corresponding resolution.

C. RECOMMENDATION

Receive report from the City Clerk as to the sufficiency of the petition. If the petition is determined to be sufficient, receive, accept, and file the Certificate of Sufficiency, select one of the options set forth in Elections Code section 9215, and adopt the corresponding resolution.

[RESOLUTION OPTION NO. 1 – ADOPT MEASURE]

RESOLUTION NO. 2018-___

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA ADOPTING A PROPOSED MEASURE AMENDING THE CITY OF SANTEE GENERAL PLAN TO REQUIRE VOTER APPROVAL FOR DEVELOPMENT ACTIONS THAT WOULD INCREASE RESIDENTIAL DENSITY OR INTENSIFY LAND USE OVER THAT CURRENTLY PERMITTED BY THE GENERAL PLAN

WHEREAS, pursuant to authority provided by law, a petition has been filed with the City Council of the City of Santee ("City"), signed by at least ten (10%) percent of the number of registered voters of the City, to submit to the qualified electors a proposed initiative measure amending the City of Santee General Plan to require voter approval for development actions that would increase residential density or intensify land use over that currently permitted by the General Plan (the "Measure"); and

WHEREAS, the City Clerk's office, in coordination with the San Diego County Registrar's office, examined the records of voter registration and ascertained that pursuant to California Elections Code Section 9215 the petition is signed by the requisite number of voters, and has so certified; and

WHEREAS, Elections Code Section 9215 authorizes the City Council to adopt the Measure, without alteration, in lieu of placing the Measure on an election; and

WHEREAS, the City Council desires to forego an election and, in turn, adopt the Measure, without alteration.

WHEREAS, the specific terms of the Measure are attached hereto as Exhibit "A" and by this reference made an operative part hereof.

NOW THEREFORE BE IT RESOLVED, by the City Council of the City of Santee, California, as follows:

Section 1. RECITALS. The City Council hereby finds and determines that the foregoing recitals are true and correct, are incorporated herein and by this reference made an operative part hereof.

Section 2. Adoption of Measure in Lieu of Election. Pursuant to California Elections Code Section 9215, and any other applicable requirements of the laws of the State of California, the City Council hereby adopts the Measure, without alteration, in lieu of calling an election within the City of Santee on the Measure. The full text of the Measure is attached hereto as Exhibit "A" and incorporated herein by this reference.

Section 3. CEQA. The City Council hereby finds and determines that adopting the Measure in lieu of placing it on an election is exempt from the California Environmental Quality Act ("CEQA"). CEQA only applies to the "discretionary" actions of the City that may have a direct or indirect effect on the environment. However, the California Supreme Court has held that adopting a land use Measure that has qualified through citizens' petition in lieu of placing it on an election is not a "discretionary" action

of the City and is therefore exempt from CEQA. *Tuolumne Jobs & Small Business Alliance v. Superior Court (City of Sonora)*, (2014) 59 Cal. 4th 1029.

Section 4. Severability. If any provision of this Resolution or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of the Resolution which can be given effect without the invalid provision or application, and to this end the provisions of this Resolution are severable. The City Council hereby declares that it would have adopted this Resolution irrespective of the invalidity of any particular portion thereof.

Section 5. Effective Date of Resolution/Voter Approval Required to Repeal/Amend. This Resolution shall take effect immediately upon its adoption. Pursuant to Elections Code Section 9217, this Resolution shall have the same force and effect as a voter-approved measure and may not be repealed or amended without majority approval of City of Santee voters.

ADOPTED by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 8th day of August, 2018, by the following roll call vote to wit:

AYES:

NOES:

ABSENT:

APPROVED:

_____

JOHN W. MINTO, MAYOR

ATTEST:

_____

ANNETTE ORTIZ, CITY CLERK

Attachment: Exhibit A: General Plan Initiative Measure

[RESOLUTION OPTION NO. 2 – ADD MEASURE TO NOV. 2018 BALLOT]

RESOLUTION NO. 2018-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, CALLING FOR THE HOLDING OF A GENERAL MUNICIPAL ELECTION ON TUESDAY, NOVEMBER 6, 2018, FOR THE SUBMISSION OF A PROPOSED MEASURE AMENDING THE CITY OF SANTEE GENERAL PLAN, REQUESTING THE BOARD OF SUPERVISORS OF THE COUNTY OF SAN DIEGO TO CONSOLIDATE SAID ELECTION PURSUANT TO SECTION 10403 OF THE ELECTIONS CODE AND SETTING RULES FOR ARGUMENTS AND REBUTTALS FOR AND AGAINST SAID MEASURE

WHEREAS, pursuant to authority provided by statute, a petition has been filed with the City Council of the City of Santee, California, signed by more than ten percent (10%) of the number of registered voters of the City, to submit to the qualified electors a proposed measure amending the City of Santee General Plan to require voter approval of development actions that would increase residential density or intensify land use over that currently permitted by the General Plan (the "Measure"); and

WHEREAS, the City Clerk/Elections Official examined the records of registration and ascertained that, pursuant to Elections Code section 9215, the petition is signed by the requisite number of voters, and has so certified; and

WHEREAS, the City Council has not voted in favor of the adoption of the Measure; and

WHEREAS, the City Council is therefore authorized and directed by statute to submit the proposed Measure to the voters; and

WHEREAS, the City Council desires to place the Measure on the ballot for the November 6, 2018 General Municipal Election; and

WHEREAS, the City Council also desires to request that the election for this Measure be consolidated with the Statewide General Election also to be held on November 6, 2018; and

WHEREAS, pursuant to Elections Code sections 9285 and 9286, the City Council further desires to establish rules and regulations for the preparation, submittal and printing of arguments and rebuttals for and against the Measure described herein; and

WHEREAS, the specific terms of the Measure are attached hereto as Exhibit "A" and by this reference made an operative part hereof.

[RESOLUTION OPTION NO. 2 – ADD MEASURE TO NOV. 2018 BALLOT]

NOW THEREFORE, BE IT RESOLVED, by the City Council of the City of Santee as follows:

Section 1. Pursuant to the requirements of Elections Code section 9215 any other applicable requirements of the laws of the State of California, there is called and ordered to be held in the City of Santee, California on Tuesday, November 6, 2018, a General Municipal Election for the purpose of submitting the following proposed Measure:

Shall an ordinance amending the Santee General Plan be adopted requiring voter approval for development actions that would increase residential density or intensify land use over that currently permitted by the General Plan?	Yes
	No

Section 2. The text of the measure submitted to the voters attached hereto as Exhibit "A" is hereby submitted to the voters; and

Section 3. Pursuant to the requirements of Elections Code section 10403, the Board of Supervisors of the County of San Diego is hereby requested to consent and agree to the consolidation of said election with the Statewide General Election on Tuesday, November 6, 2018; and

Section 4. The Registrar of Voters is authorized to canvass the returns of the General Municipal Election. The election shall be held in all respects as if there were only one election and only one form of ballot shall be used; and

Section 5. The City of Santee recognizes that additional costs will be incurred by the County by reason of this consolidation and agrees to reimburse the County for any costs; and

Section 6. The City Clerk is authorized, instructed and directed to coordinate with the County of San Diego Registrar of Voters to procure and furnish any and all official ballots, notices, printed matter, and all supplies, equipment and paraphernalia that may be necessary in order to properly and lawfully conduct the election; and

Section 7. The ballots to be used at the election shall be in form and content as required by law. Voters shall vote yes or no; and

Section 8. The polls for the election shall be open at 7:00 a.m. of the same day of the election and shall remain open continuously from that time until 8:00 p.m. of the same day except as provided in Elections Code section 14401; and

Section 9. The consolidated election shall be held and conducted in the manner prescribed in Elections Code section 10418; and

[RESOLUTION OPTION NO. 2 – ADD MEASURE TO NOV. 2018 BALLOT]

Section 10. The City Clerk is hereby directed to file a certified copy of this resolution with the Board of Supervisors and the Registrar of Voters of the County of San Diego.

Section 11. Direct Arguments and Impartial Analysis.

A. Direct Arguments in favor of or against the measure shall be prepared and filed with the City Clerk in accordance with Article 4, Chapter 3, Division 9 of the Elections Code of the State of California and any other applicable provisions of law. Direct arguments shall be filed with the City Clerk not later than August 17, 2018.

B. Pursuant to Elections Code section 9280, the City Council directs the City Clerk to transmit a copy of the measure to the City Attorney. The City Attorney shall prepare an impartial analysis of the measure, not to exceed 500 words in length, showing the effect of the measure on the existing law and the operation of the measure. The City Attorney shall transmit such impartial analysis to the City Clerk, who shall cause the analysis to be published in the voter information guide along with the ballot measure as provided by law. The impartial analysis shall be filed by the deadline set for filing of direct arguments. The impartial analysis shall include a statement indicating whether the measure was placed on the ballot by a petition signed by the requisite number of voters or by the City Council. In the event the entire text of the measure is not printed on the ballot, nor in the voter information guide of the sample ballot, there shall be printed immediately below the impartial analysis, in no less than 10-font bold type, the following: **"The above statement is an impartial analysis of Measure ____. If you desire a copy of the measure, please call the election official's office at _____and a copy will be mailed at no cost to you."**

Section 12. Rebuttals. Pursuant to Elections Code section 9285, when the City Clerk has selected the direct arguments for and against the measure which will be printed and distributed to the voters, the City Clerk shall send copies of the direct argument in favor of the measure to the authors of the direct argument against, and copies of the direct argument against to the authors of the direct argument in favor. The authors or persons designated by them may prepare and submit rebuttal arguments not exceeding 250 words. The rebuttal arguments shall be filed with the City Clerk not later than August 22, 2018. Rebuttal arguments shall be printed in the same manner as the direct arguments. Each rebuttal argument shall immediately follow the direct argument which it seeks to rebut.

Section 13. That in all particulars not recited in this Resolution, the election shall be held and conducted as provided by law for holding municipal elections in the City.

[RESOLUTION OPTION NO. 2 – ADD MEASURE TO NOV. 2018 BALLOT]

Section 14. Effective Date of Resolution. This resolution shall take effect immediately upon its adoption.

ADOPTED by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 8th day of August, 2018, by the following roll call vote to wit:

AYES:

NOES:

ABSENT:

APPROVED:

_____

JOHN W. MINTO, MAYOR

ATTEST:

_____

ANNETTE ORTIZ, CITY CLERK

Attachment: Exhibit A: General Plan Initiative Measure

[RESOLUTION OPTION NO. 3 – ORDER REPORT]

RESOLUTION NO. 2018-___

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA ORDERING A REPORT PERTAINING TO A PROPOSED MEASURE AMENDING THE CITY OF SANTEE GENERAL PLAN TO REQUIRE VOTER APPROVAL FOR DEVELOPMENT ACTIONS THAT WOULD INCREASE RESIDENTIAL DENSITY OR INTENSIFY LAND USE OVER THAT CURRENTLY PERMITTED BY THE GENERAL PLAN

WHEREAS, pursuant to authority provided by law, a petition has been filed with the City Council of the City of Santee ("City"), signed by at least ten (10%) percent of the number of registered voters of the City, to submit to the qualified electors a proposed initiative measure amending the City of Santee General Plan to require voter approval for development actions that would increase residential density or intensify land use over that currently permitted by the General Plan (the "Measure"); and

WHEREAS, the City Clerk's office, in coordination with the San Diego County Registrar's office, examined the records of voter registration and ascertained that pursuant to California Elections Code section 9215 the petition is signed by the requisite number of voters, and has so certified; and

WHEREAS, Elections Code section 9215 authorizes the City Council to order a report pursuant to Elections Code section 9212; and

WHEREAS, it is in the best interest of the City and its citizens to perform an initial analysis of the initiative petition to determine whether the City Council should adopt the Measure or take other actions indicated by the results of the report.

NOW THEREFORE BE IT RESOLVED, by the City Council of the City of Santee, California, as follows:

Section 1. Recitals. The City Council hereby finds and determines that the foregoing recitals are true and correct, are incorporated herein and by this reference made an operative part hereof.

Section 2. Direction to Prepare Report. Pursuant to Elections Code section 9215(c), the City Manager is authorized and directed to prepare a report consistent with Elections Code section 9212 analyzing the following aspects of the proposed Measure:

(1) Its fiscal impact.

(2) Its effect on the internal consistency of the City's general and specific plans, including the housing element, the consistency between planning and zoning, and the limitations on City actions under Section 65008 of the Government Code and Chapters 4.2 (commencing with Section 65913) and 4.3 (commencing with Section 65915) of Division 1 of Title 7 of the Government Code.

(3) Its effect on the use of land, the impact on the availability and location of housing, and the ability of the City to meet its regional housing needs.

(4) Its impact on funding for infrastructure of all types, including, but not limited to, transportation, schools, parks, and open space. The report may also discuss whether the measure would be likely to result in increased infrastructure costs or savings, including the costs of infrastructure maintenance, to current residents and businesses.

(5) Its impact on the community's ability to attract and retain business and employment.

(6) Its impact on the uses of vacant parcels of land.

(7) Its impact on agricultural lands, open space, traffic congestion, existing business districts, and developed areas designated for revitalization.

(8) Any other matters the City Council requests to be in the report.

Section 3. Presentation of Report. The report shall be presented to the City Council no later than thirty (30) days after August 8, 2018, and when the report is presented to Council, the City Council shall either adopt the Measure at that meeting or within 10 days thereafter, or order an election pursuant to Elections Code section 9215(b).

Section 4. Severability. If any provision of this Resolution or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of the Resolution which can be given effect without the invalid provision or application, and to this end the provisions of this Resolution are severable. The City Council hereby declares that it would have adopted this Resolution irrespective of the invalidity of any particular portion thereof.

Section 5. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption.

[RESOLUTION OPTION NO. 3 – ORDER REPORT]

ADOPTED by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 8th day of August, 2018, by the following roll call vote to wit:

AYES:

NOES:

ABSENT:

APPROVED:

_____

JOHN W. MINTO, MAYOR

ATTEST:

_____

ANNETTE ORTIZ, CITY CLERK

Attachment: Exhibit A: General Plan Initiative Measure

RECEIVED

CITY CLERKS OFFICE SR Via Hand Delivery

2018 APR 12 P 12:56

CITY OF SANTEE

April 12, 2018

Via Hand Delivery

Ms. Annette Ortiz
City Clerk
City of Santee
10601 Magnolia Avenue
Santee, CA 92071

Re: Santee General Plan Protection Initiative

Dear Ms. Ortiz:

Enclosed for filing pursuant to the Elections Code are an original and one copy of the following documents: (1) a Notice of Intent to Circulate Petition ("Notice"); (2) a proposed initiative measure for the City of Santee; and (3) an acknowledgment of Elections Code Section 18650. Please endorse as received each page of the enclosed copies of these documents and return the endorsed copies to me. Two supporters of the proposed initiative have signed the Notice pursuant to Elections Code Section 9202.

In addition, pursuant to Elections Code Section 9203(a), please transmit a copy of the proposed initiative measure to the City Attorney immediately and request that he prepare a ballot title, preferably "Santee General Plan Protection Initiative," and a summary of the initiative.

If you or any other City staff have any questions about the initiative or this request, please call me at (619) 258-7929. Thank you for your attention to this matter.

Sincerely,

Van K. Collinsworth

enclosures

9222 Lake Canyon Road, Santee, CA 92071 Tel/Fax (619) 258-7929 SaveFanita@cox.net I.D.#980429

RECEIVED

CITY CLERKS OFFICE

2018 APR 12 P 12:56

CITY OF SANTEE

Notice of Intent to Circulate a Petition

Notice is hereby given by the persons whose names appear hereon of their intention to circulate a petition within the City of Santee for the purpose of putting before the voters a proposed General Plan Amendment to require voter approval for land use zoning changes if such changes would increase the density or otherwise intensify the use permitted by law; or change, alter or increase the General Plan Land Use categories. A statement of the reasons of the proposed action as contemplated in the petition is as follows:

WHAT IT DOES: The Santee General Plan Protection Initiative protects Santee from overdevelopment, and prevents resultant traffic gridlock. It does so by amending the Santee General Plan to require a vote of the people for development projects that would increase density or otherwise intensify land use over that currently permitted by law.

WHY WE NEED IT: Santee streets and highways are experiencing significant congestion and gridlock. Over development occurs, in major part, due to General Plan amendments granted to development projects by the City Council that increase density or otherwise intensify use of the land, which in turn exacerbates traffic congestion and gridlock.

Without the Santee General Plan Protection Initiative, there will not be any requirement to place approval of a massive traffic-generating project on the ballot for the consent or rejection by resident voters. City Council members potentially influenced by campaign contributions from special interests will make the decision. Santee citizens need and deserve a greater voice in order to maintain Santee's quality-of-life.

WHO'S SPONSORING IT? This Initiative is sponsored by **preservewildsantee.org,** the organization that sponsored a successful referendum that overwhelmingly defeated a massive project on Fanita Ranch approved by the City Council in 1999. This Initiative is sponsored by **Van K. Collinsworth,** Preserve Wild Santee **Geographer/Director** and also by **Santee City Councilman Stephen Houlahan**, who worked together to defeat the Quail Brush power plant and to designate a segment of SR-52 through Mission Trails Park a California State Scenic Highway.

Van K. Collinsworth
9222 Lake Canyon Road
Santee, CA 92071

Stephen W. Houlahan
8824 Annandale Way
Santee, CA 92071

SANTEE GENERAL PLAN PROTECTION INITIATIVE

To the honorable Clerk of the City of Santee: We, the undersigned, registered and qualified voters of the City of Santee, hereby propose an Initiative measure to amend and protect the City of Santee General Plan. We petition you to submit this measure to the City Council for the City of Santee for adoption without change, or for submission of the measure to the voters of the City of Santee at the earliest regular or special election for which it qualifies. The measure provides as follows:

SANTEE GENERAL PLAN PROTECTION INITIATIVE

The people of the City of Santee hereby ordain as follows:

Section 1: Purpose And Findings

A. **Purpose:** The purposes of the Santee General Plan Protection Initiative ("Initiative") are (1) to protect the Santee General Plan from unwise densification and intensification amendments and (2) to protect the residents of Santee from overdevelopment with resultant traffic gridlock. The Initiative does so by amending the City's General Plan as adopted on August 27, 2003, and amended through April 6, 2018 ("General Plan"), to require a vote of the people for certain development projects.

B. **The Importance of Protecting the General Plan:** Campaign contributions from special interests can influence or pressure City Council members to approve projects that overburden Santee streets and highways with traffic. The California Fair Political Practices Commission (FPPC) has levied fines in Santee for laundering of campaign contributions when a proposed Fanita Ranch development project requested a density intensifying General Plan Amendment, which Council members approved. Currently, voters do not have a right to vote on controversial projects that threaten overdevelopment.

C. **Effect of the Initiative:** The Santee General Plan Protection Initiative helps protect Santee from overdevelopment, and prevents resultant traffic gridlock by requiring a vote of the people before certain General Plan amendments are adopted.

Section 2: Amendment of the General Plan

A. The Land Use Element of the General Plan of the City of Santee shall be amended as hereinafter set forth. This amendment shall not be modified or rescinded without the approval of a simple majority of the voters of the City voting at a special or general election.

B. The following shall be added to the General Plan under the Land Use Element "7.0 Objectives and Policies" as "Objective 12.0 Maintain the Integrity and Consistency of the General Plan."

"**Policy 12.1** Permitted land uses in the City shall be intensified only when the voters approve such changes. No General Plan amendment, Planned Development Area or new Specific Planning Area shall be adopted which would:

1) increase the residential density permitted by law,
2) change, alter, or increase the General Plan Residential Land Use categories if the change intensifies use; or
3) change any residential designation to commercial or industrial designation on any property, or visa versa, if the change intensifies use;

unless and until such action is approved and adopted by the voters of the City at a special or general election, or approved first by the City Council and then adopted by the voters in such an election."

"**Policy 12.2** No change to the slope criteria and minimum parcel sizes and lot averaging provisions of this General Plan which would permit increased density or intensity of use shall be adopted unless and until such change is approved by ordinance adopted by the voters of the City at a special or general election, or approved first by the City Council and then adopted by the voters in such an election."

"**Policy 12.3** The City Council shall set any election required by this Initiative to the next available general municipal election at no cost to the proponent of the land use change, or set a special election, the cost of which shall be borne by the proponent."

"**Policy 12.4** The voter approval requirement of subsection (a) shall not apply where the General Plan amendment is necessary to comply with state or federal law governing the provision of housing, including, but not limited to affordable housing requirements. This exception applies only if the City Council first makes each of the following findings based on substantial evidence in the record:

(1) a specific provision of state or federal law requires the City to accommodate the housing that will be permitted by the amendment;
(2) the amendment permits no greater density than that necessary to accommodate the required housing; and
(3) an alternative site that is not subject to the voter approval requirement in this Policy is not available to satisfy the specific state or federal housing law."

Section 3: Conforming Amendments

In order to promote internal consistency among the various sections of the General Plan amended by this Initiative, this Initiative makes the following conforming amendments. Text to be inserted in the relevant document is indicated in **bold** type, and text to be deleted is indicated in ~~strikethrough~~ type. Non-bolded text currently appears in the General Plan and is not changed or readopted by this Initiative. The language adopted in the following amendments may be further amended as appropriate without a vote of the people, during the course of further updates and revisions to the General Plan.

A. Land Use Element, 8.1 Land Use Classifications, Residential Density Ranges, page 1-24 is amended as follows:

Project approval at any density is subject to obtaining all requested agency approvals. **Densities that require a general plan amendment under section 7.0 Objectives and Policies will also require majority approval of voters at a special or general election.**

B. Housing Element, 5. DEVELOPMENT PERMIT PROCEDURES, page 3-24 is amended as follows:

GENERAL PLAN AMENDMENT AND/OR REZONE

A proposed housing project may include a general plan amendment and/or rezone. This type of approval is discretionary, requiring approval of the City Council at a public hearing **or depending on the nature of the general plan amendment and/or rezone, a vote of the people**. Approval of a rezone or general plan amendment would depend on the applicant's ability to show that the proposal would further and not detract from the City's established land use goals. General Plan Amendments and Zone Code Amendments are generally processed concurrently with required project entitlements to save time.

Section 4: Implementation

A. The effective date means the date that the Santee General Plan Protection Initiative becomes effective pursuant to State law.

B. Upon the effective date of this Initiative, the provisions of this Initiative are inserted into the Santee General Plan as amendments thereof, except that if the four amendments permitted by State law for any given calendar year have already been utilized in 2018 prior to the effective date of this Initiative, the General Plan amendments shall be the first inserted into the Santee General Plan on January 1, 2019. At such time as the General Plan amendments are inserted in the Santee General Plan, any provisions of City law inconsistent with those amendments shall be unenforceable to the extent of such inconsistency.

C. The Santee General Plan in effect at the time the Notice of Intent to propose this Initiative measure was submitted to the City Clerk, and the Santee General Plan as amended by this Initiative measure, comprise an integrated, internally consistent and compatible statement of policies for the City. To ensure that the Santee General Plan remains an integrated, internally consistent and compatible statement of policies for the City, the General Plan provisions adopted by this Initiative shall prevail over any conflicting revisions to the General Plan adopted between April 6, 2018 and the date the amendments adopted by this Initiative measure are inserted into the General Plan.

D. Interim Amendments: The Santee General Plan in effect on the Submittal Date as amended by this Initiative comprises an integrated, internally consistent, and compatible statement of policies for the City of Santee. In order to ensure that nothing in this Initiative would prevent the General Plan from being an integrated, internally consistent, and compatible statement of the policies of the City, as required by State law, and to ensure that the actions of the voters in enacting this Initiative are given effect, any amendment or update to the General Plan that is adopted between the Submittal Date and the date that the General Plan is amended by this Initiative shall, to the extent that such interim-enacted provision is inconsistent with the General Plan provisions adopted by this Initiative, be amended as soon as possible to ensure consistency between the provisions adopted by this Initiative and other provisions of the General Plan.

E. Other City Plans, Ordinances, and Policies: The City of Santee is hereby authorized and directed to amend the City of Santee General Plan, Santee Municipal Code, and other plans, ordinances, and policies affected by this Initiative as soon as possible and periodically thereafter as necessary to ensure consistency between the provisions adopted in this Initiative and other sections of the City of Santee General Plan, Santee Municipal Code, and other City plans, ordinances, and policies.

F. Reorganization: The General Plan may be reorganized or readopted in different format, and individual provisions may be renumbered or reordered in the course of ongoing updates of the General Plan, provided that the provisions of Section 2 of this Initiative shall remain in the General Plan, unless earlier repealed or amended by a vote of the people of the City of Santee.

G. Implementing Ordinances: The City Council is authorized, after a duly noticed public hearing, to adopt implementing ordinances, guidelines, rules, and/or regulations, as necessary, to further the purposes of this Initiative.

H. Enforcement and Defense of Initiative: The City Council shall take all steps reasonably necessary to enforce this Initiative and to defend it against any challenge to its validity.

Section 5: Construction

Nothing contained in this Initiative shall be construed to make illegal any lawful use presently being made of any property, or to prohibit further development of any property in accordance with that property's present zoning and general plan designation at a density and intensity presently permitted by existing zoning and general plan standards. Nothing contained in this Initiative is intended to limit or impact affordable housing laws. Nothing contained in this Initiative shall be construed to require more than a simple majority vote for the adoption of this Initiative or for the approval of any future measure

required by this Initiative. Nothing in this Initiative shall be construed to:

a) Interfere with rights to obtain density bonuses or other entitlements available under affordable housing laws, or,
b) Limit rights, entitlements or obligations required by the state under affordable housing laws.

Section 6: Effect of Competing or Alternative Measure on the Same Ballot

By voting for this Initiative, the voters expressly declare their intent that any other measure that appears on the same ballot as this Initiative and addresses voter approval for such General Plan amendments, or conflicts with any provision of this Initiative, shall be deemed to conflict with this Initiative. Because of this conflict, if this Initiative and any such other City of Santee measure that appears on the same ballot as this Initiative and addresses voter approval for such General Plan amendments, or conflicts with any provision of this Initiative, both receive a majority of votes by the voters voting thereon at the same election, then the measure receiving the most votes in favor shall prevail and no provision of the other measure shall take effect. For the purposes of this Section 6, any other measure that appears on the same ballot as this Initiative and purports to amend any provision of this Initiative shall be deemed to directly conflict with this entire Initiative.

Section 7: Severability and Interpretation

This Initiative shall be broadly construed in order to achieve its purpose. This Initiative shall be interpreted so as to be consistent with all applicable Federal, State, and City laws, rules, and regulations. If any section, subsection, paragraph, subparagraph, sentence, clause, phrase, part, or portion of this Initiative is held to be invalid or unconstitutional by a final judgment of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Initiative. The voters hereby declare that this Initiative and each section, subsection, paragraph, subparagraph, sentence, clause, phrase, part, or portion thereof would have been adopted or passed even if one or more sections, subsections, paragraphs, subparagraphs, sentences, clauses, phrases, parts, or portions were declared invalid or unconstitutional. If any provision of this Initiative is held invalid as applied to any person or circumstance, such invalidity shall not affect any application of this Initiative that can be given effect without the invalid application. Any singular term shall include the plural and any plural term shall include the singular. The title and captions of the various sections in this Initiative are for convenience and organization only, and are not intended to be referred to in construing the provisions of this Initiative.

Section 8: Amendment or Repeal

This Initiative may be amended or repealed only by a simple majority of the voters at a City election.

ACKNOWLEDGMENT PURSUANT TO ELECTIONS CODE SECTION 18650

I, Van K. Collinsworth, acknowledge that it is a misdemeanor under state law (Section 18650 of the Elections Code) to knowingly or willfully allow the signatures on an initiative petition to be used for any purpose other than qualification of the proposed measure for the ballot. I certify that I will not knowingly or willfully allow the signatures for this initiative to be used for any purpose other than qualification of the measure for the ballot.

Van K. Collinsworth

(Signature of Proponent)

Dated this 12 day of April, 2018

ACKNOWLEDGMENT PURSUANT TO ELECTIONS CODE SECTION 18650

I, Stephen W. Houlahan, acknowledge that it is a misdemeanor under state law (Section 18650 of the Elections Code) to knowingly or willfully allow the signatures on an initiative petition to be used for any purpose other than qualification of the proposed measure for the ballot. I certify that I will not knowingly or willfully allow the signatures for this initiative to be used for any purpose other than qualification of the measure for the ballot.

(Signature of Proponent)

Dated this 12 day of April, 2018

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE August 8, 2018 **AGENDA ITEM NO.**

ITEM TITLE **REPORT ON COMPREHENSIVE MUNICIPAL CODE UPDATE PROCESS AND DRAFT REVISIONS TO TITLE 10**

DIRECTOR/DEPARTMENT Shawn Hagerty, City Attorney

SUMMARY

This item presents proposed updates to Title 10 of the Santee Municipal Code as part of the code's comprehensive update. Title 10 contains provisions relating to the operation of vehicles on city streets.

The proposed revisions are described in more detail in the attached staff report. There are two policy points where you are asked to provide direction regarding the regulation of dockless vehicles and food trucks. Except for these two policy points, the revisions are largely intended to conform the code to current City practices, to streamline existing regulations in non-substantive ways, and to reflect developments in state and federal laws.

FINANCIAL STATEMENT

The adopted FY 2018-19 operating budget includes $30,000 for the comprehensive update to the Municipal Code.

CITY ATTORNEY REVIEW ☐ N/A ☑ Completed

RECOMMENDATION

Receive report and provide direction as needed, including direction on the policy questions identified in the staff report as "Policy Point."

ATTACHMENTS

Staff Report
Proposed Revisions to Title 10

Staff Report
Comprehensive Municipal Code Update Process
and Draft Revisions to Titles 10
August 8, 2018

Overview

This staff report provides a summary of the proposed revisions to Title 10 as part of the comprehensive update to the Municipal Code.

Title 10 (Streets, Sidewalks, and Public Property) is proposed to be renamed as the "Traffic Code." As with revisions to previous titles, the proposed revisions aim to accomplish a few goals. First, we want to update the municipal code to conform with current City practices and procedures. Second, we want to make the City's regulatory approach consistent with evolving state and federal law. Where municipal code provisions are informed by a state or federal law that has changed over time, those provisions are revised to be consistent with existing law. Third, the revisions are intended to streamline the municipal code by identifying and correcting internal duplicative or contradictory provisions. Notably, the severability and general penalty clauses are being removed and placed in a single location in Title 1 and terms defined in Title 1 for purposes of the entire Code are being deleted. Fourth, the revisions are intended to make non-substantive changes to formatting, grammar, and writing conventions that are no longer favored.

Title 10 TRAFFIC CODE

Formerly Title 10 Vehicles and Traffic

Chapter 10.02 General Provisions

Section 10.02.010 No substantive revisions.

Section 10.02.020 Revised definitions of "alley" and "sidewalk" to be consistent with the definition in the Vehicle Code. Added definitions for new term "dockless vehicle," and moved defined terms from other locations in the title into this section.

Section 10.04.030 (former) deleted section imposed penalties for violations. These penalties are set forth in title 1 for the entire code.

Section 10.02.040 No substantive revisions.

Chapter 10.04 Traffic Control Devices

Section 10.04.010 No substantive revisions.

Section 10.04.020 Subdivision B has been deleted as duplicative of state law and of other portions of the title. The delineation of responsibilities

between city council and the director of development services is clarified and combined with former section 10.083.030, but not substantively revised.

Section 10.04.070	Added special events as times when the director is authorized to modify traffic signs
Sections 10.04.030 through 10.04.100	No substantive revisions
Section 10.08.060	(former) deleted as obsolete.

Chapter 10.06 Centerlines

Section 10.06.010	No substantive revisions.
Section 10.060.020	Updated references to state codes.
Section 10.06.030 and 10.06.040	Included reference to the appeal procedures in Title 1.
Section 10.12.010	(former) moved to chapter 10.02.

Chapter 10.08 Stops

Section 10.08.010	No substantive revisions.
Section 10.08.020	No substantive revisions.
Section 10.08.030	Deleted language was duplicative of the requirements in the Vehicle Code.
Section10.08.040	This section combine two sections that previously addressed emergencies (former 10.16.040 and 10.16.050) into a single section without substantive change.

Chapter 10.10 Stopping, Standing, and Parking

General Comment	This chapter has been divided into three articles and reorganized. The Articles are: (1) authority, (2) regulations and prohibitions, and (3) enforcement. Article 1 sets out who is responsible for making different determinations related to traffic control. Except as noted, these designations have not changed from the current code. Article 2 sets out regulations related to stopping, standing, and parking. Except as noted, the changes are non-substantive and are intended to streamline the regulations. Article 3 sets out enforcement provisions specific to Chapter 10.10.

Sections 10.10.100 through 10.10.120	As noted above, the allocation of responsibilities previously set out in different sections has been consolidated into a single chapter with each section setting out the responsibilities of each position.
Section 10.10.230	Subdivision A.2 has added a prohibition against stopping, standing, or parking within a curb return of an intersection if the curb return is more than 25 feet from an intersection. Subdivision A.4 has been modified to prevent stopping, standing, or parking so as to block access to a crosswalk or driveway. The text of Subdivision C was added by Ordinance 552 prior to this update as a subparagraph in Subdivision A, but has been moved to new Subsection C to allow for enforcement without the need to place signs at every intersection in the City. Former subdivision H has been deleted because there is a separate section regulating fire hydrants.
Section 10.10.235	No substantive revisions.
Section 10.10.240	No substantive revision since the addition of the language in subdivision B by Ordinance 552, which is not yet effective as of the date this report was written.
Section 10.10.245	Subdivision B was added by Ordinance 552. Subdivision C is added now at the request of development services in order to require a permit before placing any object on a street or alley in a manner that obstructs traffic flow or parking, except for trash and recycling containers. This amendment conforms with current practice.
Section 10.10.250	This section is new and is intended to address the increasing presence of dockless vehicles. The regulations require a business license for companies that want to offer dockless vehicles. The licensing process is intended to ensure that the vehicles are operated under sufficient insurance scheme and that their use of the public rights of way will be subject to an agreement with the city.
Policy point	Consider whether to include regulation of dockless vehicles.
Section 10.10.260	This section has been revised to remove the language regarding council authority, which has been placed in Article 1, and to prohibit parking in areas that the council designates for emergency vehicles.
Section 10.10.265	As with section 10.10.260, which section prohibits activities that the council determines to be unlawful.

Section 10.10.270	No substantive revisions.
Section 10.10.275	This section combines language from multiple sections that regulate sleeping in automobiles without substantive revision.
Section 10.10.300	The descriptions of the types of zones (red, yellow, white, etc.) was deleted as redundant and regulations relevant to each zone have been consolidated. No other substantive revisions are suggested.
Sections 10.10.280 through 10.10.290	No substantive revisions.
Section 10.10.295	This section combines multiple sections regulating the use of public and private property to advertise vehicles for sale, rent, or hire, without substantive revisions.
Section 10.10.305	No substantive revisions.
Section 10.10.310	No substantive revisions.
Section 10.10.350	Relocated without substantive revision except as described under former section 10.20.100.
Section 10.10.360	Relocated with revisions noted under former section 10.20.220. References to Vehicle Code provisions have been updated.
Section 10.20.090	(former) deleted as duplicative.
Section 10.20.100	(former) deleted because the Sheriff does not move vehicles. Instead, when authorized, they will have improperly parked vehicles towed. The towing remedy has been moved to Article 3.
Sections 10.20.140 and 10.20.150	(former) these sections were removed from title 10 because they are more properly included in title 7 (formerly title 9), regulating public peace and welfare.
Section 10.20.200	(former) deleted as redundant of general prohibition on parking in violation of signs.
Section 10.20.220	(former) deleted specific penalty amounts and moved section on penalties to article 3.
Section 10.20.250	(former) deleted as duplicative.
Section 10.20.260	(former) this section was deleted as contradictory to the allocation of responsibility for regulating parking on city property

to the director of development services. Deletion does not affect the city council's authority to regulate city property. See section 10.10.310

Section 10.20.280 (former) deleted as duplicative.

Section 10.20.292 (former) deleted as duplicative of requirement to comply with posted signs and sections authorizing city council to establish time limits

Chapter 10.12 Local Delivery Routes

General Comment Regulations relating to loading and unloading have been incorporated into chapter 10.10 regarding stopping, standing, and parking, without substantive revision. Duplicative sections have been deleted. Otherwise, there are no substantive revisions in this chapter except to note that a permit required by the traffic engineer does not replace the moving permit required for oversized loads.

Chapter 10.14 Turning Movements

General Comment No substantive revisions. Language from former section 10.28.040 has been incorporated into section 10.14.020.

Chapter 10.16 One-Way Streets

General Comment No substantive revisions.

Chapter 10.18 Speed Limits

General Comment No substantive revisions

Chapter 10.20 Spectators Prohibited at Illegal Speed Contests or Exhibitions of Speed.

General Comment No substantive revisions.

Chapter 10.22 Miscellaneous Provisions

Section 10.22.010 Revised to remove outright prohibition since the city has established wide, multi-use paths in business areas.

Section 10.22.020 through 10.22.050 No substantive revisions.

Section 10.22.060 Revised to eliminate permission for livestock to use public highways.

Section 10.22.070 through 10.22.120 No substantive revisions.

Section 10.22.130 Section 10.40.130 (former) requiring snow chains under certain conditions has been deleted as unnecessary and replaced with regulations prohibiting engine braking where the city traffic engineer determines such braking is prohibited.

Section 10.22.140 through 10.22.170 No substantive revisions.

Chapter 10.44 Traffic Advisory Committee

General Comment This chapter has been deleted as outdated.

Chapter 10.24 Abandoned Vehicles

Section 10.24.010 No substantive revisions.

Section 10.24.020 Terms defined in chapter 10.02 have been deleted.

General Comment The remaining revisions are designed to incorporate the hearing and appeal procedures set forth in title 1. We have retained procedural differences in the present chapter 10.48 where those procedures differ or are in addition to title 1. Except for these revisions, there are no other substantive changes.

Chapter 10.26 Food Trucks and Mobile Food Merchants

Policy Point Consider whether to regulate food trucks.

General Comment This chapter has been added due to the increasing presence of food truck in the city. The regulations in this chapter regulate the business of food trucks. The regulations distinguish between food trucks, which tend to set up in a single location and draw customers to that location from ice cream trucks that drive around the city and solicit customers. The city treats ice cream trucks as solicitors and requires a solicitor's license (a business license and regulatory permit). The city treats food trucks as other businesses and only requires a business permit. The County health department regulates the trucks for health purposes.

Section 10.26.010 This section sets out findings relating to the risks involved in setting mobile vending vehicles (food trucks and ice cream trucks) in certain areas or at certain times that can pose traffic hazards. The regulations in this chapter are intended to mitigate those hazards.

Section 10.26.020 This section adds definitions for key terms, including mobile food merchant (essentially food trucks and ice cream trucks), mobile food vending (selling foodstuffs from any vending vehicle), vending vehicle (a vehicle from which foodstuff is sold).

Section 10.26.030 This section requires mobile food merchants to comply with all state and local laws.

Section 10.26.040 This section requires mobile food merchants to obtain a business license and persons operating ice cream trucks to additionally acquire a regulatory permit.

Section 10.26.050 This section requires mobile food merchants who are required to have a certificate from the County health department to display that certificate.

Section 10.26.060 This section establishes the regulations applicable to sales from vending vehicles, including that the vehicle must come to a complete stop, that food trucks must provide trash control, and that no person may operate in a city park without a special event permit.

Section 10.26.070 This section regulates sales at or within 1,000 feet of public and private schools without written permission from the school principal.

TITLE 10 TRAFFIC CODE

CHAPTER 10.02 GENERAL PROVISIONS

10.02.010 Title

This title is known as the city traffic code. (Prior code § 72.1)

10.02.020 Definitions

When the following terms are used in this title, they have the meaning set forth in this section. Whenever any words or phrases used in this title are not defined in this section, the definitions set forth in the Vehicle Code, if any, apply.

A. "Alley" means any highway with a width of twenty feet or less and without a sidewalk or sidewalks

B. "Bus loading zone" means the space adjacent to a curb or edge of a roadway reserved for the exclusive use of busses during loading and unloading of passengers.

C. "City traffic engineer" means the person charged with overseeing traffic engineering in the city.

D. "Crosswalk" is either:

1. That portion of a roadway ordinarily included within the prolongation or connection of the boundary lines of sidewalks at intersections where the intersecting roadways meet at approximately right angles, except the prolongation of any such lines from an alley across a street;

2. Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface

E. Curb return" means the curved section of a curb at an intersection that connects two straight sections of curbs.

F. "Department of transportation" means the department of transportation of the State of California.

G. "Director" means the director of development services of the city of Santee.

H. "Dockless Vehicle" means those means of shared transportation, not otherwise regulated by the State of California, the County of San Diego, or a regional transit operator, in which the operating company leases vehicles for use in the City, but does not have a physical dispatching location within the City.

I. "Highway" means the entire width between boundary lines of every way set apart for public travel when any part thereof is open to the use of the public for purposes of vehicular travel

J. "Holidays" are New Year's Day, Martin Luther King Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, the day after Thanksgiving Day, the day before Christmas Day and Christmas Day.

K. "Intersection" means the area within the prolongation of the lateral curb lines, or, if none, then the lateral boundary lines of the roadways, of two highways which join one another at approximately right angles or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict.

L. "Loading zone" means the space adjacent to a curb or edge of a roadway reserved for the exclusive use of vehicles during the loading or unloading of passengers or materials

M. "Local delivery route" means streets to be used by trucks and commercial vehicles as direct routes for the purpose of accessing restricted streets or locations necessary for making pickups or deliveries of goods, wares and merchandise from or to any building or structure located within the city or for delivering materials to be used in the actual and bona fide repair, alteration, remodeling or construction of any building or structure within the city for which a building permit has previously been obtained or for vehicles owned, leased, operated or controlled by any licensed contractor or public utility while necessarily in use in the construction, maintenance or repair of any public works project or public utility within the city.

N. "Passenger loading zone" means the space adjacent to a curb or edge of a roadway reserved for the exclusive use of vehicles during the loading or unloading of passengers

O. "Official traffic signals" mean any device, whether manually, electrically or mechanically operated, by which traffic is alternately directed to stop and proceed, and which is erected by authority of a public body or official having jurisdiction

P. "Official traffic-control devices" mean all signs, signals, markings and devices not inconsistent with this title placed or erected by authority of a public body or official having jurisdiction for the purpose of regulating, warning or guiding traffic

Q. "Park" means to stand or leave standing any vehicle, occupied or not, except while actually engaged in loading or unloading passengers or materials

R. "Pedestrian" means any person on foot

S. "Recreational vehicle" has the same meaning as defined in the zoning code.

T. "Restricted streets" means those streets and portions of streets which are not designated and established as local delivery routes and are to be used only for direct access to specific addresses or locations.

U. "Safety zone" means that portion of a roadway reserved for the exclusive use of pedestrians, marked and designated as provided in this title

V. "Sidewalk" means that portion of the highway, other than the roadway, set apart by curbs, barriers, markings, or other delineation for pedestrian travel.

W. "Stop or stand."

1. The word "stop" means the complete cessation of movement

2. The words "stop or stand" mean any stopping, or standing of a vehicle, whether occupied or not, except where necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or official traffic-control device

X. "Street" means a city road, state highway, public road, street, or alley, or a private thoroughfare not less than ten feet in width connecting with a city road, state highway, public road, street or alley, which affords primary access to an abutting lot. Street includes highway.

Y. "Truck" or "Commercial vehicle" means any vehicle other than emergency vehicles and buses having three or more axles or measuring thirty-six feet or longer in overall length, including truck and load, and in excess of fourteen-thousand pounds.

Z. "Vehicle" means every device or animal by which any person or property is or may be transported or drawn on a street or highway, excepting devices moved by human power or used exclusively upon rails

AA. "Vehicle Code" means the Vehicle Code of the state of California. (Amended during 1989 supplement; prior code §§ 72.1—72.26)

10.02.030 Applicability to public employees

The provisions of this chapter apply to the driver of any vehicle owned by or used in the service of the United States government, this state, any county, city, or other public entity, and it is unlawful for any driver to violate any of the provisions of this chapter except as otherwise permitted in this chapter or by state statute. (Prior code § 72.51)

10.02.040 Exemption

A. The provisions of this chapter regulating the operating, parking, stopping, and standing of vehicles do not apply to the following:

1. any vehicle that is considered an authorized emergency vehicle under the Vehicle Code, when any such vehicle is operated in the manner specified in the Vehicle Code in response to an emergency. This exemption does not protect a driver from the consequences of that person's willful disregard of the safety of others.

2. any city vehicle while in use for construction or repair work on any highway or any vehicle owned by the United States while in use for the collection, transportation or delivery of United States mail. (Amended during 1989 supplement; prior code § 72.52)

CHAPTER 10.04 TRAFFIC-CONTROL DEVICES

10.04.010 Generally

Except for signs regulated by the department of transportation pursuant to the Vehicle Code, the director is authorized to determine and designate the size, shape and character of all official warning, regulatory, and direction signs. The director may place and maintain, or cause to be placed and maintained all official warning and direction signs necessary to the proper control of traffic and all regulatory signs required or authorized by this title or the Vehicle Code.

10.04.020 Placement, installation, and operation

A. The council determines, by resolution, the following:

1. the intersections to be controlled by official traffic-control signals;

2. the hours and days during which any traffic-control device operate or are effective.

B. The director is authorized and directed to place, maintain, operate, or cause to be placed, maintained, and operated:

1. all official traffic-control signals authorized pursuant to this chapter; and

2. traffic-control devices determined to be necessary in accordance with traffic engineering principles, traffic investigations, and standards, limitations and rules established by this chapter, by resolution of the council, or by the Manual on Uniform Traffic Control Devices, as it currently exists or as it may be amended, and any other industry standard.

10.04.030 Crosswalks

The director is authorized to provide and maintain painted markings or other appropriately devised symbols or warning signs at all crosswalks designated by the council and at such other crosswalks where the director determines such symbols or warning signs are necessary. (Amended during 1989 supplement; prior code § 72.67)

10.04.040 Distinctive roadway markings

The director is authorized to prohibit driving on streets or parts of streets where the volume of traffic or the vertical or other curvature of the roadway renders it hazardous to drive on the left side of any such markings or signs. Such markings or signs have the same effect as similar markings authorized by the Vehicle Code. (Prior code § 72.69)

10.04.050 Portable school crossing sign and/or flasher

With approval from the council, the director may issue a permit to a school district authorizing the district to maintain a portable school crossing sign and/or flasher within a city right-of-way.

The director may issue such permit on terms and conditions necessary or appropriate for the protection of the public. Any such permit issued by the director may be revoked by the director for violation of any of the terms or conditions of such permit. (Prior code § 72.73)

10.04.060 Traffic markings

The director is authorized to place traffic guide lines which divide highways into traffic lanes and may place such other pavement markings necessary to direct vehicular movements in accordance with requirements of this chapter and the Vehicle Code. (Prior code § 72.68)

10.04.070 Temporary removal of signs and markings

A. The director is authorized and directed to remove or cover up any sign or other traffic marking whenever complying with such sign or traffic marking would create a traffic hazard in any of the following circumstances:

1. During construction, alteration, repair, or improvement of any highway,

2. During an emergency,

3. During a special event;

4. Pursuant to any action of the council taken in accordance with this title.

B. While such sign or other marking is removed or covered, the effect of such prohibition is suspended.

C. At the end of any circumstance justifying the removal or covering of any sign or traffic marking, unless otherwise determined by the council, the director is authorized and directed to replace or uncover such sign or other marking. (Amended during 1989 supplement; prior code § 72.71)

10.04.080 Temporary closing of streets by school grounds

A. The council may, by resolution, close any portion of a street or highway crossing or dividing any school ground or grounds when the council determines such closing is necessary to protect persons attending the school or school grounds. The closing may be limited to hours and days as the council specifies.

B. During a closure as provided in subsection A of this section, the school district of the school where the closed portions of the street lie must post and maintain barricades and signs giving notice of such closure at each end of the closed portion and at other appropriate locations. The director is authorized to determine the type, posting and maintenance requirements for such barricades and signs. (Amended during 1989 supplement; prior code § 72.74)

10.04.090 Restricting use of or closing public highway

A. The director is authorized to restrict the use of, or close, any public highway whenever the director considers it necessary to close or restrict the public highway for any of the following reasons:

1. For the protection of the public;

2. For the protection of such public highway from damage during storms;

3. During construction, improvement or maintenance operations thereon

B. No liability attaches to the city, the director, or to the city council for the restriction of use, or closing, of any public highway for the above public services. (Amended during 1989 supplement; prior code § 72.75)

10.04.100 Damaging signs prohibited

It is unlawful for any person to maliciously tear down, damage, mutilate, deface, or destroy any sign, notice, or traffic-control device placed on, along, or affixed to any property, when the sign, notice, or traffic-control device is indicates or designates any highway or is intended to direct, control, or warn operators or travelers. (Prior code § 72.72)

CHAPTER 10.06 CENTERLINES

10.06.010 Establishment of centerlines

The centerline of a street is as follows:

A. The centerline of the street shown on any of the following:

1. a final subdivision map filed in accordance with the Subdivision Map Act (beginning with section 66410 of the Government Code);

2. a record of survey map filed pursuant to the Professional Land Surveyors' Act (beginning with section 8700 of the Business and Professions Code);

3. a record of survey map filed according to and prior to the repeal of Section 11575 of the Government Code (Statutes 1955, c. 1593, p. 2890);

4. or a road survey map approved by and filed in the office of the director.

B. If no such map is filed or if there is an ambiguity within or between filed maps, the director may establish the centerline of the street, after notice and hearing, pursuant to section 10.12.060.

C. If the centerline of a street has not been established according to subsection A or B of this section, or the map filed as in subsection A does not show a centerline, then until such centerline is established pursuant to subsection A or B, it is presumed that the centerline is a line equidistant between the exterior right-of-way lines of the street. (Amended during 1989 supplement; prior code § 75.102)

10.06.020 Change of existing centerlines

A. No centerline established pursuant to section ____ [previous section] may be changed except by one of the following:

1. a new subdivision map or a resubdivision map filed in accordance with the Subdivision Map Act (beginning with section 66410 of the Government Code);

2. by a new record of survey map filed pursuant to the Professional Land Surveyors' Act (beginning with section 8700 of the Business and Professions Code);

3. by a new road survey map approved by and filed in the office of the director or by the director after notice pursuant to section 10.12.060.

B. An established centerline is not changed by the vacation of a part of the right-of-way on either or both sides of the centerline, or by widening the right-of-way on either or both sides of the right of way. (Amended during 1989 supplement; prior code § 75.103)

10.06.030 Appeal

A. The following persons, and no others, are authorized to appeal from the decision of the director in accordance with chapter 1.14: persons owning real property adjoining the portion of the street for which the centerline is proposed to be established or changed; and persons owning real property that adjoins the street and is within three hundred feet of the portion of the street where the centerline is to be established or changed and is not separated from such portion by an intersecting street.

B. If a decision of the director is appealed, the city council will determine the establishment or change of such centerline after notice and hearing pursuant to section 10.12.060. The decision of the city council is final. (Amended during 1989 supplement; prior code § 75.105)

10.06.040 Notice and hearing

A. Notice of the hearing required by this chapter must be given in accordance with the service procedures in section 1.08.030 at least ten days before the date of the hearing. Notice must be given to the owners of real property referred to in section 10.12.050 as they appear on the last tax assessment rolls.

B. At the hearing, the city council will establish the centerline the location most in keeping with the public health, safety and welfare, taking into consideration the proposed ultimate width of the street. The council will hear evidence presented by persons authorized to appeal by section 10.12.050 and may hear evidence from other persons.

CHAPTER 10.08 STOPS

10.08.010 Erection and maintenance

The director is authorized and directed to erect and maintain stop signs complying with the provisions of the Vehicle Code at all entrances to highways or portions of highways designated by the council by resolutions as through highways. (Prior code § 72.100)

10.08.020 Required stops

A. Every person operating a vehicle is required to stop the vehicle at a stop sign or at a clearly marked stop line before entering the intersection; provided, however, that no stop is required at any intersection where:

1. An officer is on duty and directs traffic to proceed;

2. A traffic signal is in operation and indicates that traffic may proceed;

3. A stop sign has been removed or covered pursuant to this title.

B. The driver of a vehicle emerging from an alley, driveway, or building, must stop the vehicle immediately before driving onto a sidewalk or into the sidewalk area extending across any alleyway. (Prior code § 72.105)

10.08.030 Establishment at intersections

The director is authorized and directed to erect and maintain stop signs in compliance with the provisions of the Vehicle Code at the entrance to every intersection, as directed by resolution of the city council.

10.08.040 Emergencies

A. The director is authorized to temporarily remove or cover a stop sign or to erect a stop sign complying with the Vehicle Code, and to maintain the sign while any of the following conditions exist:

1. temporary detours,

2. emergencies making it impractical and a hazard to require a vehicle to stop at an intersection where a stop sign has been erected;

3. emergencies creating a hazard unless vehicles stop.

B. When the conditions in subdivision A cease, the director must restore or uncover any signs erected or remove any signs temporarily erected. (Amended during 1989 supplement; prior code § 72.104)

CHAPTER 10.10 STOPPING, STANDING AND PARKING

ARTICLE 1 AUTHORITY

10.10.100 Authority of city council.

A. The city council makes the following determinations by resolution:

1. Whether, in order to facilitate the movement of traffic or to eliminate a hazardous condition, it is necessary to prohibit stopping, standing, or parking on any highway, or portion thereof, and the times during which stopping, standing and parking are prohibited;

2. Whether it is necessary to restrict parking on any highway or portions thereof to emergency vehicles as defined in Vehicle Code section 165;

3. Whether it is necessary to establish no parking tow-away zones on any roadways or portions thereof as defined in Vehicle Code section 22651, subparagraphs (k), (l), (m), or (n);

4. Whether to accept the director's recommendations and designate specific roadways or portions of roadways for angle parking;

5. Whether to determine the location of and establish loading zones, passenger loading zones and bus loading zones;

6. Whether to establish parking time limits on streets or portions of streets.

10.10.110 Authority of director.

The director is authorized to regulate parking on city property, including but not limited to, imposing conditions and limitations on parking, stopping and standing of vehicles and establish signs on city property providing notice of such regulations.

10.10.120 Authority of city traffic engineer

A. The city traffic engineer is authorized to take the following actions:

1. Determine when to prohibit standing or parking on or adjacent to the left-hand side of any one-way street or on any highway having two or more separate roadways;

2. Place signs or markings indicting no parking upon any highway when the width of the roadway and shoulders of such highway do not exceed twenty feet, or on one side of a highway as indicated by such signs or markings when the width of the roadway and shoulders of such highway do not exceed thirty feet;

3. Establish signs indicating no parking on any side of any street adjacent to any school property when such parking would, in the city traffic engineer's opinion, interfere with traffic or create a hazardous situation;

4. Establish temporary signs prohibiting the operation, stopping, standing, or parking of vehicles when traffic congestion or an emergency traffic hazard is likely to result from one of the following:

   (a) the operation, stopping, standing, or parking of vehicles during the holding of public or private assemblages, gatherings, or functions;

   (b) during the construction, alteration, repair or improvement of any highway; or

   (c) for any other reason.

5. Place curb markings to indicate parking or standing regulations in zones established by city council;

6. Establish and maintain signs along the portions of highways where parking has been limited pursuant to this chapter;

ARTICLE 2 REGULATIONS AND PROHIBITIONS

10.10.200 Application of regulations

A. The provisions of this chapter prohibiting the stopping, standing or parking of a vehicle apply at all times unless otherwise provided in this chapter and .except when it is necessary to stop a vehicle to avoid conflict with other traffic or in compliance with the directions of a police officer or official traffic control device.

B. The provisions of this chapter imposing a time limit on standing or parking do not relieve any person from the duty to observe other and more restrictive provisions of the Vehicle Code or this title. (Ord. 254 Art. 1, § 1, 1991)

10.10.205 General prohibition

It is unlawful for any person to operate, stop, stand, or park any vehicle contrary to the directions, limitations, or prohibitions on any sign or marking established pursuant to this chapter.

10.10.210 Parking prohibited in medians, traffic islands

It is unlawful for any person to stop, stand or park a vehicle within any median strip between roadways or within any traffic island or other area designed to separate or guide the movement of traffic. (Ord. 254 Art. 1, § 2, 1991)

10.10.215 Parking on one-way streets and roadways

A. Except as otherwise prohibited or limited pursuant to this chapter, a person may stop or park a vehicle within eighteen (18) inches of the left-hand curb facing in the direction of traffic movement on any one-way street, unless signs are in place prohibiting such stopping or standing.

B. If a highway includes two or more separate roadways and traffic is restricted to one direction upon any such roadway, it is unlawful for any person to stand or park a vehicle on or adjacent to the left-hand side of such one-way roadway, unless signs are in place permitting such standing or parking.

C. It is unlawful for any person to stop, stand, or park a vehicle on either side of a one-way street so that the vehicle is facing opposite to the direction of traffic movement on the one-way street. (Ord. 254 Art. 1, § 3, 1991)

10.10.220 Parking prohibited on narrow streets

It is unlawful for any person to park a vehicle upon any narrow street where signs or markings prohibiting parking are established pursuant to this chapter. (Ord. 254 Art. 1 § 4, 1991)

10.10.225 Parking adjacent to schools

It is unlawful for any person to park on any side of a street adjacent to a school property where a sign, established pursuant to this chapter, indicates that parking is prohibited.

10.10.230 Stopping, standing or parking prohibited

A. Except as provided in subdivision B, it is unlawful for any person to stop, stand, or park a vehicle in any of the following places when signs or markings indicate prohibition of stopping, standing or parking:

1. At any place within twenty (20) feet of a point on the curb or edge of the roadway immediately opposite the mid-block end of a safety zone;

2. At any place within twenty-five (25) feet of an intersection or within the curb return of an intersection, whichever is greater;

3. Within twenty-five (25) feet of the approach to any traffic signal, stop sign, or official electric flashing device;

4. Adjacent to either side of a crosswalk or driveway entrance so as to block access to such crosswalk or driveway;

5. For a distance of fifty (50) feet along the curb or edge of the roadway at the driveway of any hospital;

6. For a distance of fifty (50) feet along the curb or edge of the roadway immediately in front of the main driveway to any substation office of the sheriff;

7. For a distance of fifty (50) feet along the curb or edge of the roadway immediately in front of the main driveway to any fire station housing motor vehicle fire-fighting equipment;

8. At any other place where the city traffic engineer determines that it is necessary in order to eliminate a dangerous traffic hazard;

B. Subdivision A does not prohibit buses from stopping to receive or discharge passengers at such places when appropriately signed or marked as bus loading zones.

C. It is unlawful for any person to stop, stand, or park a recreational vehicle or any vehicle exceeding eight (8) feet in height (at any point) or eight (8) feet in width (at any point) within 50 feet of an intersection or a marked crosswalk when signs at all gateway entrances to the City, as those gateway entrances are identified in the General Plan, indicate such prohibition.

10.10.235 Blocking highway

It is unlawful for any person to stop, park, or leave standing any vehicle, attended or unattended, on any highway within any business or residential district unless there is at least ten (10) feet of paved or improved or main traveled portion of the highway opposite the stopped, parked, or standing vehicle is left clear and unobstructed for the free passage of other vehicles. (Ord. 254 Art. 1, § 8, 1991)

10.10.240 Obstruction of public ways

It is unlawful for any person to stand or sit on any crosswalk, sidewalk, or any other public street, highway, public park, public beach, public hall, public building, arcade, shopping center or other property opened or dedicated to public use or to which the public is invited, in any manner that obstructs the free use thereof by the public, passage therein or thereon by pedestrians, or hinders any person or persons in passing along the same. (Prior code § 73.111)

10.10.245 Use of streets for storage prohibited

A. It is unlawful for any person who owns or has possession, custody or control of any vehicle to park that vehicle on any street or alley for more than seventy-two (72) consecutive hours.

B. It is unlawful for any person who owns or has possession, custody or control of any a recreational vehicle to park that vehicle on any public street in the same location, defined as within 300 feet of the original or previously documented location, for more than seventy-two (72) hours.

C. It is unlawful for any person to leave any object on any street or alley so as to obstruct traffic flow or parking without a permit per chapter 12.04; provided, however, that trash and recycling containers complying with chapter 5.42 are not subject to this prohibition.

D. The city may enforce violations of this section by any means set forth in title 1 and as set forth in this chapter.

10.10.250 Dockless vehicles

A. It is unlawful for any person to provide any dockless vehicle for rent or lease in the city, unless that person complies with all of the following:

1. Obtains a business license pursuant to title 4;

2. Provides proof of insurance to the satisfaction of the risk manager;

3. Enters into an agreement with the City regarding the operation, maintenance, storage, and retrieval of vehicles and payment of staff time for removal of vehicles blocking the right of way or pedestrian paths;

4. Ensures that all dockless vehicles:

   (a) Are labeled with the company logo;

   (b) have a unique serial number;

   (c) are labeled with a 24-hour customer service number.

10.10.255 Washing, greasing and repairing of vehicles upon highways

It is unlawful for any person to park a vehicle on any highway and to wash, grease, or repair the vehicle, except when repairs are necessitated by an emergency. (Ord. 389 § 2, 1999; Ord. 254 Art. 1, § 13, 1991)

10.10.260 Emergency vehicles

It is unlawful for any person to park on any highway where signs or markings restrict parking to emergency vehicles as defined in the Vehicle Code.

10.10.265 No parking tow-away zones

It is unlawful for any person to park or stand on any highway or portion of highway designated as no parking pursuant to this Title or the California Vehicle Code, where signs or markings are established pursuant to this chapter.

10.10.270 Parking or standing of commercial vehicles

A. It is unlawful for any person to park or stand any commercial vehicle with a manufacturer's gross weight rating of ten thousand (10,000) pounds or more on any street in a residential district, except as follows:

1. When such vehicle is loading or unloading property;

2. When such vehicle is parked in connection with and in aid of the performance of a service to or on a property within the residential area;

3. When such vehicle is engaged in the construction, installation, repair or maintenance of a publicly or privately owned utility facility located within the residential area;

4. When the area contains property used for commercial or industrial purposes and such vehicle is parked on the property or on the highway contiguous to the property;

5. When the city council has determined by resolution that the parking of such vehicles on certain residential streets or portions thereof is permitted and the city traffic engineer has appropriately signed or marked such streets or portions thereof.

B. For purposes of this chapter, a residential district means property contiguous to a highway for one-quarter mile which is occupied by eight or more dwelling units.

C. Churches, public schools, and public parks, do not disqualify a residential district if the ratio of dwelling units to the length of highway exists on the lands immediately adjacent to said facilities. (Ord. 337 § 1, & § 2, 1995; Ord. 254 Art. 1, § 16, 1991)

10.10.275 Sleeping in automobiles

A. It is unlawful for any person to sleep or recline in a vehicle parked on any public street or highway within the city for more than two continuous hours. (Prior code § 73.110)

B. It is unlawful for any person to use or occupy any travel trailer or recreational vehicle, as defined in chapter 17.04 while it is parked in the city, except at a campground and pursuant to the rules of the campground. All water, gas, electric and sewer lines must be disconnected from the travel trailer or recreational vehicle at all times, except that a travel trailer or recreational vehicle may be connected to the foregoing utilities for a forty-eight-hour period for the purpose of maintenance and repairs or for servicing prior to or after returning from travel.

C. Notwithstanding subdivision B, this section does not apply where the occupancy of travel trailer or recreational vehicle is allowed by conditional use permit or otherwise permitted by Title 17 of this code. (Ord. 264 § 2, 1991)

10.10.280 Stopping or standing of a school bus by a driveway

It is lawful to temporarily stop a school bus in front of a public or private driveway for the sole purpose of loading or unloading school pupils. (Ord. 254 Art. 1, § 17, 1991)

10.10.285 Fire hydrants

It is unlawful for any person to park a vehicle within an overall distance of ten feet (five feet on either side) of the hydrant as measured along the curb or edge of the street.

10.10.290 Stopping or standing in fire lanes

It is unlawful for any person to stop or stand a vehicle in designated fire lanes on public or private property. (Ord. 254 Art. 1, § 19, 1991)

10.10.295 Parking of vehicles for the purposes of sale, hire or rental

A. Except as otherwise provided, it is unlawful for any person to park a vehicle on city property for the purpose of selling the vehicle.

B. Except as otherwise provided, it is unlawful for any person to park or place a vehicle on unimproved private property or any public property for the principal purpose of displaying such vehicle for sale, hire or rental.

C. Exceptions. Subsections A and B of this section do not apply on real property zoned by the City for such purpose where the vendor holds all necessary land use permits from the City, the vendor is duly licensed to transact such business at that location, and the vendor owns or has lawful possession of said property. Nor shall subsections A and B affect the right of individuals to display a vehicle they own on private real property improved with a residential use that they own or rent.

D. Evidence that vehicle is offered for sale. Any vehicle parked or placed with a sign or other advertising device on it or proximate to it, indicating that the vehicle is for sale, hire or rental, constitutes prima facie evidence that the vehicle was parked or placed for the purpose of displaying the vehicle for sale, hire or rental. (Ord. 389 § 3, 1999; Ord. 254 Art. 1, § 20, 1991)

10.10.300 Stopping and Parking Zones

A. It is unlawful for any person to fail to comply with the regulations applicable to the following zones as established by city council and marked with signs or by the zone color on the top or side of all curbs within such zones:

1. Red means no stopping, standing, or parking at any time except as permitted by the Vehicle Code, and except that a bus may stop in a red zone marked or sign posted as a bus zone;

2. Yellow means no stopping, standing or parking at any time between seven a.m. and six p.m. or any day except Sundays and holidays for any purpose other than the loading or unloading of passengers or materials, provided that the loading or unloading of passengers must not consume more than three minutes and the loading or unloading of materials must not consume more than twenty minutes;

3. White means no stopping, standing, or parking for any purpose other than loading or unloading of passengers for a time not to exceed three minutes between seven a.m. and six p.m. of any day except Sundays and holidays as follows:

   (a) When a white zone is in front of a hotel, the restrictions apply at all times,

   (b) When a white zone is in front of a theater, the restrictions apply at all times when the theater is open,

(c) For the purpose of depositing mail in an adjacent mailbox;

4. Green means no standing or parking for longer than twenty minutes at any time between seven a.m. and six p.m. of any day except Sundays and holidays;

5. Blue means parking limited exclusively to the vehicles of physically handicapped persons

B. When there are no curbs, zones are indicated by installing signs giving notice of the zone and its regulations.

C. Standing in Any Alley. It is unlawfully for any person to stop, stand or park a vehicle in an alley for any purpose other than the loading or unloading of persons or materials in the alley.

D. Bus loading zone. It is unlawful for any person to stop, stand, or park any vehicle except a bus in a bus loading zone.

E. It is unlawful for any person to stop, stand, or park a vehicle adjacent to any legible curb markings or adjacent to the side of any roadway with a sign indicating an established zone, in violation of any of the regulations applicable to that zone.

10.10.305 Angle parking

Where angle parking is indicated by parallel white lines on the surface of the roadway, it is unlawful for any person to stop, stand, or park any vehicle on a roadway except between, at the angle indicated by, and parallel to both adjacent white lines, with the nearest wheel not more than one foot from the curb or edge of the roadway. (Ord. 490 § 1, 2009; Ord. 254 Art. 4, 1991)

10.10.310 Parking on city property

A. It is unlawful for any person to stop, park, or leave standing any vehicle on any city property, except in accordance with this chapter and regulations adopted by the director regulating parking on city property.

B. The following parking regulations apply to all city property unless the director has established alternate regulations:

1. It is unlawful for any person to park, stop, or leave unattended any vehicle on any city property, except where marked for parking or in designated parking spaces;

2. Officers and employees of the city must park vehicles entitled to be parked in designated employee parking areas in such designated areas, and not in parking areas designated as reserved for the general public, for named individuals, or officers or for other purposes.

3. It is unlawful for any person, except the person for whom a parking spot is reserved to park in any area designated as reserved for employee parking, for named individuals or officers, or for other purposes.

C. It is unlawful for any person to park any vehicle longer than any established and posted maximum time limit.

D. It is unlawful for any person to park, stop, or leave unattended any vehicle in any parking lot driveway entrance or exit or aisle. (Prior code § 73.107)

ARTICLE 3 ENFORCEMENT

10.10.350 Removal of vehicles

The city may remove or caused to be removed any motor vehicle parked, stopped, or left standing contrary to this chapter and, at the expense of the owner, and may place such vehicle in a storage yard operated by a towing company or impound the same in a city facility. (Prior code § 73.104)

10.10.360 Citation penalty

A. The city may issue a citation for any violation of this chapter or any violation of the California Vehicle Code and the owner of the vehicle cited must, within ten days after the date of issuance of the citation, pay to the city a citation penalty in the amount established by resolution of the city council.

B. Payment of a citation must be made in person or by mailing or sending the penalty amount to the City of Santee or to a contract parking citation processing vendor as referenced on the citation, within ten days after the date of the issuance of the citation.

C. If not paid within ten days after the date of the issuance of the citation, a notice of delinquent parking violation shall be mailed to the registered owner pursuant to the procedure set out in California Vehicle Code section 40200 et seq.

D. All citation penalty amounts not paid within twenty days of the mailing of the notice of delinquent parking violation shall be subject to delinquent penalty amounts as established by resolution of the city council.

E. The provisions of Article 3, Chapter 1, Division 17 of the Vehicle Code apply to collection of delinquent penalty amounts.

CHAPTER 10.12 LOCAL DELIVERY ROUTES

10.12.010 Local delivery routes

A. Local delivery routes—General

1. It is unlawful for any person to operate a truck or commercial vehicle on a street within the city except as provided in Vehicle Code sections 35701, 35703 and 35704 and this title.

2. Trucks and commercial vehicles are permitted to operate only on those streets designated as local delivery routes in subdivision B. Trucks and commercial vehicles delivering or picking up merchandise, materials or equipment to or from a specific address or location may operate off local delivery routes on restricted streets as strictly necessary for direct access to the specific address or location.

3. Trucks and commercial vehicles having a base of operation on other than a local delivery route may operate off local delivery routes on restricted streets as strictly necessary for direct access to enter or leave their base of operation.

4. The following vehicles are exempt from the local delivery route provisions:

   (a) Vehicles subject to the provisions of Sections 1031 through 1036 inclusive of the California Public Utilities Code;

   (b) Authorized emergency vehicles.

B. The following streets and portions of streets are designated as local delivery routes:

1. Mission Gorge Road from Magnolia Avenue to the west city limits;

2. Magnolia Avenue from the south city limits to Mast Boulevard;

3. Cuyamaca Street from the south city limits to Mast Boulevard;

4. Fanita Drive from the south city limits to Mission Gorge Road;

5. Prospect Avenue from State Route 67 to Cuyamaca Street;

6. Mast Boulevard from Magnolia Avenue to Cuyamaca Street;

7. Carlton Hills Boulevard from Mast Boulevard to Mission Gorge Road;

8. Woodside Avenue from Magnolia Avenue to State Route 67;

9. Woodside Avenue North from Woodside Avenue to north city limits;

10. Woodside Avenue (south) from Woodside Avenue to north city limits

C. Sewage Carriers. It is unlawful for any person to operate a vehicle used for sewage:

1. To enter or leave the city on any street except on a designated local delivery route;

2. On any street not designated as a local delivery route except as necessary to service a single-family residence or a commercial premises served by a septic system or construction site.

D. Refuse Carriers. It is unlawful for any person to operate a vehicle used for refuse:

1. To enter or leave the city on any street except a designated local delivery route;

2. On any street not designated as a local delivery route except to service a property not accessible from a local delivery route.

E. Route Posting. All streets and portions thereof established by this section as local delivery routes, must be posted with appropriate signs. (Ord. 366 § 2, 1997; Ord. 365 § 2, 1997; Ord. 356, 1996; Ord. 267 § 1, 1991; Ord. 198 § 1, 1987; Ord. 187 §§ 1—4, 6, 7, 1987)

10.12.020 Moving Permit – Oversize Load

A. It is unlawful for any person to operate any of the following vehicles in the city except as authorized by a permit issued by the city traffic engineer, which authorizes the operation of such vehicle for the purpose of making necessary deliveries and pickups to or from points in the city:

1. Any truck or commercial vehicle more than eight and one-half feet wide;

2. Any truck or commercial vehicle loaded so that any part of its load extends more than twenty feet to the front or rear of the vehicle;

3. Any truck or commercial vehicle more than fourteen feet high, measured from the surface upon which the vehicle stands.

B. A permit required by the traffic engineer does not replace a moving permit required for oversized load pursuant to chapter _____.

CHAPTER 10.14 TURNING MOVEMENTS

10.14.010 Generally

The director is authorized to place pavement markings, markers, buttons, or signs within or adjacent to intersections indicating the course to be traveled by vehicles turning at such intersections, and the director is authorized to allocate and indicate more than one lane of traffic from which drivers of vehicles may make right-hand or left-hand turns. (Prior code § 72.80)

10.14.020 Restricted turns

The director is authorized to determine those intersections at which drivers of vehicles must not make a right, left, or U-turn, and must place proper signs at such intersections, including but not limited to intersections where a driver is not permitted to make a right turn against a red or stop signal. The director may prohibit or permit such turns between certain hours of any day and must plainly indicate such hours on the signs. (Prior code § 72.81)

10.14.030 Obedience to no-turn signs

Whenever authorized signs are erected indicating that no right, left, or U-turn is permitted, it is unlawful for any driver of a vehicle to disobey the directions of any such sign. (Prior code § 72.82)

CHAPTER 10.16 ONE-WAY STREETS

10.16.010 Designation by council

The council may by resolution describe and designate highways or portions of highways as one-way streets. (Prior code § 72.90)

10.16.020 Posting of signs

The director is authorized and directed to place or cause to be placed in a conspicuous place on such one-way streets at the intersection of each highway intersecting such one-way street, signs bearing the words "One-Way Street" and indicating the direction of lawful traffic movement. (Prior code § 72.91)

10.16.030 Violation

It is unlawful for the operator of any vehicle to operate the vehicle in violation of the one-way street signs. (Prior code § 72.92)

CHAPTER 10.18 SPEED LIMITS*

10.18.010 Designated

The prima facie speed limits on the following streets are established as follows:

Roadway Segment	Limits	Speed Limit
Carlton Hills Blvd.	Lake Canyon Rd. to Mast Blvd.	35
Carlton Hills Blvd.	Mast Blvd. to Carlton Oaks Dr.	35
Carlton Hills Blvd.	Carlton Oaks Dr. to Mission Gorge Rd.	35
Carlton Oaks Dr.	West Hills Pkwy. to Kaschube Wy.	35
Carlton Oaks Dr.	Kaschube Wy. to Wethersfield Rd.	35
Carlton Oaks Dr.	Wethersfield Rd. to Pebble Beach Dr.	35
Carlton Oaks Dr.	Pebble Beach Dr. to Fanita Pkwy.	35
Carlton Oaks Dr.	Fanita Pkwy. to Carlton Hills Blvd.	35
Carlton Oaks Dr.	Carlton Hills Blvd. to Stoyer Dr.	30
Cottonwood Ave.	Mission Gorge Rd. to Buena Vista Ave.	30
Cottonwood Ave.	Buena Vista Ave. to Prospect Ave.	30
Cuyamaca St.	Beck Dr. to Mast Blvd.	35
Cuyamaca St.	Mast Blvd. to Town Center Pkwy.	35
Cuyamaca St.	Town Center Pkwy. to Mission Gorge Rd.	35
Cuyamaca St.	Mission Gorge Rd. to Buena Vista Ave.	35
Cuyamaca St.	Buena Vista Ave. to south city limits	35
El Nopal	Magnolia Ave. to city limit	35

Roadway Segment	Limits	Speed Limit
Fanita Dr.	Mission Gorge Rd. to Prospect Ave.	40
Fanita Dr.	Prospect Ave. to south city limit	40
Fanita Pkwy.	Mast Blvd. to Ganley Rd.	40
Graves Ave.	Prospect Ave. to Pepper Dr.	35
Halberns Blvd.	Mast Blvd. to Stoyer Dr.	35
Magnolia Ave.	Princess Joann Rd. to Woodglen Vista Dr.	40
Magnolia Ave.	Woodglen Vista Dr. to El Nopal	40
Magnolia Ave.	El Nopal to Mast Blvd.	40
Magnolia Ave.	Mast Blvd. to San Diego River	45
Magnolia Ave.	San Diego River to Mission Gorge Rd.	45
Magnolia Ave.	Mission Gorge Rd. to Prospect Ave.	45
Magnolia Ave.	Prospect Ave. to south city limit	45
Magnolia Ave.	Mission Gorge Rd, to City Limit	40
Mast Blvd.	Western city limit to Fanita Pkwy.	40
Mast Blvd.	Fanita Pkwy. to Carlton Hills Blvd.	40
Mast Blvd.	Carlton Hills Blvd. to Halberns Blvd.	40
Mast Blvd.	Halberns Blvd. to Cuyamaca St.	40
Mast Blvd.	Cuyamaca St. to Magnolia Ave.	40
Mast Blvd.	Magnolia Ave. to Los Ranchitos Rd.	35
Mesa Rd.	Mission Gorge Rd. to Prospect	35

Roadway Segment	Limits	Speed Limit
	Ave.	
Mission Gorge Rd.	West city limit to West Hills Pkwy.	55
Mission Gorge Rd.	West Hills Pkwy. to Big Rock Rd.	50
Mission Gorge Rd.	Big Rock Rd. to Mesa Rd.	50
Mission Gorge Rd.	Mesa Rd. to SR-52 Ramps	45
Mission Gorge Rd.	SR-52 Ramps to Fanita Dr.	40
Mission Gorge Rd.	Fanita Dr. to Carlton Hills Blvd.	35
Mission Gorge Rd.	Carlton Hills Blvd. to Town Center Pkwy.	35
Mission Gorge Rd.	Town Center Pkwy. to Cuyamaca St.	35
Mission Gorge Rd.	Cuyamaca St. to Cottonwood Ave.	40
Mission Gorge Rd.	Cottonwood Ave. to Magnolia Ave.	40
Olive Lane	Mission Gorge Rd. to Prospect Ave.	30
Prospect Ave.	Mesa Rd. to Fanita Dr.	35
Prospect Ave.	Fanita Dr. to Olive Ln.	35
Prospect Ave.	Olive Ln. to Cuyamaca St.	40
Prospect Ave.	Cuyamaca St. to Cottonwood Ave.	35
Prospect Ave.	Cottonwood Ave. to Magnolia Ave.	35
Town Center Pkwy.	Cuyamaca St. to Costco Dwy.	35
Town Center Pkwy.	Costco Dwy. to Mission Gorge Rd.	35
Woodside Ave.	Magnolia Ave. to SR-67 Off Ramp	45

Roadway Segment	Limits	Speed Limit
Woodside Ave. North	SR 67 off-ramp to City limit	40
Woodside Ave.	Shadow Hill Rd. to east city limits	45

CHAPTER 10.20 SPECTATORS PROHIBITED AT ILLEGAL SPEED CONTESTS OR EXHIBITIONS OF SPEED

10.20.010 Purposes

The council finds and declares that pursuant to California Vehicle Code section 23109, motor vehicle speed contests and exhibitions of speed conducted on public highways are illegal. Motor vehicle speed contests and exhibitions of speed are more commonly known as "street races" or "drag races."

Streets within the city of Santee have been or have the potential to be the site of illegal street racing. Such street racing threatens the health and safety of the public, interferes with pedestrian and vehicular traffic, creates a public nuisance, and interferes with the right of private business owners to enjoy the use of their property within the city of Santee.

Illegal street racers accelerate to high speeds without regard to oncoming traffic, pedestrians, or vehicles parked or moving nearby. The racers drive quickly from street to street, race for several hours, and then move to other locations upon the arrival of the police. Those who participate in this illegal activity are very sophisticated, using their cell phones, police scanners, and other electronic devices to communicate with each other to avoid arrest. They also use the internet to provide information on where to race, and give advice on how to avoid detection and prosecution. Traffic accidents, property crimes, and calls for police service as a result of these illegal drag races have increased dramatically.

At illegal drag races, sometimes hundreds of racers and spectators gather late at night and in the early morning hours, blocking the streets and sidewalks to traffic, forming a racetrack area, placing bets, and otherwise encouraging, aiding and abetting the racing process. The mere presence of spectators at these events fuels the illegal street racing and creates an environment in which these illegal activities can flourish.

This chapter is adopted to prohibit spectators at illegal street races with the aim of significantly curbing this criminal activity. The chapter targets a very clear, limited population and gives proper notice to citizens as to what activities are lawful and what activities are unlawful. In discouraging spectators, the act of organizing and participating in illegal street races will be discouraged. This chapter additionally makes evidence of specified prior acts admissible to show the propensity of the defendant to be present at or attend illegal street races, if the prior act or acts occurred within three years of the presently charged offense. (Ord. 430 § 1, 2003)

10.20.020 Definitions

A. "Illegal motor vehicle speed contest" or "illegal exhibition of speed" means any speed contest or exhibition of speed referred to in California Vehicle Code sections 23109(a) and 23109(c)

B. "Preparations" for the illegal motor vehicle speed contest or exhibition of speed include, but are not limited to, situations in which:

1. A group of motor vehicles or individuals has arrived at a location for the purpose of participating in or being spectators at the event;

2. A group of individuals has lined one or both sides of a public street or highway for the purpose of participating in or being a spectator at the event;

3. A group of individuals has gathered on private property open to the general public without the consent of the owner, operator, or agent thereof for the purpose of participating in or being a spectator at the event;

4. One or more individuals has impeded the free public use of a public street or highway by actions, words, or physical barriers for the purpose of conducting the event;

5. Two or more vehicles have lined up with motors running for an illegal motor vehicle speed contest or exhibition of speed;

6. One or more drivers is revving his engine or spinning his tires in preparation for the event; or

7. An individual is stationed at or near one or more motor vehicles serving as a race starter.

C. "Spectator" means any individual who is present at an illegal motor vehicle speed contest or exhibition of speed, or at a location where preparations are being made for such activities, for the purpose of viewing, observing, watching, or witnessing the event as it progresses. Spectator includes any individual at the location of the event without regard to whether the individual arrived at the event by driving a vehicle, riding as a passenger in a vehicle, walking, or arriving by some other means. (Ord. 430 § 1, 2003)

10.20.030 Spectator at illegal speed contest or exhibitions of speed—Violation

A. Any individual who is knowingly present as a spectator, either on a public street or highway, or on private property open to the general public without the consent of the owner, operator, or agent thereof, at an illegal motor vehicle speed contest or exhibition of speed is guilty of a misdemeanor subject to a maximum of six months in jail and a fine of one thousand dollars.

B. Any individual who is knowingly present as a spectator, either on a public street or highway, or on private property open to the general public without the consent of the owner, operator, or agent thereof, where preparations are being made for an illegal motor vehicle speed contest or exhibition of speed is guilty of a misdemeanor subject to a maximum of six months in jail and a fine of one thousand dollars.

C. An individual is present at the illegal motor vehicle speed contest or exhibition of speed if that individual is within two hundred feet of any part of the location of the event, or within two hundred feet of the location where preparations are being made for the event.

D. Nothing in this section prohibits law enforcement officers or their agents from being spectators at illegal motor vehicle speed contests or exhibitions of speed in the course of their official duties. (Ord. 430 § 1, 2003)

10.20.040 Relevant circumstances to prove a violation

Notwithstanding any other provision of law, to prove a violation of section 10.37.030, admissible evidence may include, but is not limited to, any of the following:

A. The time of day;

B. The nature and description of the scene;

C. The number of people at the scene;

D. The location of the individual charged in relation to any individual or group present at the scene;

E. The number and description of motor vehicles at the scene;

F. That the individual charged drove or was transported to the scene;

G. That the individual charged has previously participated in an illegal motor vehicle speed contest or exhibition of speed;

H. That the individual charged has previously aided and abetted an illegal motor vehicle speed contest or exhibition of speed;

I. That the individual charged has previously attended an illegal motor vehicle speed contest or exhibition of speed;

J. That the individual charged previously was present at a location where preparations were being made for an illegal speed contest or exhibition of speed or where an exhibition of speed or illegal motor vehicle speed contest was in progress. (Ord. 430 § 1, 2003)

10.20.050 Admissibility of prior acts

The list of circumstances set forth in section 10.37.040 is not exclusive. Evidence of prior acts may be admissible to show the propensity of the defendant to be present at or attend an illegal motor vehicle speed contest or exhibition of speed, if the prior act or acts occurred within three years of the presently charged offense. These prior acts may always be admissible to show knowledge on the part of the defendant that a speed contest or exhibition of speed was taking place at the time of the presently charged offense. Prior acts are not limited to those that occurred within the city of Santee. (Ord. 430 § 1, 2003)

CHAPTER 10.22 MISCELLANEOUS PROVISIONS

10.22.010 Bicycles on sidewalks

It is unlawful for any person to operate a bicycle or scooter in a manner that blocks any sidewalk, driveway, pedestrian ramp, trail, or access to buildings and businesses.
(Prior code § 72.230)

10.22.020 Skateboards and similar devices

It is unlawful for any person to ride any skateboard, scooter, roller skates, , toy vehicle or similar device:

A. On any roadway in the city of Santee;

B. On any sidewalk in the city of Santee in such proximity to vehicles or pedestrians as to create a hazard to those vehicles, pedestrians, the operator, or other persons.

C. On any public plaza, in any business district, or any private parking lot or property open to the public where signs forbidding such activities are displayed. (Ord. 39 Art. 1, 1981)

10.22.030 Driving through funeral processions

It is unlawful for any person to drive a vehicle between vehicles that are part of a funeral procession while they are in motion and when the vehicles in such procession are conspicuously so designated. (Prior code § 72.234)

10.22.040 Flashing lights

Except as authorized by city council, it is unlawful for any person to direct a beam of light in a flashing sequence toward any highway or to establish or maintain any electric advertising sign or similar device that interferes with the visibility of any official traffic-control device or warning signal. (Prior code § 72.247)

10.22.050 Freeway restrictions

A. It is unlawful for any person to undertake the following on any highway established as a freeway, as defined by Section 332 of the Vehicle Code within the city's jurisdiction:

1. drive or operate a bicycle, motor-driven cycle, any vehicle which is not drawn by a motor vehicle, or any horses or livestock;

2. walk across or along any such street, except in space set aside for the use of pedestrians, provided official signs are in place giving notice of such restrictions. (Prior code § 72.237)

10.22.060 Livestock restrictions

It is unlawful for any person to drive or ride or permit to be driven or ridden any livestock upon or along any public highway.

10.22.070 Loitering and fishing on bridges

It is unlawful for any person to stand on, sit on, or fish from any public highway bridge spanning any stream or body of water within the city. (Prior code § 72.244)

10.22.080 Motorcycle use on trails

It is unlawful for any person to operate any motorcycle or power cycle on any riders' and hikers' trail within the city. (Prior code § 72.245)

10.22.090 Operation on private property

A. It is unlawful for any person to operate, drive, or leave any vehicle in, over or on any private property without the written permission of the owner, the person entitled to the immediate possession of the property, or the authorized agent of either.

B. Whenever any person is stopped by a peace officer pursuant to this section, such person must, upon the request of such peace officer, immediately provide the written permission.

C. This provision does not apply to:

1. Persons having lawful business with the owner, agent, or person having lawful possession of the property;

2. The owner, agent, or person having lawful possession of the property. (Amended during 1989 supplement; Ord. 43 § 2, 1981: prior code § 76.101)

10.22.100 New pavement

It is unlawful for any person to ride or drive any animal or any vehicle over or across any newly made pavement or freshly painted marking in any street when a barrier or sign is in place warning persons not to drive over or across such pavement or marking, or when a sign is in place stating that the street or any portion thereof is closed. (Prior code § 72.235)

10.22.110 Restricted access

It is unlawful for a person to drive a vehicle onto or from any limited access roadway except at such entrances and exits as are established by the city. (Prior code § 72.236)

10.22.120 Removal of unofficial signs and devices

It is unlawful for any person to place, maintain, or display on, or in view of, any public highway any unofficial sign, signal or device contrary to the provisions of Section 21465 of the Vehicle Code and this chapter. The director is authorized to remove any item that violations this section. (Prior code § 72.248)

10.22.130 Use of engine braking prohibited

A. It is unlawful to use engine brakes on any street or portion of a street designated by sign prohibiting such use.

B. The city traffic engineer is authorized to determine streets or portions of streets where the use of engine braking is prohibited and to establish signs providing notice of the prohibition.

10.22.140 State highways

A. No amendment of this chapter with respect to a state highway and no resolution establishing any regulation with respect to a state highway takes effect until such amendment or resolution is approved by the Department of Transportation.

B. The director is not authorized to erect any signs or markings upon a state highway unless the regulation imposed by such signs or markings has been approved by the Department of Transportation.

C. Within six months after receipt of written notice that the Department of Transportation has withdrawn its approval of any regulation affecting a state highway, the director is authorized and directed to remove from such state highway any signs or markings giving notice of such regulation. (Prior code § 72.240)

10.22.150 Traffic counting devices

It is unlawful for any person, except persons authorized by the director, to move, tamper with, or damage any traffic-counting device located within a city highway. (Prior code § 72.241)

10.22.160 Yield intersections

The director is authorized and directed to erect and maintain "Yield Right-of-Way" signs complying with the Vehicle Code to all approaches to highways and intersections of highways designated by the council by resolution. (Prior code § 72.107)

10.22.170 Vehicles injurious to highways

It is unlawful for any person to operate or permit to be operated on any improved highway in the city any vehicle or other implement that will tear up, disturb or damage the surface on the highway. (Prior code § 72.243)

CHAPTER 10.24 ABANDONED VEHICLES

10.24.010 Findings

A. In addition to and in accordance with Section 22660 of the Vehicle Code, providing for the removal of abandoned, wrecked, dismantled, or inoperative vehicles or parts thereof as public nuisances, the city council makes the following declarations.

B. The accumulation and storage of abandoned, wrecked, dismantled, or inoperative vehicles or parts thereof on private or public property not including highways is found to create a condition tending to reduce the value of private property, to promote blight and deterioration, to invite plundering, to create fire hazards, to constitute an attractive nuisance creating a hazard to the health and safety of minors, to create a harborage for rodents and insects and to be injurious to the health, safety and general welfare. Therefore the presence of an abandoned, wrecked, dismantled or inoperative vehicle or part thereof, on private or public property not including highways, except as expressly hereinafter permitted, is declared to constitute a public nuisance which may be abated as such in accordance with the provisions of this chapter. (Prior code § 78.101)

10.24.020 Definitions

As used in this chapter:

A. "Delegated officers" means the director and those the director appoints or authorizes to enforce this chapter.

B. "Hearing officer" means the director.

C. "Notice of intention to abate" is that form used to provide notice of public nuisances of abandoned, wrecked, dismantled, or inoperative vehicles or parts thereof from private or public property.

D. "Public property" does not include "highway."

10.24.030 Exceptions

A. This chapter does not apply to:

1. A vehicle or part thereof which is completely enclosed within a building in a lawful manner where it is not visible from the street or other public or private property;

2. A vehicle or part thereof which is stored or parked in a lawful manner on private property in connection with the business of a lawful dismantler, licensed vehicle dealer, or a junkyard

B. Nothing in this section authorizes the maintenance of a public or private nuisance as defined under provisions of law other than Chapter 10 (commencing with Section 22650) of Division 11 of the Vehicle Code and this chapter. (Prior code § 78.103)

10.24.040 Scope

This chapter is not the exclusive regulation of abandoned, wrecked, dismantled, or inoperative vehicles within the city. It supplements and is in addition to the other regulatory codes, statutes, and ordinances enacted by the city, the state, or any other legal entity or agency having jurisdiction.

Except where specified otherwise by this chapter, the abatement and cost recovery procedures set forth in chapters 1.10, 1.12, and 1.14 for the abatement of nuisances apply to the abatement of abandoned vehicles under this chapter. (Prior code § 78.104)

10.24.050 Franchise for removal

When the city council has contracted with or granted a franchise to any person or persons, such person or persons are authorized to enter upon private property or public property to remove or cause the removal of a vehicle or parts thereof declared to be a nuisance pursuant to this chapter. (Prior code § 78.106)

10.24.060 Abatement—Notice to property owner

The notice of intention to abate provided pursuant to sections 1.10.040 and 1.10.070 must be served in accordance with section 1.10.080.C and must be mailed by first class mail, prepaid, to the last registered and legal owner of record when the vehicle is in such condition that identification numbers are available to determine ownership.

10.24.070 Abatement—Notice to Highway Patrol

A copy of the notice of intention to abate shall at the time such notice is issued be given to the California Highway Patrol, identifying the vehicle or part thereof proposed for removal. (Prior code § 78.109)

10.24.080 Abatement—Appeal of notice of intent to abate.

A. In addition to the procedures set forth in chapter 1.10:

1. The owner of a vehicle or of land on which a vehicle is located which is subject to abatement pursuant to this chapter may appeal the notice of intent to abate and request a hearing in accordance with section 1.10.100.

2. If the owner of the land on which the vehicle is located submits a sworn written statement denying responsibility for the presence of the vehicle on his or her land within such time period, this statement constitutes a waiver of a hearing for the person submitting the written statement.

3. If the city clerk does not receive a request for a hearing within the applicable time period, the director or director's designee is authorized to remove the vehicle.

10.24.090 Abatement—Hearing—Procedure

A. In addition to the procedures set forth in chapter 1.10, whenever a notice of intent to abate is appealed pursuant to section 10._____, a hearing will proceed in accordance with sections 1.10.110 through 1.10.120, provided that the hearing officer will:

1. hear such facts and testimony the officer deems pertinent prior to rendering a decision, including the following:

   (a) the condition or status of the vehicle or part thereof ;

   (b) the circumstances concerning its location on the private or public property;

2. make findings regarding:

   (a) whether the vehicle constitutes a public nuisance; and

   (b) whether the property owner on whose land the vehicle is located consented to the placement of the vehicle or acquiesced in its presence;

10.24.100 Abatement hearing—Appeal to city council

A. In addition to the procedures set forth in chapter 1.10, in the event of any appeal of the hearing officer's decision pursuant to section 10.48.090, the city council will review the decision of the hearing officer for substantial evidence. The hearing will not be limited by the technical rules of evidence. The owner of the land on which the vehicle is located may appear in person at the hearing or present a written statement in time for consideration at the hearing, and deny responsibility for the presence of the vehicle on the land with his or her reasons for such denial.

B. At the conclusion of the public hearing, the city council will determine whether the a vehicle or part thereof has been abandoned, wrecked, dismantled or is inoperative on private or public property, and if so, issue an order that includes the following:

1. conditions and requirements it deems appropriate under the circumstances to carry out the purpose of this chapter;

2. the time for removal of the vehicle or part thereof;

3. an order to remove the vehicle from the property as a public nuisance and to disposed of it in accordance with this chapter;

4. a description of the vehicle or part thereof and identification number or license number of the vehicle to be removed, if available;

5. a determination of the administrative costs and the costs of removal to be charged against the land owner or owner of the vehicle.

C. Unless otherwise stated in the order of removal, the vehicle or parts thereof may be removed by the abatement officer immediately following the order. (Amended during 1989 supplement; prior code § 78.112)

10.24.110 Removal—Disposal

Any vehicles removed pursuant to this chapter may be disposed of by removal to a scrap yard or licensed automobile dismantler's yard. After a vehicle has been removed pursuant to this chapter, it must not be reconstructed or made operable. (Prior code § 78.114)

10.24.120 Removal—Requirements

Within five days after the date of removing a vehicle or part thereof, the director must give notice to the Department of Motor Vehicles identifying the vehicle or part thereof removed and transmit any evidence of registration available, including registration certificates, certificates of title and license plates. (Prior code § 78.115)

10.24.130 Costs—Exemption to property owner

The city may collect fines, costs, and penalties in accordance with chapters 1.10 and 1.12; provided however, that when the hearing officer or city council determines that a vehicle subject to abatement under this chapter was placed on land without the consent of the landowner and that the landowner has not consented in its presence, then the city will not assess costs of administration or removal of the vehicle against the property upon which the vehicle is located or otherwise attempt to collect such cost from such owner. (Amended during 1989 supplement; prior code § 78.113)

10.24.140 Unlawful acts

A. It is unlawful, an infraction, and a public nuisance for any person to abandon, park, store, or leave or permit the abandonment, parking, storing, or leaving of any licensed or unlicensed vehicle or part thereof which is in an abandoned, wrecked, dismantled, or inoperative condition upon any private property or public property not including highways within the city unless such vehicle or part thereof is:

1. Completely enclosed within a building in a lawful manner where it is not visible from the street or other public or private property, or:

2. Stored or parked in a lawful manner on private property in connection with the business of a licensed dismantler, licensed vehicle dealer, or a licensed junkyard

B. It is unlawful, an infraction, and a public nuisance for any person to fail or refuse to remove an abandoned, wrecked, dismantled or inoperative vehicle or part or part thereof or refuse to abate such nuisance when ordered to do so in accordance with the abatement provisions

of this chapter or state law where such state law is applicable. (Amended during 1989 supplement; prior code §§ 78.117, 78.118)

10.24.150 Administration and enforcement

Except as otherwise provided herein, the director of development services is authorized to administer this chapter. The director and the director's officer, deputies, assistants, employees, and agents may enter upon private or public property to examine a vehicle or parts thereof, or obtain information as to the identity of a vehicle and to remove or cause the removal of a vehicle or part thereof declared to be a nuisance pursuant to this chapter. (Amended during 1989 supplement; prior code § 78.105)

CHAPTER 10.26 FOOD TRUCKS AND MOBILE FOOD MERCHANTS

10.26.010 Findings.

The City Council finds as follows:

Mobile food vending has the potential to pose special dangers to the public health, safety and welfare of residents of the City.

The act of looking for prospective buyers while operating a vending vehicle makes the operator less attentive to pedestrian and vehicular traffic. When done on public roadways, this poses obvious traffic and safety risks to the public which the City seeks to prevent.

Vending vehicles parked in one location for more than ten minutes at a time may exacerbate traffic problems in highly congested areas and obstruct sidewalks. This also creates safety issues for children who may run across public roadways attempting to access the vendors, especially around school sites when children are coming to and going from school.

Mobile food merchants who fail to park their vending vehicles correctly during a transaction attract prospective buyers onto public roadways, creating a further traffic and public safety hazard.

The sale of non-food items presents special regulatory challenges which may affect the health, safety and welfare of minors who frequent this type of vendor, often without adult supervision.

The City has an important and substantial public interest in providing regulations to prevent safety, traffic and health hazards, as well as to preserve the peace, safety and welfare of the community and exercises its authority pursuant to Section 22455 of the California Vehicle Code, which permits local authorities to regulate the type of vending and the time, place, and manner of vending from vehicles upon the street in order to promote public safety.

10.26.020 Definitions.

The following words and phrases, when used in this Chapter, have the meanings in this section unless, from the context, a different meaning is intended or specifically defined:

"Beverages" means a liquid for drinking that does not contain alcohol.

"Food" or "foodstuff" means any substance as defined by Section 113781 of the California Health and Safety Code, and includes a raw, cooked, or processed edible substance, ice, beverage, an ingredient used or intended for use or for sale in whole or in part for human consumption, and chewing gum.

"Food preparation" means and refers to the activities defined by Section 113791 of the California Health and Safety Code, and includes packaging, processing, assembling, portioning, or any

operation that changes the form, flavor, or consistency of food, but does not include trimming of produce.

"Mobile food merchant" means any individual that operates or assists in the operation of a vending vehicle in the sale, display, solicitation or offer for sale, barter, exchange, gift or otherwise of foodstuffs from a vending vehicle.

"Mobile food vending" means the sale, display, solicitation or offer for sale, barter, exchange, gift or otherwise, of foodstuffs from any vending vehicle.

"School" means any preschool, elementary school, middle school, junior high school, senior high school, continuation high school, or any branch thereof.

"Ice cream truck" means a vending vehicle used to sell, barter, exchange, give, or display only prepackaged ice cream.

"Vending vehicle" means any self-propelled, motorized device by which any person or property may be propelled or moved upon a highway, excepting a device moved exclusively by human power, or which may be drawn or towed by a self-propelled, motorized vehicle, or used exclusively upon stationary rails or tracks, from which foodstuffs are sold, displayed, solicited or offered for sale, bartered, exchanged, given or otherwise.

10.26.030 Compliance with State and Local Laws.

The mobile food merchant must comply with all applicable State and local laws, including but not limited to the requirements of this Chapter and the County of San Diego. This Chapter is not intended to be enforced against pedestrian food merchants or against mobile food merchants who operate human powered push carts and other non-self-propelled vehicles including trailers.

10.26.040 Business License Required.

A. It is unlawful for any person to engage in mobile food vending or operate a vending vehicle in the City without first having procured a business license required by Chapter 4.02.

B. It is unlawful for any person to operate an ice cream truck for the purpose of selling, bartering, exchanging, giving, or displaying prepackaged ice cream products without first having procured a regulatory license required by chapter 4.26.

10.26.050 Environmental Health Permit Required.

All vending vehicles from which foodstuffs are sold, displayed, solicited or offered for sale or bartered or exchanged must have displayed in a conspicuous place a valid certificate to operate required by the County of San Diego.

10.26.060 Sales from Vending Vehicles.

A. Vending vehicles must be brought to a complete stop and be lawfully parked adjacent to the curb consistent with Vehicle Code 22500 and the provisions of title 10 of this code prior to initiating mobile food vending.

B. Except for mobile food merchants operating ice cream trucks, mobile food merchants operating a vending vehicle must:

1. provide or have garbage receptacles readily available for immediate use by customers of the vending vehicle;

2. pick up, remove and dispose of all garbage, refuse or litter consisting of foodstuffs, wrappers, and/or materials dispensed from the vending vehicle, and any residue deposited on the street from the operation thereof, and must otherwise maintain in a clean and debris-free condition the entire area within a 25-foot radius of the location where mobile food vending is occurring;

3. obtain authorization from the owner of private property to operate a vending vehicle on private property, if any.

C. Except as otherwise provided, no mobile food merchant may operate in any public park without a special event permit or other written authorization from the city.

10.26.070 Sales to Children Near School Grounds.

It is unlawful for every mobile food merchant to sell or offer for sale, display, solicit, barter, exchange, gift or otherwise, any food and/or beverages to any minor child, attending any of the public or private schools within the City, on the street or from other public places within one thousand feet of the exterior boundaries of land on which is located any public or private school within the City between the hours of seven a.m. and four p.m. of any school day.

The above provision does not apply to any mobile food merchant who has received written consent of the school principal or other authorized school official to park, stop or stand for the purpose of vending when such authorization does not interfere with public vehicle traffic or pose a traffic safety hazard to school children. Any such written authorization must be kept and maintained with the mobile merchant at all times for inspection.

10.26.080 Exception.

Any mobile food merchant identified in an application for a special event or farmers' market or any city sponsored or approved event is required to obtain a business license and regulatory permit, but is otherwise exempt from the requirements of this chapter pertaining to mobile food vending, provided that the vending vehicle is parked for the duration of the special event to conduct its business and conducts no other business within the city.

TITLE 10 TRAFFIC CODE

CHAPTER ~~10.04~~10.02 GENERAL PROVISIONS

~~10.04.010~~10.02.010 Title

This title ~~shall be~~is known as the city traffic code. (Prior code § 72.1)

~~10.04.020~~10.02.020 Definitions

~~Whenever in this chapter~~When the following terms are used in this title, they ~~shall~~ have the meaning ~~respectively ascribed to them in~~set forth in this section. Whenever any words or phrases used in this title are not defined in this section, the definitions set forth in the Vehicle Code~~ of the state of California, such definitions as now exist are incorporated herein and shall be deemed to apply to such words and phrases as are used in this title as though set forth herein in full:~~, if any, apply.

A. "Alley" means any highway~~, as herein defined, having~~ with a width of ~~twenty-five~~twenty feet or less and ~~not provided with~~without a sidewalk or sidewalks

B. "Bus loading zone" means ~~that~~the space adjacent to a curb or edge of a roadway reserved for the exclusive use of busses during loading and unloading of passengers.

C. "City ~~council" or "council" means the city council of~~traffic engineer" means the person charged with overseeing traffic engineering in the city~~ of Santee~~.

~~D. "Code" means the entire Santee Municipal Code unless some other code is specified~~

D. ~~E.~~ "Crosswalk" is either:

1. That portion of a roadway ordinarily included within the prolongation or connection of the boundary lines of sidewalks at intersections where the intersecting roadways meet at approximately right angles, except the prolongation of any such lines from an alley across a street;

2. Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface

E. Curb return" means the curved section of a curb at an intersection that connects two straight sections of curbs.

F. "Department of transportation" means the department of transportation of the ~~city~~State of ~~Santee~~California.

G. "Director~~ of public works~~" means the director of ~~public works~~development services of the city of Santee.

H. "Dockless Vehicle" means those means of shared transportation, not otherwise regulated by the State of California, the County of San Diego, or a regional transit operator, in which the operating company leases vehicles for use in the City, but does not have a physical dispatching location within the City.

I. ~~H.~~ "Highway" means the entire width between boundary lines of every way set apart for public travel when any part thereof is open to the use of the public for purposes of vehicular travel

J. ~~I. Within the meaning of this chapter,~~ "Holidays" are New ~~Years~~Year's Day, Martin Luther King Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, the day after Thanksgiving Day, the day before Christmas Day and Christmas Day.

K. "Intersection" means the area within the prolongation of the lateral curb lines, or, if none, then the lateral boundary lines of the roadways, of two highways which join one another at approximately right angles or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict.

L. ~~J.~~ "Loading zone" means the space adjacent to a curb or edge of a roadway reserved for the exclusive use of vehicles during the loading or unloading of passengers or materials

M. "Local delivery route" means streets to be used by trucks and commercial vehicles as direct routes for the purpose of accessing restricted streets or locations necessary for making pickups or deliveries of goods, wares and merchandise from or to any building or structure located within the city or for delivering materials to be used in the actual and bona fide repair, alteration, remodeling or construction of any building or structure within the city for which a building permit has previously been obtained or for vehicles owned, leased, operated or controlled by any licensed contractor or public utility while necessarily in use in the construction, maintenance or repair of any public works project or public utility within the city.

N. ~~K.~~ "Passenger loading zone" means the space adjacent to a curb or edge of a roadway reserved for the exclusive use of vehicles during the loading or unloading of passengers

O. ~~L.~~ "Official traffic signals" mean any device, whether manually, electrically or mechanically operated, by which traffic is alternately directed to stop and proceed, and which is erected by authority of a public body or official having jurisdiction

P. ~~M.~~ "Official traffic-control devices" mean all signs, signals, markings and devices not inconsistent with this title placed or erected by authority of a public body or official having jurisdiction for the purpose of regulating, warning or guiding traffic

Q. ~~N.~~ "Park" means to stand or leave standing any vehicle, ~~whether~~ occupied or not, ~~otherwise than temporarily for the purpose of and~~except while actually engaged in loading or unloading ~~of~~ passengers or materials

R. ~~O.~~ "Pedestrian" means any person ~~afoot~~on foot

S. "Recreational vehicle" has the same meaning as defined in the zoning code.

T. "Restricted streets" means those streets and portions of streets which are not designated and established as local delivery routes and are to be used only for direct access to specific addresses or locations.

U. ~~P.~~ "Safety zone" means that portion of a roadway reserved for the exclusive use of pedestrians, marked and designated as ~~herein~~ provided in this title

V. ~~Q.~~ "Sidewalk" means that portion of the highway ~~between the curblines or traversable roadway and the adjacent property lines~~, other than the roadway, set apart by curbs, barriers, markings, or other delineation for pedestrian travel.

W. ~~R.~~ "Stop or stand."

1. The word "stop" means the complete cessation of movement

2. The words "stop or stand" mean any stopping, or standing of a vehicle, whether occupied or not, except where necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or official traffic-control device

X. "Street" means a city road, state highway, public road, street, or alley, or a private thoroughfare not less than ten feet in width connecting with a city road, state highway, public road, street or alley, which affords primary access to an abutting lot. Street includes highway.

Y. "Truck" or "Commercial vehicle" means any vehicle other than emergency vehicles and buses having three or more axles or measuring thirty-six feet or longer in overall length, including truck and load, and in excess of fourteen-thousand pounds.

~~S. "Street" shall have the same meaning as the word "highway."~~

~~T. Time. Whenever certain hours are named herein they shall mean standard time or daylight-saving time as may be in current use in the city~~

Z. ~~U.~~ "Vehicle" means every device or animal by which any person or property is or may be transported or drawn on a street or highway, excepting devices moved by human power or used exclusively upon rails

AA. ~~V.~~ "Vehicle Code" means the Vehicle Code of the state of California. (Amended during 1989 supplement; prior code §§ 72.1—72.26)

~~**10.04.030 Compliance**~~

~~A. Except in cases where a different punishment is prescribed, violation of any provisions of this title shall be a misdemeanor punishable by imprisonment in the county jail for a period not to exceed six months, or by a fine not to exceed one thousand dollars, or both~~

~~B. The recommended sentence for a first violation of this title is a fine of fifty dollars and fifteen days imprisonment in the county jail. The recommended sentence for a second violation of this title in one year or a fine of one hundred dollars and thirty days imprisonment in the county jail. The recommended sentence for a third violation of this title in one year is a fine of two hundred fifty dollars and forty five days imprisonment in the county jail. The recommended sentence for a fourth or subsequent violation of this title in one year is the maximum penalty as set forth in subsection 10.04.030(A) of this Section. The city attorney may, in his or her discretion, request a more stringent or lenient sentence depending on the particular circumstances of a case. (Ord. 367 § 3, 1997; Prior code § 72.50)~~

~~10.04.040~~10.02.030 Applicability to public employees

The provisions of this chapter ~~shall~~ apply to the driver of any vehicle owned by or used in the service of the United States government, this state, any county ~~or~~, city, or other public entity, and it is unlawful for any driver to violate any of the provisions of this chapter except as otherwise permitted in this chapter or by state statute. (Prior code § 72.51)

~~10.04.050~~10.02.040 Exemption

A. The provisions of this chapter regulating the ~~operation~~operating, parking, stopping, and standing of vehicles ~~shall~~do not apply to the following:

any vehicle that ~~has qualified under the Vehicle Code as~~is considered an authorized emergency vehicle under the Vehicle Code, when any such vehicle is operated in the manner specified in the Vehicle Code in response to an emergency ~~call~~

1. . This ~~The foregoing e~~xemption ~~shall~~does not~~, however,~~ protect ~~the~~a driver ~~of any such vehicle~~ from the consequences of ~~his or her wilful~~that person's willful disregard of the safety of others.

2. ~~The provisions of this chapter regulating parking or standing of vehicles shall not apply to any~~any city vehicle ~~of the department of public works~~ while ~~necessarily~~ in use for construction or repair work on any highway or any vehicle owned by the United States while in use for the collection, transportation or delivery of United States mail. (Amended during 1989 supplement; prior code § 72.52)

CHAPTER ~~10.08~~10.04 TRAFFIC-CONTROL DEVICES

~~10.08.010~~10.04.010 Generally

~~A. The council shall by resolution~~ Except for signs regulated by the department of transportation pursuant to the Vehicle Code, the director is authorized to determine and designate the size, shape and character of all official warning, regulatory, and direction signs~~, other than signs the size, shape and character of which have been established by the Transportation Department pursuant to the Vehicle Code~~. The director ~~of public works~~ may place and maintain, or cause to be placed and maintained~~,~~ all official warning and direction signs necessary to the proper control of traffic and all regulatory signs required or authorized by this title or the Vehicle Code.

10.04.020 Placement, installation, and operation

A. The council determines, by resolution, the following:

~~B. No provision of this title for which signs are required shall be enforced against an alleged violator thereof unless appropriate signs are in place and sufficiently legible to be seen by an ordinarily observant person, giving notice of such provision. (Prior code §§ 72.60, 72.61)~~

~~10.08.020 Placement~~

1. ~~A.~~ the ~~council shall by resolution designate what~~ intersections ~~shall~~to be controlled by official traffic-control signals;

2. the hours and days during which any traffic-control device operate or are effective.

B. The director ~~of public works shall~~is authorized and directed to place, maintain ~~and~~, operate, or cause to be placed, maintained, and operated~~ all official traffic-control signals authorized by the council as herein provided. (Prior code §§ 72.62, 72.63)~~:

1. all official traffic-control signals authorized pursuant to this chapter; and

2. traffic-control devices determined to be necessary in accordance with traffic engineering principles, traffic investigations, and standards, limitations and rules established by this chapter, by resolution of the council, or by the Manual on Uniform Traffic Control Devices, as it currently exists or as it may be amended, and any other industry standard.

~~10.08.030 Installation and operation~~

~~A. The director of public works may place and maintain such traffic-control devices in addition to those authorized by other provisions of this chapter as he or she may deem necessary to regulate traffic or to guide or warn traffic, but the director of public works shall~~

~~make such determination only upon the basis of traffic engineering principles and traffic investigations and in accordance with such standards, limitations and rules as may be established by division or resolution of the council~~

~~B. The council shall determine the hours and days during which any traffic control device shall be in operation or be in effect, except those cases where such hours or days are specified in this chapter or established by resolution of the council. (Amended during 1989 supplement; prior code §§ 72.64, 72.65)~~

~~10.08.040~~10.04.030 Crosswalks

The director ~~of public works shall~~is authorized to provide and maintain painted markings or other appropriately devised symbols or warning signs at all crosswalks ~~which have been~~ designated ~~as such~~ by the council~~. The director of public works may do so~~ and at such other crosswalks where~~, in his or her opinion,~~ the director determines such symbols or warning signs are necessary. (Amended during 1989 supplement; prior code § 72.67)

~~10.08.050~~10.04.040 Distinctive roadway markings

~~Whenever the transportation department determines and designates a distinctive roadway marking which shall indicate no driving over such marking.~~ The director ~~of public works~~ is authorized to ~~designate by such marking those~~prohibit driving on streets or parts of streets where the volume of traffic or the vertical or other curvature of the roadway renders it hazardous to drive on the left side of any such ~~marking~~markings or signs~~ and markings~~. Such markings or signs ~~and markings shall~~ have the same effect as similar markings ~~placed by the Department of Transportation pursuant to provisions of~~authorized by the Vehicle Code. (Prior code § 72.69)

~~10.08.060 Equestrian crossings~~

~~The director of public works shall indicate by appropriate signs of a type approved by the Department of Transportation of the state of California those intersections of bridle paths and highways which the council, pursuant to Section 21805 of the Vehicle Code, by resolution has designated as equestrian crossings. (Prior code § 72.70)~~

~~10.08.070~~10.04.050 Portable school crossing sign and/or flasher

~~Upon~~With approval ~~of~~from the council, the director ~~of public works~~ may issue a permit to a school district authorizing ~~such~~the district to maintain ~~within a city right-of-way~~ a portable school crossing sign and/or flasher~~.~~ within a city right-of-way. The director may issue such permit ~~may be issued~~ on ~~the~~ terms and conditions ~~deemed~~ necessary or appropriate ~~by the director of public works~~ for the protection of the public. Any such permit issued by the director ~~of public works shall contain a provision that it~~ may be revoked by the director ~~of public works~~ for violation of any of the terms or conditions of such permit. (Prior code § 72.73)

~~10.08.080~~10.04.060 Traffic markings

The director ~~of public works may~~is authorized to place ~~appropriate~~ traffic guide lines ~~dividing~~which divide highways into ~~the number of~~ traffic lanes ~~that is proper and necessary.~~ and may place such other pavement markings ~~as are~~ necessary to direct vehicular movements in accordance with requirements of this chapter and the Vehicle Code. (Prior code § 72.68)

~~10.08.090~~10.04.070 Temporary removal of signs and markings

A. The director is authorized and directed to remove or cover up any sign or other traffic marking whenever complying with such sign or traffic marking would create a traffic hazard in any of the following circumstances:

1. ~~Whenever, because of the~~During construction, alteration, repair, or improvement of any highway, ~~or because of other emergency, compliance with any prohibition of this title, including a prohibition~~

2. During an emergency,

3. During a special event;

4. Pursuant to any action of the council taken in accordance with this title~~, will create a traffic hazard and the director of public works so finds, the director shall either remove or cover up any sign or other traffic marking which informs persons of such prohibition.~~.

B. While such sign or other marking is removed or covered, the effect of such prohibition is suspended.

C. At the end of ~~such emergency~~any circumstance justifying the removal or covering of any sign or traffic marking, unless otherwise determined by the council, the director ~~of public works shall~~is authorized and directed to replace or uncover such sign or other marking. (Amended during 1989 supplement; prior code § 72.71)

~~10.08.100~~10.04.080 Temporary closing of streets by school grounds

A. The council may, by resolution, ~~may~~ close ~~to vehicular traffic that~~any portion of ~~any~~a street or highway crossing or dividing any school ground or grounds when ~~in the opinion of~~ the council determines such closing is necessary ~~for the protection of~~to protect persons attending ~~such~~the school or school grounds. ~~Such~~The closing ~~to vehicular traffic~~ may be limited to ~~such~~ hours and days as the council ~~may specify~~specifies.

B. ~~Upon and for the duration of~~During a closure ~~of a portion of any street or highway~~ as provided in subsection A of this section, the school district ~~within whose district~~of the school where the closed portions of the street lie ~~shall~~must post and maintain barricades and signs giving notice of such closure at each end of the closed portion and at other appropriate locations~~ barricades and signs giving notice of such closure to the public.~~. The director is authorized to determine the type, posting and maintenance ~~of~~requirements for such barricades and signs~~ shall be under such terms and conditions as is deemed necessary or~~

~~appropriate by the director of public works for the protection of the public~~. (Amended during 1989 supplement; prior code § 72.74)

~~10.08.110~~10.04.090 Restricting use of or closing public highway

A. The director ~~of public works~~ is authorized to restrict the use of, or close, any public highway whenever ~~he or she~~the director considers ~~such closing or restriction of use~~it necessary to close or restrict the public highway for any of the following reasons:

1. For the protection of the public;

2. For the protection of such public highway from damage during storms;

3. During construction, improvement or maintenance operations thereon

B. No liability ~~shall attach~~attaches to the city, the director~~ of public works~~, or to the city council for the restriction of use, or closing, of any public highway for the above public services. (Amended during 1989 supplement; prior code § 72.75)

~~10.08.120~~10.04.100 Damaging signs prohibited

It is unlawful for any person to maliciously tear down, damage, mutilate, deface, or destroy any sign, notice, or traffic-control device placed ~~upon or~~on, along, or affixed to ~~or along any public highway or~~ any property, ~~which~~when the sign, notice, or traffic-control device is ~~intended to indicate or designate~~indicates or designates any highway or is intended to direct, control, or warn operators or travelers. (Prior code § 72.72)

CHAPTER ~~10.12~~10.06 CENTERLINES

~~**10.12.010 Definitions**~~

~~As used in this chapter, "street" means a city road, state highway, public road, street, or alley, or a private thoroughfare not less than ten feet in width connecting with a city road, state highway, public road, street or alley which affords primary access to an abutting lot. (Amended during 1989 supplement; prior code § 75.101)~~

~~10.12.020~~10.06.010 Establishment of centerlines

The centerline of a street ~~shall be~~is as follows:

A. The centerline of the street shown on any of the following:

1. ~~A. The centerline of the street as shown on~~ a final subdivision map filed in accordance with the Subdivision Map Act (~~Sections~~beginning with section 66410 ~~to 66499.58~~ of the Government Code~~, state of California).~~);

2. a record of survey map filed pursuant to ~~Sections 8762 to 8771.5 of~~ the Professional Land Surveyors' Act~~,~~ (beginning with section 8700 of the Business and Professions Code);

3. a record of survey map filed according to and prior to the repeal of Section 11575 of the Government Code (Statutes 1955, c. 1593, p. 2890)~~ of Section 11575 of the Government Code, or a road survey map prepared by and filed in the office of the director of public works, shall be the centerline shown on such map~~;

4. or a road survey map approved by and filed in the office of the director.

B. If no such map is filed or if there is an ambiguity within or between ~~such~~filed maps, the director may establish the centerline of the street~~ shall be established by the director of public works~~, after notice and hearing, pursuant to section 10.12.060.

C. ~~In the event that~~If the centerline of a street has not been established according to subsection A or B of this section, or ~~that~~ the map filed as in subsection A does not show a centerline, then until such ~~time as the~~ centerline is established pursuant to subsection A or B, it is presumed that the centerline is a line equidistant between the exterior right-of-way lines of the street. (Amended during 1989 supplement; prior code § 75.102)

~~10.12.030~~10.06.020 Change of existing centerlines

A. No ~~established~~ centerline ~~shall~~established pursuant to section [previous section] may be changed except by one of the following:

1. a new subdivision map or a resubdivision map filed in accordance with the Subdivision Map Act~~.~~ (beginning with section 66410 of the Government Code);

2. by a new record of survey map filed pursuant to ~~Sections 8762 to 8771.5 of~~ the Professional Land Surveyors' Act~~.~~ (beginning with section 8700 of the Business and Professions Code);

3. by a new road survey map ~~prepared~~approved by and filed in the office of the director ~~of public works~~ or by the director ~~of public works~~ after notice pursuant to section 10.12.060.

B. An established centerline ~~shall~~is not ~~be deemed~~ changed by the vacation of a part of the right-of-way on either or both sides ~~thereof~~of the centerline, or by ~~the~~ widening ~~of~~ the right-of-way on either or both sides ~~thereof~~of the right of way. (Amended during 1989 supplement; prior code § 75.103)

~~**10.12.040 Appeal—Decision by council**~~

~~If the director of public works does not concur on the establishment or change of the centerline of a map, or if the director of public works does concur but a person authorized to appeal by Section 10.12.050 submits to the director of public works a written notice of appeal from the director of public works decision prior to the eleventh day following the date the decision is filed in the office of the director of public works, then the city council shall determine the establishment or change of such centerline after notice and hearing pursuant to Section 10.12.060. The decision of the city council shall be final. (Amended during 1989 supplement; prior code § 75.104)~~

~~10.12.050~~10.06.030 Appeal~~—Authorized persons~~

A. The following persons, and no others, are authorized to appeal from the decision of the director ~~of public works~~in accordance with chapter 1.14: persons owning real property adjoining the portion of the street for which the centerline is proposed to be established or changed; and persons owning real property that adjoins the street and is within three hundred feet of the portion ~~thereof for which~~of the street where the centerline is to be established or changed and is not separated from such portion by an intersecting street.

B. If a decision of the director is appealed, the city council will determine the establishment or change of such centerline after notice and hearing pursuant to section 10.12.060. The decision of the city council is final. (Amended during 1989 supplement; prior code § 75.105)

~~10.12.060~~10.06.040 Notice and hearing

A. ~~The~~ Notice of the hearing required by ~~Sections 10.12.020B, 10.12.030 and 10.12.040 shall~~this chapter must be given ~~by mailing a written notice not less than~~in accordance with the service procedures in section 1.08.030 at least ten days ~~prior to~~before the date of the hearing. Notice must be given to the owners of real property referred to in section

10.12.050 as ~~the owners~~they appear on the ~~master property record books of the assessor~~last tax assessment rolls.

B. At the hearing ~~conducted by the director of public works or by~~, the city council~~.~~ will establish the centerline ~~shall be established at~~ the location most in keeping with the public health, safety and welfare, taking into consideration the proposed ultimate width of the street. The ~~director of public works or the~~ council ~~shall~~will hear evidence presented by persons authorized to appeal by section 10.12.050 and may hear evidence from other persons. ~~If for any reason the hearing cannot be completed on the day set for hearing, before adjournment the director of public works or the council may publicly announce the time and place until and at which the hearing will be continued and no further notice shall be required. (Amended during 1989 supplement; prior code § 75.106)~~

CHAPTER ~~10.16~~10.08 STOPS

~~10.16.010~~10.08.010 Erection and maintenance

The director ~~of public works shall~~is authorized and directed to erect and maintain stop signs complying with the provisions of the Vehicle Code at all entrances to highways or portions of highways designated by the council by resolutions as through highways. (Prior code § 72.100)

~~10.16.020~~10.08.020 Required stops

A. ~~Where stop signs are erected as herein provided at or near the entrance to any intersection, every operator of a vehicle shall stop such~~Every person operating a vehicle is required to stop the vehicle at ~~such~~a stop sign or at a clearly marked stop line before entering the intersection; provided, however, that no stop ~~need be made~~is required at any ~~such entrance or~~ intersection where:

1. ~~A.~~ An officer is on duty and directs traffic to proceed;

2. ~~B.~~ A traffic signal is in operation and indicates that traffic may proceed;

3. ~~C.~~ A stop sign has been removed or covered pursuant to this title. ~~(Prior code § 72.103)~~

B. The driver of a vehicle emerging from an alley, driveway, or building, must stop the vehicle immediately before driving onto a sidewalk or into the sidewalk area extending across any alleyway. (Prior code § 72.105)

~~10.16.030~~10.08.030 Establishment at intersections

The director ~~of public works shall~~is authorized and directed to erect and maintain stop signs in compliance with the provisions of the Vehicle Code at the entrance to every intersection ~~which the council has determined is an intersection at which there is special hazard to life or property by reason of the volume of traffic at such intersection, or because of the lack of visibility to the drivers of vehicles approaching such intersection, or because of the number of reported accidents or the apparent probability thereof, or by reasons of physical conditions which render any such intersection exceptionally dangerous or hazardous to life or property, and where the factors creating this special hazard are such that according to the principles and experience of traffic engineering, the installation of stop signs is reasonably calculated to reduce the expectancy of accidents and that the use of warning signs would be inadequate. (Prior code § 72.101)~~, as directed by resolution of the city council.

~~10.16.040 Emergency stop signs~~

~~Where because of any emergency the conditions described in Section 10.16.030 exist, the director of public works may erect or cause to be erected stop signs complying with the~~

~~Vehicle Code, as provided in Section 10.16.030, and maintain such signs while such conditions continue to exist. (Prior code § 72.102)~~

~~10.16.050 Emergency removal~~10.08.040 Emergencies

~~A. Where, because of temporary detours, or other emergency it would be impractical and a hazard to require a vehicle to stop at an intersection where a stop sign has been erected pursuant to this title and the director of public works so finds, the director of public works shall either remove such sign or so cover it that no portion of the word "STOP" remains visible~~

A. The director is authorized to temporarily remove or cover a stop sign or to erect a stop sign complying with the Vehicle Code, and to maintain the sign while any of the following conditions exist:

1. temporary detours,

2. emergencies making it impractical and a hazard to require a vehicle to stop at an intersection where a stop sign has been erected;

3. emergencies creating a hazard unless vehicles stop.

~~B. At the termination of such emergency, unless the council otherwise determines~~When the conditions in subdivision A cease, the director ~~of public works shall~~must restore ~~such signs~~ or uncover ~~such~~any signs erected or remove any signs temporarily erected. (Amended during 1989 supplement; prior code § 72.104)

~~10.16.060 Emerging from alley or private driveway~~

~~The driver of a vehicle emerging from an alley, driveway or building, shall stop such vehicle immediately prior to driving onto a sidewalk or into the sidewalk area extending across any alleyway. (Prior code § 72.105)~~

B.

CHAPTER ~~10.20~~10.10 STOPPING, STANDING AND PARKING

ARTICLE 1 AUTHORITY

10.10.100 Authority of city council.

A. The city council makes the following determinations by resolution:

1. Whether, in order to facilitate the movement of traffic or to eliminate a hazardous condition, it is necessary to prohibit stopping, standing, or parking on any highway, or portion thereof, and the times during which stopping, standing and parking are prohibited;

2. Whether it is necessary to restrict parking on any highway or portions thereof to emergency vehicles as defined in Vehicle Code section 165;

3. Whether it is necessary to establish no parking tow-away zones on any roadways or portions thereof as defined in Vehicle Code section 22651, subparagraphs (k), (l), (m), or (n);

4. Whether to accept the director's recommendations and designate specific roadways or portions of roadways for angle parking;

5. Whether to determine the location of and establish loading zones, passenger loading zones and bus loading zones;

6. Whether to establish parking time limits on streets or portions of streets.

10.10.110 Authority of director.

The director is authorized to regulate parking on city property, including but not limited to, imposing conditions and limitations on parking, stopping and standing of vehicles and establish signs on city property providing notice of such regulations.

10.10.120 Authority of city traffic engineer

A. The city traffic engineer is authorized to take the following actions:

1. Determine when to prohibit standing or parking on or adjacent to the left-hand side of any one-way street or on any highway having two or more separate roadways;

2. Place signs or markings indicting no parking upon any highway when the width of the roadway and shoulders of such highway do not exceed twenty feet, or on

one side of a highway as indicated by such signs or markings when the width of the roadway and shoulders of such highway do not exceed thirty feet;

3. Establish signs indicating no parking on any side of any street adjacent to any school property when such parking would, in the city traffic engineer's opinion, interfere with traffic or create a hazardous situation;

4. Establish temporary signs prohibiting the operation, stopping, standing, or parking of vehicles when traffic congestion or an emergency traffic hazard is likely to result from one of the following:

   (a) the operation, stopping, standing, or parking of vehicles during the holding of public or private assemblages, gatherings, or functions;

   (b) during the construction, alteration, repair or improvement of any highway; or

   (c) for any other reason.

5. Place curb markings to indicate parking or standing regulations in zones established by city council;

6. Establish and maintain signs along the portions of highways where parking has been limited pursuant to this chapter;

ARTICLE 2 REGULATIONS AND PROHIBITIONS

~~10.20.010~~10.10.200 Application of regulations

A. The provisions of this ~~section~~chapter prohibiting the stopping, standing or parking of a vehicle ~~shall~~ apply at all times ~~or at those times~~unless otherwise provided in this chapter ~~specified,~~and .except when it is necessary to stop a vehicle to avoid conflict with other traffic or in compliance with the directions of a police officer or official traffic control device.

B. The provisions of this ~~section~~chapter imposing a time limit on standing or parking ~~shall~~do not relieve any person from the duty to observe other and more restrictive provisions of the Vehicle Code~~, this ordinance prohibiting or limiting the standing or parking of vehicles in specified places or at specified times~~ or this title. (Ord. 254 Art. 1, § 1, 1991)

~~**10.20.020 Standing—Prohibited**~~

10.10.205 General prohibition

It is unlawful for any person to operate, stop, stand, or park any vehicle contrary to the directions, limitations, or prohibitions on any sign or marking established pursuant to this chapter.

10.10.210 Parking prohibited in medians, traffic islands

~~No~~It is unlawful for any person ~~shall~~to stop, stand or park a vehicle within any median strip between roadways or within any traffic island or other area designed to separate or guide the movement of traffic. (Ord. 254 Art. 1, § 2, 1991)

~~10.20.030~~10.10.215 Parking on one-way streets and roadways

A. ~~Subject to other and more restrictive limitations, a vehicle may be stopped or parked~~Except as otherwise prohibited or limited pursuant to this chapter, a person may stop or park a vehicle within eighteen (18) inches of the left-hand curb facing in the direction of traffic movement ~~upon~~on any one-way street, unless signs are in place prohibiting such stopping or standing.

B. ~~In the event~~If a highway includes two or more separate roadways and traffic is restricted to one direction upon any such roadway, ~~no~~it is unlawful for any person ~~shall~~to stand or park a vehicle ~~upon~~on or adjacent to the left-hand side of such one-way roadway, unless signs are in place permitting such standing or parking.

~~C. The city traffic engineer is authorized to determine when standing or parking shall be prohibited upon the left-hand side of any one-way street or when standing or parking may be permitted upon or adjacent to the left-hand side of any one-way roadway of a highway having two or more separate roadways and shall erect signs giving notice thereof~~

C. ~~D. No~~It is unlawful for any person ~~shall~~to stop, stand, or park a vehicle ~~upon~~on either side of a one-way street so that ~~such~~the vehicle is facing opposite to the direction of traffic movement ~~upon such~~on the one-way street. (Ord. 254 Art. 1, § 3, 1991)

~~10.20.040~~10.10.220 Parking prohibited on narrow streets

~~A. The city traffic engineer is authorized to place signs or markings indicting no parking upon any highway when the width of the roadway and shoulders of such highway do not exceed twenty feet, or upon one side of a highway as indicated by such signs or markings when the width of the roadway and shoulders of such highway do not exceed thirty feet~~

~~B. When~~ It is unlawful for any person to park a vehicle upon any narrow street where signs or markings prohibiting parking are ~~erected upon narrow streets as authorized herein, no person shall park a vehicle upon any such street in violation of any sign or marking~~established pursuant to this chapter. (Ord. 254 Art. 1 § 4, 1991)

~~10.20.050~~10.10.225 Parking adjacent to schools

It is unlawful for any person to park on any side of a street adjacent to a school property where a sign, established pursuant to this chapter, indicates that parking is prohibited.

~~A. The city traffic engineer is authorized to erect signs indicating no parking upon that side of any street adjacent to any school property when such parking would, in the city traffic engineer's opinion, interfere with traffic or create a hazardous situation~~

~~B. When official signs are erected indicating no parking upon that side of a street adjacent to any school property, no person shall park a vehicle in any such designated place. (Ord. 258 § 2, 1991; Ord. 254 § 5, 1991)~~

~~10.20.060~~10.10.230 Stopping, standing or parking prohibited~~ in specified places~~

~~When the city traffic engineer determines that it is necessary to prohibit stopping, standing or parking at any of the following places in order to eliminate a dangerous traffic hazard, the city traffic engineer shall appropriately sign or mark such places and when so signed or marked no person shall stop, stand or park a vehicle in any of said places, except that this section does not prohibit busses from stopping to receive or discharge passengers at such places when appropriately signed or marked as bus loading zones:~~

A. Except as provided in subdivision B, it is unlawful for any person to stop, stand, or park a vehicle in any of the following places when signs or markings indicate prohibition of stopping, standing or parking:

1. ~~A.~~ At any place within twenty (20) feet of a point on the curb or edge of the roadway immediately opposite the mid-block end of a safety zone;

2. ~~B.~~ At any place within twenty-five (25) feet of an intersection or within the curb return of an intersection, whichever is greater;

3. ~~C.~~ Within twenty-five (25) feet of the approach to any traffic signal, stop sign, or official electric flashing device;

4. ~~D.~~ Adjacent to either side of a crosswalk or driveway entrance ~~for a distance not to exceed twenty feet from either side of~~so as to block access to such crosswalk or driveway;

5. ~~E.~~ For a distance of fifty (50) feet along the curb or edge of the roadway at the driveway of any hospital;

6. ~~F.~~ For a distance of fifty (50) feet along the curb or edge of the roadway immediately in front of the main driveway to any substation office of the sheriff;

7. ~~G.~~ For a distance of fifty (50) feet along the curb or edge of the roadway immediately in front of the main driveway to any fire station housing motor vehicle fire-fighting equipment;

~~H. Adjacent to any fire hydrant when it has been determined by the city traffic engineer that stopping, standing or parking of any vehicle whether attended or unattended, would present some special hazard or would prevent ready access to the fire hydrant;~~

8. ~~1.~~ At any other place where the city traffic engineer determines that it is necessary in order to eliminate a dangerous traffic hazard~~. (Ord. 254 Art. 1, § 6, 1991)~~;

B. Subdivision A does not prohibit buses from stopping to receive or discharge passengers at such places when appropriately signed or marked as bus loading zones.

C. It is unlawful for any person to stop, stand, or park a recreational vehicle or any vehicle exceeding eight (8) feet in height (at any point) or eight (8) feet in width (at any point) within 50 feet of an intersection or a marked crosswalk when signs at all gateway entrances to the City, as those gateway entrances are identified in the General Plan, indicate such prohibition.

~~10.20.070 City council may prohibit or restrict parking~~

~~When the city council determines by resolution that it is necessary to prohibit stopping, standing or parking on certain highways, or portions thereof, at all or certain hours of the day, in order to facilitate the movement of traffic or to eliminate a hazardous condition, the city traffic engineer shall appropriately sign or mark such highways, or portions thereof, and when so signed or marked, no person shall stop, stand or park a vehicle on any such highway or portion thereof in violation of the restrictions stated on or indicated by such signs or markings, except that this section does not prohibit busses from stopping to receive and discharge passengers at places appropriately signed or marked as bus loading zones. (Ord. 254 Art. 1, § 7, 1991)~~

~~10.20.080~~10.10.235 Blocking highway

It is unlawful for any person to stop, park, or leave standing any vehicle, ~~whether~~ attended or unattended, ~~upon~~on any highway within any business or residential district unless ~~not less than eight~~there is at least ten (10) feet of ~~the width of the~~ paved or improved or main traveled portion of the highway opposite ~~such~~the stopped, parked, or standing vehicle is left clear and unobstructed for the free passage of other vehicles. (Ord. 254 Art. 1, § 8, 1991)

~~10.20.090 Temporary no parking~~

~~A. Whenever the city traffic engineer shall determine that traffic congestion or traffic hazard of an emergency nature is likely to result from the operation, stopping, standing, or parking of vehicles during the holding of public or private assemblages, gatherings, or functions, or during the construction, alteration, repair or improvement of any highway, or for any other reason, the city traffic engineer may place or cause to be placed, temporary signs prohibiting the operation, stopping, standing, or parking of vehicles during the existence of such emergency~~

~~B. When signs authorized by the provisions of this section are in place giving notice thereof, no person shall operate, stop, stand or park any vehicle contrary to the directions of such signs. (Ord. 254 Art. 1, § 9, 1991)~~

~~10.20.100 Moving of vehicles by sheriff~~

~~If a person parks any vehicle contrary to the provisions of Section 10.20.090 of this chapter, and the presence of such vehicle prevents or interferes with the construction, alteration, repair or improvement of the highway, the sheriff shall move such vehicle to the nearest place on the highway where:~~

~~A. The presence of such vehicle will not prevent or interfere with the construction, alteration, repair or improvement of the highways; and~~

~~B. The presence of such vehicle is not in violation of any provisions of any statute or ordinance, or is not in violation of any statute or ordinance except Section 10.20.090 of this chapter;~~

~~C. The sheriff shall not move, in any event, any vehicle more than five hundred feet. (Ord. 254 Art. 1, § 10, 1991)~~

~~10.20.105 Removal of ignition key when parking~~

~~Every person who parks a motor vehicle upon any highway shall first lock the ignition, remove the key and take such key with them, unless a licensed operator remains in such motor vehicle, in which case such licensed operator before leaving such vehicle shall first lock the ignition, remove the key and take such key with them. (Ord. 254 Art. 1, § 11, 1991)~~

~~10.20.120~~10.10.240 Obstruction of public ways

~~No~~It is unlawful for any person ~~shall~~to stand or sit on any crosswalk, sidewalk, or any other public street, highway, public park ~~or~~, public beach ~~or~~, public hall, public building, arcade, shopping center or other property opened or dedicated to public use or to which the public is invited, ~~so as~~ in any manner ~~to obstruct~~that obstructs the free use thereof by the public ~~or~~, passage therein or thereon by pedestrians, or ~~to hinder, molest or annoy~~hinders any person or persons in passing along the same~~, or to obstruct the entrance of any public hall, public building, public beach or public park~~. (Prior code § 73.111)

~~10.20.125~~10.10.245 Use of streets for storage ~~of vehicle~~ prohibited

A. ~~No~~It is unlawful for any person who owns or has possession, custody or control of any vehicle ~~shall~~to park ~~such~~that vehicle ~~upon~~on any street or alley for more than ~~a consecutive period of~~ seventy-two (72) consecutive hours.

~~B. In the event a vehicle is parked or left standing upon a street in excess of a consecutive period of seventy-two hours, the sheriff or any member of the Highway Patrol of the state of California may remove said vehicle from the street in the manner and subject to the requirements of Sections 22651 of the Vehicle Code. (Ord. 254 Art. 1, § 12, 1991)~~

B. It is unlawful for any person who owns or has possession, custody or control of any a recreational vehicle to park that vehicle on any public street in the same location, defined

as within 300 feet of the original or previously documented location, for more than seventy-two (72) hours.

C. It is unlawful for any person to leave any object on any street or alley so as to obstruct traffic flow or parking without a permit per chapter 12.04; provided, however, that trash and recycling containers complying with chapter 5.42are not subject to this prohibition.

D. The city may enforce violations of this section by any means set forth in title 1 and as set forth in this chapter.

10.10.250 Dockless vehicles

A. It is unlawful for any person to provide any dockless vehicle for rent or lease in the city, unless that person complies with all of the following:

1. Obtains a business license pursuant to title 4;

2. Provides proof of insurance to the satisfaction of the risk manager;

3. Enters into an agreement with the City regarding the operation, maintenance, storage, and retrieval of vehicles and payment of staff time for removal of vehicles blocking the right of way or pedestrian paths;

4. Ensures that all dockless vehicles:

   (a) Are labeled with the company logo;

   (b) have a unique serial number;

   (c) are labeled with a 24-hour customer service number.

~~10.20.130~~10.10.255 Washing, greasing and repairing of vehicles upon highways

~~No~~It is unlawful for any person ~~shall~~to park a vehicle ~~upon~~on any highway ~~for the principal purpose of washing, greasing, or repairing such~~and to wash, grease, or repair the vehicle, except when repairs are necessitated by an emergency. (Ord. 389 § 2, 1999; Ord. 254 Art. 1, § 13, 1991)

~~**10.20.140 Private property**~~

~~A. No person shall camp, lodge, sleep or tarry overnight in or on any private property without permission of the owner or lessee of such property~~

~~1. First Offense. The first violation of this section by any person is punishable as a misdemeanor~~

~~2. Second Offense. Any violation of this section by a person who has previously violated this section one time is punishable as a misdemeanor~~

~~3. Third Offense. Any violation of this section by a person who has previously violated this section two or more times is punishable as a misdemeanor. (Ord. 462 § 5, 2007: prior code § 73.109)~~

~~10.20.150 Public parks and beaches~~

~~A. No person shall camp, lodge, sleep or tarry overnight in any public park, public beach or any public street or highway; provided, that nothing herein shall be construed to prohibit camping in public campgrounds under permit authorized by other provisions of law or ordinance~~

~~1. First Offense. The first violation of this section by any person is punishable as a misdemeanor~~

~~2. Second Offense. Any violation of this section by a person who has previously violated this section one time is punishable as a misdemeanor~~

~~3. Third Offense. Any violation of this section by a person who has previously violated this section two or more times is punishable as a misdemeanor. (Ord. 462 § 6, 2007: prior code § 73.108)~~

~~10.20.155 City council may restrict parking to~~10.10.260 Emergency vehicles

~~When the city council determines by resolution that it is necessary to restrict parking on certain highways or portions thereof to emergency vehicles as defined in Vehicle Code Section 165, or to one or more of the types of emergency vehicles as defined therein, the city traffic engineer shall appropriately sign or mark such highways or portions thereof, and when so signed or marked no person shall stop, stand or park a vehicle on any such highway or portion thereof in violation of the restriction stated on or indicated by such signs or markings. (Ord. 254 Art. 1, § 14, 1991)~~

It is unlawful for any person to park on any highway where signs or markings restrict parking to emergency vehicles as defined in the Vehicle Code.

~~10.20.160 City council may establish~~10.10.265 No parking tow-away zones

It is unlawful for any person to park or stand on any highway or portion of highway designated as no parking pursuant to this Title or the California Vehicle Code, where signs or markings are established pursuant to this chapter.

~~A. When the city council determines by resolution that it is necessary to establish no parking tow-away zones on certain roadways or portions thereof as defined in Vehicle Code Section 22651, subparagraphs (k), (l), (m), or (n), the city traffic engineer shall appropriately sign or mark such highways or portions thereof, and when so signed or marked no person shall stop, stand or park a vehicle on any such highway or portion thereof in violation of the restriction stated on or indicated by such signs or markings~~

~~B. Any vehicle left parked or standing on any such highway or portion thereof in violation of subsection A of this section may be removed by the sheriff or any member of the California Highway Patrol. (Ord. 254 Art. 1, § 15, 1991)~~

~~10.20.165~~10.10.270 Parking or standing of commercial vehicles

A. It is unlawful for any person to park or stand any commercial vehicle with a manufacturer's gross weight rating of ten thousand (10,000) pounds or more on any street in a residential district, except as follows:

~~A. The parking or standing on streets in residential areas of commercial vehicles having a manufacturer's gross weight rating of ten thousand pounds or more is prohibited~~

~~B. This chapter shall not apply under the following conditions:~~

1. When such vehicle is loading or unloading property;

2. When such vehicle is parked in connection with and in aid of the performance of a service to or on a property within the residential area;

3. When such vehicle is engaged in the construction, installation, repair or maintenance of a publicly or privately owned utility facility located within the residential area;

4. When the area contains property used for commercial or industrial purposes and such vehicle is parked on the property or on the highway contiguous to the property;

5. When the city council has determined by resolution that the parking of such vehicles on certain residential streets or portions thereof ~~shall be~~is permitted and the city traffic engineer has appropriately signed or marked such streets or portions thereof.

B. ~~C.~~ For purposes of this chapter, a residential district ~~shall be defined as that portion of a highway and the~~means property contiguous ~~thereto upon any sides of which~~to a highway~~, collectively within a distance of a quarter mile, the property contiguous thereto~~ for one-quarter mile which is occupied by eight or more dwelling units. ~~A residential district may be longer than one-quarter of a mile if the above ratio of dwelling units to the length of highway exists~~

C. ~~D.~~ Churches, public schools, and public parks, ~~shall~~do not disqualify a residential district if the ratio of dwelling units to the length of highway exists on the lands immediately adjacent to said facilities. (Ord. 337 § 1, & § 2, 1995; Ord. 254 Art. 1, § 16, 1991)

~~10.20.170~~10.10.275 Sleeping in automobiles

A. ~~No~~It is unlawful for any person ~~shall~~to sleep or recline in ~~an automobile~~a vehicle parked ~~upon~~on any public street or highway within the city for ~~any period greater~~more than two continuous hours ~~continuously~~. (Prior code § 73.110)

B. It is unlawful for any person to use or occupy any travel trailer or recreational vehicle, as defined in chapter 17.04 while it is parked in the city, except at a campground and pursuant to the rules of the campground. All water, gas, electric and sewer lines must be disconnected from the travel trailer or recreational vehicle at all times, except that a travel trailer or recreational vehicle may be connected to the foregoing utilities for a forty-eight-hour period for the purpose of maintenance and repairs or for servicing prior to or after returning from travel.

C. Notwithstanding subdivision B, this section does not apply where the occupancy of travel trailer or recreational vehicle is allowed by conditional use permit or otherwise permitted by Title 17 of this code. (Ord. 264 § 2, 1991)

~~10.20.175~~10.10.280 Stopping or standing of a school bus by a driveway

~~The stopping of~~It is lawful to temporarily stop a school bus in front of a public or private driveway for the sole purpose of loading or unloading school pupils ~~is authorized~~. (Ord. 254 Art. 1, § 17, 1991)

~~10.20.180~~10.10.285 Fire hydrants ~~in residential zones~~

~~In single-family residential zones~~It is unlawful for any person to park a vehicle within an overall distance of ten feet (five feet on either side) of the hydrant ~~must be maintained when~~as measured along the curb or edge of the street. ~~This standard shall also apply when a fire hydrant is adjacent to a private roadway. (Ord. 372 § 2, 1998; Ord. 254 Art. 1, § 18, 1991)~~

~~10.20.185~~10.10.290 Stopping or standing in fire lanes

~~The stopping or standing~~ It is unlawful for any person to stop or stand a vehicle in designated fire lanes on public or private property ~~is strictly prohibited~~. (Ord. 254 Art. 1, § 19, 1991)

~~10.20.190~~10.10.295 Parking of vehicles ~~on private and public property~~ for the purposes of sale, hire or rental

~~A. The parking of vehicles on city property for the purposes of sale is strictly prohibited~~

A. Except as otherwise provided, it is unlawful for any person to park a vehicle on city property for the purpose of selling the vehicle.

B. Except as otherwise provided, it is unlawful for any person to park or place a vehicle ~~upon~~on unimproved private property~~,~~ or any public ~~or private~~ property for the principal purpose of displaying such vehicle for sale, hire or rental.

C. Exceptions. Subsections A and B of this section ~~shall~~do not apply on real property zoned by the City for such purpose where the vendor holds all necessary land use permits from the City, the vendor is duly licensed to transact such business at that location, and the vendor owns or has lawful possession of said property. Nor shall subsections A and B affect the right of individuals to display a vehicle they own on private real property improved with a residential use that they own or rent.

D. Evidence that vehicle is offered for sale. ~~The parking or placing of~~ Any vehicle parked or placed with a sign or other advertising device ~~thereon~~on it or proximate ~~thereto~~to it, indicating ~~such~~that the vehicle is for sale, hire or rental, ~~shall constitute~~constitutes prima facie evidence that ~~such~~the vehicle was parked or placed for the purpose of displaying the vehicle for sale, hire or rental. (Ord. 389 § 3, 1999; Ord. 254 Art. 1, § 20, 1991)

~~**10.20.195 Stopping for loading or unloading only**~~

~~A. City Council to Establish Zones. The city council may by resolution determine the location of and establish loading zones, passenger loading zones and bus loading zones~~

~~B. Loading Zones. Loading zones shall be indicated by appropriate signs indicating such zones or by painting yellow upon the top or side of all curbs within such zones~~

~~C. Bus Loading Zones. Bus loading zones shall be indicated by appropriate signs or by painting red upon the top or sides of all curbs within such zones~~

~~D. Only Bus to Use Bus Loading Zones. No person shall stop, stand or park any vehicle except a bus in a bus loading zone~~

~~Curb Markings to Indicate no~~**10.10.300 Stopping and Parking** ~~Regulations~~**Zones**

~~1. The city traffic engineer is authorized, subject to the provisions and limitations of this section, to place, and when required in this section, shall place the following curb markings to indicate parking or standing regulations, and the curb markings shall have the meaning set forth in this section:~~

A. It is unlawful for any person to fail to comply with the regulations applicable to the following zones as established by city council and marked with signs or by the zone color on the top or side of all curbs within such zones:

1. ~~(a)~~ Red ~~shall mean~~means no stopping, standing, or parking at any time except as permitted by the Vehicle Code, and except that a bus may stop in a red zone marked or sign posted as a bus zone;

2. ~~(b)~~ Yellow ~~shall mean~~means no stopping, standing or parking at any time between seven a.m. and six p.m. or any day except Sundays and holidays for any purpose other than the loading or unloading of passengers or materials, provided that the loading or unloading of passengers ~~shall~~must not consume

more than three minutes ~~nor~~and the loading or unloading of materials must not consume more than twenty minutes;

3. ~~(c)~~ White ~~shall mean~~means no stopping, standing, or parking for any purpose other than loading or unloading of passengers ~~which shall~~for a time not to exceed three minutes ~~and such restrictions shall apply~~ between seven a.m. and six p.m. of any day except Sundays and holidays as follows:

   (a) ~~(i)~~ When ~~such~~a white zone is in front of a hotel, the restrictions ~~shall~~ apply at all times,

   (b) ~~(ii)~~ When ~~such~~a white zone is in front of a theater, the restrictions ~~shall~~ apply at all times ~~except~~ when ~~such~~the theater is ~~closed~~open,

   (c) ~~(iii)~~ For the purpose of depositing mail in an adjacent mailbox;

4. ~~(d)~~ Green ~~shall mean~~means no standing or parking for longer than twenty minutes at any time between seven a.m. and six p.m. of any day except Sundays and holidays;

5. ~~(e)~~ Blue ~~shall mean~~means parking limited exclusively to the vehicles of physically handicapped persons

B. ~~2.~~ When there are no curbs, ~~the city traffic engineer shall indicate the parking or standing regulations~~zones are indicated by installing ~~in lieu of curb markings appropriate~~ signs giving notice of ~~such~~the zone and its regulations.

~~3. When the city traffic engineer, pursuant to this chapter, has caused curb markings or appropriate signs to be placed, no person shall stop, stand or park a vehicle adjacent to any such legible curb markings or adjacent to the side of any roadway so appropriately signed, in violation of any of the provisions of this section or of such curb markings or signs~~

~~F. Effect of Permission to Load or Unload~~

~~1. Permission granted in this section to stop or stand a vehicle for purposes of loading or unloading of materials shall apply only to commercial vehicles and shall not extend beyond the time necessary, and in no event for more than twenty minutes~~

~~2. The loading or unloading of materials shall apply only to commercial deliveries, the delivery or pickup of express and parcel post packages and United States Mail~~

~~3. Permission granted in this section to stop or park for purposes of loading or unloading passengers shall include the loading or unloading of personal baggage but shall not extend beyond the time necessary and in no event for more than three minutes~~

~~4. Within the total time above specified the provisions of this section shall be enforced so as to accommodate necessary and reasonable loading or unloading but without permitting abuse of the privileges hereby granted~~

~~G. Standing for Loading or Unloading Only. No person shall stop, stand or park a vehicle in any yellow zone for any purpose other than loading or unloading passengers or material for such time as is permitted in subsection F of this section~~

C. ~~H.~~ Standing in Any Alley. ~~No~~It is unlawfully for any person ~~shall~~to stop, stand or park a vehicle in an alley for any purpose other than the loading or unloading of persons or materials in ~~any~~the alley. ~~(Ord. 254 Art 2, 1991)~~

D. Bus loading zone. It is unlawful for any person to stop, stand, or park any vehicle except a bus in a bus loading zone.

E. It is unlawful for any person to stop, stand, or park a vehicle adjacent to any legible curb markings or adjacent to the side of any roadway with a sign indicating an established zone, in violation of any of the regulations applicable to that zone.

~~10.20.200 Parking time limits~~

~~A. Parking in Violation of Signs Prohibited. It is unlawful for the operator of a vehicle to stop, stand or park such vehicle in violation of the restrictions stated on signs posted and maintained by the city traffic engineer as provided in this section~~

~~B. City Traffic Engineer to Erect Signs Limiting Parking Time. The city traffic engineer shall erect and maintain adequate signs along the portions of highways designated in this article specifying that parking is limited as specified in this section. (Ord. 254 Art. 3, 1991)~~

~~10.20.210~~10.10.305 Angle parking

~~The city council may by resolution, from time to time, designate specific roadways for angle parking, as recommended by the director of development services. The city traffic engineer shall indicate at what angle vehicles should be parked by placing~~Where angle parking is indicated by parallel white lines on the surface of the roadway~~. On such portions of such highways a~~, it is unlawful for any person ~~shall not~~to stop, stand, or park any vehicle on a roadway except between, at the angle indicated by, and parallel to both ~~such~~ adjacent white lines, with the nearest wheel not more than one foot from the curb or edge of the roadway. (Ord. 490 § 1, 2009; Ord. 254 Art. 4, 1991)

~~10.20.220 Payment of citation penalty~~

~~A. The registered owner, lessees, or renter of a vehicle cited for violation of any section of this chapter or any of the following California Vehicle Code sections shall, within ten days of the date of issuance of the citation, pay to the city a citation penalty in the following sum:~~

~~1. Santee Ordinance No. 254, Article, 1, Section 12(a) $52.00~~

	~~seventy-two-hour parking restriction~~	
~~2.~~	~~Santee Ordinance No. 254, Article 1, Section 16(a) parking of commercial vehicles~~	~~$52.00~~
~~3.~~	~~Santee Ordinance No. 254, Article, 1, Section 19 stopping or standing in fire lanes~~	~~$50.00~~
~~4.~~	~~Santee Municipal Code Section 10.20.190 parking of vehicles on private and public property for purposes of sale~~	~~$52.00~~
~~5.~~	~~Santee Ordinance No. 254, Article 2, Section 4, California Vehicle Code Section 22500(i) stopping or standing in bus loading zone~~	~~$250.00~~
~~6.~~	~~Santee Ordinance No. 254, all other articles and sections~~	~~$27.00~~
~~7.~~	~~California Vehicle Code Section 4000(a) registration required~~	~~$50.00~~
~~8.~~	~~California Vehicle Code Section 5200 display of license plates~~	~~$30.00~~
~~9.~~	~~California Vehicle Code Section 5204(a) display of tabs~~	~~$60.00~~
~~10.~~	~~California Vehicle Code Section 22500(l) parking in front of designated disabled access curb cut~~	~~$277.00~~
~~11.~~	~~California Vehicle Code Section 22507.8 parking in designated disabled space or loading zone~~	~~$330.00~~
~~12.~~	~~California Vehicle Code Section 22522 parking within three feet of disabled sidewalk access ramp adjacent to crosswalk~~	~~$277.00~~
~~13.~~	~~California Vehicle Code Section 22526(a) blocking an intersection~~	~~$50.00~~
~~14.~~	~~All other California Vehicle Code sections~~	~~$27.00~~
~~15.~~	~~California Vehicle Code Section 22523 (abandoned vehicle)~~	~~$100.00~~

~~B. The payment may be made in person or by mailing the sum to the city of Santee, Attention: Finance Office, 10601 Magnolia Avenue, Santee, California 92071-1266, within ten days of the date of the issuance of the citation~~

~~C. Upon the failure of the owner, lessees, or renter to pay said sum within ten days, a notice of delinquent parking violation shall be served or mailed to the registered owner pursuant to the procedure set out in the California Vehicle Code Section 40200 et seq~~

~~D. All penalties not paid within twenty days of the mailing of the notice of delinquent parking violation shall be doubled, except violations of California Vehicle Code Sections 22500(i), 22500(l), 22507.8, 22522 and Santee Ordinance Number 254, Article 2, Section 4, which shall be increased by ten dollars~~

~~E. For a period of twenty-one days from the issuance of the notice of parking violation or ten days from the mailing of the notice of delinquent parking violation, a person may request a review by the city of the issuance of the parking violation notice pursuant to the procedure set out in California Vehicle Code Section 40200.7~~

~~F. Failure to pay the applicable penalty, or failure to file an affidavit of nonliability pursuant to California Vehicle Code Section 40210, or failure to request a review of the issuance of the parking violation notice within the time limits set forth in Section 40200.7 of the California Vehicle Code will result in notice to be given to the Department of Motor Vehicles, which shall collect the maximum penalty established at such time as the owner or operator seeks to register his or her vehicle in accordance with the provisions of Section 4760 of the California Vehicle Code. All such penalties shall be increased by the amount of the administrative fee authorized pursuant to Section 4763 of the California Vehicle Code. (Ord. 389 § 4, 1999; Ord. 367 § 4, 1997; Ord. 321 § 1, 1994; Ord. 313 § 1, 1993; Ord. 254 Art. 5, 1991)~~

~~10.20.250 Applicability~~

~~Pursuant to Vehicle Code Section 21113, and subject to the conditions and regulations imposed by this article and by resolutions adopted pursuant to Section 10.20.260A, the city council permits the stopping, parking and leaving standing of vehicles on property belonging to the city. No person shall stop, park or leave standing any attended or unattended vehicle on any city property, except in accordance with this article and all resolutions regulating parking applicable to such property. (Prior code § 73.101)~~

~~10.20.260 Resolutions regulating parking~~

~~A. The city council from time to time may adopt resolutions to regulate parking at specific city properties. Such resolutions may impose conditions and regulations on the parking, stopping and leaving standing of attended and unattended vehicles~~

~~B. A copy of all resolutions adopted pursuant to this article shall be kept in the office of the city clerk for examination by any interested person. (Prior code §§ 73.102, 73.106)~~

~~10.20.270 Removal of vehicles~~

~~The police department of the city may remove any motor vehicle parked, stopped or left standing contrary to this chapter or to a resolution regulating parking and, at the expense of the owner thereof, may either place such vehicle in a public parking lot or garage or impound the same in a city facility. (Prior code § 73.104)~~

~~10.20.280 Erection of signs~~

~~The director of public works shall erect or place appropriate signs on the city property involved, giving notice of the conditions and regulations imposed on the use of vehicles by Section 10.20.290 or pursuant to a resolution regulating parking. (Prior code § 73.105)~~

~~10.20.290~~10.10.310 Parking ~~regulations~~on city property

A. It is unlawful for any person to stop, park, or leave standing any vehicle on any city property, except in accordance with this chapter and regulations adopted by the director regulating parking on city property.

B. The following parking regulations apply to all city property unless the director has established alternate regulations:

1. ~~A. No~~It is unlawful for any person ~~shall~~to park, stop, or leave unattended any vehicle on any city property, except ~~in the part thereof~~where marked for parking~~, and except~~ or in designated parking spaces~~ if such there be~~;

2. ~~B.~~ Officers and employees of the city ~~shall~~must park vehicles ~~which are~~ entitled to be parked in designated ~~employees'~~employee parking areas in such designated areas, and not in parking areas designated as reserved for the general public, for named individuals, or officers or for other purposes.

~~C. No unauthorized person shall park in any area designated reserved for employee parking, for named individuals or officers or for other purposes~~

3. It is unlawful for any person, except the person for whom a parking spot is reserved to park in any area designated as reserved for employee parking, for named individuals or officers, or for other purposes.

C. ~~D. No~~It is unlawful for any person ~~shall~~to park any vehicle ~~in excess of any duly~~longer than any established and posted maximum time limit.

D. ~~E. No~~It is unlawful for any person ~~shall~~to park, stop, or leave unattended any vehicle in any parking lot driveway entrance or exit~~.~~ or aisle. (Prior code § 73.107)

~~10.20.292 Time-limited parking~~

~~Parking shall be limited to the stated time limits on the portions of the public streets shown below:~~

~~A. North side of Buena Vista Avenue between Cuyamaca Street and the alley west of Mission Greens is limited to two hours between eight a.m. and five p.m. on any day except Saturday, Sunday or holidays~~

~~B. East side of Cuyamaca Street from a point three hundred ninety feet north of the north line of Buena Vista Avenue northerly for one hundred seventy feet is limited to two hours between eight a.m. and five p.m. on any day except Saturday, Sunday or holidays. (Ord. 119 § 2, 1984)~~

~~10.20.300~~ARTICLE 3 ENFORCEMENT

~~The provisions of Section 10.20.290 may also be enforced by the director of public works (office of security) or any officer or employee designated by the director. The director or the officer or employee designated by the director to enforce such provisions are authorized to issue notices of violation in accordance with the procedure prescribed in Section 41103 of the Vehicle Code and the notices of bail required by Vehicle Code Section 40309.5. (Amended during 1989 supplement; prior code § 73.113)~~

10.10.350 Removal of vehicles

The city may remove or caused to be removed any motor vehicle parked, stopped, or left standing contrary to this chapter and, at the expense of the owner, and may place such vehicle in a storage yard operated by a towing company or impound the same in a city facility. (Prior code § 73.104)

~~10.20.310 Violation—~~10.10.360 Citation penalty

~~The violation of any provision of this article, or of any provision of a resolution regulating parking, shall also constitute a violation of Section 21113 of~~

~~the Vehicle Code. The sheriff and the director of public works (office of security services), and the police department of the city have the power to enforce this article and such resolutions. (Prior code § 73.103)~~

A. The city may issue a citation for any violation of this chapter or any violation of the California Vehicle Code and the owner of the vehicle cited must, within ten days after the date of issuance of the citation, pay to the city a citation penalty in the amount established by resolution of the city council.

B. Payment of a citation must be made in person or by mailing or sending the penalty amount to the City of Santee or to a contract parking citation processing vendor as referenced on the citation, within ten days after the date of the issuance of the citation.

C. If not paid within ten days after the date of the issuance of the citation, a notice of delinquent parking violation shall be mailed to the registered owner pursuant to the procedure set out in California Vehicle Code section 40200 et seq.

D. All citation penalty amounts not paid within twenty days of the mailing of the notice of delinquent parking violation shall be subject to delinquent penalty amounts as established by resolution of the city council.

E. The provisions of Article 3, Chapter 1, Division 17 of the Vehicle Code apply to collection of delinquent penalty amounts.

CHAPTER ~~10.24 LOADING AND UNLOADING~~10.12 LOCAL DELIVERY ROUTES

~~10.24.010 Loading zones—Established~~

~~The city council may by resolution determine the location of and establish loading zones, passenger loading zones and bus loading zones. (Ord. 20 Art. 2 § 1, 1981)~~

~~10.24.020 Loading zones—Signs or markings~~

~~Loading zones shall be indicated by appropriate signs indicating such zones or by painting yellow upon the top or side of all curbs within such zones. (Ord. 22, 1981; Ord. 20 Art. 2 § 2, 1981)~~

~~10.24.030 Bus loading zones~~

~~Bus loading zones shall be indicated by appropriate signs or by painting red upon the top or sides of all curbs within such zones. No person shall stop, stand or park any vehicle except a bus in a bus loading zone. (Ord. 22, 1981; Ord. 20 Art. 2 §§ 3, 4, 1981)~~

~~10.24.040 Curb markings~~

~~A. The director of public works is authorized, subject to the provisions and limitations of this chapter, to place, and when required herein shall place the following curb markings to indicate parking or standing regulations, and the curb markings shall have the meaning herein set forth:~~

~~1. Red shall mean no stopping, standing or parking at any time except as permitted by the Vehicle Code, and except that a bus may stop in a red zone marked or sign posted as a bus zone~~

~~2. Yellow shall mean no stopping, standing or parking at any time between seven a.m. and six p.m. or any day except Sundays and holidays for any purpose other than the loading or unloading of passengers or materials; provided, that the loading or unloading of passengers shall not consume more than three minutes nor the loading or unloading of materials more than twenty minutes~~

~~3. White shall mean no stopping, standing or parking for any purpose other than loading or unloading of passengers which shall not exceed three minutes and such restrictions shall apply between seven a.m. and six p.m. of any day except Sundays and holidays as follows:~~

~~(a) When such zone is in front of a hotel, the restrictions shall apply at all times;~~

~~(b) When such zone is in front of a theater, the restrictions shall apply at all times except when such theater is closed; or~~

~~(c) For the purpose of depositing mail in an adjacent mailbox~~

~~4. Green shall mean no standing or parking for longer than twenty minutes at any time between seven a.m. and six p.m. of any day except Sundays and holidays~~

~~5. Blue shall mean parking limited exclusively to the vehicles of physically handicapped persons~~

~~B. When there are no curbs, the director of public works shall indicate the parking or standing regulations by installing in lieu of curb markings appropriate signs giving notice of such regulations~~

~~C. When the director of public works, pursuant to this chapter, has caused curb markings or appropriate signs to be placed, no person shall stop, stand or park a vehicle adjacent to any such legible curb markings or adjacent to the side of any roadway so appropriately signed, in violation of any of the provisions of this section or of such curb markings or signs. (Ord. 20 Art. 2 § 5, 1981)~~

~~10.24.050 Effect of permission to load or unload~~

~~A. Permission herein granted to stop or stand a vehicle for purposes of loading or unloading of materials shall apply only to commercial vehicles and shall not extend beyond the time necessary therefor, and in no event for more than twenty minutes~~

~~B. The loading or unloading of materials shall apply only to commercial deliveries, the delivery or pickup of express and parcel post packages and United States mail~~

~~C. Permission herein granted to stop or park for purposes of loading or unloading passengers shall include the loading or unloading of personal baggage but shall not extend beyond the time necessary therefor and in no event for more than three minutes~~

~~D. Within the total time above specified the provisions of this section shall be enforced so as to accommodate the necessary and reasonable loading and unloading but without permitting abuse of the privileges herein granted. (Ord. 20 Art. 2 § 6, 1981)~~

~~10.24.055~~10.12.010 Local delivery routes

~~A. Definitions~~

~~"Truck" or "Commercial vehicle" means any vehicle other than emergency vehicles and buses having three or more axles or measuring thirty-six feet or longer in overall length, including truck and load, and in excess of fourteen thousand pounds~~

~~"Restricted streets" means those streets and portions of streets which are not designated and established as local delivery routes and are to be used only for direct access to specific addresses or locations~~

~~"Local delivery route" means streets to be used by trucks and commercial vehicles as direct routes for the purpose of accessing restricted streets or locations necessary for making pickups or deliveries of goods, wares and merchandise from or to any building or structure located within the city for the purpose of delivering materials to be used in the actual and bona fide repair, alteration, remodeling or construction of any building or structure within the city for which a building permit has previously been obtained or for vehicles owned, leased, operated or controlled by any licensed contractor or public utility while necessarily in use in the construction, maintenance or repair of any public works project or public utility within the city~~

A. ~~B.~~ Local delivery routes—General

1. ~~No~~It is unlawful for any person ~~shall~~to operate a truck or commercial vehicle on a street within the city except as provided in Vehicle Code sections 35701, 35703 and 35704 and this title.

2. Trucks and commercial vehicles ~~shall~~are permitted to operate only on those streets designated as local delivery routes in subdivision B. Trucks and commercial vehicles delivering or picking up merchandise, materials or equipment to or from a specific address or location may operate off local delivery routes on restricted streets as strictly necessary for direct access to the specific address or location.

3. Trucks and commercial vehicles having a base of operation on other than a local delivery route may operate off local delivery routes on restricted streets as strictly necessary for direct access to enter or leave their base of operation.

4. The following vehicles are exempt from the local delivery route provisions:

   (a) Vehicles subject to the provisions of Sections 1031 through 1036 inclusive of the California Public Utilities Code;

   (b) Authorized emergency vehicles.

B. ~~C.~~ The following streets and portions of streets are designated as local delivery routes:

1. Mission Gorge Road from Magnolia Avenue to the west city limits;

2. Magnolia Avenue from the south city limits to Mast Boulevard;

3. Cuyamaca Street from the south city limits to Mast Boulevard;

4. Fanita Drive from the south city limits to Mission Gorge Road;

5. Prospect Avenue from State Route 67 to Cuyamaca Street;

6. Mast Boulevard from Magnolia Avenue to Cuyamaca Street;

7. Carlton Hills Boulevard from Mast Boulevard to Mission Gorge Road;

8. Woodside Avenue from Magnolia Avenue to State Route 67;

9. Woodside Avenue North from Woodside Avenue to north city limits;

10. Woodside Avenue (south) from Woodside Avenue to north city limits

C. ~~D.~~ Sewage Carriers. It is unlawful for any person to operate a vehicle used for sewage:

1. ~~No vehicle used for sewage shall~~To enter or leave the city on any street except on a designated local delivery route;

2. ~~No vehicle used for carrying sewage shall use~~On any street not designated as a local delivery route except as necessary to service a single-family residence or a commercial premises served by a septic system or construction site.

D. ~~E.~~ Refuse Carriers. It is unlawful for any person to operate a vehicle used for refuse:

1. ~~No vehicle used for refuse shall~~To enter or leave the city on any street except a designated local delivery route;

2. ~~No vehicle used for carrying refuse shall use~~On any street not designated as a local delivery route except to service a property not accessible from a local delivery route.

E. Route Posting. All streets and portions thereof established by this section as local delivery routes, must be posted with appropriate signs. (Ord. 366 § 2, 1997; Ord. 365 § 2, 1997; Ord. 356, 1996; Ord. 267 § 1, 1991; Ord. 198 § 1, 1987; Ord. 187 §§ 1—4, 6, 7, 1987)

10.12.020 Moving Permit – Oversize Load

A. ~~F. Certain Vehicles Prohibited. No person shall~~It is unlawful for any person to operate any of the following vehicles in the city except ~~that~~as authorized by a permit issued by the city traffic engineer~~ may~~, ~~by written permit, authorize~~which authorizes the operation of ~~any~~ such vehicle for the purpose of making necessary deliveries and ~~pick ups~~pickups to or from points in the city:

~~1.~~ 1. Any truck or commercial vehicle more than eight and one-half feet ~~in length~~wide;

~~2.~~ 2. Any truck or commercial vehicle ~~so~~ loaded so that any part of its load extends more than twenty feet to the front or rear of the vehicle;

~~3.~~ 3. Any truck or commercial vehicle more than fourteen feet ~~in height~~high, measured from the surface upon which the vehicle stands.

B. A permit required by the traffic engineer does not replace a moving permit required for oversized load pursuant to chapter .

~~G. Route Posting. All streets and portions thereof established by this section as local delivery routes, shall be posted with appropriate signs displaying in letters not less than four inches in height, the words "Local Delivery Route Only No Thru Trucks." (Ord. 366 § 2, 1997; Ord. 365 § 2, 1997; Ord. 356, 1996; Ord. 267 § 1, 1991; Ord. 198 § 1, 1987; Ord. 187 §§ 1—4, 6, 7, 1987)~~

~~10.24.060 Use of loading zones~~

~~No person shall stop, stand or park a vehicle in any yellow zone for any purpose other than loading or unloading passengers or material for such time as is permitted in Section 10.24.050. (Ord. 20 Art. 2 § 7, 1981)~~

~~10.24.070 Use of alleys~~

~~No person shall stop, stand or park a vehicle for any purpose other than loading or unloading of persons or materials in any alley. (Ord. 20 Art. 2 § 8, 1981)~~

CHAPTER ~~10.28~~10.14 TURNING MOVEMENTS

~~10.28.010~~10.14.010 Generally

The director ~~of public works~~ is authorized to place pavement markings, markers, buttons, or signs within or adjacent to intersections indicating the course to be traveled by vehicles turning at such intersections, and the director ~~of public works~~ is authorized to allocate and indicate more than one lane of traffic from which drivers of vehicles may make right-hand or left-hand turns~~, and the course to be traveled as so indicated may conform to or be other than as prescribed by law or ordinance~~. (Prior code § 72.80)

~~10.28.020~~10.14.020 Restricted ~~turn signs~~turns

The director ~~of public works~~ is authorized to determine those intersections at which drivers of vehicles ~~shall~~must not make a right, left, or ~~U-turn~~U-turn, and ~~shall~~must place proper signs at such intersections~~. The making of such turns may be prohibited~~, including but not limited to intersections where a driver is not permitted to make a right turn against a red or stop signal. The director may prohibit or permit such turns between certain hours of any day and ~~permitted at other hours, in which event the same shall be plainly indicated~~must plainly indicate such hours on the signs~~ or they may be removed when such turns are permitted~~. (Prior code § 72.81)

~~10.28.030~~10.14.030 Obedience to no-turn signs

Whenever authorized signs are erected indicating that no right~~ or~~, left, or ~~U-turn~~U-turn is permitted, ~~no~~ it is unlawful for any driver of a vehicle ~~shall~~to disobey the directions of any such sign. (Prior code § 72.82)

~~10.28.040 Prohibited right turns~~

~~The director of public works is authorized to determine those intersections at which drivers of vehicles shall not make a right turn against a red or stop signal and shall erect proper signs giving notice of such prohibition. No driver of a vehicle shall disobey the directions of any such sign. (Prior code § 72.83)~~

CHAPTER ~~10.32~~10.16 ONE-WAY STREETS

~~10.32.010~~10.16.010 Designation by council

The council may by resolution describe and designate highways or portions of highways as one-way streets. (Prior code § 72.90)

~~10.32.020~~10.16.020 Posting of signs

The director ~~of public works shall~~is authorized and directed to place or cause to be placed in a conspicuous place on such one-way streets at the intersection of each highway intersecting such one-way street, ~~adequate~~ signs bearing the words "One-Way Street" and indicating the direction of lawful traffic movement. (Prior code § 72.91)

~~10.32.030~~10.16.030 Violation

It is unlawful for the operator of any vehicle ~~traversing any portion of any one-way street as designated or established by resolution of the council~~ to operate ~~such~~the vehicle ~~thereon~~ in violation of the one-way street signs ~~placed by the director of public services pursuant to this chapter~~. (Prior code § 72.92)

CHAPTER ~~10.36~~10.18 SPEED LIMITS*

~~10.36.010~~10.18.010 Designated

The prima facie speed limits on the following streets are established as follows:

Roadway Segment	Limits	Speed Limit
Carlton Hills Blvd.	Lake Canyon Rd. to Mast Blvd.	35
Carlton Hills Blvd.	Mast Blvd. to Carlton Oaks Dr.	35
Carlton Hills Blvd.	Carlton Oaks Dr. to Mission Gorge Rd.	35
Carlton Oaks Dr.	West Hills Pkwy. to Kaschube Wy.	35
Carlton Oaks Dr.	Kaschube Wy. to Wethersfield Rd.	35
Carlton Oaks Dr.	Wethersfield Rd. to Pebble Beach Dr.	35
Carlton Oaks Dr.	Pebble Beach Dr. to Fanita Pkwy.	35
Carlton Oaks Dr.	Fanita Pkwy. to Carlton Hills Blvd.	35
Carlton Oaks Dr.	Carlton Hills Blvd. to Stoyer Dr.	30
Cottonwood Ave.	Mission Gorge Rd. to Buena Vista Ave.	30
Cottonwood Ave.	Buena Vista Ave. to Prospect Ave.	30
Cuyamaca St.	Beck Dr. to Mast Blvd.	35
Cuyamaca St.	Mast Blvd. to Town Center Pkwy.	35
Cuyamaca St.	Town Center Pkwy. to Mission Gorge Rd.	35
Cuyamaca St.	Mission Gorge Rd. to Buena Vista Ave.	35

Roadway Segment	Limits	Speed Limit
Cuyamaca St.	Buena Vista Ave. to south city limits	35
El Nopal	Magnolia Ave. to city limit	35
Fanita Dr.	Mission Gorge Rd. to Prospect Ave.	40
Fanita Dr.	Prospect Ave. to south city limit	40
Fanita Pkwy.	Mast Blvd. to Ganley Rd.	40
Graves Ave.	Prospect Ave. to Pepper Dr.	35
Halberns Blvd.	Mast Blvd. to Stoyer Dr.	35
Magnolia Ave.	Princess Joann Rd. to Woodglen Vista Dr.	40
Magnolia Ave.	Woodglen Vista Dr. to El Nopal	40
Magnolia Ave.	El Nopal to Mast Blvd.	40
Magnolia Ave.	Mast Blvd. to San Diego River	45
Magnolia Ave.	San Diego River to Mission Gorge Rd.	45
Magnolia Ave.	Mission Gorge Rd. to Prospect Ave.	45
Magnolia Ave.	Prospect Ave. to south city limit	45
Magnolia Ave.	Mission Gorge Rd, to City Limit	40
Mast Blvd.	Western city limit to Fanita Pkwy.	40
Mast Blvd.	Fanita Pkwy. to Carlton Hills Blvd.	40
Mast Blvd.	Carlton Hills Blvd. to Halberns Blvd.	40
Mast Blvd.	Halberns Blvd. to Cuyamaca St.	40

Roadway Segment	Limits	Speed Limit
Mast Blvd.	Cuyamaca St. to Magnolia Ave.	40
Mast Blvd.	Magnolia Ave. to Los Ranchitos Rd.	35
Mesa Rd.	Mission Gorge Rd. to Prospect Ave.	35
Mission Gorge Rd.	West city limit to West Hills Pkwy.	55
Mission Gorge Rd.	West Hills Pkwy. to Big Rock Rd.	50
Mission Gorge Rd.	Big Rock Rd. to Mesa Rd.	50
Mission Gorge Rd.	Mesa Rd. to SR-52 Ramps	45
Mission Gorge Rd.	SR-52 Ramps to Fanita Dr.	40
Mission Gorge Rd.	Fanita Dr. to Carlton Hills Blvd.	35
Mission Gorge Rd.	Carlton Hills Blvd. to Town Center Pkwy.	35
Mission Gorge Rd.	Town Center Pkwy. to Cuyamaca St.	35
Mission Gorge Rd.	Cuyamaca St. to Cottonwood Ave.	40
Mission Gorge Rd.	Cottonwood Ave. to Magnolia Ave.	40
Olive Lane	Mission Gorge Rd. to Prospect Ave.	30
Prospect Ave.	Mesa Rd. to Fanita Dr.	35
Prospect Ave.	Fanita Dr. to Olive Ln.	35
Prospect Ave.	Olive Ln. to Cuyamaca St.	40
Prospect Ave.	Cuyamaca St. to Cottonwood Ave.	35
Prospect Ave.	Cottonwood Ave. to Magnolia Ave.	35

Roadway Segment	Limits	Speed Limit
Town Center Pkwy.	Cuyamaca St. to Costco Dwy.	35
Town Center Pkwy.	Costco Dwy. to Mission Gorge Rd.	35
Woodside Ave.	Magnolia Ave. to SR-67 Off Ramp	45
Woodside Ave. North	SR 67 off-ramp to City limit	40
Woodside Ave.	Shadow Hill Rd. to east city limits	45

CHAPTER ~~10.37~~10.20 SPECTATORS PROHIBITED AT ILLEGAL SPEED CONTESTS OR EXHIBITIONS OF SPEED

~~10.37.010~~10.20.010 Purposes

The council ~~for the city of Santee~~ finds and declares that pursuant to California Vehicle Code section 23109, motor vehicle speed contests and exhibitions of speed conducted on public highways are illegal. Motor vehicle speed contests and exhibitions of speed are more commonly known as "street races" or "drag races."

Streets within the city of Santee have been or have the potential to be the site of illegal street racing. Such street racing threatens the health and safety of the public, interferes with pedestrian and vehicular traffic, creates a public nuisance, and interferes with the right of private business owners to enjoy the use of their property within the city of Santee.

Illegal street racers accelerate to high speeds without regard to oncoming traffic, pedestrians, or vehicles parked or moving nearby. The racers drive quickly from street to street, race for several hours, and then move to other locations upon the arrival of the police. Those who participate in this illegal activity are very sophisticated, using their cell phones, police scanners, and other electronic devices to communicate with each other to avoid arrest. They also use the internet to provide information on where to race, and give advice on how to avoid detection and prosecution. Traffic accidents, property crimes, and calls for police service as a result of these illegal drag races have increased dramatically.

At illegal drag races, sometimes hundreds of racers and spectators gather late at night and in the early morning hours, blocking the streets and sidewalks to traffic, forming a racetrack area, placing bets, and otherwise encouraging, aiding and abetting the racing process. The mere presence of spectators at these events fuels the illegal street racing and creates an environment in which these illegal activities can flourish.

This chapter is adopted to prohibit spectators at illegal street races with the aim of significantly curbing this criminal activity. The chapter targets a very clear, limited population and gives proper notice to citizens as to what activities are lawful and what activities are unlawful. In discouraging spectators, the act of organizing and participating in illegal street races will be discouraged. This chapter additionally makes evidence of specified prior acts admissible to show the propensity of the defendant to be present at or attend illegal street races, if the prior act or acts occurred within three years of the presently charged offense. (Ord. 430 § 1, 2003)

~~10.37.020~~10.20.020 Definitions

A. "Illegal motor vehicle speed contest" or "illegal exhibition of speed" means any speed contest or exhibition of speed referred to in California Vehicle Code sections 23109(a) and 23109(c)

B. "Preparations" for the illegal motor vehicle speed contest or exhibition of speed include, but are not limited to, situations in which:

1. A group of motor vehicles or individuals has arrived at a location for the purpose of participating in or being spectators at the event;

2. A group of individuals has lined one or both sides of a public street or highway for the purpose of participating in or being a spectator at the event;

3. A group of individuals has gathered on private property open to the general public without the consent of the owner, operator, or agent thereof for the purpose of participating in or being a spectator at the event;

4. One or more individuals has impeded the free public use of a public street or highway by actions, words, or physical barriers for the purpose of conducting the event;

5. Two or more vehicles have lined up with motors running for an illegal motor vehicle speed contest or exhibition of speed;

6. One or more drivers is revving his engine or spinning his tires in preparation for the event; or

7. An individual is stationed at or near one or more motor vehicles serving as a race starter.

C. "Spectator" means any individual who is present at an illegal motor vehicle speed contest or exhibition of speed, or at a location where preparations are being made for such activities, for the purpose of viewing, observing, watching, or witnessing the event as it progresses. Spectator includes any individual at the location of the event without regard to whether the individual arrived at the event by driving a vehicle, riding as a passenger in a vehicle, walking, or arriving by some other means. (Ord. 430 § 1, 2003)

~~10.37.030~~10.20.030 Spectator at illegal speed contest or exhibitions of speed—Violation

A. Any individual who is knowingly present as a spectator, either on a public street or highway, or on private property open to the general public without the consent of the owner, operator, or agent thereof, at an illegal motor vehicle speed contest or exhibition of speed is guilty of a misdemeanor subject to a maximum of six months in jail and a fine of one thousand dollars.

B. Any individual who is knowingly present as a spectator, either on a public street or highway, or on private property open to the general public without the consent of the owner, operator, or agent thereof, where preparations are being made for an illegal motor vehicle speed contest or exhibition of speed is guilty of a misdemeanor subject to a maximum of six months in jail and a fine of one thousand dollars.

C. An individual is present at the illegal motor vehicle speed contest or exhibition of speed if that individual is within two hundred feet of any part of the location of the event, or within two hundred feet of the location where preparations are being made for the event.

D. Nothing in this section prohibits law enforcement officers or their agents from being spectators at illegal motor vehicle speed contests or exhibitions of speed in the course of their official duties. (Ord. 430 § 1, 2003)

~~10.37.040~~10.20.040 Relevant circumstances to prove a violation

Notwithstanding any other provision of law, to prove a violation of section 10.37.030, admissible evidence may include, but is not limited to, any of the following:

A. The time of day;

B. The nature and description of the scene;

C. The number of people at the scene;

D. The location of the individual charged in relation to any individual or group present at the scene;

E. The number and description of motor vehicles at the scene;

F. That the individual charged drove or was transported to the scene;

G. That the individual charged has previously participated in an illegal motor vehicle speed contest or exhibition of speed;

H. That the individual charged has previously aided and abetted an illegal motor vehicle speed contest or exhibition of speed;

I. That the individual charged has previously attended an illegal motor vehicle speed contest or exhibition of speed;

J. That the individual charged previously was present at a location where preparations were being made for an illegal speed contest or exhibition of speed or where an exhibition of speed or illegal motor vehicle speed contest was in progress. (Ord. 430 § 1, 2003)

~~10.37.050~~10.20.050 Admissibility of prior acts

The list of circumstances set forth in section 10.37.040 is not exclusive. Evidence of prior acts may be admissible to show the propensity of the defendant to be present at or attend an illegal motor vehicle speed contest or exhibition of speed, if the prior act or acts occurred within three years of the presently charged offense. These prior acts may ~~al-~~

always ~~ways~~ be admissible to show knowledge on the part of the defendant that a speed contest or exhibition of speed was taking place at the time of the presently charged offense. Prior acts are not limited to those that occurred within the city of Santee. (Ord. 430 § 1, 2003)

CHAPTER ~~10.40~~10.22 MISCELLANEOUS PROVISIONS

~~10.40.010~~10.22.010 Bicycles on sidewalks

It is unlawful for any person to ~~ride~~operate a bicycle ~~upon~~or scooter in a manner that blocks any sidewalk~~ in a business district.~~, driveway, pedestrian ramp, trail, or access to buildings and businesses.
(Prior code § 72.230)

~~10.40.020 Coasters,~~10.22.020 Skateboards ~~or~~and similar devices

It is unlawful for any person ~~upon~~to ride any skateboard, scooter, roller skates~~ or riding on or by means of a coaster, skateboard~~, , toy vehicle or similar device:

A. ~~To go upon an open~~On any roadway in the city of Santee;

B. ~~To go upon~~On any sidewalk in the city of Santee in such proximity to vehicles or pedestrians as to create a hazard to those vehicles, pedestrians~~ or~~, the operator~~ of the roller skates, coaster, skateboard, toy vehicle or similar device;~~, or other persons.

C. ~~To go upon~~On any public plaza, ~~or~~ in any business district, or any private parking lot or property open to the public where signs forbidding such activities are displayed. (Ord. 39 Art. 1, 1981)

~~10.40.030~~10.22.030 Driving through funeral processions

~~No driver of~~It is unlawful for any person to drive a vehicle ~~shall drive~~ between vehicles ~~comprising~~that are part of a funeral procession while they are in motion and when the vehicles in such procession are conspicuously so designated. (Prior code § 72.234)

~~10.40.040~~10.22.040 Flashing lights

~~No person not~~Except as authorized by ~~the~~ city council~~ shall erect or maintain any device which directs~~, it is unlawful for any person to direct a beam of light in a flashing sequence toward any highway~~, nor shall any person erect~~ or to establish or maintain any electric advertising sign or similar device that interferes with the visibility of any official traffic-control device or warning signal. (Prior code § 72.247)

~~10.40.050~~10.22.050 Freeway restrictions

A. It is unlawful for any person to undertake the following on any highway established as a freeway, as defined by Section 332 of the Vehicle Code within the city's jurisdiction:

1. ~~No person shall~~ drive or operate ~~any~~a bicycle, motor-driven cycle, ~~or~~ any vehicle which is not drawn by a motor vehicle, or ~~drive or ride~~ any horses or livestock ,

upon any highway established as a freeway, as defined by Section 604.5 of the Vehicle Code, nor shall any pedestrian

2. walk across or along any such street so designated and described, except in space set aside for the use of pedestrians, provided official signs are in place giving notice of such restrictions. (Prior code § 72.237)

10.40.06010.22.060 **Livestock restrictions**

It is unlawful for any person to drive or ride or permit to be driven or ridden any livestock upon or along any public highway for a period of ninety days subsequent to the oiling of such highway by the city; provided, that conspicuous signs shall have been erected prohibiting the driving of livestock thereon during such period; and provided that there exist practical and feasible means to move such livestock without driving or riding the same upon the oiled portion of the highway. Nothing in this section shall prohibit the straying of livestock in open range territory as defined in Sections 465.5 and 465.6 of the Vehicle Code and posted as provided therein. (Prior code § 72.242).

10.40.07010.22.070 **Loitering and fishing on bridges**

It is unlawful for any person to loiter upon, stand oron, sit on, or fish from any public highway bridge spanning any stream or body of water within the city. (Prior code § 72.244)

10.40.08010.22.080 **Motorcycle use on trails**

It is unlawful for any person to operate any motorcycle or power cycle on any riders' and hikers' trail within the city. (Prior code § 72.245)

10.40.09010.22.090 **Operation on private property**

A. It is unlawful for any person to operate or, drive, or leave any vehicle in, over or uponon any private property without having in possession, or posted on the vehicle, the written permission of the owner thereof, or the person entitled to the immediate possession thereofof the property, or the authorized agent of either.

B. Whenever any person is stopped by a peace officer pursuant to this section, such person shallmust, upon the request of such peace officer, displayimmediately provide the written permission.

C. This provision shalldoes not apply to:

1. Persons having lawful business with the owner, agent, or person having lawful possession of the property;

2. The owner, agent, or person having lawful possession of the property. (Amended during 1989 supplement; Ord. 43 § 2, 1981: prior code § 76.101)

~~10.40.100~~10.22.100 New pavement

~~No~~It is unlawful for any person ~~shall~~to ride or drive any animal or any vehicle over or across any newly made pavement or freshly painted marking in any street when a barrier or sign is in place warning persons not to drive over or across such pavement or marking, or when a sign is in place stating that the street or any portion thereof is closed. (Prior code § 72.235)

~~10.40.110~~10.22.110 Restricted access

~~No~~It is unlawful for a person ~~shall~~to drive a vehicle onto or from any limited access roadway except at such entrances and exits as are established by ~~public authority~~the city. (Prior code § 72.236)

~~10.40.120~~10.22.120 Removal of unofficial signs and devices

~~The director of public works is authorized to remove or cause to be removed every~~It is unlawful for any person to place, maintain, or display on, or in view of, any public highway any unofficial sign, signal or device ~~placed, maintained or displayed upon any public highway~~ contrary to the provisions of Section ~~473~~21465 of the Vehicle Code and this chapter. The director is authorized to remove any item that violations this section. (Prior code § 72.248)

10.22.130 Use of engine braking prohibited

A. It is unlawful to use engine brakes on any street or portion of a street designated by sign prohibiting such use.

B. The city traffic engineer is authorized to determine streets or portions of streets where the use of engine braking is prohibited and to establish signs providing notice of the prohibition.

~~10.40.130 Snow chain controls~~

~~A. The director of public works is authorized to place and maintain on city highways in mountain areas where winter snow conditions are a traffic hazard signs bearing appropriate words to require the use of tire chains on all motor vehicles using such highways when snow or ice conditions constitute a hazard. Such signs may be removable or adjustable so as to be readily placed in use and made visible when conditions require, and to be covered or otherwise not in view when not required~~

~~B. The director of public works and the director's employees, the sheriff and the sheriff's deputies, and any officer of the California Highway Patrol are authorized to place such signs in use when snow or ice conditions on such highways are such as in their judgment as to constitute a traffic hazard, and to remove or withdraw such signs when no longer needed~~

~~C. When such sign has been placed in use and there is snow or ice on such highway, every motor vehicle using such highway shall be equipped with tire chains installed on the rear~~

~~wheels, and any person who shall operate a motor vehicle without such tire chains is guilty of a misdemeanor. (Amended during 1989 supplement; prior code § 72.249)~~

~~10.40.140~~10.22.140 State highways

A. No amendment of this chapter with respect to a state highway and no resolution establishing any regulation with respect to a state highway ~~shall take~~takes effect until such amendment or resolution is approved by the Department of Transportation.

B. The director ~~of public works shall not~~is not authorized to erect any signs or markings upon a state highway unless the regulation imposed by such signs or markings has been approved by the Department of Transportation.

C. Within six months after receipt of written notice that the Department of Transportation has withdrawn its approval of any regulation affecting a state highway, the director ~~of public works shall~~is authorized and directed to remove from such state highway any signs or markings giving notice of such regulation. (Prior code § 72.240)

~~10.40.150~~10.22.150 Traffic counting devices

It is unlawful for any person, except persons authorized by the director~~ of public works~~, to move, ~~molest,~~ tamper with, or damage any traffic-counting device located within a city highway. (Prior code § 72.241)

~~10.40.160~~10.22.160 Yield intersections

The director ~~of public works shall~~is authorized and directed to erect and maintain "Yield Right-of-Way" signs complying with the ~~provisions of the~~ Vehicle Code to all approaches to highways and intersections of highways designated by the council by resolution. (Prior code § 72.107)

~~10.40.170~~10.22.170 Vehicles injurious to highways

It is unlawful for any person to ~~ride, drive, draw, or propel~~operate or permit to be ~~ridden, driven, drawn or propelled along, upon or over~~operated on any improved highway in the city any vehicle~~, traction engine, harrow or disc harrow, disc plow~~ or other implement that will tear up~~ or in any manner~~, disturb or damage the surface on the highway. (Prior code § 72.243)

~~CHAPTER 10.44 TRAFFIC ADVISORY COMMITTEE~~

~~10.44.010 Established~~

~~There is established in the city a traffic advisory committee, hereinafter in this chapter referred to as the committee. (Ord. 44 § 1, 1982; prior code § 72.220)~~

~~10.44.020 Membership~~

~~A. The committee shall consist of the following organizations:~~

~~1. Automobile Club of Southern California;~~

~~2. California Department of Transportation, District 11;~~

~~3. Santee Fire District;~~

~~4. Santee School District/Grossmont High School District;~~

~~5. San Diego County sheriff's department;~~

~~6. City of Santee department of development services;~~

~~7. A maximum of three citizens of Santee appointed by the mayor~~

~~B. Each organization shall appoint one representative to serve on the committee. The traffic advisory committee secretary shall inform the city council of the name of the representative of each member organization and any alternates that the organization may appoint. Representatives to the committee shall serve without compensation, except traveling expenses when specifically authorized by the council. (Ord. 358 § 1, 1997; Amended during 1989 supplement; Ord. 44 § 2, 1982; prior code § 72.221)~~

~~10.44.030 Function~~

~~Upon the receipt of a request or a recommendation for a traffic regulation in the city of Santee territory, the committee shall proceed to make such investigation as it deems necessary, which may include engineering studies and studies of traffic conditions. Upon completing such investigation and within sixty days after receipt of the recommendation or request, the committee shall make its report and recommendation to the city council. The city council may grant extensions of this time limit. (Amended during 1989 supplement; Ord. 44 § 4, 1982; prior code § 72.223)~~

~~10.44.035 Duties~~

~~A. Pursuant to the provisions of this chapter, the traffic advisory committee may authorize the director of public works to erect and maintain stop signs in compliance with the~~

~~provisions of the Vehicle Code on streets intersecting the through street system approved by the city council~~

~~B. Traffic Advisory Committee May Prohibit or Restrict Parking. Pursuant to the provisions of this chapter, the traffic advisory committee may authorize the director of public works to prohibit or restrict parking in the following instances:~~

~~1. Where the traffic advisory committee has determined a sight restriction or hazardous parking conditions exist; and~~

~~2. To facilitate channelization of intersections for improved street capacity~~

~~C. Implementation of Recommendations. Notwithstanding any other provisions of this chapter, the committee may authorize the director of public works to erect and maintain stop signs in compliance with the provisions of the Vehicle Code on streets intersecting the through street system approved by the city council. Furthermore, the committee may authorize the director of public works to prohibit or restrict parking in the following instances:~~

~~1. Where the traffic advisory committee has determined a sight restriction or hazardous parking conditions exist; and~~

~~2. To facilitate channelization of intersections for improved street capacity. (Ord. 233 §§ 1—3, 1989)~~

~~10.44.040 Authority of city council~~

~~The city council may proceed to adopt any amendment to this code or any resolution pursuant thereto without first receiving the recommendation or report of the committee, and the city council shall not be bound by any recommendation or report of the committee. (Ord. 44 § 5, 1982: prior code § 72.224)~~

~~10.44.050 Requests or recommendations for traffic regulations or devices~~

~~Any officer, commission or board of the city that receives a request or recommendation that a traffic regulation or traffic control device be established in the city shall forthwith submit such request or recommendation to the committee. (Ord. 44 § 3, 1982: prior code § 72.222)~~

CHAPTER ~~10.48~~10.24 ABANDONED VEHICLES

~~10.48.010~~10.24.010 Findings

A. In addition to and in accordance with ~~the determination made and the authority granted by the state of California under~~ Section 22660 of the Vehicle Code ~~to remove~~, providing for the removal of abandoned, wrecked, dismantled, or inoperative vehicles or parts thereof as public nuisances, the city council makes the following declarations:

B. The accumulation and storage of abandoned, wrecked, dismantled, or inoperative vehicles or parts thereof on private or public property not including highways is found to create a condition tending to reduce the value of private property, to promote blight and deterioration, to invite plundering, to create fire hazards, to constitute an attractive nuisance creating a hazard to the health and safety of minors, to create a harborage for rodents and insects and to be injurious to the health, safety and general welfare. Therefore the presence of an abandoned, wrecked, dismantled or inoperative vehicle or part thereof, on private or public property not including highways, except as expressly hereinafter permitted, is declared to constitute a public nuisance which may be abated as such in accordance with the provisions of this chapter. (Prior code § 78.101)

~~10.48.020~~10.24.020 Definitions

As used in this chapter:

A. "Delegated officers" means the director ~~of public works~~ and those the director appoints or authorizes to enforce this chapter.

B. "Hearing officer" means the director ~~of public works or his or her designated deputy~~.

~~C. "Highway" means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. Highway includes street~~

C. ~~D.~~ "Notice of intention to abate" is that form used to provide notice of public nuisances of abandoned, wrecked, dismantled, or inoperative vehicles or parts thereof from private or public property.

D. ~~E.~~ "Public property" does not include "highway."

~~F. "Vehicle" means a device by which any person or property may be propelled, moved, or drawn upon a highway, except device moved by human power or used exclusively upon stationary rails or tracks. (Amended during 1989 supplement; prior code § 78.102)~~

~~10.48.030~~10.24.030 Exceptions

A. This ~~shall~~chapter does not apply to:

1. A vehicle or part thereof which is completely enclosed within a building in a lawful manner where it is not visible from the street or other public or private property;

2. A vehicle or part thereof which is stored or parked in a lawful manner on private property in connection with the business of a lawful dismantler, licensed vehicle dealer, or a junkyard

B. Nothing in this section ~~shall authorize~~authorizes the maintenance of a public or private nuisance as defined under provisions of law other than Chapter 10 (commencing with Section 22650) of Division 11 of the Vehicle Code and this chapter. (Prior code § 78.103)

~~10.48.040~~10.24.040 Scope

This chapter is not the exclusive regulation of abandoned, wrecked, dismantled, or inoperative vehicles within the city. It ~~shall supplement~~supplements and ~~be~~is in addition to the other regulatory codes, statutes, and ordinances ~~heretofore or hereafter e~~nacted by the city, the state, or any other legal entity or agency having jurisdiction.

Except where specified otherwise by this chapter, the abatement and cost recovery procedures set forth in chapters 1.10, 1.12, and 1.14 for the abatement of nuisances apply to the abatement of abandoned vehicles under this chapter. (Prior code § 78.104)

~~10.48.050~~10.24.050 Franchise for removal

When the city council has contracted with or granted a franchise to any person or persons, such person or persons ~~shall be~~are authorized to enter upon private property or public property to remove or cause the removal of a vehicle or parts thereof declared to be a nuisance pursuant to this chapter. (Prior code § 78.106)

~~10.48.060~~10.24.060 Abatement—Notice to property owner

~~Notice of intention to abate and remove a vehicle or part thereof shall be given at least ten days before such abatement and removal. Such notices shall contain a statement of the hearing rights of the owner of the property on which the vehicle is located and the owner of the vehicle. The statement shall include notice to the property owner that he or she may appear in person at a hearing or may present a sworn statement denying responsibility for presence of the vehicle on the land with his or her reasons for such denial in lieu of appearing.~~ The notice of intention to abate ~~shall~~provided pursuant to sections 1.10.040 and 1.10.070 must be served in accordance with section 1.10.080.C and must be mailed by ~~registered or certified mail to the owner of the land as shown on the last equalized assessment roll and~~first class mail, prepaid, to the last registered and legal owner of record when the vehicle is in such condition that identification numbers are available to determine ownership. ~~The notice may also be served in person and the notice forms shall also contain an acknowledgement space for signature where~~

~~notices are issued in person by delegated officers. (Amended during 1989 supplement; prior code § 78.108)~~

~~10.48.070~~10.24.070 Abatement—Notice to Highway Patrol

A copy of the notice of intention to abate shall at the time such notice is issued be given to the California Highway Patrol, identifying the vehicle or part thereof proposed for removal. (Prior code § 78.109)

~~10.48.080 Abatement—Hearing—Requirements~~

10.24.080 Abatement—Appeal of notice of intent to abate.

A. In addition to the procedures set forth in chapter 1.10:

1. ~~Within ten days after mailing of the notice of intention to abate~~ The owner of ~~the~~a vehicle or ~~the owner~~ of ~~the~~ land on which ~~such~~a vehicle is located ~~may~~which is subject to abatement pursuant to this chapter may appeal the notice of intent to abate and request a hearing~~. The request shall be made in writing to the delegated officer.~~ in accordance with section 1.10.100.

2. If the owner of the land on which the vehicle is located submits a sworn written statement denying responsibility for the presence of the vehicle on his or her land within such time period, this statement ~~shall be construed as a request for hearing which does not require the presence of the owner submitting such request. If a request is not received within such period, the delegated officer shall have the authority to remove the vehicle. The cost of removal and disposal of any such vehicle and the administrative cost thereof may then be charged against the person who is determined to be responsible for the maintenance of the vehicle as a public nuisance. (Amended during 1989 supplement; prior code § 78.110)~~constitutes a waiver of a hearing for the person submitting the written statement.

3. If the city clerk does not receive a request for a hearing within the applicable time period, the director or director's designee is authorized to remove the vehicle.

~~10.48.090~~10.24.090 Abatement—Hearing—Procedure

A. In addition to the procedures set forth in chapter 1.10, whenever a notice of intent to abate is appealed pursuant to section 10. , a hearing will proceed in accordance with sections 1.10.110 through 1.10.120, provided that the hearing officer will:

1. ~~Whenever a request is made for a hearing pursuant to Section 10.48.080, the delegated officer shall schedule such hearing within fifteen calendar days of the date the request is received. The hearing shall be conducted by the hearing officer who shall~~ hear such facts and testimony ~~he or she~~the officer deems

pertinent prior to rendering a decision, ~~which facts and testimony may relate to~~including the following:

(a) the condition or status of the vehicle or part thereof ~~and~~;

(b) the circumstances concerning its location on the private or public property~~, and may be in the form of oral testimony or written statements. The hearing officer shall make findings~~;

2. make findings regarding:

(a) whether the vehicle constitutes a public nuisance; and

(b) whether the property owner on whose land the vehicle is located consented to the placement of the vehicle or acquiesced in its presence~~. The hearing officer shall notify each party of the hearing officer's findings and of the right to a full public hearing before the city council. If the party who requested the hearing objects to the findings of the hearing officer, he or she may appeal the decision to the city council in writing within ten days of notification of the findings. In the event the hearing officer determines the vehicle constitutes a nuisance and no appeal is taken within such time the delegated officer may immediately remove the vehicle. Except as provided in Section 10.48.140 the delegated officer shall thereafter charge the costs of administration and removal of the vehicle against the person or persons who are determined to be responsible for the maintenance of the nuisance. (Amended during 1989 supplement; prior code § 78.111)~~;

~~10.48.100 Abatement hearing—Approval~~

10.24.100 Abatement hearing—Appeal to city council

A. In addition to the procedures set forth in chapter 1.10, in the event of any appeal of the hearing officer's decision pursuant to section 10.48.090, ~~public hearings shall thereafter be held by~~ the city council ~~on the question of abatement, the hearings to be scheduled by the director of public works within twenty days of the date of the notice of appeal. The city council shall hear all facts and testimony it deems pertinent. The facts and testimony may include testimony on the condition of the vehicle or part thereof and the circumstances concerning its location on the private property or public property and may be in the form of oral testimony or written statements. The city council shall~~will review the decision of the hearing officer for substantial evidence. The hearing will not be limited by the technical rules of evidence. The owner of the land on which the vehicle is located may appear in person at the hearing or present a written statement in time for consideration at the hearing, and deny responsibility for the presence of the vehicle on the land with his or her reasons for such denial. ~~The city council may impose such conditions and take such other action as it deems appropriate under the circumstances to carry out the purpose of this chapter~~

B. . It may delay the time for removal of the vehicle or part thereof if, in its opinion, the circumstances justify it. At the conclusion of the public hearing, the city council may find thatwill determine whether the a vehicle or part thereof has been abandoned, wrecked, dismantled or is inoperative on private or public property, and order the same removed from the property as a public nuisance and disposed of as hereinafter provided and determine the administrative costs and the costs of removal to be charged against the owner of the parcel of land on which the vehicle or part thereof is located. The order requiring removal shall include aif so, issue an order that includes the following:

1. conditions and requirements it deems appropriate under the circumstances to carry out the purpose of this chapter;

2. the time for removal of the vehicle or part thereof;

3. an order to remove the vehicle from the property as a public nuisance and to disposed of it in accordance with this chapter;

4. a description of the vehicle or part thereof and the correct identification number and theor license number of the vehicle to be removed, if available at the site.;

5. a determination of the administrative costs and the costs of removal to be charged against the land owner or owner of the vehicle.

C. Unless otherwise stated in the order of removal, the vehicle or parts thereof may be removed by the abatement officer immediately following the order. (Amended during 1989 supplement; prior code § 78.112)

10.48.11010.24.110 **Removal—Disposal**

Any vehicles removed pursuant to this chapter may be disposed of by removal to a scrap yard or licensed automobile dismantler's yard. After a vehicle has been removed pursuant to this chapter, it shallmust not be reconstructed or made operable. (Prior code § 78.114)

10.48.12010.24.120 **Removal—Requirements**

Within five days after the date of removal of theremoving a vehicle or part thereof, the director must give notice shall be given to the Department of Motor Vehicles identifying the vehicle or part thereof removed. At the same time there shall be transmitted to the Department of Motor Vehicles and transmit any evidence of registration available, including registration certificates, certificates of title and license plates. (Prior code § 78.115)

10.48.130 Administrative costs

The city council shall from time to time determine and fix an amount to be assessed as administrative costs excluding the actual cost of removal of any vehicle or part thereof under this chapter. (Prior code § 78.107)

~~10.48.140~~10.24.130 Costs—Exemption to property owner

~~In any case wherein a final determination is made by~~The city may collect fines, costs, and penalties in accordance with chapters 1.10 and 1.12; provided however, that when the hearing officer or ~~the~~ city council determines that ~~the~~a vehicle subject to abatement under this chapter was placed on land without the consent of the landowner and that the landowner has not ~~subsequently acquiesced~~consented in its presence, then the ~~local agency shall~~city will not assess costs of administration or removal of the vehicle against the property upon which the vehicle is located or otherwise attempt to collect such cost from such owner. (Amended during 1989 supplement; prior code § 78.113)

~~**10.48.150 Costs—Nonpayment—Assessment**~~

~~If the administrative costs and the cost of removal which are charged against the owner of a parcel of land pursuant to Section 10.48.080 are not paid within thirty days of the date of the order, such costs shall be assessed against the parcel of land pursuant to Section 25845 of the Government Code and shall be transmitted to the tax collector for collection. The assessment shall have the same priority as other city taxes. (Prior code § 78.116)~~

~~10.48.160~~10.24.140 Unlawful acts

A. It is unlawful ~~and~~, an infraction, and a public nuisance for any person to abandon, park, store, or leave or permit the abandonment, parking, storing, or leaving of any licensed or unlicensed vehicle or part thereof which is in an abandoned, wrecked, dismantled, or inoperative condition upon any private property or public property not including highways within the city unless such vehicle or part thereof is:

1. Completely enclosed within a building in a lawful manner where it is not visible from the street or other public or private property, or:

2. Stored or parked in a lawful manner on private property in connection with the business of a licensed dismantler, licensed vehicle dealer, or a licensed junkyard

B. It is unlawful ~~and~~, an infraction, and a public nuisance for any person to fail or refuse to remove an abandoned, wrecked, dismantled or inoperative vehicle or part or part thereof or refuse to abate such nuisance when ordered to do so in accordance with the abatement provisions of this chapter or state law where such state law is applicable. (Amended during 1989 supplement; prior code §§ 78.117, 78.118)

~~10.48.170~~10.24.150 Administration and enforcement

Except as otherwise provided herein, the ~~provisions of~~director of development services is authorized to administer this chapter ~~shall be administered and enforced by~~. The director ~~of the department of public works. In the enforcement of this chapter, such~~and the director's officer ~~and his or her~~, deputies, assistants ~~and~~, employees, and agents may enter upon private or public property to examine a vehicle or parts thereof, or obtain information as to the identity of a

vehicle and to remove or cause the removal of a vehicle or part thereof declared to be a nuisance pursuant to this chapter. (Amended during 1989 supplement; prior code § 78.105)

CHAPTER 10.26 FOOD TRUCKS AND MOBILE FOOD MERCHANTS

10.26.010 Findings.

The City Council finds as follows:

Mobile food vending has the potential to pose special dangers to the public health, safety and welfare of residents of the City.

The act of looking for prospective buyers while operating a vending vehicle makes the operator less attentive to pedestrian and vehicular traffic. When done on public roadways, this poses obvious traffic and safety risks to the public which the City seeks to prevent.

Vending vehicles parked in one location for more than ten minutes at a time may exacerbate traffic problems in highly congested areas and obstruct sidewalks. This also creates safety issues for children who may run across public roadways attempting to access the vendors, especially around school sites when children are coming to and going from school.

Mobile food merchants who fail to park their vending vehicles correctly during a transaction attract prospective buyers onto public roadways, creating a further traffic and public safety hazard.

The sale of non-food items presents special regulatory challenges which may affect the health, safety and welfare of minors who frequent this type of vendor, often without adult supervision.

The City has an important and substantial public interest in providing regulations to prevent safety, traffic and health hazards, as well as to preserve the peace, safety and welfare of the community and exercises its authority pursuant to Section 22455 of the California Vehicle Code, which permits local authorities to regulate the type of vending and the time, place, and manner of vending from vehicles upon the street in order to promote public safety.

10.26.020 Definitions.

The following words and phrases, when used in this Chapter, have the meanings in this section unless, from the context, a different meaning is intended or specifically defined:

"Beverages" means a liquid for drinking that does not contain alcohol.

"Food" or "foodstuff" means any substance as defined by Section 113781 of the California Health and Safety Code, and includes a raw, cooked, or processed edible substance, ice, beverage, an ingredient used or intended for use or for sale in whole or in part for human consumption, and chewing gum.

"Food preparation" means and refers to the activities defined by Section 113791 of the California Health and Safety Code, and includes packaging, processing, assembling, portioning,

or any operation that changes the form, flavor, or consistency of food, but does not include trimming of produce.

"Mobile food merchant" means any individual that operates or assists in the operation of a vending vehicle in the sale, display, solicitation or offer for sale, barter, exchange, gift or otherwise of foodstuffs from a vending vehicle.

"Mobile food vending" means the sale, display, solicitation or offer for sale, barter, exchange, gift or otherwise, of foodstuffs from any vending vehicle.

"School" means any preschool, elementary school, middle school, junior high school, senior high school, continuation high school, or any branch thereof.

"Ice cream truck" means a vending vehicle used to sell, barter, exchange, give, or display only prepackaged ice cream.

"Vending vehicle" means any self-propelled, motorized device by which any person or property may be propelled or moved upon a highway, excepting a device moved exclusively by human power, or which may be drawn or towed by a self-propelled, motorized vehicle, or used exclusively upon stationary rails or tracks, from which foodstuffs are sold, displayed, solicited or offered for sale, bartered, exchanged, given or otherwise.

10.26.030 Compliance with State and Local Laws.

The mobile food merchant must comply with all applicable State and local laws, including but not limited to the requirements of this Chapter and the County of San Diego. This Chapter is not intended to be enforced against pedestrian food merchants or against mobile food merchants who operate human powered push carts and other non-self-propelled vehicles including trailers.

10.26.040 Business License Required.

A. It is unlawful for any person to engage in mobile food vending or operate a vending vehicle in the City without first having procured a business license required by Chapter 4.02.

B. It is unlawful for any person to operate an ice cream truck for the purpose of selling, bartering, exchanging, giving, or displaying prepackaged ice cream products without first having procured a regulatory license required by chapter 4.26.

10.26.050 Environmental Health Permit Required.

All vending vehicles from which foodstuffs are sold, displayed, solicited or offered for sale or bartered or exchanged must have displayed in a conspicuous place a valid certificate to operate required by the County of San Diego.

10.26.060 Sales from Vending Vehicles.

A. Vending vehicles must be brought to a complete stop and be lawfully parked adjacent to the curb consistent with Vehicle Code 22500 and the provisions of title 10 of this code prior to initiating mobile food vending.

B. Except for mobile food merchants operating ice cream trucks, mobile food merchants operating a vending vehicle must:

1. provide or have garbage receptacles readily available for immediate use by customers of the vending vehicle;

2. pick up, remove and dispose of all garbage, refuse or litter consisting of foodstuffs, wrappers, and/or materials dispensed from the vending vehicle, and any residue deposited on the street from the operation thereof, and must otherwise maintain in a clean and debris-free condition the entire area within a 25-foot radius of the location where mobile food vending is occurring;

3. obtain authorization from the owner of private property to operate a vending vehicle on private property, if any.

C. Except as otherwise provided, no mobile food merchant may operate in any public park without a special event permit or other written authorization from the city.

10.26.070 Sales to Children Near School Grounds.

It is unlawful for every mobile food merchant to sell or offer for sale, display, solicit, barter, exchange, gift or otherwise, any food and/or beverages to any minor child, attending any of the public or private schools within the City, on the street or from other public places within one thousand feet of the exterior boundaries of land on which is located any public or private school within the City between the hours of seven a.m. and four p.m. of any school day.

The above provision does not apply to any mobile food merchant who has received written consent of the school principal or other authorized school official to park, stop or stand for the purpose of vending when such authorization does not interfere with public vehicle traffic or pose a traffic safety hazard to school children. Any such written authorization must be kept and maintained with the mobile merchant at all times for inspection.

10.26.080 Exception.

Any mobile food merchant identified in an application for a special event or farmers' market or any city sponsored or approved event is required to obtain a business license and regulatory permit, but is otherwise exempt from the requirements of this chapter pertaining to mobile food vending, provided that the vending vehicle is parked for the duration of the special event to conduct its business and conducts no other business within the city.

Summary report: Litéra® Change-Pro 7.5.0.135 Document comparison done on 8/1/2018 5:31:00 PM	
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Intelligent Table Comparison: Active	
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Modified filename: 29078057_4.docx	
Changes:	
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~~Move From~~	81
Move To	81
Table Insert	0
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~~Table moves from~~	0
Embedded Graphics (Visio, ChemDraw, Images etc.)	0
Embedded Excel	0
Format changes	0
Total Changes:	1988