City of Santee
COUNCIL AGENDA STATEMENT

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

ITEM TITLE **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**

DIRECTOR/DEPARTMENT Melanie Kush, Development Services

SUMMARY The subject project is a proposal for a new residential subdivision consisting of 67 detached homes on an 11-acre graded portion of a 20.4-acre property located on the northwest corner of Chubb Lane and Magnolia Avenue along the San Diego River on a site formerly occupied by a sand mining operation (RCP Block & Brick). The proposed project includes a request for a Town Center Specific Plan Amendment (TCSPA2016-1), a Tentative Map (TM2016-1) and Development Review Permit (DR2016-2). The Town Center Specific Plan Amendment would reclassify the northerly 10-acre portion of the project site from Office/Professional to Residential (7-14 du/acre). Conceptual plans of the proposed project were presented to the City Council at Council meetings on September 23, 2015 and January 27, 2016 for initial feedback, after which formal applications for the project were submitted incorporating recommended design changes. This item was continued from the meeting on June 27, 2018 at the applicant's request.

The proposed project would be developed at a net density of 7 dwelling units per acre which is consistent with the proposed Town Center Residential classification, which allows 7 to 14 dwelling units per acre. Lot sizes would range from 3,290 sq. ft. to 6,660 sq. ft. with an average lot size of 3,926 sq. ft. Homes would be two stories (up to 30 feet high) and range in size from 2,479 sq. ft. to 2,803 sq. ft. Each home would include an attached two-car garage and a 20-foot driveway, with 46 additional parking spaces provided along private streets within the development. Primary vehicular access would be provided from a new two-lane parkway connecting Magnolia Avenue with Cottonwood Avenue, with internal circulation provided via five interior streets. Each home would include a landscaped front yard and gated backyard. The development would feature a centrally-located 19,133 sq. ft. park with grills, picnic tables, a playground structure, and an open turf area for play. The project would also include completion of the San Diego River trail segment across the subject property, with two new trail heads from the project site.

ENVIRONMENTAL REVIEW A Mitigated Negative Declaration (State Clearinghouse No. 2017121039) has been prepared and was made available for a 30-day public review period from December 14, 2017 to January 16, 2018, in accordance with the California Environmental Quality Act (CEQA) and is recommended for approval and adoption by the City Council.

FINANCIAL STATEMENT Staff costs for application processing are paid on an actual cost recovery basis. Development Impact Fees are estimated to total $1,637,378.16.

CITY ATTORNEY REVIEW ☐ N/A ☒ Completed

RECOMMENDATIONS

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 (CEQA) per the attached Resolution and authorize a filing of a Notice of Determination; and
3. Adopt the attached Resolutions approving Town Center Specific Plan Amendment (TCSPA2016-1) Tentative Map (TM2016-1) and Development Review Permit (DR2016-2).

ATTACHMENTS

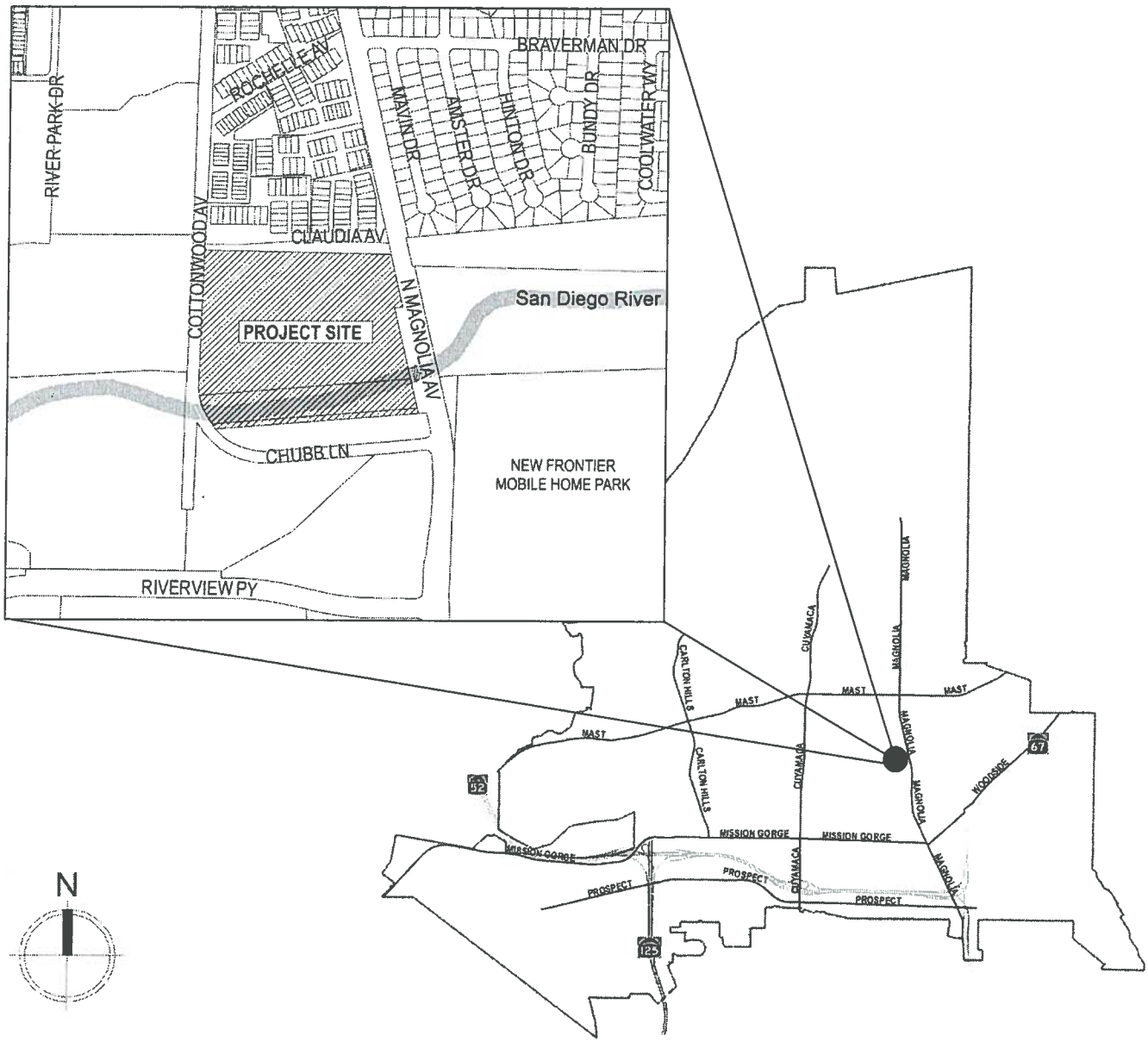
Staff Report Aerial Vicinity Map Project Plans Responses to Comments MND/MMRP Resolutions

STAFF REPORT

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) 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 AVE (APNS 381-160-41, -46, & -63). APPLICANT: SAM-SANTEE LLC

CITY COUNCIL MEETING
AUGUST 8, 2018

Notice of the Public Hearing was published in the East County Californian on June 14, 2018. The Notice of Public Hearing was mailed to **433** owners of property within 300 feet of the request and other interested parties, including the owner of the subject property and the applicant, by U.S. Mail on **June 14, 2018.** The item was continued from the meeting on June 27, 2018 at the applicant's request.



A. SITUATION AND FACTS

1. Requested by ..... SAM-Santee LLC
2. Land Owner ..... Evalyn W. Hanlon Trust
3. Type and Purpose of Request — Town Center Specific Plan Amendment, Tentative Map and Development Review Permit for a 67-unit residential subdivision
4. Location — NW Corner of Chubb Ln. and Magnolia Ave.
5. Site Area — 20.4 acres
6. Number of lots ..... 80 (67 homesites)
7. Hillside Overlay ..... No
8. Existing Zoning ..... TC (Town Center) & P/OS (Park/Open Space)
9. Proposed Zoning ..... TC (Town Center) & P/OS (Park/Open Space)
10. Surrounding Zoning ..... North: R-7 (Medium Density Residential)
    South: P/OS & TC
    East: R-2 (Low-Medium Density Residential)
    West: R-7 (Medium Density Residential)
11. General Plan Designation ..... R-7 (Medium Density Residential)
12. Proposed G.P. Designation ..... R-7 (Medium Density Residential)
13. Existing Land Use ..... Two single-family residences
14. Surrounding Land Use ..... North: Magnolia Meadows Townhomes
    South: San Diego River Vacant Land
    East: New Frontier Mobile Home Park
    West: Vacant Land
15. Terrain ..... Relatively flat
16. Environmental Status ..... A Mitigated Negative Declaration (MND) has been prepared in accordance with the California Environmental Quality Act (CEQA).
17. APN ..... 381-160-41, -46, & -63
18. Within Airport Influence Area ..... The project is within Airport Influence Area 1 of the Gillespie Field Airport Land Use Compatibility Plan (ALUCP) and has been determined to be conditionally consistent with said plan by the San Diego County Airport Land Use Commission.

B. BACKGROUND

Existing Conditions:
The project site consists of 20.4 acres located on the northwest corner of Magnolia Avenue and Chubb Lane, along the San Diego River. The development footprint of the site is a 10-acre graded portion of 20.4 acres that was previously used as a sand mining and brick manufacturing operation since the 1950's by RCP Block and Brick. The remainder of the site is riparian area along the San Diego River that is currently being restored with revegetated river embankments as part of an approved reclamation plan. The sand mining and brick manufacturing operation and all associated improvements at the site have been removed and the formerly occupied area has been regraded with imported soil into a flat pad in accordance with the approved reclamation plan (RP88-01).

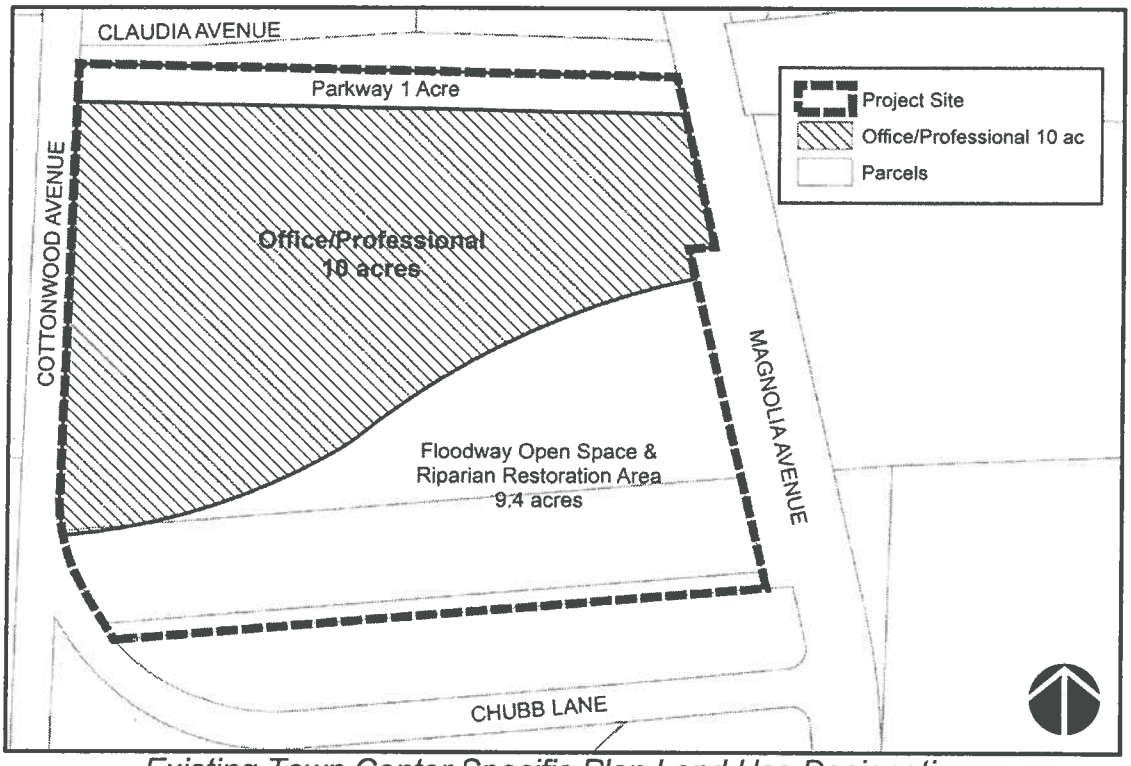
The site is surrounded by residential development to the north and east, and by vacant land to the south and west. The Magnolia Meadows townhomes are located directly north of the project site. The New Frontier Mobile Home Park is located east of the project site across Magnolia Avenue. The San Diego River runs along the southern portion of the subject site and the area immediately south of the site is Chubb Lane and undeveloped County-owned property, formerly the Homestead School Site.

Surrounding roadways include Magnolia Avenue to the east, Cottonwood Avenue to the west, and Chubb Lane to the south. Magnolia Avenue is currently developed as a four-lane major arterial along the project frontage. Chubb Lane is currently a paved roadway up to the crossing at the San Diego River. Chubb Lane is a 60-foot right-of-way that follows the previous historic alignment of Magnolia Avenue with a low-water crossing over the San Diego River to Cottonwood Avenue. The Mobility Element plans for the future extension of Cottonwood Avenue across the San Diego River, with a future connection to Riverview Parkway.

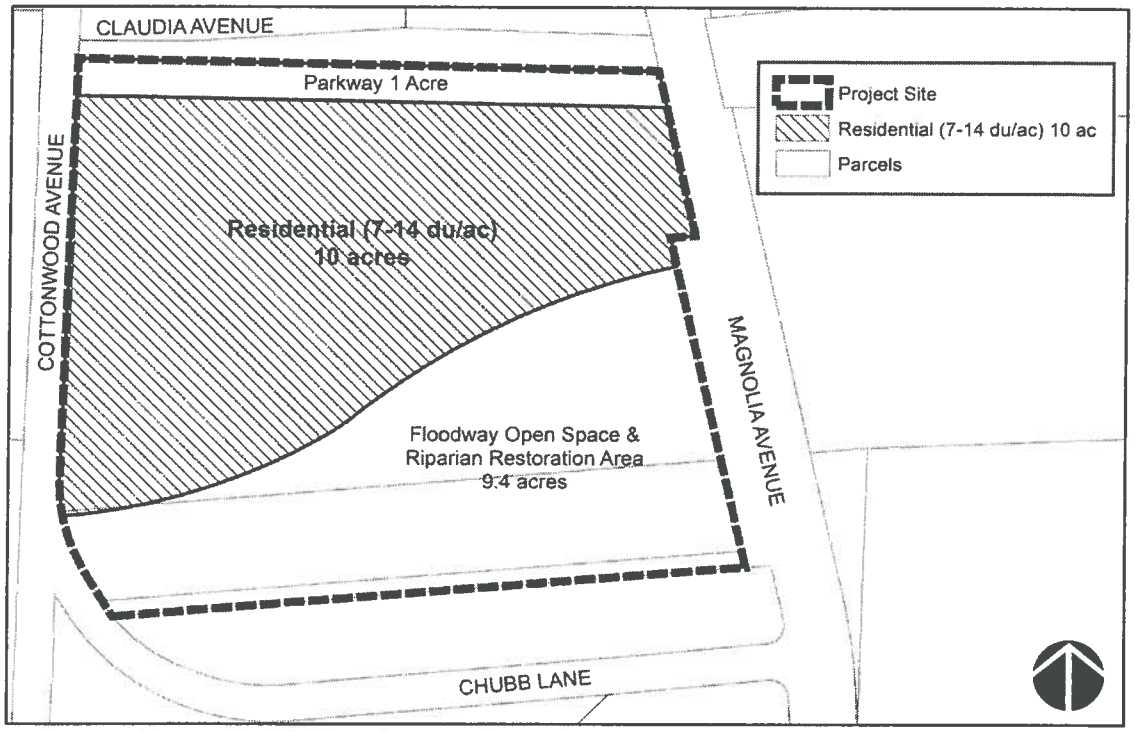
C. PROJECT DESCRIPTION

Overview:
The project is a request for a Town Center Specific Plan Amendment, Tentative Map and Development Review Permit for a residential subdivision consisting of 67 detached homes on lots with an average lot size of approximately 4,000 square feet. The proposed Town Center Specific Plan Amendment does not require an amendment to the City's General Plan or Zoning Map. The subject site would retain the Town Center (TC) General Plan Land Use Designation and the Town Center (TC) Zoning Classification

The proposed Amendment to the Town Center Specific Plan would reclassify the northerly 10-acre portion of the project site from Office/Professional to Residential with a density of 7 to 14 dwelling units per acre. The remainder of the site would maintain its existing Town Center land use designations of Parkway, Floodway/Open Space, and Riparian Restoration Area as shown in the figures that follow:



Existing Town Center Specific Plan Land Use Designation



Proposed Town Center Specific Plan Land Use Designation

The proposed homes would consist of two stories and have a maximum height of 30 feet. Each unit would include a two-car garage and range in size from 2,479 sq. ft. to 2,803 sq. ft. All homes would be constructed with a stucco finish and concrete tile roofing in three architectural styles. Primary vehicular access to the site would be from a new two-lane parkway connecting Cottonwood Avenue with Magnolia Avenue. The new parkway would have a signalized intersection at Magnolia Avenue for better traffic control into and out of the site. Secondary access to the site would be provided at another drive approach into the development along Cottonwood Avenue. The homes would all have frontage on one of five private internal streets. Pre-wiring for vehicle charging stations, roof-top solar panels, and rain barrels would be incorporated in the project. Two electric vehicle charging stations would be provided adjacent to the proposed common area.

Zoning Requirements:

Development Standards: Absent any express development standards set forth in the Town Center Specific Plan, upon redesignation of the project site from Office Professional to Residential, the site would be subject to the development standards of the R-7 zone, which are delineated in Chapter 17.10 of the Santee Municipal Code. The maximum allowable height is 35 feet or two stories. This project proposes two stories and a maximum height of 30 feet. There is a 55% lot coverage limitation in the R-7 zone and the development proposes 20.4% coverage. The setbacks in the R-7 zone are 10 feet along each property line and 25 feet along Magnolia Avenue. The project will meet the minimum setback requirements.

On-Site Parking: Parking requirements for residential uses are established in Section 17.24.040(A)(2) of the Santee Municipal Code and 151 on-site parking spaces are required for a project of this type and size. The project would provide 314 on-site parking spaces through a combination of two-car garages, driveway parking, and 46 on-street guest parking spaces.

The use of the two-car garages for resident parking, as intended by the Municipal Code, is a key component of multiple-family development. Therefore, the project has been conditioned to include language in the recorded Covenants, Conditions and Restrictions (CC&Rs) for the condominium development that requires residents of the development to make their required garage parking spaces available for parking of automobiles at all times, with provisions that grant the Homeowner's Association the right to inspect private garages and ensure residents' compliance with this parking requirement. The condition would also require that guest parking spaces not be used as long-term parking by residents of the condominium development.

Private and Common Open Space: Each home would include a minimum 20-foot-deep front yard and a fenced 15-foot-deep backyard for private open space. Perimeter walls would be of decorate slumpstone and interior fencing would be of

durable vinyl. All perimeter and interior walls and fencing would be six feet in height. All perimeter masonry walls would be screened by landscaping provided in 5 to 10-foot-wide landscape strips.

Common open space would be provided via a new private park maintained by the homeowner's association and a new trail segment along the length of the project site fronting the San Diego River that would connect to the existing Walker Preserve Trail. The proposed park would be 0.44 acres in size and include a playground, a turf area, and an area with table seating and barbecue grills all landscaped with trees and shrubs. The proposed trail segment along the San Diego River would be dedicated to the City and open to the public. The trail would be a 14-foot wide decomposed granite trail developed to match the Walker Preserve Trail design. The trail would be accessible from two new access points from Magnolia Avenue and Cottonwood Avenue.

The common area and street frontages would be landscaped with low water use plants, decomposed granite, and planted bioswales. Trees would be planted throughout the project site including along all project streets and the proposed trail. The entrances to the development would include enhanced corner landscaping and stamped concrete. The proposed landscaping would consist of low maintenance and drought tolerant plants.

D. ANALYSIS

Office/Professional vs. Residential:
The purpose of the Santee Town Center Specific Plan is to guide and unify development of a variety of land uses together into a community focal point. Town Center is designed to create a people-oriented commercial, business, civic and residential hub along the San Diego River. The Specific Plan provides a framework for implementing this overall purpose. To date 15 amendments to the Specific Plan have been approved since its adoption in 1986. In evaluating a proposed amendment to a land use in the Specific Plan, the various aspects of the existing land use designation with the proposed land use designation have been compared.

Currently, the 10-acre development footprint of the project site is designated for Office/Professional Uses in the Town Center Specific Plan. As described in the Specific Plan, the Office/Professional Land Use is "intended primarily for the development of professional/administrative offices and personal services rather than sale of commodities." The proposed Residential Land Use is described in the Specific Plan as a use that allows "a wide range of residential development including housing types such as single family residences, apartments, townhomes, condominiums, and senior citizen housing." In order to compare the two uses, a scenario for development of the property based on its existing office/professional land use was prepared by a Senior Economic Analysist. Based on the size of the property and City development standards a development of approximately 240,000 square feet of office space was simulated for the project site. The following chart

provides a side-by-side comparison of the proposed 67-unit residential development with a 240,000-square-foot office building, which represents full build-out of an office use at the site:

	Office (240,000 sq. ft.)	Residential Project (67 units)
Population	1,053 employees	167 residents
Traffic	4,800 ADT	670 ADT
Parking Spaces	960 spaces	151 spaces
Lot Coverage	71.6%	20.4%
Height	40 Feet	30 feet
Common Open Space	No Requirement	0.44 acres
GHG	6,602 $MTCO_2e$/yr.	814 $MTCO_2eq$/yr.
Valuation	$39,840,000	$40,870,000
DIFs	$935,750	$1,637,378

The comparison of the existing office use to the proposed residential use demonstrates that an office use would generate approximately 4,130 more average daily vehicle trips than the residential use and about eight times the $MTCO_2eq$/yr. The larger number of vehicles associated with the office use also translates into additional parking and greater pavement areas. Factoring in the development footprint of an office building and the surrounding paved areas, approximately 71.6% of the site would be covered with impervious surfaces with an office use. This compares to 20.4% coverage for the proposed 67-unit residential development.

In comparing the existing office/professional land use with the proposed residential use, it is also important to evaluate how the uses relate to existing and planned land uses that surround the site. The north side of the San Diego River within the Town Center has evolved into a residential community with services and amenities that serve residential uses, including a park with sports fields, a municipal swimming pool, and a YMCA. Immediately surrounding development includes the Riverwalk residential development with a density of 10.5 dwelling units per acre. Previous specific plan amendments completed in conjunction with the 2013 Housing Element Update have increased the planned residential densities of nearby vacant County-owned parcels adjacent to the project site.

The existing Walker Preserve Trail, which would be extended along the length of the project site fronting the San Diego River, has proven popular as a recreational use for surrounding residents. Future developments along the San Diego River would similarly be required to make trail improvements along the river, with the ultimate goal of having a complete trail along the north side of the river from one end of the City to the other. Unlike an office use, where workers typically leave the area at the end of the work day, the proposed residential use would offer constant surveillance of the adjoining river trail and make greater use of the immediately surrounding Town Center park amenities and YMCA.

Furthermore, planned office uses in the Town Center, in areas with greater accessibility to public transportation and access to major roadways, have been slow to develop. In 2006, the Town Center Specific Plan was amended to establish the 162-acre RiverView Office Park. Much of the land within the RiverView Office Park remains available for the development of office uses. With the availability of suitable areas within the Town Center, the viability of an office use at the subject site is uncertain.

Town Center Specific Plan Consistency:
The proposed 67-unit residential project would be consistent with the goals and objectives of the Town Center Specific Plan. Specifically, the proposed project would further the following objectives:

Objective 1.1 -- Major views in the Town Center area should be protected. *The project includes an overlook and trail segment that preserves the view of the San Diego River for enjoyment by the public.*

Objective 1.3 – Ecologically important areas within the site which are worthy of preservation and protection should be identified, preserved and/or conserved. *The project includes the dedication of approximately 9.3 acres of river and riparian area to the City for conservation.*

Objective 1.8 – Open space buffers should be provided to maintain the integrity and character of the San Diego River system. *The project includes a 45-foot buffer from the development footprint to the San Diego River that includes a 14-foot-wide trail.*

Objective 2.1 – A trails system to provide for equestrian use, bicycle use, hiking and pedestrian use should be provided throughout the site with connection to surrounding areas. *The project includes a multi-use trail along the San Diego River that would be connected to the existing Walker Preserve Trail.*

Objective 3.4 – Provide for variety and discourage monotony in dwelling design by use of creative guidelines. *The proposed development will offer three house plans and three main architectural types – Spanish, Traditional, and Cottage – which would add architectural variety and visual interest to the development.*

Objective 3.6 -- In recognition of both functional and visual concerns, heights and mass of buildings should be varied to provide for a transition from lower scale development along the edges of the site to more intensive, large scale development within the Town Center site. *The proposed project is a low-scale development with building heights that do not exceed 30 feet in height, which offers an appropriate transition between the existing residential neighborhood to the north and the San Diego River to the south.*

Objective 4.4 Landscaping in excess of requirements should be encouraged. *The project includes more than 4 acres of landscaped and irrigated areas, in addition to the 9.3 acres of river and riparian areas dedicated to the City.*

Objective 4.5 -- Landscaping within Town Center should emphasize use of indigenous trees and shrubs. The proposed landscaping includes native trees and plants, including Coastal Live Oaks and Toyon shrubs.

Objective 5.1 – Access points should be well defined, located on major streets, and utilize adequate traffic control features. *The project would include the construction of a new landscaped parkway that connects Magnolia Avenue and Cottonwood Avenue. Access points to the new subdivision would have enhanced landscaped, monument signage, and pavers which would make them well defined.*

Objective 5.4 -- Adequate off-street parking should be provided. *The project would provide more than double the minimum parking required, with four parking spaces provided on each proposed residential lot and 46 guest parking spaces provided on-site throughout the development.*

The project would also further the Town Center's overarching Residential Goal of a variety of housing types and sizes. The proposed project would offer single-family housing on small lots, which is a lower density housing type than other planned and existing housing in the Town Center Specific Plan, particularly on the north side of the San Diego River.

The proposed development would also further Objective 5.0 of the Housing Element which encourages a wide range of housing by location, type of unit, and price. The project would add 67 residences to the City's housing stock.

Traffic:
The proposed development would include a new two-lane parkway with a center median that would connect Magnolia Avenue with Cottonwood Avenue. A new signal light would be provided at the intersection of the proposed parkway with Magnolia Avenue, with a new left-turn pocket onto the project site provided along Magnolia Avenue. The proposed parkway would include delineated bike lanes on both sides. Cottonwood Avenue would be improved along the project site with a temporary cul-de-sac at its southern terminus with the potential for future extension over the San Diego River along existing right of way. A Traffic Study was prepared for the project by Michael Baker International (November 2016) to evaluate potential effects of the project on the existing circulation system. The project would generate approximately 670 daily trips (54 total trips during the AM and 67 total trips during the PM peak hour). It is estimated that 17% of project trips would travel north of the project site with 15% using the main entrance on Magnolia Avenue and 2% using the Cottonwood Avenue entrance and 83% would travel south of the project site. Out of the 83%, 15% would travel west on Mission George Road, 3% would travel east on Woodside Avenue, and 65% would travel south on Magnolia Avenue. The trip generation of 670 daily vehicle trips and distribution of these trips on surrounding roadways throughout the day would not have a significant impact on the level of service of surrounding intersections and roadways.

Safe Routes to School:
The proposed project is within the attendance zone for Hill Creek School, which is a little more than half-a-mile from the project site. Children would be expected to walk to school from the project site. With the proposed project improvements the route to school would be fully improved with sidewalks. Students would be able to safely cross Magnolia Avenue at a new crosswalk at the Proposed Parkway/Magnolia Avenue intersection or at existing crosswalks at the Braverman Drive/Magnolia Avenue intersection.

Reclamation and Grading:
The site has been fully graded in accordance with the approved reclamation plan (RP88-01) for the previous RCP sand mining operation at the site. An 11.8-acre level pad has been created as part of the reclamation plan, wherein lies the development footprint of the proposed residential development and new parkway. The embankment along the river has been contoured and rip-rapped per the approved reclamation plan. The riparian area of the project site has been revegetated with native plants and revegetation activities are actively being monitored by a biologist under an approved five-year revegetation plan. The 11.8-acre residential development area and floodway buffer will be graded to raise the proposed residential pads and multi-purpose trail by approximately three feet above the FEMA base flood elevation (BFE) of the floodplain and the residential finish floor elevations shall be placed one foot above the elevations as determined by the "San Diego River Flood Study" in accordance with the City's Flood Damage Prevention Ordinance. Once the proposed grading improvements are completed, the project applicant will certify the building pad elevations, and a Letter of Map Revision based on Fill (LOMR-F) will be submitted to the City of Santee for technical concurrence prior to submitting the LOMR-F request to FEMA for concurrence. The submittal to FEMA is intended to remove the project site from the FEMA-mapped Special Flood Hazard Area (Zone AE), thereby negating the need for future residents of the development to obtain flood insurance.

Drainage:
Under existing post-reclamation conditions the project site drains southwesterly towards Cottonwood Avenue, then south to the San Diego River. There is no run-on from adjacent properties under existing or proposed conditions. Additionally, there is no existing on-site storm water infrastructure. As proposed, the project would not increase run-off leaving the site, nor would it substantially change the existing drainage patterns on-site. As previously described, the site would be raised approximately three feet to coincide with City and FEMA requirements for flood proof protection of habitable structures. Local high and low points within the project site area would be graded to ensure proposed onsite drainage to proposed storm drain inlets and water quality basins. Under proposed conditions, runoff from the planned residential area would be conveyed via curb and gutter to the proposed structural BMPs. New storm drains would be installed to accommodate discharge from three proposed biofiltration areas. Post-construction peak flow and runoff volume would be mitigated to existing conditions via storage within the proposed biofiltration areas and two proposed underground storage tanks (located at two 'River Outlook'

locations). Orifice sizing within the vaults would be refined during final engineering to ensure a reduction in site discharge (100-year peak flow), as compared to existing conditions. Based on the storage volume provided via the three proposed biofiltration basins and the two proposed tanks, the proposed project would provide adequate attenuation such that peak flow discharge is not increased as a result of the proposed development, and the potential for erosion or siltation to occur along the San Diego River is minimized.

Environmental Status:
An Initial Study (AEIS2016-6) of the project was conducted in accordance with the California Environmental Quality Act (CEQA). The analysis indicated that the project would not have a significant adverse impact on the environment with mitigation. Therefore a Mitigated Negative Declaration (State Clearinghouse No. 2017121039) was prepared and made available for review and comment by agencies and the public for a 30-day public review period from December 14, 2017 to January 16, 2018. Nine comment letters were received during this period, none of which raised any new environmental issues requiring substantial revisions to the Mitigated Negative Declaration or further environmental review. A Mitigation, Monitoring, and Reporting Program for potential impacts to air quality, biological resources, cultural resources, hazards and hazardous materials, and noise is attached to the Resolution approving the Mitigated Negative Declaration.

Impact Fees:
The proposed development would trigger development impact fees as listed below:

Drainage	$ 235,907.00
Traffic	$ 246,091.00
Traffic Signal	$ 25,393.00
Park-in-Lieu	$ 526,352.00
Public Facilities . .	$ 437,242.00
RTCIP Fee	$ 166,393.16
Total	**$ 1,637,378.16**

E. STAFF RECOMMENDATION

Based on the project meeting the objectives of the Town Center Specific Plan, its compatibility with existing and planned uses within the Town Center, and its consistency with the General Plan and Zoning Ordinance, the following actions are recommended:

1. Conduct and close the Public Hearing; and

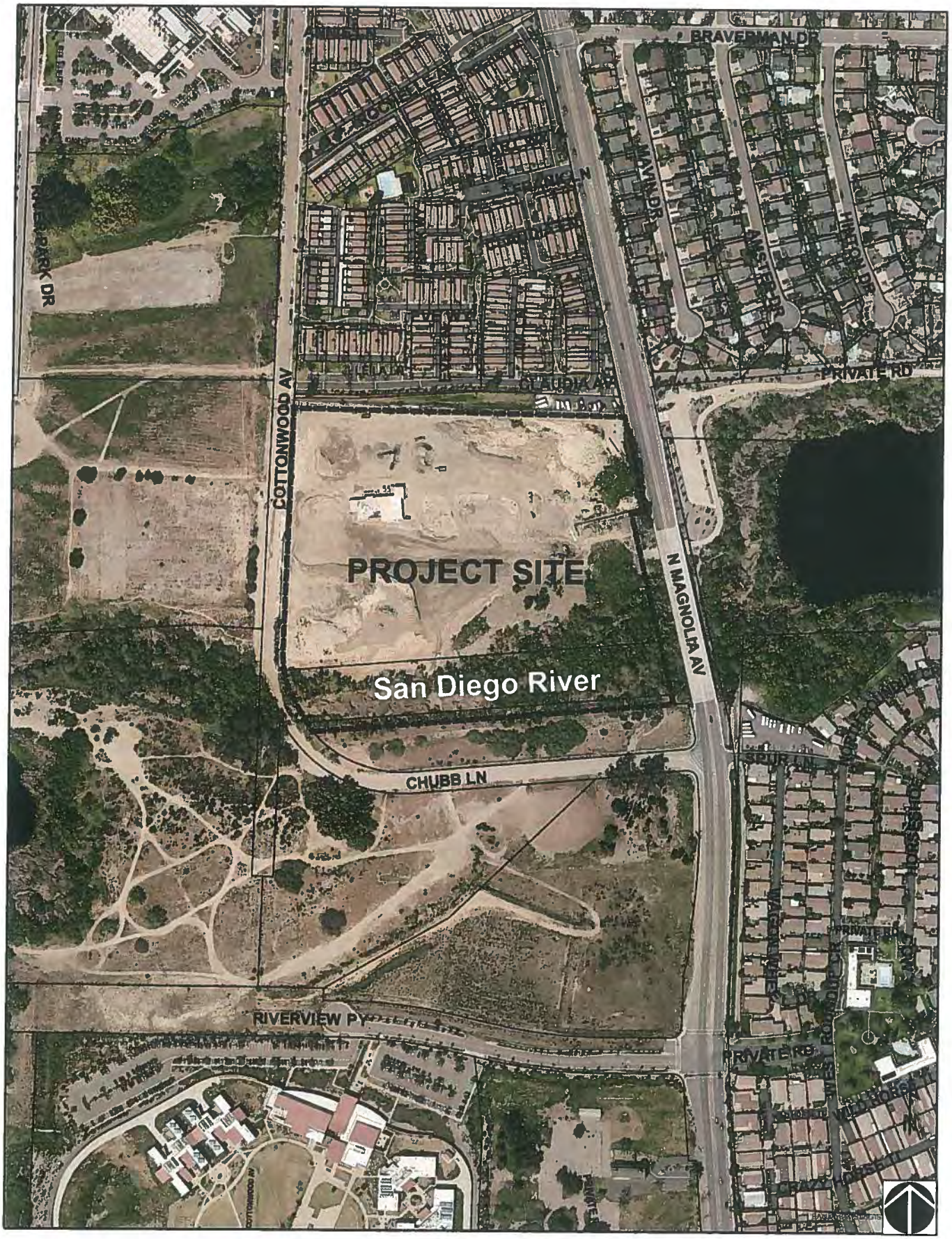
2. Find that the project will not have a significant effect on the environment with mitigation; and approve and adopt the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program as complete and in compliance with the provisions of the California Environmental Quality Act (CEQA) per the attached

Resolution and authorize a filing of a Notice of Determination; and

3. Adopt the attached Resolutions approving Town Center Specific Plan Amendment (TCSPA2016-1) Tentative Map (TM2016-1) and Development Review Permit (DR2016-2).

AERIAL VICINITY MAP

SPECIFIC PLAN AMENDMENT (TCSPA2016-1), TENTATIVE MAP (TM2016-1), DEVELOPMENT REVIEW PERMIT (DR2016-2), AND MITIGATED NEGATIVE DECLARATION (AEIS2016-6)

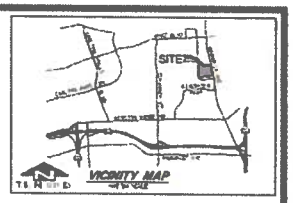


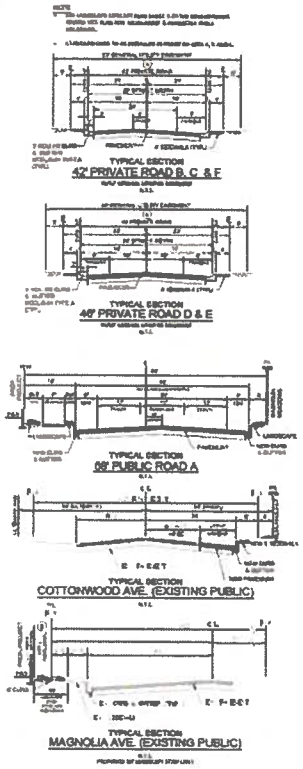
TM2016-2

WALKER TRAILS

CITY OF SANTEE, CA

DEVELOPMENT REVIEW SITE PLAN





LOT COVERAGE TABLE

LOT NO	PLAN TYPE	FOOTPRINT SQ	LOT SIZE SF	LOT COVERAGE %
1	2	1,452	4,604	31.5
2	1	1,452	3,605	40.3
3	2	1,452	3,600	40.3
4	2	1,452	3,615	40.2
5	1	1,452	3,771	38.5
6	2	1,452	3,567	40.7
7	2	1,452	3,643	39.9
8	2	1,452	3,717	39.1
9	2	1,452	4,548	31.9
10	2	1,452	5,839	24.9
11	2	1,452	5,624	25.8
12	2	1,452	4,625	31.4
13	2	1,452	3,789	38.3
14	1	1,452	4,894	29.7
15	2	1,452	3,872	37.5
16	1	1,452	4,545	31.9
17	2	1,452	5,263	27.6
18	2	1,452	3,371	43.1
19	2	1,452	3,442	42.2
20	2	1,452	3,780	38.4
21	2	1,452	3,448	42.1
22	2	1,452	3,407	42.6
23	2	1,452	3,407	42.6
24	2	1,452	3,627	40.0
25	2	1,452	3,755	38.7
26	2	1,452	3,440	42.2
27	2	1,452	3,452	42.0
28	2	1,452	3,611	40.2
29	2	1,452	4,013	36.2
30	2	1,452	3,298	44.0
31	2	1,452	3,775	38.5
32	2	1,452	3,495	41.6
33	2	1,452	3,629	40.0
34	2	1,452	3,872	37.5
35	2	1,452	3,441	42.2
36	2	1,452	3,452	42.0
37	2	1,452	3,599	40.3
38	2	1,452	4,013	36.2
39	2	1,452	4,448	32.6
40	2	1,452	3,887	37.3
41	2	1,452	3,538	41.0
42	2	1,452	3,538	41.0
43	2	1,452	3,538	41.0
44	2	1,452	4,004	36.3
45	2	1,452	3,536	41.0
46	2	1,452	3,538	41.0
47	2	1,452	3,536	41.0
48	2	1,452	3,536	41.0
49	2	1,452	3,536	41.0
50	2	1,452	4,212	34.5
51	2	1,452	3,140	46.2
52	2	1,452	5,291	27.4
53	2	1,452	4,636	31.3
54	2	1,452	3,543	41.0
55	2	1,452	3,854	37.7
56	2	1,452	4,268	34.0
57	2	1,452	5,289	27.4
58	2	1,452	5,148	28.2
59	2	1,452	4,242	34.2
60	2	1,452	5,141	28.2
61	2	1,452	3,188	45.5
62	2	1,452	3,817	38.0
63	2	1,452	3,510	41.3
64	2	1,452	3,543	41.0
65	2	1,452	3,543	41.0
66	2	1,452	3,543	41.0
67	2	1,452	4,004	36.3
SITE COVERAGE		98,132	266,536	36.8

SHEET INDEX

SHEET 1 – COVER SHEET
SHEET 2 – DEVELOPMENT REVIEW SITE PLAN
SHEET 3 – BUILDING PLAN #1
SHEET 4 – BUILDING PLAN #2
SHEET 5 – BUILDING PLAN #3
SHEET 6 – LANDSCAPE CONCEPT PLAN
SHEET 7 – LANDSCAPE DETAILS

OWNER

PACIFIC WEST HOMES, TRUSTEE OF THE
TERRITO W. HOMES SUPER TRUST
PO BOX 2361
MILL VALLEY, CA 94942

OWNER AUTHORIZATION FOR ELECTRONIC SUBMITTAL & ON FILE AT
DEPARTMENT OF DEVELOPMENT SERVICES, CITY OF SANTEE

APPLICANT

SHEA SANTEE, LLC
[illegible] THIRD ST., SUITE 100
NEWPORT BEACH, CA 92663
CONTACT: BOB BORNING
PH (949) 253-1223, EXT. 132
FAX (949)253-1260

SIGNATURE
TITLE: AUTHORIZED REPRESENTATIVE

ENGINEER OF WORK

MICHAEL BAKER INTERNATIONAL
9755 CLAIREMONT MESA BOULEVARD
SAN DIEGO, CA 92124
PH (858) 614-5959
FAX (858) 614-5963

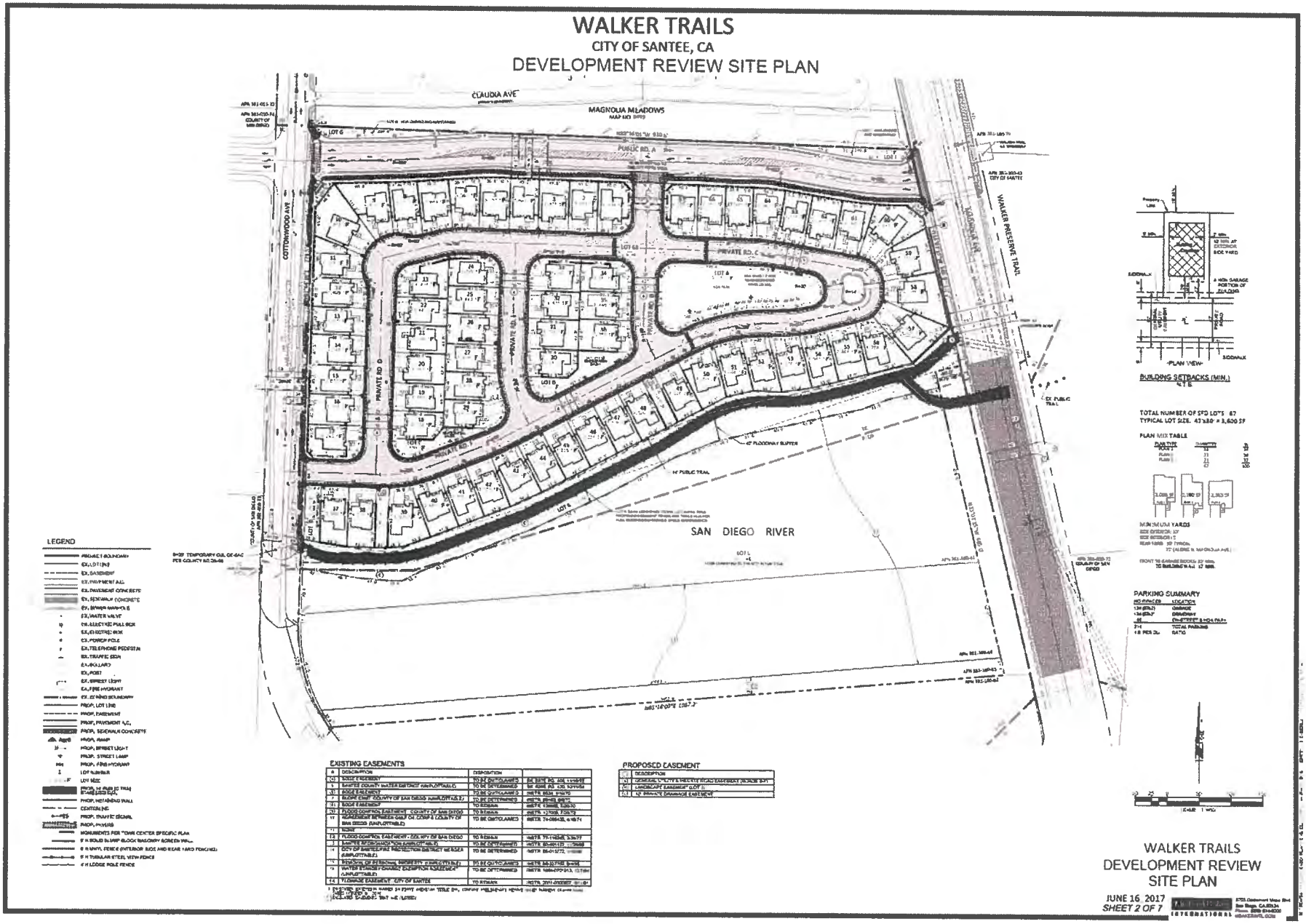
[illegible], P.E. R.C.E. 72945 DATE
EXP 6/30/17

WALKER TRAILS
COVER SHEET

JUNE 16, 2017
SHEET 1 OF 7

ATTACHMENT B

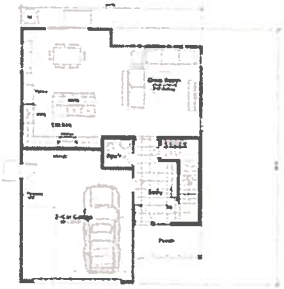
PROJECT PLANS – TM2016-1/DR2016-2



WALKER TRAILS

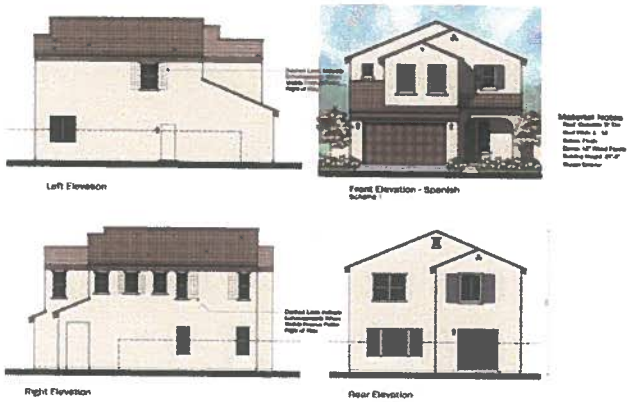
CITY OF SANTEE, CA

Second Floor Plan



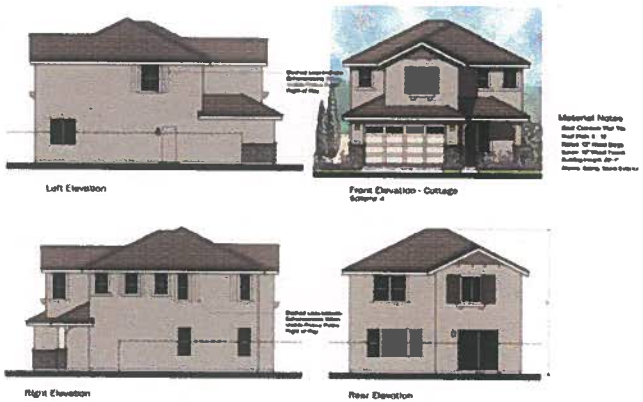
First Floor Plan

Living Area	
First Floor	863
Second Floor	1,142
Total Living Area =	2,005 sq. ft
Garage	474



SCALE: 1/8"=1'0"

ELEVATION A - SPANISH

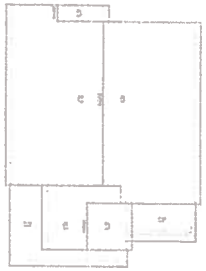


SCALE: 1/8"=1'0"

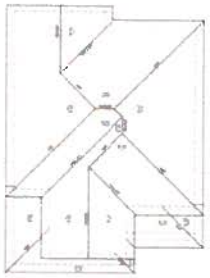
ELEVATION B - COTTAGE

SCALE: 1/8"=1'0"

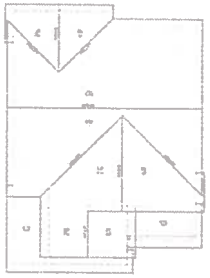
ELEVATION C - TRADITIONAL



Plan 1A Roof Plan



Plan 1B Roof Plan



Plan 1C Roof Plan

WALKER TRAILS

BUILDING PLAN #1

ARCHITECT:

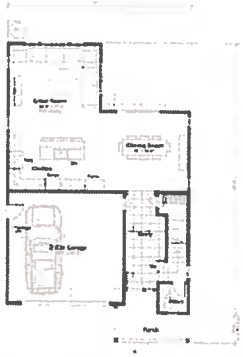
JUNE 16, 2017

SHEET 3 OF 7

WALKER TRAILS

CITY OF SANTEE, CA

Second Floor Plan

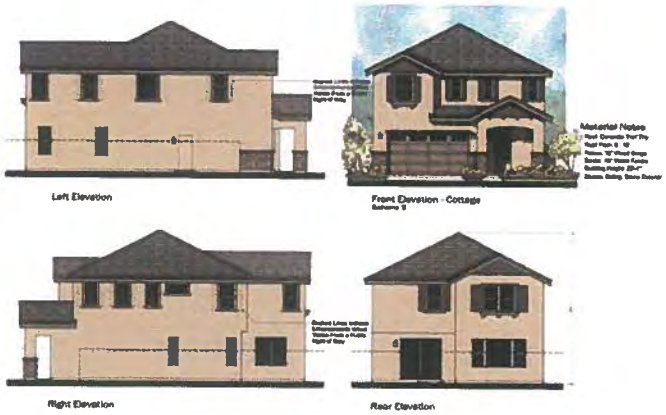


First Floor Plan

Living Area	
First Floor	939
Second Floor	1,251
Total Living Area =	2,190 sq. ft.
Garage	451

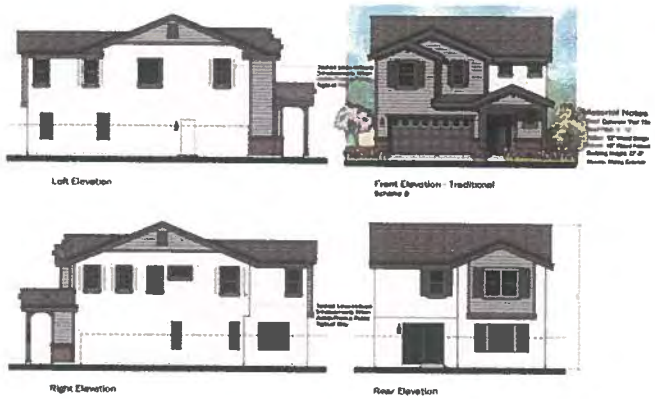
SCALE: 1/8"=1'0"

ELEVATION A - SPANISH



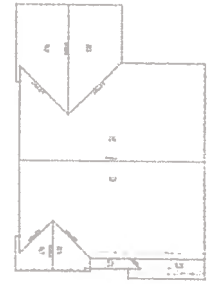
SCALE: 1/8"=1'0"

ELEVATION B - COTTAGE

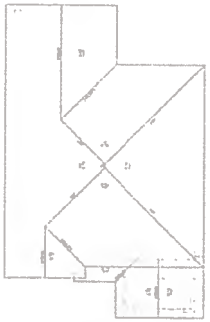


SCALE: 1/8"=1'0"

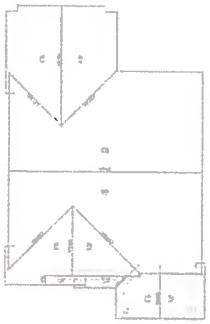
ELEVATION C - TRADITIONAL



Plan 2A Roof Plan



Plan 2B Roof Plan



Plan 2C Roof Plan

WALKER TRAILS

BUILDING PLAN #2

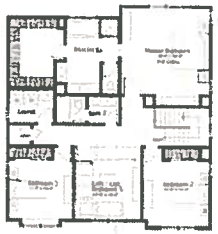
ARCHITECT:

JUNE 16, 2017

SHEET 4 OF 7

WALKER TRAILS

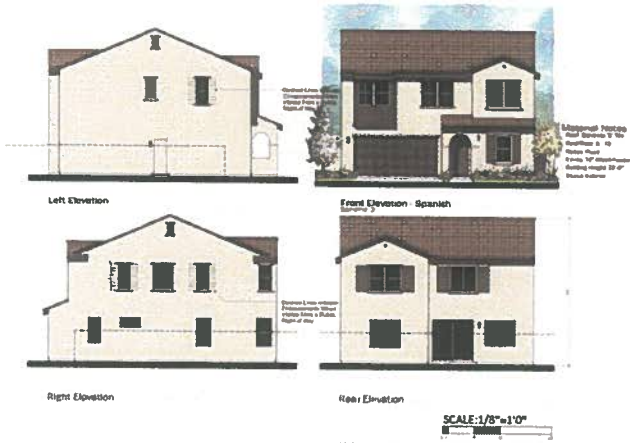
CITY OF SANTEE, CA



Second Floor Plan

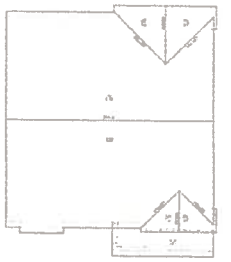
First Floor Plan

Living Area	
First Floor	1,029
Second Floor	1,353
Total Living Area =	2,382 sq. ft
Garage	421

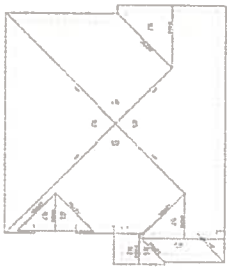


SCALE:1/8"=1'0"

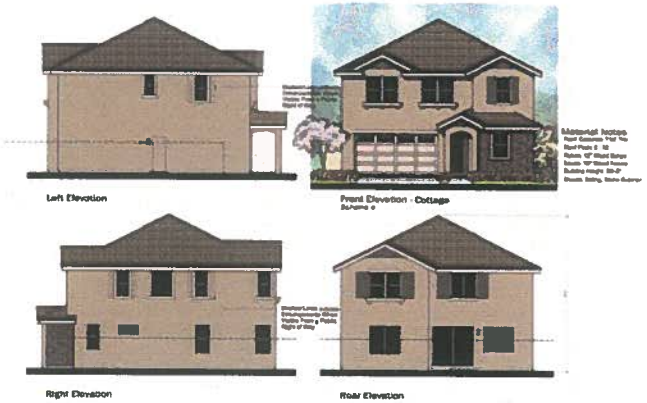
ELEVATION A - SPANISH



Plan 3A Roof Plan

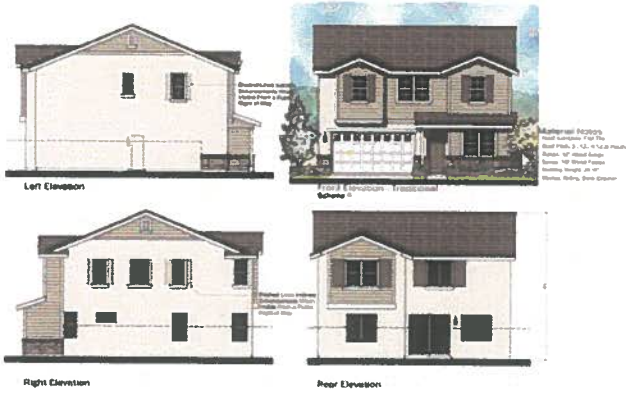


Plan 3B Roof Plan



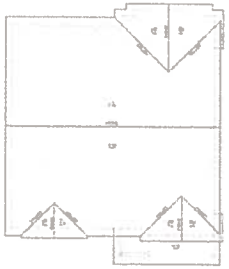
SCALE:1/8"=1'0"

ELEVATION B - COTTAGE



SCALE:1/8"=1'0"

ELEVATION C - TRADITIONAL



Plan 3C Roof Plan

ARCHITECT

WALKER TRAILS

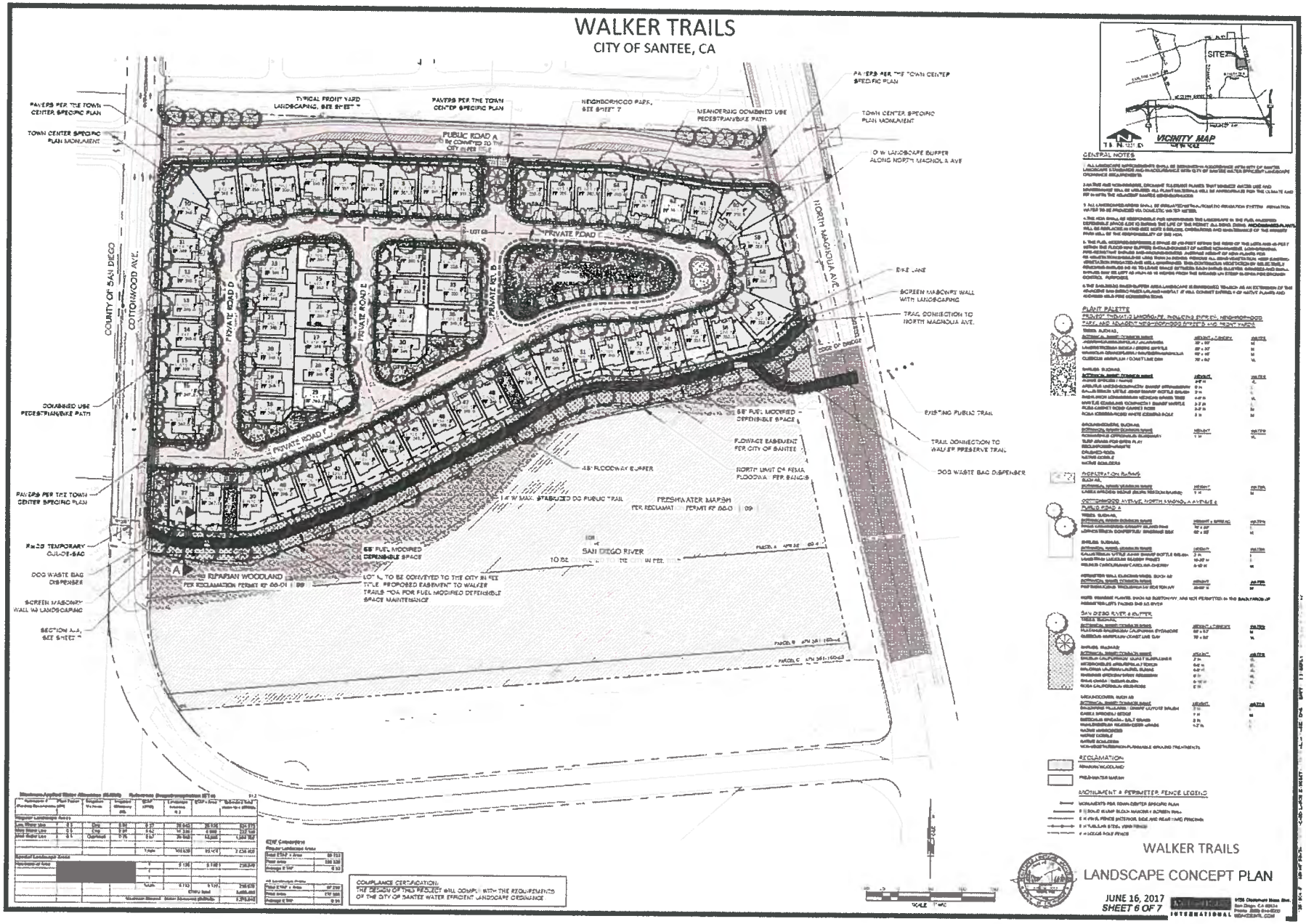
BUILDING PLAN #3

JUNE 16, 2017

SHEET 5 OF 7

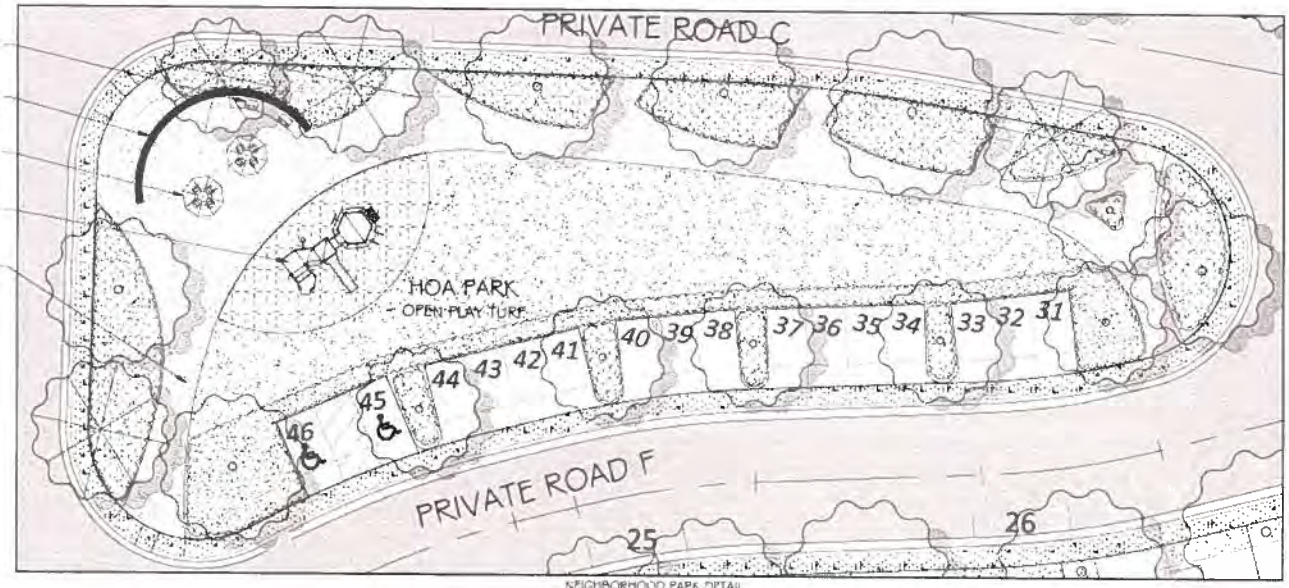
ATTACHMENT B

PROJECT PLANS – TM2016-1/DR2016-2



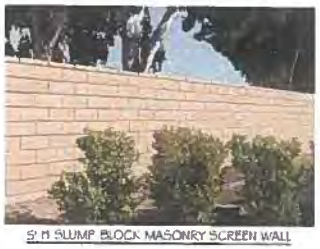
WALKER TRAILS

CITY OF SANTEE, CA

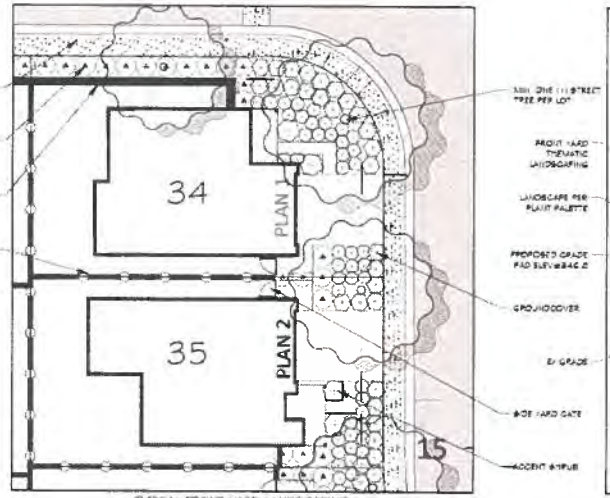


NEIGHBORHOOD PARK DETAIL

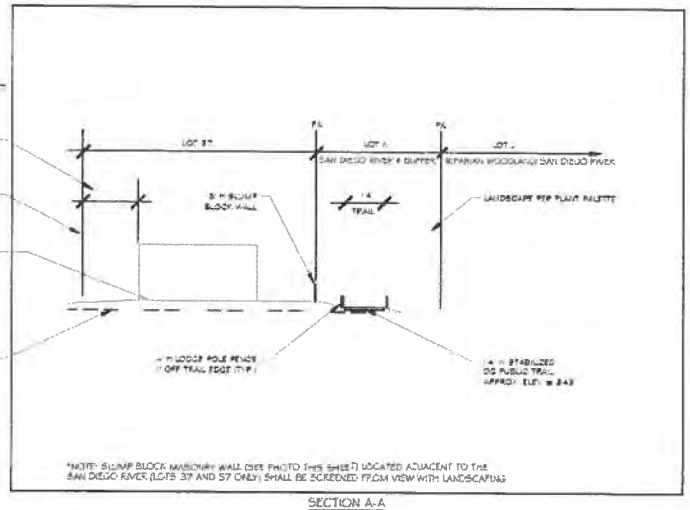
5' H TUBULAR STEEL VIEW FENCE



5' H SLUMP BLOCK MASONRY SCREEN WALL



TYPICAL FRONT YARD LANDSCAPING



SECTION A-A

4' H LODGE POLE FENCE

WALKER TRAILS

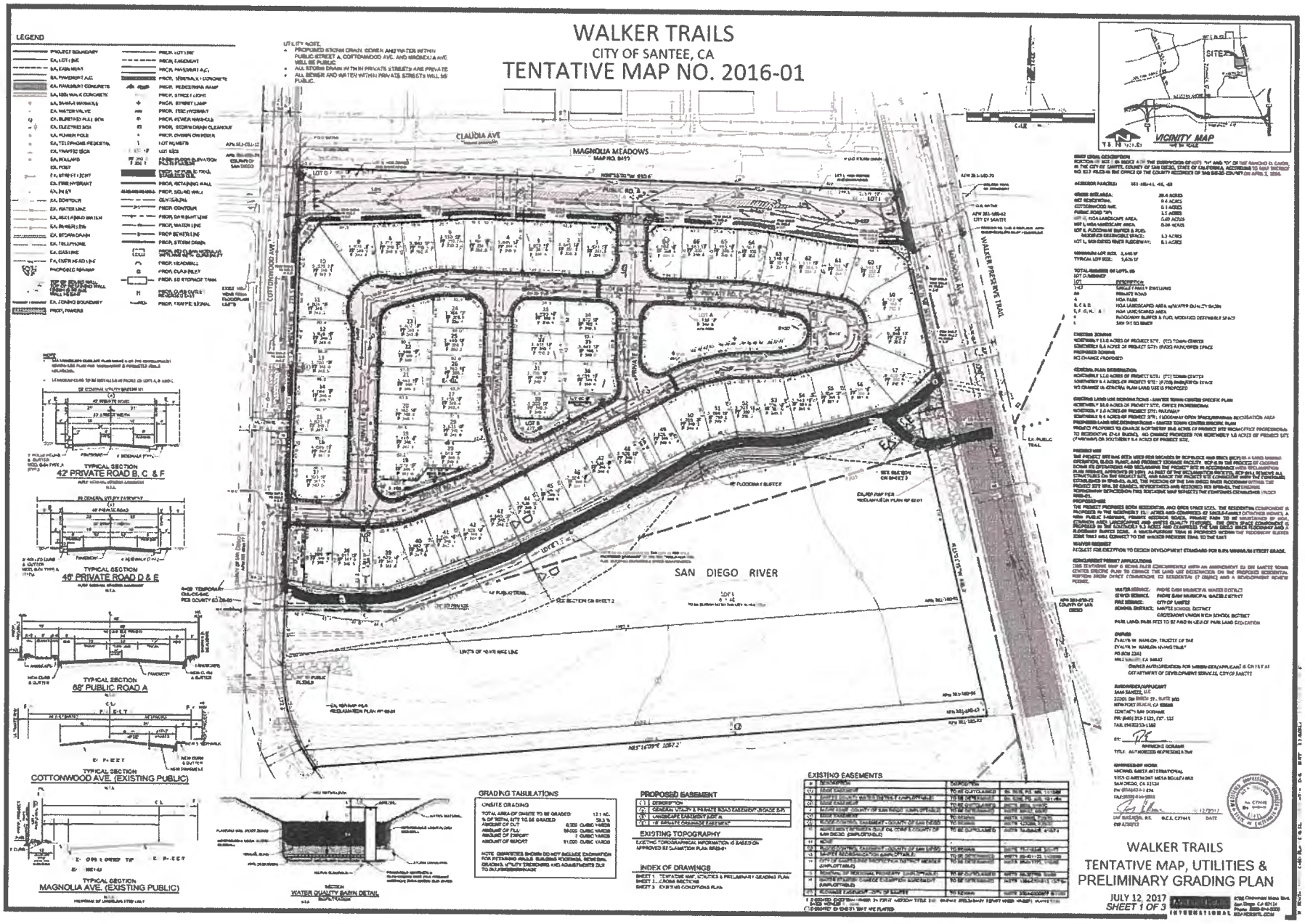
LANDSCAPE DETAILS

JUNE 16, 2017

SHEET 7 OF 7

ATTACHMENT B

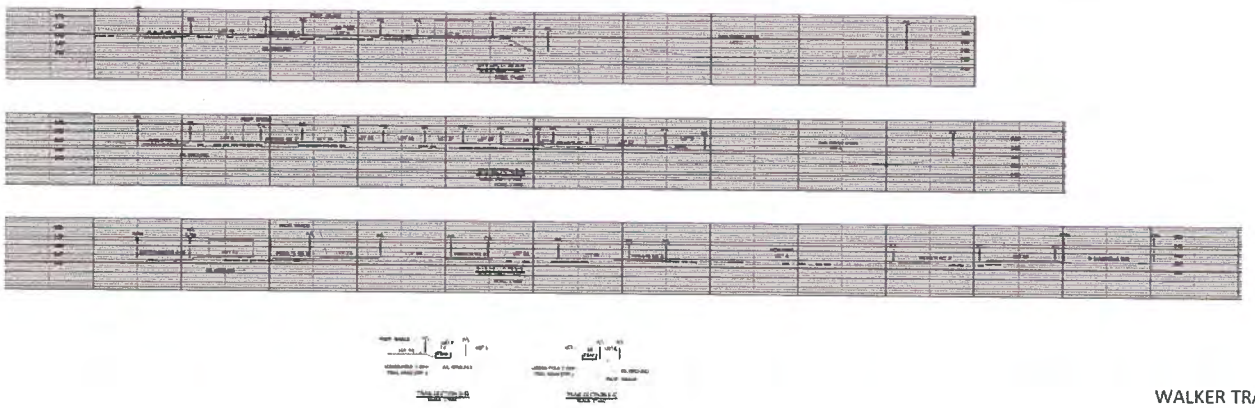
PROJECT PLANS – TM2016-1/DR2016-2



WALKER TRAILS

CITY OF SANTEE, CA

TENTATIVE MAP NO. 2016-01

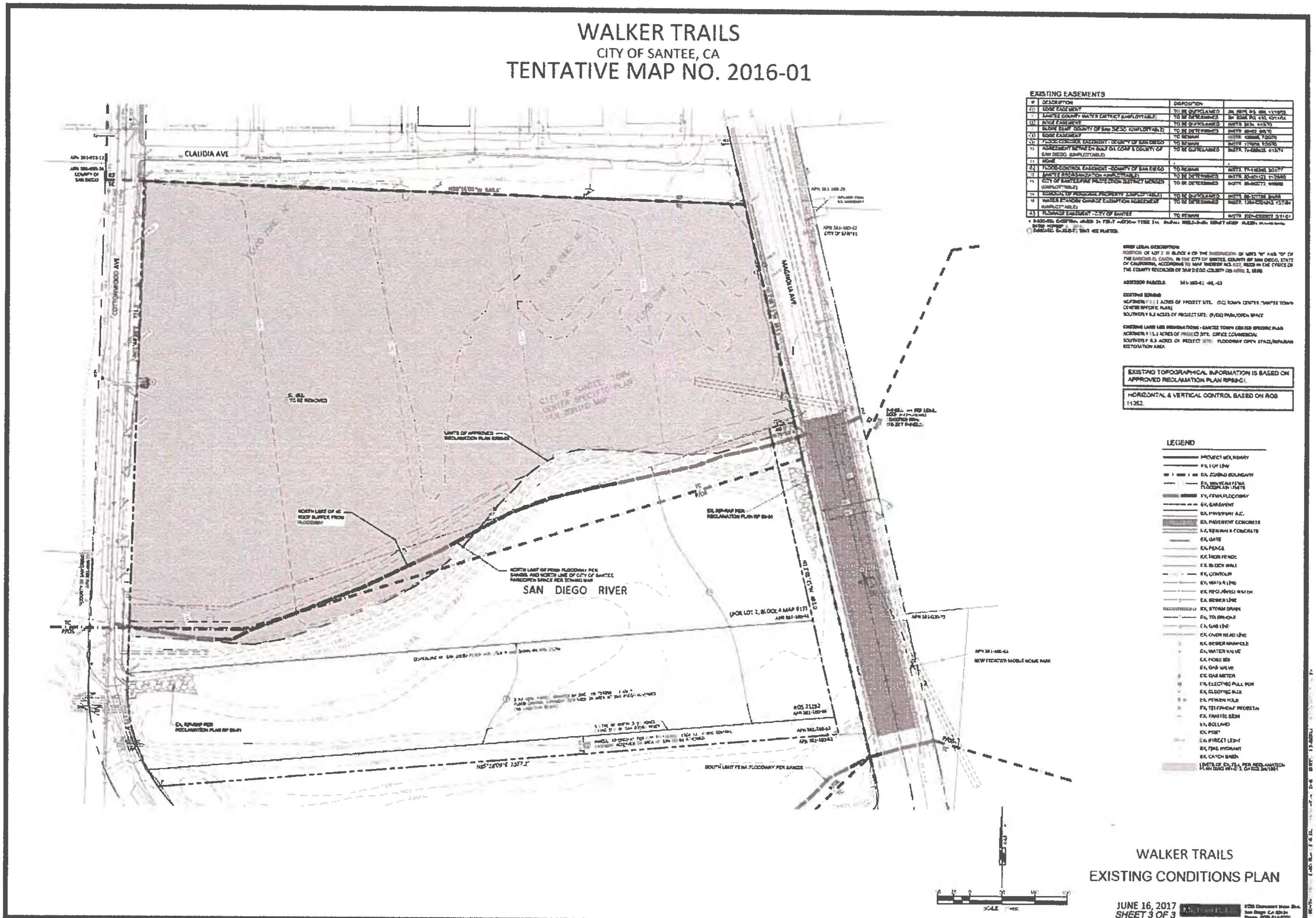


WALKER TRAILS

CROSS SECTIONS

JUNE 16, 2017

SHEET 2 OF 3


WALKER TRAILS
CITY OF SANTEE, CA
TENTATIVE MAP NO. 2016-01
EXISTING EASEMENTS
CLAUDIA AVE
COTTONWOOD AVE
MAGNOLIA AVE
SAN DIEGO RIVER
LEGEND
WALKER TRAILS
EXISTING CONDITIONS PLAN
JUNE 16, 2017
SHEET 3 OF 3

RESOLUTION NO._____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, APPROVING AND ADOPTING A MITIGATED NEGATIVE DECLARATION (AEIS2016-6) AND A MITIGATION MONITORING AND REPORTING PROGRAM FOR A 67-UNIT RESIDENTIAL SUBDIVISION ON A 20.4-ACRE PROPERTY ON THE NORTHWEST CORNER OF CHUBB LANE AND MAGNOLIA AVENUE IN THE TOWN CENTER (TC) ZONE

(APPLICANT: SAM-SANTEE, LLC)
APNs: APNS 381-160-41, -46, & -63
RELATED CASE FILES: TCSPA2016-1, TM2016-1, DR2016-2

WHEREAS, on August 8, 2017 SAM-Santee, LLC submitted a complete application for a Town Center Specific Plan Amendment TCSPA2016-1, Tentative Map TM2016-1 and Development Review Permit DR2016-2 to develop 67 detached dwelling units on a 10-acre graded portion of a 20.4-acre property located on the northwest corner of Chubb Lane and Magnolia Avenue; 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. 2017121039 ("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). The Federal Aviation Administration (FAA) determined that the project, as designed, presented no hazard to air navigation, and the San Diego County Airport Land Use Commission (ALUC) determined that the project is conditionally consistent with the ALUCP pursuant to the ALUC Resolution 2017-0024; and

WHEREAS, the Director of Development Services scheduled Town Center Specific Plan Amendment TCSPA2016-1, Tentative Map TM2016-1, Development Review Permit DR2016-2, and Mitigated Negative Declaration (AEIS2016-6) for public hearing on June 27, 2018; and

WHEREAS, the June 27, 2018 hearing on Town Center Specific Plan Amendment TCSPA2016-1, Tentative Map TM2016-1, Development Review Permit DR2016-2, and Mitigated Negative Declaration (AEIS2016-6) was continued to August 8, 2018 at the applicant's request; and

WHEREAS, on August 8, 2018, the City Council held a duly advertised public hearing on Town Center Specific Plan Amendment TCSPA2016-1, Tentative Map TM2016-1, Development Review Permit DR2016-2, and Mitigated Negative Declaration (AEIS2016-6); and

WHEREAS, pursuant to State CEQA Guidelines section 15072, on December 14, 2017, 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 December 14, 2017 to January 16, 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 December 14, 2017 and closed on January 12, 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, nine 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, in compliance with Public Resources Code section 5097.9 and section 21080.3.1, the City solicited Tribal input on the Project on July 14, 2016, August 5, 2017 and July 20, 2017, and received feedback from the Viejas Band of Kumeyaay Indians on mitigation measures which have been incorporated in the MMRP; 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, 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 "San Diego County Clerk" 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 (AEIS2016-6)

1. Name or description of project:	Walker Trails Residential Development Project Applications for a Town Center Specific Plan Amendment (TCSPA2016-1), Tentative Map (TM2016-1), Development Review Permit (DR2016-2) and Environmental Initial Study (AEIS2016-6) for a proposed multiple-family residential subdivision consisting of 67 detached residential units on a 20.4-acre property on the northwest corner of Magnolia Avenue and Chubb Lane along the San Diego River in the Town Center (TC) Zone. The Town Center Specific Plan currently designates the northerly 10 acres of the subject site as "Office/Professional," the southerly 9.4 acres of the site as "Floodway Open Space/Riparian Restoration Area," and the remainder of the site (one acre) as "Parkway." The proposed Town Center Specific Plan Amendment would change the 10-acre area of the project site currently designated as "Office/Professional" to "Residential (7-14 dwelling units per acre)." The Tentative Map would subdivide the 20.4 acre site into 80 lots with 67 residential lots and lots for private roads, a park, landscaped areas, storm water facilities, a floodway and fuel modification buffer, and a lot that covers a portion of the San Diego River. The Development Review Permit would provide for the proposed development's design, architecture, and amenities. The Environmental Initial Study (AEIS2016-6) is the application that initiated review of the project in accordance with the California Environmental Quality Act (CEQA). The development footprint of the proposed project would be located on an 11-acre graded area formerly occupied by a sand mining operation that included brick manufacturing and storage (RCP Block and Brick). The remainder of the site (9.4 acres) would remain in permanent open space comprised of the San Diego River floodway and floodway buffer zone. The graded condition of the site corresponds to an approved Reclamation Plan (RP88-01), which required RCP Block and Brick to restore the riparian portion of the property that was altered due to the sand mining operation. The proposed development would be served by six private internal streets that connect to a new east-west parkway (Public Road "A") connecting Magnolia Avenue to Cottonwood Avenue. The proposed homes would consist of two-story homes ranging in size from approximately 2,500 sq. ft. to 2,800 sq. ft. A trail along the San Diego River and a 19,133 sq. ft. park with play structures would be constructed. The park, private streets, lighting and common area landscaping would be maintained by a Homeowners Association.

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):	Northwest corner of Magnolia Avenue and Chubb Lane. (APN: 381-160-41, -46, and -63) in the City of Santee.
3. Entity or Person undertaking project:	
A. Entity	
(1) Name:	SAM-Santee, LLC c/o Ray Dorame 20201 SW Birch St Newport Beach, CA 92660 (949) 252-1122
B. Other (Private)	N/A
(1) Name:	
(2) Address:	

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

The project is located on a disturbed site, within an urbanized area where existing services are available to serve the project. The Initial Study indicated that that there were potential significant adverse effects on air quality, biology, cultural resources, hazards and hazardous materials, and noise that with mitigation would be less than significant. 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
10601 Magnolia Avenue
Santee, CA 92071
(619) 258-4100, Extension 167

Comments on the Draft MND were received from December 14, 2017 to January 16, 2018. Any person wishing to comment on this matter must have submitted such comments, in writing, to the Lead Agency by Januay 16, 2018. Comments of all Responsible Agencies were also requested.

Phone No.: 619 248 4100 x 160

Staff: M. Coyne

Date: July 26, 2018

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
2177 Salk Avenue, Suite 250
Carlsbad, California 92008

In Reply Refer To:
FWS-18B0076-18CPA0108

January 12, 2018
Sent by Email

Mr. Michael Coyne
City of Santee
Department of Developmental Service
10601 Magnolia Avenue
Santee, California 92071

Subject: Draft Mitigated Negative Declaration for the proposed Walker Trails Project, City of Santee, San Diego County, California

Dear Mr. Coyne:

A-1 The U.S. Fish and Wildlife Service (Service) has reviewed the draft Mitigated Negative Declaration (MND) for the proposed Walker Trails project that we received on December 18, 2017. We provide the following comments and recommendations based on our knowledge of sensitive and declining habitats and species, our responsibility for administering the Endangered Species Act of 1973(Act), as amended (16 U.S.C. 1531 *et seq.*), and our mission to work with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continued benefit of the American people.

The 20.4-acre project site is located north of Chubb Lane and south of Claudia Avenue, between Cottonwood Avenue and Magnolia Avenue, in the City of Santee. The proposed project includes 11 acres for residential development and parks, and 9.4 acres of open space along the San Diego River. Vegetation on the project site consists predominately of disturbed/developed areas and southern riparian forest. Permanent impacts would occur on land already disturbed from sand mining and other industrial uses.

A-2 The proposed project is located along the San Diego River where the federally endangered least Bell's vireo (*Vireo bellii pusillus*, vireo) is known to occur. Although project focused vireo surveys were not conducted, the MND acknowledges that the existing riparian habitat is likely occupied by the species. The proposed project would not directly impact vireos or vireo occupied habitat; however, project construction as well as ongoing activities following project construction may cause indirect impacts to the species.

Potential indirect impacts to vireo from residential development and trail use include noise, human presence, pets, and visual disturbance that may alter vireo behavior and reduce reproductive output. The proposed multi-use trail would introduce horses in proximity to vireo occupied habitat. Animal waste along the trail can attract brown-headed cowbirds (*Molothrus ater*, cowbirds).

Comment Letter A: U.S. Fish and Wildlife Service, January 12, 2018

A-1 This comment provides background information on the duties of the U.S. Fish and Wildlife Service (USFWS) and their understanding of the project as proposed. This comment does not identify any issues of environmental concern relative to the California Environmental Quality Act (CEQA).

A-2 Implementation of the Project Design Features listed in Issue 4(a) of the project's IS/MND and in Appendix B (Biological Resources Technical Memorandum) is expected to avoid potential indirect impacts on any special-status species using the onsite reach of the San Diego River riparian habitat from noise, human presence, pets and visual disturbances due to long-term ongoing activities associated with the built residential development and trail use. This conclusion applies to similar potential indirect impacts on least Bell's vireo if the species occupies any portion of the onsite riverine habitat in the future. In addition, commenter is also concerned that the project could result in potential indirect impacts from cowbird parasitism on any least Bell's vireo nests that may become established within the onsite riverine habitat in the future. Section 7.2.4 of the Draft Santee Subarea Plan (SAP) of the Multiple Species Conservation Program (MSCP) acknowledges that equestrian staging areas attract brown-headed cowbirds and recommends locating these facilities 300-500 feet away from least Bell's vireo nesting habitat, as well as maintaining them regularly to keep them clean from manure and debris deposition, to minimize the potential for increased cowbird parasitism on least Bell's vireo occupied nests. The project includes no such equestrian staging facilities. Further, it is not anticipated that the scant amount of horse droppings along the proposed trail between the project limits and San Diego River riparian edge (ranging between 175 and 250 feet in width) will attract a substantial number of cowbirds to the potential least Bell's vireo habitat onsite. In addition, this trail will be regularly maintained by the City which will minimize the amount of time any horse droppings remain along the trail. After project occupancy, should it come to the City's attention that cowbird parasitism is becoming a problem within the onsite reach of San Diego River that may be attributable to the project, then it is suggested the project's Homeowners Association (HOA) retain a qualified biologist to perform a two-year cowbird-monitoring program within the onsite reach of San Diego River. If such monitoring indicates cowbird nest parasitism rates in excess of 10% during these two consecutive years, then the HOA shall fund the implementation of an agency-approved cowbird-trapping program by a qualified biologist (Draft Santee SAP, pg. 7-8).

A-2 cont'd Cowbird parasitism is a significant threat to the vireo. Cowbirds are brood parasites, meaning they can replace vireo eggs with their own so that the vireo raise the cowbird young as if it were its own. Thus, the presence of horses may increase brood parasitism and decrease vireo reproductive success.

A-3 We offer the following recommendations to assist the City and project proponent in minimizing the potential indirect impacts to vireo:

1 Increase the proposed buffer between the riparian areas and the proposed development and multi-use trail. We are available for a site visit and offer our technical assistance to identify an appropriate buffer width between the proposed project features and riparian habitat that would be effective at minimizing potential indirect impacts to the vireo, and

A-4 2. Construction of a block wall along the southern edge of the proposed development would minimize indirect effects of noise, light, and human presence on vireo.

A-5 We appreciate the opportunity to provide comments, and are available to discuss specific strategies to minimize impacts to the vireo. If you have questions regarding this letter, please contact Eric Porter at (760) 431-9440, extension 285.

Sincerely,

DOREEN STADTLANDER Digitally signed by DOREEN STADTLANDER Date: 2018.01.12 10:33:57 -08'00'

for Karen A. Goebel
Assistant Field Supervisor

cc:
Gail Sevrens, California Department of Fish and Wildlife, San Diego

Comment Letter A: U.S. Fish and Wildlife Service, January 12, 2018

A-3 Further, the rear lot lines of the southernmost row of homes adjacent will respect the City's required 45-foot wide (1.2-acre) floodway buffer zone/Fuel-Modified Defensible Space which would also serve as an adequate biological buffer minimizing the effects of lighting, noise, and indirect disturbance from pet and human activities on the adjacent biological resources in the reclamation area and San Diego River habitat.

A-4 In addition to the above-referenced 45-foot wide (1.2-acre) floodway buffer zone/Fuel-Modified Defensible Space (see Response A-3), the following Project Design Features identified in Section 4a of the Initial Study would minimize potential indirect impacts of the project specific to least Bell's vireos that may use the onsite reach of the San Diego River:

- The rear lot lines of the southernmost row of homes adjacent to the San Diego River floodway will respect the City's required 45-foot floodway buffer which would also serve as an adequate biological buffer minimizing the effects of lighting, noise, and indirect disturbance from pet and human activities on the biological resources associated with the adjacent reclamation (e.g., habitat restoration) area within the previously-disturbed floodway and the riverine habitat itself.
- A decorative wood-rail fence will be installed along both sides of the proposed multi-use (hiking and biking) trail to discourage unauthorized pet and human intrusion into the reclamation area and San Diego River habitat, and signage educating users of the adjacent biological resources and signage will be installed the importance of staying out of these areas.
- The project's HOA will enforce compliance with noise restrictions, especially along the southernmost row of homes, such as, but not limited to: (a) prohibit use of gas-powered and electric portable generators and landscape maintenance equipment (e.g., chainsaws, blowers, lawn mowers, hedge trimmers) between the hours of 5:00 p.m. and 6:00 a.m.; (b) prohibit use of mechanical equipment (e.g., woodworking saws, drills, pneumatic compressors, automotive tools) at external workshops and other noisy activities (e.g., loud parties, firing of weapons, any intermittent noise-makers that exceed City noise standards) between the hours of 7:00 p.m. and 7:00 a.m.; and (c) curfews for use of the proposed multi- use

trail within the floodway buffer, to be enforced by the City in accordance with City trail regulations.

- The project's HOA will cooperate with the City in its patrolling of the area of the proposed multi-use trail behind the rear lot lines of the southernmost row of homes, to discourage unauthorized pet and human intrusion into the reclamation area and San Diego River habitat.

A-5 The City appreciates the comments provided by the USFWS and will coordinate with the agency as needed to address any unresolved concerns or issues relative to protection of the least Bell's vireo.

Marotz, Nicole

From: Michael Coyne <mcoyne@CityofSanteeCa.gov>
Sent: Monday, January 08, 2018 8:16 AM
To: Totton, Gayle@NAHC
Cc: Marotz, Nicole
Subject: EXTERNAL: RE: SCH# 2017121039 Walker Trails Project

Thank you for your comments, Ms. Totton. We will make your suggested change.
Respectfully,
Michael

From: Totton, Gayle@NAHC [mailto:Gayle.Totton@nahc.ca.gov]
Sent: Friday, January 5, 2018 1:39 PM
To: Michael Coyne
Subject: SCH# 2017121039 Walker Trails Project

Good afternoon Mr. Coyne,

B-1 I have finished reviewing the Mitigated Negative Declaration for the above referenced project. The document did a good job of documenting Cultural and Tribal Cultural Resources in compliance with AB-52 so I did not want to send a formal comments letter. However, there is one mistake in the text of Mitigation Measure CUL-1 that needs to be corrected. The mitigation measure states that if archaeological/cultural resources are inadvertently discovered during grading or construction activities, that those resources would be evaluated by "the most likely descendant tribe" (Tribe). If there are no human remains found, then there would be no MLD tribe named for resources/artifacts only. I might suggest you change the language to say "consulting" tribe or tribes rather than most likely descendant in the context of artifacts alone without findings of Native American human remains.

Please contact me if you have any questions.

Sincerely,

PLEASE NOTE: Since conversion to Outlook 360, many replies to my messages are bouncing back to you, the senders. Please try manually typing in my e-mail address instead of using the autofill. This should make a new link to the updated system and has been successful in getting messages to us. Sorry for the inconvenience and thanks for your patience.

Gayle Totton, M.A., Ph.D.
Associate Governmental Program Analyst
Native American Heritage Commission
(916) 373-3714

Comment Letter B: Totton, Gayle, January 8, 2018

B-1 Based on the comment received, Mitigation Measure CUL-1 has been revised as follows to address cultural resources:

CUL-1: If during grading or construction activities, cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archaeologist and the ~~most likely descendant Tribe (Tribe)~~ consulting tribe. Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archaeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. If the qualified archaeologist determines the cultural resources to be either historic resources or unique archaeological resources, avoidance and/or mitigation will be required pursuant to and consistent with CEQA Guidelines Section 15064.5(c) and Public Resources Code Section 21083.2. This mitigation measure shall be incorporated into all construction contract documentation.

These changes are reflected in the Errata attached to the Final Initial Study/Mitigated Negative Declaration for adoption by the City of Santee.

VIEJAS
TRIBAL GOVERNMENT

P.O Box 908
Alpine, CA 91903
#1 Viejas Grade Road
Alpine, CA 91901

Phone: 6194453810
Fax: 6194455337
viejas.com

January 8, 2018

Michael Coyne
Project Planner
City of Santee Department of Developmental Services
10601 Magnolia Avenue
Santee, CA 92071

RE: Town Center Specific Plan Amendment

Dear Mr. Coyne,

C-1 In reviewing the above referenced project the Viejas Band of Kumeyaay Indians ("Viejas") would like to comment at this time.

The project area may contain many sacred sites to the Kumeyaay people. We request that these sacred sites be avoided with adequate buffer zones.

C-2 Additionally, Viejas is requesting, as appropriate, the following:

- All NEPA/CEQA/NAGPRA laws be followed
- Immediately contact Viejas on any changes or inadvertent discoveries.

Thank you for your collaboration and support in preserving our Tribal cultural resources. I look forward to hearing from you. Please call me at 619-659-2312 or Ernest Pingleton at 619-659-2314, or email, rteran@viejas-nsn.gov or epingleton@viejas-nsn.gov, for scheduling. Thank you.

Sincerely,

Ray Teran, Resource Management
VIEJAS BAND OF KUMEYAAY INDIANS

RECEIVED
JAN 12 2018
Dept. of Development Services
City of Santee

Comment Letter C: Viejas Tribal Government, January 8, 2018

C-1 The project has been analyzed consistent with the requirements of CEQA and mitigation measures are proposed to reduce any potential impacts on cultural resources to less than significant. As indicated in Section 5, Cultural Resources, of the Initial Study, no known cultural sites have been identified within the development footprint for the project, and the site is highly disturbed due to the former onsite sand mining operation and reclamation activities. Therefore, no buffer zones around sensitive cultural resources are proposed or required at this time. Mitigation Measures CUL-1 and CUL-2 address impacts to unknown cultural resources that may be encountered during project ground disturbing activities and will require that a Tribal Cultural Monitor be present onsite during all ground disturbing activities to ensure that potential impacts are reduced to less than significant.

C-2 There is no National Environmental Protection Act (NEPA) component to the proposed project, as no federal resources or funding is involved. The project is subject to the requirements of the California Environmental Quality Act (CEQA) and has been analyzed consistent with such requirements in the Initial Study. As applicable, the project would be in compliance with the requirements of the Native American Graves Protection and Repatriation Act (NAGPRA). Mitigation Measure CUL-3 has been identified to ensure that if human remains are encountered during project ground disturbance activities, appropriate measures are taken to properly identify and protect any such remains if determined to be Native American.

No changes to the project design having the potential to adversely affect known or unknown cultural resources are proposed at this time, as compared to that analyzed in the Initial Study and as available for comment during the 30-day public review period. The project would be required to conform to applicable standard protocols and to implement Mitigation Measures CUL-1 to CUL-3 for inadvertent discoveries.

The City will contact the Viejas Tribal Government as needed to provide updates relevant to any public meetings or hearings pertaining to the proposed project, in response to the Tribe's request.

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director

January 11, 2018

Mr. Michael Coyne, Associate Planner
City of Santee
Planning Division, Development Services Department
10601 Magnolia Avenue, Building #4
Santee, CA 92071

Subject: Comments on the Mitigated Negative Declaration for the Walker Trails Project (SCH#2017121039), City of Santee, California

Dear Mr. Coyne:

The California Department of Fish and Wildlife (Department), has reviewed the above-referenced Mitigated Negative Declaration (MND) for the Walker Trails Project dated December 14, 2017. The Department has identified potential effects of this project on wildlife and sensitive habitats. The project details provided herein are based on the information provided in the MND and associated documents.

D-1 The Department is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA; §§ 15386 and 15381, respectively) and is responsible for ensuring appropriate conservation of the state's biological resources, including rare, threatened, and endangered plant and animal species pursuant to the California Endangered Species Act (CESA; Fish and Game Code § 2050 et seq.), and wetlands pursuant to Fish and Game Code section 1600 et seq. The Department also administers the Natural Community Conservation Planning (NCCP) program, a California regional habitat conservation planning program. The City of Santee (City) is participating in the NCCP program and is working to finalize its draft Multiple Species Conservation Program (MSCP) Subarea Plan (SAP).

D-2 The proposed 20.4-acre project site is located north of Chubb Lane and south of Claudia Avenue, between Cottonwood Avenue and Magnolia Avenue, in the Town Center Specific Plan area of the City (Assessor Parcel Numbers 381-160-41, -46, -63). RCP Block and Brick (RCP) has used the site as a sand mining operation, block plant, and product storage facility. The RCP activities removed all of the vegetation within the site's northerly portion, and significantly modified the vegetation and contours within the site's southerly portion, which lie within the broader San Diego River floodway. The proposed project requires an amendment to the Santee Town Center Specific Plan, which currently is designated 10 acres Office/Professional, 1 acre parkway, and the remaining portion of 9.4 acres to remain Floodway Open Space/Riparian Restoration Area. The amendment would change the Office/Professional designation to Residential but all other zoning would remain the same. The project proposes two general components: Residential and Open Space. The Residential Component is proposed on the northerly 11.1 acres, comprising 9.6 acres of residential development and 1.5 acres of new public road. The Open Space Component is proposed on the southerly 9.3 acres

Conserving California's Wildlife Since 1870

Comment Letter D: California Department of Fish and Wildlife, January 11, 2018

D-1 This comment identifies the role of the USFWS. This comment does not identify any issues of environmental concern relative to CEQA.

D-2 This comment provides a brief summary of the agency's understanding of the project components as proposed. This comment does not identify any issues of environmental concern relative to CEQA.

D-2 cont'd

of the project site, comprising 8.1 acres of the San Diego River floodway and 1.2 acres of a floodway buffer. The Open Space Component comprises two proposed lots within a portion of the San Diego River floodplain (proposed Lots K and L). The 8.1-acre floodway portion of the floodplain (Lot L) will remain as graded, contoured, and revegetated with implementation of the approved Reclamation Plan RP88-01 and cessation of the associated site reclamation activities. The other of the proposed open space lots (Lot K) separates the residential development from the San Diego River floodway. Lot K is 1.2 acres in size, and will contain a 45-foot wide floodway buffer and Fuel-Modified Defensible Space. The proposed floodway buffer includes a public 14-foot wide multi-use trail and two river outlook connections that would be constructed by the project applicant, and then dedicated to the City of Santee and maintained by the HOA and the City. The floodway buffer also serves as a fuel modification zone for the subdivision, and will allow the HOA to have the authority to access the trail area and complete ongoing brush management activities. The multi-use trail will connect to Magnolia Avenue and the Walker Preserve Trail to the east of the project site. The multi-use trail will parallel the San Diego River. The residential development area and floodway buffer will be graded to raise the proposed residential pads and multi-purpose trail above the base flood elevation (BFE) of the floodplain, in accordance with City requirements.

The Department provides the following comments to assist the City in avoiding, minimizing, and adequately mitigating project-related impacts to biological resources.

D-3

1. There appears to be a discrepancy in acreage between the existing Santee Town Center Specific Plan and Zoning and the proposed project's Floodway Open Space/Riparian Restoration Area. Initially the 9.4 acres were designated as Floodway Open Space/Riparian Restoration Area, but the proposed project states that only 9.3 acres would remain. The other 0.1 acre has been changed from Open Space/Riparian Restoration Area to be part of either the proposed residential development or the parkway. We recommend that the MND clarify the reason for the change in acreage to Open Space/Riparian Restoration Area, and whether or not the zoning would also need to be amended to reflect this reduction.

D-4

2. The MND states within the project description on page 4, "The project would not disturb any areas affected by the required habitat restoration activities." Additionally Section 4c states, "As illustrated in *Figure 9, Baseline Biological Resources and Impacts*, and as stated above, the proposed project has been designed to avoid any direct impacts to the San Diego River southern riparian forest and onsite retention ponds, which will be retained in their current condition within the reclamation area and/or within the required wetland buffer (as measured from the jurisdictional limits)." However, Figure 9 indicates that the proposed grading would directly impact the upland slope restoration area for the reclamation. The MND should resolve this inconsistency. The Department recommends that all development, including grading, occur outside of the

Comment Letter D: California Department of Fish and Wildlife, January 11, 2018

D-3 The comment questions the acreage identified designated as Floodway Open Space/Riparian Area. The Initial Study was in error in identifying the acreage of the southerly portion of the site; the correct acreage is 9.3 acres, not 9.4 acres. No change in the General Plan or Specific Plan designations or zoning classification for the southerly 9.3 acres is proposed, and no zoning amendment is required.

The following revisions have been made to the Initial Study to correct the acreage reference. No other references to the 9.4 acres are made in the Initial Study.

Section 6, General Plan Designation; Pages 3-4:

General Plan Designation:

Existing:

- Northerly 11.0 acres of project site: Town Center (TC)
- Southerly ~~9.4~~ 9.3 acres of project site: Park/Open Space (P/OS)

Proposed:

- No change in General Plan land use is proposed (see *Figure 3A, Existing and Proposed General Plan Land Use*).

Santee Town Center Specific Plan Designation:

Existing:

- Northerly 10.0 acres of project site: Office Professional (OP)
- Northerly 1.0 acre of project site: Parkway
- Southerly ~~9.4~~ 9.3 acres of project site: Floodway Open Space/Riparian Restoration Area (see *Figure 3B, Existing Town Center Specific Plan Land Use Map*)

Proposed:

- Project proposes to change northerly 10.0 acres of project site from Office Professional (OP) to Residential (7-14 du/ac) (see Figure 3C, Proposed Town Center Specific Plan Land Use Map).
- No change proposed for northerly 1.0 acre of project site designated as Parkway
- No change proposed for southerly ~~9.4~~ 9.3 acres of project site designated as Floodway Open Space/Riparian Restoration Area.

D-4 cont'd approved reclamation boundaries. Additionally, the Department's Streambed Alteration Agreement (SAA) and associated environmental review that was completed for the reclamation plan does not cover any trails within the reclamation area per condition number 15 of SAA 5-038-92. Therefore, any grading that occurs for the project within the restoration area may require a SAA for the proposed project as well as additional environmental review, since the Walker Trails MND does not address foreseen potential direct impacts to the restoration area. D-5

3. The MND states in section 4f, "As the MSCP Draft Subarea Plan has not yet been adopted, the project will not result in a significant impact with regard to conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or State habitat conservation plan. **No Impact** will occur." Although Santee Draft Subarea Plan has not been adopted, this project is inconsistent with some key provisions in the draft plan. Section 5.3.1 of the draft Subarea Plan (SAP) states that, "A minimum 100-foot biological buffer shall be established for upland habitats adjacent to riparian vegetation, beginning at the outer edge of riparian vegetation. Within the biological buffer, no new development shall be allowed, and the area shall be managed for natural biological value as part of the Preserve. In the event that natural habitats do not currently (at the time of the proposed action) cover the 100-ft buffer area, habitats appropriate to the location and soils shall be restored as a condition of the proposed action." The proposed project states in section 4a of the MND, "The rear lot lines of the southernmost row of homes adjacent to the San Diego River floodway will respect the City's required 45-foot floodway buffer which would also serve as an adequate biological buffer minimizing the effects of lighting, noise, and indirect disturbance from pet and human activities on the biological resources associated with the adjacent reclamation (e.g., habitat restoration) area within the previously-disturbed floodway and the riverine habitat itself." Please describe what City code the proposed 45-foot buffer requirement stems from, and how the City proposes to be consistent with the draft SAP. As proposed, the project's 45-foot buffer with a trail and fuel modification is not adequate according to the draft Subarea Plan and is inconsistent with the conservation goals of the Subarea Plan. The Department recommends that the proposed project be revised to be consistent with the draft Subarea Plan requirements and specifically include a 100-foot biological buffer from the San Diego River. Requiring such a buffer is not only appropriate in recognition of the regional biological importance of the San Diego River and the presence of highly sensitive species associated with the adjacent riparian habitat (discussed below), it would affirm the City's commitment to completing their MSCP Subarea Plan in a manner that protects proposed Covered Species identified in the Subarea Plan and the overarching Subregional Plan. D-6

Comment Letter D: California Department of Fish and Wildlife, January 11, 2018

Section 7, Zoning; Page 4:

Existing:

- Northerly 11.0 acres of project site: Town Center (TC)
- Southerly ~~9.4~~ 9.3 acres of project site: Park/Open Space (P/OS)

Proposed:

- No change in zoning is proposed (see *Figure 4, Existing and Proposed Zoning*).

These changes are reflected in the Errata attached to the Final Initial Study/Mitigated Negative Declaration for adoption by the City of Santee.

D-4 The encroachment of the proposed grading limit within the eastern portion of the upland slope restoration area as shown on Figure 9 of the Initial Study (see the blue line) is not to allow for development in this area. This future grading only represents the very slight remedial earthwork required atop the current manufactured slope to place the proposed multi-use trail and establish the proper gradients for runoff drainage. Note that the current condition of the manufactured slope in this area is the result of the recently completed grading by RCP per the requirements of the RCP Block and Brick Reclamation Plan (RP88-01). Any upland vegetation that becomes established within this portion of the reclamation area between now and the time of future grading for the project, and would therefore be affected by the remedial grading activities described above, would be replaced in-kind upon completion of trail construction. This is allowed under Streambed Alteration Agreement (SAA #5-038-92) issued by the California Department of Fish and Wildlife (CDFW) for the RCP Block and Brick Reclamation Plan (RP88-01).

D-5 Condition 15 of SAA #5-038-92 does not prohibit proposed trails or trail grading in the reclamation area; rather, it requires preserved and created wetlands to be fenced and fitted with No Trespassing signs.

D-6 The sizes and configurations of the allowable development area and the reclamation area for the project site were established via the Reclamation Plan RP88-01 which was approved in 1990, including the 45-foot-wide floodway buffer between the development edge and the "then" San Diego River riparian edge. Reclamation Plan RP88-01 is precedent to the Draft Santee MSCP SAP provision for a 100-foot-wide biological buffer (as measured from the outer riparian edge). Note that this buffer width will actually be greater than 100 feet between the development and existing

D-7 4. Least Bell's vireo (*Vireo bellii pusillus*, LBV) is both a Federal and State-listed endangered species. Take of a State-listed species is prohibited unless permitted by an Incidental Take Permit (ITP), Consistency Determination (CD), or Natural Community Conservation Plan (NCCP). The MND considers the site occupied by LBV but it does not adequately ensure complete avoidance of all impacts, and in the absence of a completed Subarea Plan, the project does not have take authorized for LBV or any other listed or protected species. The California Natural Diversity Database (CNDDB) identifies a LBV occurrence within 100 feet of the proposed project, and surveys have identified LBV in close proximity both upstream and downstream of the project site (Lynn *et al.* 2009, Lyn and Kus 2014), with suitable habitat contiguous along this stretch of the San Diego River. The Department therefore considers the willow habitat to be seasonally occupied by LBV throughout this stretch of the San Diego River. Project-related construction activities (e.g., noise, etc.) during the LBV breeding season (generally April 15 through August 31) would therefore be expected to adversely affect LBV.

D-8 The Conservation Analysis for the draft Subarea Plan states that a minimum 300-foot upland buffer is appropriate for occupied LBV habitat; however, in practice, avoidance measures for individual projects in jurisdictions lacking a NCCP permit typically focus on reducing noise impacts to below 60 dBA at the edge of occupied habitat. The project mitigation measure in the MND relies on preconstruction surveys to determine presence of any special-status bird species (e.g., least Bell's vireo, coastal California gnatcatcher [*Polioptila californica californica*], western burrowing owl [*Athene cunicularia*]) and the subsequent preparation and implementation of a protocol survey and mitigation/monitoring program, which would be subject to approval by the City and applicable agencies (i.e., presumably the Department and U.S. Fish and Wildlife Service).

D-9 As stated above, the Department would consider the riparian habitat to be occupied by LBV if construction activities occur in the breeding season of the LBV; therefore, we recommend the project applicant and City initiate early consultation to develop measures to avoid and minimize potential impacts to LBV. Measures may be able to prevent the need to obtain an Incidental Take Permit from the Department.

D-10 5. The multi-purpose trail may also increase conditions that are attractive to cowbirds, which is considered an indirect impact to LBV. The draft Santee SAP conservation analysis for LBV states, "For new developments adjacent to preserve areas that create conditions attractive to cowbirds, the City shall require monitoring and control of cowbirds and implementation of cowbird trapping if parasitism rates exceed 10%." The Department recommends that measures be included in the MND to avoid indirect impacts to LBV, and to be consistent with the conservation goals of the draft SAP.

riparian edge until the planted riparian vegetation in the reclamation area is fully established.

In addition, there are no prohibitions against a multi-use trail and fuel modification zones within the 45-foot floodway zone in any of the regulatory authorizations associated with Reclamation Plan RP88-01. Again, since these authorizations and allowable project features are precedent to the Draft Santee MSCP SAP, they would not be inconsistent with SAP Conservation Goals.

D-7 Special-status species occurrence data is based on the CDFW California Natural Diversity Database (CNDDB), RareFind Version 5, which was accessed on March 22, 2016. At that time, the nearest least Bell's vireo occurrence was recorded at approximately 1.5 miles to the west of the site. It is probable that more recent CNDDB data has recorded the nearest least Bell's vireo occurrence within 100 feet of the site, as indicated by commenter. Mitigation Measure BIO-1 is provided in Section 4d of the Initial Study to minimize any Project-related potential indirect impacts to this species, as acknowledged in Responses A-2 through A-4.

With regards to the second part of this comment, it is acknowledged in Responses A-2 through A-4, that the project could result in indirect impacts to least Bell's vireo that may occur in the onsite reach of the San Diego River during their breeding season, including potential construction noise impacts. In addition to the 45-foot wide (1.2-acre) floodway buffer zone/Fuel-Modified Defensible Space (see Response A-3) and Project Design Features/recommended mitigation measures identified in Section 4a of the Initial Study (see Response A-4), implementation of Mitigation Measure BIO-1 in Section 4d of the Initial Study would minimize such potential indirect impacts.

D-8 It is acknowledged that the regulatory agencies recognize 60 dBA as the significance threshold for indirect construction noise impacts to least Bell's vireo during the breeding season. Implementation of Mitigation Measure BIO-1 in Section 4d of the Initial Study would minimize such potential indirect impacts.

D-9 The City is available to meet and consult with CDFW to discuss any additional recommended mitigation measures to minimize/avoid potential indirect construction-related noise impacts to least Bell's vireo during the breeding season, beyond Mitigation Measure BIO-1 in Section 4d of the Initial Study, in order to prevent the potential need to obtain an Incidental Take Permit for this species from CDFW.

D-11 6. The mitigation measure Bio-1 #3 in the MND should be revised to require development of a nesting bird avoidance program prior to initiating construction activities, rather than waiting until construction begins and then performing surveys. Such proactive planning could greatly avoid construction delays. One goal should be to perform clearing of habitat before the start of the breeding season. Additionally, the program should anticipate potential presence of raptors, which may begin nesting prior to the start of the typical spring breeding season. The Department recommends that appropriate work avoidance buffers be identified and maintained from nesting birds until the nestlings have fledged. We generally recommend nest buffers of a minimum of 100 feet (greater for raptors); however, that distance may be reduced depending on the bird species, presence of screening vegetation, ambient human activities and noise levels, or other factors. Avoidance buffers should be maintained from nesting birds until the nestlings have fledged. Any nest monitoring should be performed by a biologist with experience with the range of species and avian behaviors relevant to biological monitoring along the San Diego River. Additionally, the Department may provide consultation, but will not likely give approval for any specific construction-related activity(ies) that could lead to nest failure or abandonment, which would be considered take under Fish and Game Code and MBTA. It is the responsibility of the applicant to avoid such take.

D-12 7. The MND does not fully address the potential differences in impacts between the designations of Office/Professional and Residential on the adjacent natural habitat. Residential developments, due to the increased presence of people and domestic pets, have a much greater potential to generate indirect impacts on surrounding open space (Hennings 2016, Belaire 2014). The Department recommends additional measures to the MND to preclude the planting of invasive non-natives within the HOA, as well as additional measures to prevent off-leash dogs and other outdoor pets from entering the adjacent open space. The project proposes that, "a combination of decorative wood-rail fencing and signage will be installed along the trail to discourage unauthorized pet and human intrusion into these areas, with the signage educating users of the adjacent biological resources and the importance of staying out of these areas." The Department recommends that periodic patrol, and if necessary issuance of citations, be undertaken by law enforcement to protect the sensitive biological resources along the San Diego River.

D-13 8. Please describe the two river outlook connections that were identified in the project description. These project features were not described in the body of the MND, and do not appear in the figures. The Riparian Restoration area is intended to return appropriate habitat conditions so it can be included within areas designated as part of the preserve (i.e. the San Diego River Subunit as proposed in the draft MSCP Santee Subarea Plan), which are intended to be 100% conserved. Any new non-compatible development with the San Diego River is inconsistent with Santee's draft Subarea Plan.

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D-10 Refer to Response A-2 for a discussion of potential mitigation measures to minimize/avoid any indirect impacts to least Bell's vireo from potential nest parasitism by brown-headed cowbirds that could be attracted to the onsite San Diego River habitat by horse droppings along the proposed multi-use trail.

D-11 Mitigation Measure BIO-1 to BIO-3 to require a nesting bird avoidance program prior to land disturbance, including brush clearing before the breeding season, work avoidance buffers from nests (widths dependent on species, screening veg, ambient noise levels), and nest monitoring by a qualified biologist. These text changes are reflected in the Errata attached to the Final Initial Study/Mitigated Negative Declaration for adoption by the City of Santee.

D-12 The Project Design Features listed in Section 4a of the Initial Study include: (1) prohibition of invasive plantings adjacent to the reclamation area; (2) enforcement by the HOA to maintenance of permanent barriers (e.g., fences, walls) along the rear lot lines of the southernmost row of homes, to discourage unauthorized pet (e.g., off-leash dogs, outdoor pets) and human intrusion into the 45-foot floodway buffer, reclamation area, and San Diego River habitat; and (3) periodic City patrols of the reclamation area, possibly leading to the issuance of citations. Therefore, no additional mitigation measures are warranted.

D-13 The proposed "river outlooks/overlooks/lookouts" are mentioned on pages 8, 12, 14, 27, 50, 62, 87, and 99 of the IS/MND; however, they are not proposed within the reclamation area, nor associated with the public trail across the northerly perimeter of this area. Although no specific locations were given for these project features in the IS/MND and technical studies, they are intended to be placed within the development area at the south ends of Lots E and F (i.e., drainage easements). As such, to eliminate any confusion over their locations, the IS/MND will be revised as follows:

- In the third sentence of the third paragraph under ***Open Space Component*** (page 8): "The proposed floodway buffer includes a public 14-foot wide multi-use trail ~~and.~~ In addition, two river outlooks ~~connections that~~ would be constructed by the project applicant within the development area at the south ends of Lots E and F (i.e., drainage easements). ~~dedicated to the City . . .~~"
- In the sixth sentence of the third paragraph under **Item 1a of the Initial Study Checklist** (page 12): "The project also proposes a native-landscaped trail ~~and two overlooks adjacent to the San Diego~~

If you have questions or comments regarding this letter, please contact Elyse Levy of the Department at (858) 467-4237.

Sincerely,

Gail K. Sevrens
Environmental Program Manager
California Department of Fish and Wildlife

ec: Karen Goebel, U.S. Fish and Wildlife
State Clearing House, Sacramento

References:

Belaire, J. A., C. J. Whelan, and E. S. Minor. 2014. Having our yards and sharing them too: The collective effects of yards on native bird species in an urban landscape. Ecological Applications 24:2132-2143. https://static1.squarespace.com/static/54ee8c12e4b03cd60dd8e4c5/t/54fb9a39e4b085f9b7a94edf/1425775161756/Belaire_2014_Having+our+yards+and+sharing+them+too_Ecological+Applications.pdf

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Lynn, S., M. J. Wellik, and B. E. Kus. 2009. Distribution, abundance, and breeding activities of the Least Bell's Vireo along the San Diego River, California. 2009 Annual Data Summary. Prepared for the San Diego River Conservancy, San Diego, California.

Lynn, S. and B. E. Kus. 2014. Distribution, abundance, and breeding activities of the Least Bell's Vireo along the San Diego River, California. 2008-2012 Summary Report. Prepared for the San Diego River Conservancy, San Diego, California.

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~~River, along~~ just outside the southern edge of the development, and two overlooks just inside the southern edge of the development which will ~~respecting the potential for the San Diego River to~~ offer views of the San Diego River."

- In the fifth sentence of the second paragraph under **Item 1d of the Initial Study Checklist** (page 14): "...and permanent) in the rear yards of the southernmost row of homes proposed shall incorporate design features to ensure zero spillover light levels beyond the floodway buffer, such as, but not limited to: (a) low-intensity lighting, reduced wattage (e.g., 1-2 footcandles); (b) lighting cut-offs, horizontal lumens, and/or directional shielding devices; (c) low-relief bollards instead of raised lighting poles at the ~~proposed River lookouts~~ two outlooks to be constructed by the project applicant within the development area at the south ends of Lots E and F (i.e., drainage easements; and/or, (d) non-operable hours of such lighting without compromising security. All such measures will become conditions of approval with adoption of the Tentative Tract Map for the project..."
- In the first sentence of the fifth bulleted item under **Item 4a of the Initial Study Checklist** (page 27): All security/landscape lighting fixtures and any other private use of lights (temporary and permanent) in the rear yards of the southernmost row of homes will incorporate design features to ensure zero spillover light levels beyond the floodway buffer, such as, but not limited to: (a) low-intensity lighting, reduced wattage (e.g., 1-2 footcandles); (b) lighting cut-offs, horizontal lumens, and/or directional shielding devices; (c) low-relief bollards instead of raised lighting poles at the ~~proposed River lookouts~~ two outlooks to be constructed by the project applicant within the development area at the south ends of Lots E and F (i.e., drainage easements); and, (d) non-operable hours of such lighting without compromising security. Prior to issuance of the first certificate of occupancy, the City shall approve a Photometric Study demonstrating no spillover from project lighting beyond the floodway buffer.
- In the first sentence of the second paragraph below **Table 7-2 of the Initial Study Checklist** (page 50): "Additionally, the proposed floodway buffer onsite includes construction of a public 14-foot wide multi-use trail ~~and two river outlooks~~ that would be constructed by the applicant, and owned and maintained by the City of Santee."
- In the second sentence of the first paragraph under **Item 9c of the Initial Study Checklist** (page 62), the following text will be struck out at the end of this sentence: "~~(located at two 'River Outlook' locations)~~".

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- In the second sentence of the second paragraph under **Item 15a of the Initial Study Checklist** (page 87): "Furthermore, the proposed project includes an approximately 19,100 square foot private park maintained by a HOA, and will ~~enhance the two bioretenion lots adjacent to the San Diego River to each~~ provide a lookout point with a bench within the development area at the south ends of Lots E and F (i.e., drainage easements); refer to . . ."

- In the first sentence of the fifth paragraph under **Item 16f of the Initial Study Checklist** (page 99): "Additionally, the proposed floodway buffer onsite includes construction of a public 14-foot wide multi-use trail ~~and two river outlooks~~ that would be constructed by the project applicant, and owned and maintained by the City of Santee."

These changes are reflected in the Errata attached to the Final Initial Study/Mitigated Negative Declaration for adoption by the City of Santee.

It should also be noted that such overlooks are allowed within 100% MHPA Conserved Lands (see SAP Section 7.2.4) and are not considered to be "new non-compatible development" that would be inconsistent with the City's SAP Conservation Goals.

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

January 4, 2018

Mr. Michael Coyne, AICP
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INITIAL STUDY AND PROPOSED MITIGATED NEGATIVE DECLARATION (ND)
FOR THE WALKER TRAILS PROJECT (SCH# 2017121039)

Dear Mr. Coyne:

E-1 The Department of Toxic Substances Control (DTSC) has reviewed the subject ND. The following project description is stated in the ND: "The project proposes two general components: Residential and Open Space. The Residential Component is proposed on the northerly 11.1 acres of the 20.4-acre project site, comprising 67 single-family detached dwelling units on 9.6 acres and 1.5 acres of new public road. The Open Space Component is proposed on the southerly 9.3 acres of the project site, comprising 8.1 acres of the San Diego River floodway and 1.2 acres of a floodway buffer zone."

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

E-2 1. The ND states, "The Phase I ESA identified a number of Recognized Environmental Conditions (RECs) on the property, and it was recommended that additional assessment of such conditions be undertaken to determine if they posed a potential hazard to public health and/or safety." Proper investigation, sampling and remedial actions overseen by the appropriate regulatory agencies should be conducted prior to the new development or any construction.

E-3 2. If the project plans include discharging wastewater to a storm drain, you may be required to obtain an NPDES permit from the overseeing Regional Water Quality Control Board (RWQCB).

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E-1 Comment noted. This comment summarizes the improvements being proposed with the project and does not identify any environmental issues or concerns relative to CEQA.

E-2 As indicated in Section 8, Description of Project, of the Initial Study, a sand mining operation was formerly present on the project site. The sand resource that supported the mining activities operated by RCP Block and Brick (RCP) has been exhausted and RCP is in the process of closing down its operations in accordance with Reclamation Plan RP88-01; refer to Appendix K of the Initial Study for a copy of the Reclamation Plan. Reclamation Plan RP88-01 was approved in 1990 to restore the project site to previous conditions following the termination of the RCP sand mining, block plant, and storage facility onsite. As part of the closing-down process, existing Conditional Use Permit P00-01 will be cancelled.

The applicable assurances/conditions that are required to be in place for the City to confirm that all Reclamation Plan activities have been adequately implemented prior to project grading/construction are provided in Section 8, Description of Project, of the Initial Study. However, it is important to emphasize that these Reclamation Plan activities are not part of the proposed project.

Therefore, pursuant to Sections 15063(d) and 15125(a) of the CEQA Guidelines, the Initial Study considers the environmental baseline used for evaluation of potential impacts with regard to hazards and hazardous materials was the condition of the site subsequent to the cessation of all reclamation and remediation activities. Neither CEQA nor the CEQA Guidelines mandate a uniform, inflexible rule for determining the existing baseline conditions for a project. CEQA does not preclude an agency from employing, under appropriate factual circumstances, a baseline of conditions expected to obtain at the time the proposed project would go into operation. (Communities for a Better Environment v. South Coast Air Quality Management Dist. (2010) 48 Cal.4th 310.) An agency may, where appropriate, adjust its existing conditions baseline to account for a major change in environmental conditions that is expected to occur before project implementation. Once all requirements of the Reclamation Plan have been met, RCP will be required to demonstrate to the City (and other local, State, and/or federal agencies, as applicable) that all potentially hazardous conditions onsite have been remediated through preparation of a subsequent Phase I ESA and/or Phase II testing, as applicable; refer to discussion provided in Section 8, Description of Project, of the Initial Study. The City (and other affected agencies, such

as the State Mining and Geology Board, as appropriate) will be required to verify such compliance to ensure that, prior to purchase of the property by the project applicant, requirements of Reclamation Plan RP88-01 have been fulfilled and any hazardous materials, substances, and/or conditions have been remediated and are no longer present onsite.

Once conformance with all required improvements of the Reclamation Plan have been approved by the approving agencies (e.g., DTSC, County Department of Health, City of Santee, etc.), the applicant would be allowed to purchase the subject property and commence grading and construction activities. Implementation of the Reclamation Plan RP88-01 by RCP Block and Brick would ensure that, prior to the sale of the site to the project applicant, all potential Recognized Environmental Conditions (RECs) have been evaluated and/or remediated, as applicable. As required by the Plan, all known hazardous conditions onsite will be remediated and all existing structures demolished and removed prior to (and independent of) any grading or construction activities associated with the proposed project. Therefore, for the reasons described above an existing conditions analysis would be misleading or without informational value. Rather the condition of the site subsequent to the cessation of all reclamation and remediation activities is more relevant to a determination whether the project's impacts will be significant.

Additionally, the project site is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As such, the project would not create a significant hazard to the public or the environment. The Initial Study determined that no impact or a less than significant impact would occur with regard to hazards and hazardous materials, per evaluation under CEQA Guidelines Appendix G criteria.

E-3 Prior to commencement of the construction phase, the project applicant would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) for approval by the City to ensure that potential impacts on water quality are minimized during construction. As stated in Section 9, Hydrology and Water Quality, of the Initial Study, approval of a NPDES permit from the San Diego Regional Water Quality Control Board (RWQCB) will be required, prior to issuance of a grading permit. Compliance with the NPDES Permit would mitigate any project-level impacts to water quality to a level of less than significant.

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E-4 3. Investigate the contamination associated with the sand mining operations at the site. This is not identified in the ND. Proper remedies should be implemented in accordance with all applicable and relev D-1 vs and regulations.

E-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.

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

E-7 6. The ND states, "The possibility that petroleum products and VOCs have affected soil and groundwater conditions beneath the subject site cannot be ruled out." The ND further states two diesel underground storage tanks (USTs) and one gasoline UST, as well as associated piping and dispensers, were removed from the site in 2015 under the oversight of San Diego County Department of Environmental Health (DEH).

E-8 a. DTSC recommends soil and groundwater investigation in the project area to determine whether or not historical operations resulted in soil and/or groundwater contamination.

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

E-10 c. 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. If soil, soil gas or groundwater contamination is present in the project area, then cleanup would be necessary to mitigate potential impact to human health and the environment.

E-11 7. If soil contamination is suspected or observed in the project area, then excavated soil should be sampled prior to export/disposal. If the soil is contaminated, it should be 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.

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E-4 Refer to Response E-2, above. As indicated, prior to sale of the site to the project applicant, RCP would be required to demonstrate that all requirements of the Reclamation Plan have been complied with in accordance with applicable and relevant laws and regulations, and that no RECs are present on the site. Additionally, the project site is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

E-5 The site was formerly used as a sand mining operation; no former agricultural operations were identified in the Phase I ESA as historically occurring onsite. According to a representative for RCP Block and Brick, material has been imported from various locations in San Diego County for use as fill. Several sources have been identified, while others have not. Of the identified sources, one was certified as clean, one was a residential property, and one was historically used for agricultural purposes. Therefore, the presence of undocumented fill material and documented fill originating from a source historically used for agricultural purposes was identified as an REC, based on the potential presence of pesticides and other contaminants.

Refer to Response E-2, above, with regards to the remediation requirements for the subject site prior to sale and subsequent ownership by the project applicant. Implementation of the Reclamation Plan by RCP would ensure that all potential hazardous materials and/or conditions have been removed from the property and that underlying soils are free from contamination. Refer also to Section 9, Hazards and Hazardous Materials, of the Initial Study for additional discussion.

E-6 As indicated in Appendix E-1 of the Initial Study, during preparation of the Phase I ESA, Geosoils, Inc. observed three pole-mounted transformers on the western property boundary and one pad-mounted transformer in the eastern portion of the property. The transformers were owned and operated by San Diego Gas and Electric (SDG&E). The transformers appeared to be in good condition with no visible leaks. Conversations with SDG&E indicated that the possibility of PCB's leaking from their transformers was extremely unlikely and that the transformers were assumed to be filled with mineral oil. SDG&E also indicated that should the transformers leak, it would be their responsibility to perform cleanup. It is unlikely that the pole-mounted power transformer could be a source of PCB contamination, therefore the presence of the transformers onsite is not an REC.

As stated in Response E-2, RCP is responsible for full remediation of the subject site consistent with all applicable local, State, and federal regulations, prior to sale to the project applicant. No further evaluation, proper investigation, or mitigation with regard for PCBs is recommended or required.

E-7 Refer to Response E-2, above. The referenced discussion is provided on page 56 of the Initial Study.

According to the Phase I ESA, in January 1998, two diesel USTs and one gasoline USTs, as well as associated piping and dispensers, were removed from the site in accordance with State and federal regulations and replaced. Following removal, County Department of Health (DEH) directed collection of four onsite soil samples. Total petroleum hydrocarbons as diesel (TPHd) were detected in two of the samples at concentrations of 1,200 and 19,000 mg/kg. Two groundwater monitoring wells were subsequently installed by Petra Geotechnical Inc. In 2002, TPHd was detected in soil samples taken, and phase-separated petroleum hydrocarbons (PSH) were observed. As a result, four additional groundwater monitoring wells were installed in 2003. In 2004, the USTs were removed and replaced with an aboveground fuel storage tank system.

Two additional monitoring wells were installed in 2011 for purposes of continued monitoring. A Report of Site Assessment Activities was subsequently prepared by Petra indicating that the lateral and vertical extent of impacts to the soil and groundwater had been delineated. Based on site assessment activities, the primary constituent of concern was identified as diesel in soil and groundwater. In addition, gasoline and total xylenes were detected above laboratory reporting limits.

According to the Corrective Action Plan (CAP) prepared for the site by SCS Engineers (SCS), the vertical and horizontal extent of petroleum hydrocarbon-bearing soil was delineated. Petroleum hydrocarbon-bearing groundwater was determined to be delineated by the groundwater monitoring wells present at the site at the time the CAP was developed. PSH had not been observed in wells since 2002. No constituents of concern were detected above laboratory reporting limits during the first and third quarter 2012 groundwater monitoring events. Based on the limited extent of subsurface impacts and the apparent lack of impact to groundwater resources and sensitive receptors within the site vicinity, SCS proposed natural attenuation as a remedial strategy for the subject site, and further monitoring was not recommended.

Subsequently, County DEH made a determination that no further action was required at the site. A closure letter was issued by DEH in July 2015.

Additionally, page 54 of the Initial Study states the following:

- A leaking underground storage tank (LUST) case (Case No. H08229-001) was identified onsite which represented a potential REC. At the time the site assessment was conducted, this case was documented as an open (active) case with the San Diego County Department of Environmental Health (DEH); however, since that time, the County DEH issued a letter of closure for this LUST case on August 19, 2015, and therefore, it no longer represents a potential hazard on the project site..."

Therefore, soil and/or groundwater contamination is anticipated to occur as a result of this former UST; refer to Appendix E-2 of the Initial Study.

E-8 Refer to Response E-2 and E-7, above. As discussed under Threshold 8d), groundwater monitoring via monitoring wells has previously occurred due to onsite due to prior land uses. According to the Corrective Action Plan (CAP) prepared for the site by SCS Engineers (SCS), the vertical and horizontal extent of petroleum hydrocarbon-bearing soil was delineated. Petroleum hydrocarbon-bearing groundwater was determined to be delineated by the groundwater monitoring wells present at the site at the time the CAP was developed. PSH had not been observed in wells since 2002. No constituents of concern were detected above laboratory reporting limits during the first and third quarter 2012 groundwater monitoring events. Based on the limited extent of subsurface impacts and the apparent lack of impact to groundwater resources and sensitive receptors within the site vicinity, SCS proposed natural attenuation as a remedial strategy for the subject site, and further monitoring was not recommended. Subsequently, County DEH made a determination that no further action was required at the site. A closure letter was issued by DEH in July 2015.

E-9 Refer to Response E-2, above.

E-10 Refer to Response E-2, above.

E-11 Refer to Response E-2 and E-5, above. If future onsite excavation or grading activities result in the encounter of the presence of suspected contaminated soils, the contractor would be required to follow all applicable standard protocols, regulations, and requirements to ensure

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E-12 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.

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that any potential hazards or exposure to workers and/or the public are minimized and/or avoided.

E-12 Refer to Responses E-2 and E-5, above. No demolition activities are required with the proposed project, as the site is undeveloped with no physical structures or improved roadways present onsite. If future onsite excavation or grading activities result in the encounter of the presence of suspected contaminated soil or groundwater, 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.

Discussion under Section 8b of the Initial Study (page 55) will be amended as follows to reinforce required project adherence to applicable local, State, and federal regulations pertaining to the accidental release of hazardous materials during construction:

> "All project construction and operation activities would be required to adhere to applicable local, State, and federal requirements regulating the emission or handling of hazardous materials and would be further subject to the City's discretionary review process. In the event that potential soil or groundwater contamination is suspected during project excavation or grading activities, the contractor shall be required to cease activity and follow proper protocols for the identification, handling, and disposal of any hazardous substances. The City shall act as the initial agency providing oversight as to coordination efforts, with other appropriate government agencies being contacted during the process to ensure that all required procedures are properly followed. Due to the nature of the proposed land uses (residential and open space), it is not anticipated that the project will result in a significant impact relative to creation of 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. Impacts will be **less than significant**."

These text changes are provided in the Errata attached to the Final Initial Study/Mitigated Negative Declaration to be adopted by the City of Santee.

cc: Governor's Office of Planning and Research (via e-mail)
State Clearinghouse
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CEQA# 2017121039

Comment Letter E: Department of Toxic Substances Control, January 4, 2018

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

January 4, 2018

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

Re: *Airport Land Use Commission Consistency Determination – Magnolia Avenue near Chubb Lane, Construction of 67 Detached Residential Units; APN 381-160-41, -46, and -63; City of Santee; Gillespie Field - Airport Land Use Compatibility Plan – GIL-17-009; Resolution No. 2017-0024 ALUC*

Dear Mr. Coyne:

On December 7, 2017, the San Diego County Regional Airport Authority (SDCRAA), acting in its capacity as the San Diego County Airport Land Use Commission, determined that the proposed project referenced above is **conditionally consistent** with the Gillespie Field Airport Land Use Compatibility Plan (ALUCP). A copy of Resolution 2017-0024 ALUC making this determination is enclosed.

The ALUC determination of consistency with the ALUCP is based upon ALUC Policies, the State Aeronautics Act (Cal. Pub. Util. Code §21670-21679.5), and the following facts and findings:

F-1 (1) The proposed project involves the construction of 67 detached residential units.

(2) The proposed project is located outside the 60 dB CNEL noise contour. The ALUCP identifies residential uses located outside the 60 dB CNEL noise contour as compatible with airport uses.

(3) The proposed project is in compliance with the ALUCP airspace protection surfaces because a determination of no hazard to air navigation has been issued by the FAA.

(4) The proposed project is partially located within Safety Zone 6. The ALUCP identifies residential uses located within Safety Zone 6 as compatible with airport uses.

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AIRPORT LAND USE COMMISSION

Comment Letter F: S.D. County Regional Airport Authority, January 4, 2018

F-1 Comments noted. The comments provided indicate that the proposed project is conditionally consistent with the Gillespie Field Airport Land Use Compatibility Plan (ACLUCP). The comments provided summarize the San Diego County Regional Airport Authority's (SDCRAA) and do not refer to an environmental issue relevant to CEQA requirements.

As a condition of project approval, the project applicant will be required to record an overflight notification with the County Recorder on each proposed residential lot.

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

F-1 cont'd

(5) The proposed project is located within the overflight notification area. The ALUCP requires recordation of an overflight notification with the County Recorder for each new residential unit or other alternative method as approved by the ALUC. Therefore, as a condition of project approval, an overflight notification shall be recorded with the County Recorder on each property containing a residential unit or other alternative method as approved by the ALUC.

(6) Therefore, if the proposed project contains the above-required conditions, the proposed project would be consistent with the Gillespie Field ALUCP.

(7) This ALUC action is not a "project" as defined by the California Environmental Quality Act (CEQA) Pub. Res. Code Section 21065; and is not a "development" as defined by the California Coastal Act Pub. Res. Code Section 30106.

Please contact Mr. Ed Gowens at (619) 400-2244 or egowens@san.org if you have any questions about this matter.

Very truly yours,

Kimberly J. Becker
President/CEO

KJB/eg

Enclosures: Resolution 2017-0024 ALUC

cc: Amy Gonzalez, SDCRAA, General Counsel
Tony Sordello, Caltrans, Division of Aeronautics
Seth Cutter, Caltrans, District 11
Keri Robinson, Caltrans, District 11

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Comment Letter F: S.D. County Regional Airport Authority, January 4, 2018

RESOLUTION NO. 2017-0024 ALUC

A RESOLUTION OF THE AIRPORT LAND USE COMMISSION FOR SAN DIEGO COUNTY MAKING A DETERMINATION THAT THE PROPOSED PROJECT: CONSTRUCTION OF 67 DETACHED RESIDENTIAL UNITS AT MAGNOLIA AVENUE NEAR CHUBB LANE, CITY OF SANTEE, IS CONDITIONALLY CONSISTENT WITH THE GILLESPIE FIELD AIRPORT LAND USE COMPATIBILITY PLAN

WHEREAS, the Board of the San Diego County Regional Airport Authority, acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County, pursuant to §21670.3 of the California Public Utilities Code, was requested by the City of Santee to determine the consistency of a proposed project: Construction of 67 Detached Residential Units at Magnolia Avenue near Chubb Lane, City of Santee, which is located within the Airport Influence Area (AIA) for the Gillespie Field Airport Land Use Compatibility Plan (ALUCP), adopted and amended in 2010; and

WHEREAS, the plans submitted to the ALUC for the proposed project indicate that it would involve the construction of 67 detached residential units; and

WHEREAS, the proposed project would be located outside the 60 decibel (dB) Community Noise Equivalent Level (CNEL) noise contour, and the ALUCP identifies residential uses located outside the 60 dB CNEL noise contour as compatible with airport uses; and

WHEREAS, the proposed project is in compliance with the ALUCP airspace protection surfaces because a determination of no hazard to air navigation has been issued by the Federal Aviation Administration (FAA); and

WHEREAS, the proposed project is partially located within Safety 6, and the ALUCP identifies residential uses located within Safety 6 as compatible with airport uses; and

WHEREAS, the proposed project is located within the overflight notification area, and the ALUCP requires recordation of an overflight notification with the County Recorder for new residential land uses or other alternative method as approved by the ALUC; and

Comment Letter F: S.D. County Regional Airport Authority, January 4, 2018

WHEREAS, the ALUC has considered the information provided by staff, including information in the staff report and other relevant material regarding the project; and

WHEREAS, the ALUC has provided an opportunity for the City of Santee and interested members of the public to present information regarding this matter.

NOW, THEREFORE, BE IT RESOLVED that the ALUC determines that the proposed project: Construction of 67 Detached Residential Units at Magnolia Avenue near Chubb Lane, City of Santee, is conditionally consistent with the Gillespie Field ALUCP, which was adopted and amended in 2010, based upon the following facts and findings:

(1) The proposed project involves the construction of 67 detached residential units.

(2) The proposed project is located outside the 60 dB CNEL noise contour. The ALUCP identifies residential uses located outside the 60 dB CNEL noise contour as compatible with airport uses.

(3) The proposed project is in compliance with the ALUCP airspace protection surfaces because a determination of no hazard to air navigation has been issued by the FAA.

(4) The proposed project is partially located within Safety Zone 6. The ALUCP identifies residential uses located within Safety Zone 6 as compatible with airport uses.

(5) The proposed project is located within the overflight notification area. The ALUCP requires recordation of an overflight notification with the County Recorder for each new residential unit or other alternative method as approved by the ALUC. Therefore, as a condition of project approval, an overflight notification shall be recorded with the County Recorder on each property containing a residential unit or other alternative method as approved by the ALUC.

(6) Therefore, if the proposed project contains the above-required conditions, the proposed project would be consistent with the Gillespie Field ALUCP.

Comment Letter F: S.D. County Regional Airport Authority, January 4, 2018

BE IT FURTHER RESOLVED that the ALUC finds this determination is not a "project" as defined by the California Environmental Quality Act (CEQA), Cal. Pub. Res. Code §21065, and is not a "development" as defined by the California Coastal Act, Cal. Pub. Res. Code §30106.

PASSED, ADOPTED AND APPROVED by the ALUC for San Diego County at a regular meeting this 7th day of December, 2017, by the following vote:

AYES:	Commissioners:	Boling, Desmond, Janney, Kersey, Sessom
NOES:	Commissioners:	None
ABSENT:	Commissioners:	Cox, Gleason, Robinson, Schumacher

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE &
INFORMATION GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

Comment Letter F: S.D. County Regional Airport Authority, January 4, 2018

CALIFORNIA CHAPARRAL INSTITUTE

Preserve Wild Santee

January 15, 2018

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

RE: Walker Trails Project Draft Mitigated Negative Declaration (MND)

Dear Mr. Coyne,

G-1 The Draft Mitigated Negative Declaration for the Walker Trails Project does not disclose, avoid or adequately mitigate for significant adverse impacts of the project. A thorough analysis should be prepared within an Environmental Impact Report (EIR) that includes hazards to public safety, cumulative climate impacts, vehicle miles traveled (VMT) and other traffic impacts.

G-2 The project is inconsistent with the Town Center Specific Plan / Santee General Plan. The proposed conversion from "Office/Professional" designation to "Residential (7-14)" designation negatively impacts potential city revenue while adding to traffic congestion. Any residential use permitted is required to be "ancillary" to the office park development.

G-3 An EIR should be prepared that includes a "Mixed Use Alternative" that potentially produces greater revenues to pay for city service demands while reducing vehicle miles travelled (VMT). Implementation of VMT reduction strategies could avoid significant cumulative climate impacts and traffic congestion. A "Mixed Use Alternative" could also include modifications to reduce significant impacts from firestorms and floods.

"Objective 6.4 Mixed use commercial, residential and office projects should be encouraged..."[1]

[1] Santee Town Center Specific Plan.

Comment Letter G: California Chaparral Institute, January 15, 2018

G-1 The Initial Study/Mitigated Negative Declaration prepared for the project evaluates potential environmental impacts resulting with project implementation and identifies mitigation measures to reduce all project impacts to less than significance. The commenter identifies hazards to public safety, cumulative climate impacts, vehicle miles traveled (VMT) and other traffic impacts as specific concerns to be addressed. A more detailed discussion of the commenter's specific concerns and a detailed response to each are provided below.

G-2 Generation of City revenue is not a CEQA issue and not relevant to the environmental analysis provided in the Initial Study. The project proposes a change to the existing Santee Town Center Specific Plan designation for the northerly portion of the site from Office Professional to Residential (7-14 du/acre) to allow for the proposed residential development. As stated in the Specific Plan, the Plan is intended to "dictate overall guidelines for development while simultaneously allowing for flexible response to future business market opportunities (page 11)." The proposed project is intended to provide new housing opportunities in the Santee area while also enhancing recreational amenities provided by the San Diego River Trail, and to enhance the existing physical and visual condition of the subject property which formally supported a sand mining operation.

Additionally, potential traffic impacts generated by the proposed project were evaluated by Michael Baker International in the 2016 Traffic Study; refer to Appendix I of the Initial Study. The analysis determined that all intersections and roadway segments would operate at an acceptable Level of Service (LOS) or better for both the without and the with project conditions under the assumptions made in the traffic analysis (e.g., proposed signalization of Magnolia Avenue/Public Road A intersection). Mitigation Measure TRA-1 is proposed to ensure that the intersection of Magnolia Avenue/Public Road A will be signalized by the project applicant as part of project construction. As such, impacts would be less than significant with mitigation incorporated.

As shown in Table 16-3 of the Initial Study, the proposed project would generate approximately 670 daily trips (54 daily trips during the AM peak hour and 67 daily trips during the PM peak hour).

Using the San Diego Association of Governments (SANDAG) standard trip rate of 300 trips per acre for Office Professional use, trip generation was calculated.

G-3 cont'd *"Specialty shopping and visitor oriented commercial development...is anticipated to be developed along the northern and southern banks of the San Diego River. Specific types of development encouraged within these areas include river and pedestrian oriented restaurants, and specialty shops dealing in regional merchandise."*[2]

Greater attention needs to be provided to the goals and objectives of the Santee Town Center Specific Plan to create a consistent project.

Public Safety

"Objective 1.5 Those lands necessary as open space lands in order to protect public health and safety should be identified, preserved and/or conserved."

Wildfire

G-4 The project is vulnerable to wildfire and the MND has not adequately analyzed the significant impact to public safety. The project would be located adjacent to heavy natural vegetation capable of producing long flame lengths, radiant heat and embers, especially during periods of drought and heat waves. Developments in San Diego County should have 100-feet of defensible space. Any plants in the first 50-feet (Zone 1) should contain irrigated and well-maintained plants with high moisture content. Native vegetation in the second 50-feet (Zone 2) should be maintained to diminish flame lengths and radiant heat. Zone 2 is 45-feet deficient, however, there should not be incursion into the adjacent open space for additional fuel management. A masonry firewall should be constructed at the property line and/or units should be replaced with developed park. Without redesign, when property is lost or damaged by wildfire, biological resources will be put at risk by pressures to increase fire buffers into adjacent open space natural vegetation.

Floods

G-5 Although grading for the project would elevate it, the project is located within the historic floodplain of the San Diego River and in the path of any significant volume of water moving downstream that would exceed a "100-year flood." Modifying the project to increase developed park space along the adjacent open space in place of residential units would reduce flood and fire risk. Such modification should be included in a "Mixed Use Alternative" analyzed by an EIR. Units that could not be replaced by developed park space should be designed with mixed-use elevated commercial flats on the lower floor with second floor residential spaces.

[2] Santee Town Center Specific Plan.

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Peak hour trips are calculated as:

- 14% during AM peak hour with 90% inbound and 10% outbound
- 13% during PM peak hour with 20% inbound and 80% outbound.

If the subject site is assumed to be 9.7 acres, development of the property with an office professional use would generate the following trips:

- 9.7 X 300 = 2,910 daily trips
- 2,910 x 14% = 407 AM peak hour trips (366 inbound and 41 outbound)
- 2,910 x 13% = 378 PM peak hour trips (76 inbound and 302 outbound)

Therefore, the AM peak hour trips generated by the office professional use would be much greater than the proposed single-family residential use (407 for office versus 54 for residential). The PM peak hour trips generated would also be much greater (378 versus 67). As demonstrated, development of the site as proposed with the residential use would therefore have a lesser potential to contribute to area traffic congestion as compared to an office professional use.

G-3 The project proposes a change to the existing Santee Town Center Specific Plan designation for the northerly portion of the site from Office Professional to Residential (7-14 du/acre) to allow for the proposed residential development. As shown in Figure 3B, Existing Town Center Specific Plan Land Use Map, of the Initial Study, the Town Center Specific Plan does not identify planned mixed-use commercial uses within the vicinity of the project site; rather, surrounding lands are designated as Residential (varying densities), Parkway, Community Center, Riparian Restoration Area, and Park/Open Space.

The Initial Study/Mitigated Negative Declaration prepared for the Walker Trails project determined that all traffic impacts identified can be reduced to a level of less than significant; refer to Section 16, Transportation/Traffic. A VMT analysis is not required per current adopted CEQA regulations or City standards, nor is there proof that, as the commenter states, "implementation of VMT reduction strategies could avoid significant cumulative climate impacts and traffic congestion."

As indicated in Section 7, Greenhouse Gas Emissions, of the Initial Study, mitigation measures are identified to ensure that project impacts

relative to GHG emissions are reduced to less than significant. Additionally, the proposed floodway buffer includes construction of a public 14-foot wide multi-use trail and two river outlooks. As such, the project would improve pedestrian circulation in the local area, as well as enhance access for recreational users of the Walker Preserve. The project would also increase access to alternative means of transportation, both locally and regionally, through linkage to other alternative transportation networks such as bus service (e.g., bus stops located along Magnolia Avenue) and trolley service (e.g., at Santee Town Center) operated by the Metropolitan Transit Service trolley service for the San Diego region. Improvements proposed with the project for pedestrian and bicycle circulation would also enhance existing means by which public transit in the area can be accessed. The provision of new sidewalks and bike lanes would allow for linkage to similar existing facilities, and ultimately, access to area bus stops and/or the trolley line. Additionally, improvements to Public Road A would provide direct access from the road onto Magnolia Avenue, thereby providing residents from the Walker Trails and Magnolia Meadows neighborhoods with improved means of access to public transit stops along Magnolia Avenue and/or other local streets. These design measures are intended to promote use of and access to alternative means of transit while reducing dependency on automobile use, thereby also reducing the project's potential contribution to GHG emissions and effects of climate change.

The Initial Study provides an adequate analysis of the potential risk of flood and wildfire, and impacts were determined to be less than significant. California Environmental Quality Act (CEQA) Guidelines Section 15126.6 requires the identification and evaluation of reasonable alternatives designed to feasibly achieve the most basic objectives of a project while avoiding or substantially lessening any of the potential significant environmental effects. Evaluation of a project alternative that would consider a "Mixed-Use" scenario to "reduce flood and fire risk" would therefore not be viable, as no significant impacts relative to these issues have been identified. Additionally, implementation of a mixed-use commercial and residential development would not decrease the overall potential risk of flood or wildfire events as compared to the development that would occur with the project as proposed.

G-4 There is no evidence that construction of a 3-foot high masonry fire wall along the southern property boundary would substantially reduce the risk of wildfire to a greater degree than that which would be achieved with the project as currently designed. Consultation with the City Fire Marshal has

determined that modification of the required Fuel Modified Defensible Space brush management areas (Zone One and Zone Two) is appropriate for the proposed project due to existing site features such as the riparian nature of the site, readily available access to the development by fire protection personnel, and a minimal area of upland habitat. The project design incorporates "fuel modified" defensible space between the proposed residential units and the adjacent wildland area (San Diego River) to the south to minimize the potential for the spread of wildfire to/from adjacent properties. This area will be conveyed to the City of Santee in fee title, and an easement will be dedicated to the Walker Trails Homeowners Association for access purposes to allow for ongoing maintenance of the area.

As stated in Section 4, Biological Resources, clearing in this area is not anticipated to result in impacts to any sensitive biological species. The provision of the 45-foot-wide fuel-modified defensible space along the rear of the proposed Lots 37 through 58, as approved by the Fire Marshal and reflected on the Tentative Tract Map, would not result in direct and/or indirect impacts to sensitive biological resources within the reclamation (e.g., habitat restoration) area and San Diego River habitat because planting and maintenance of native upland species is equivalent to that in the Reclamation Plan. This would provide for a reduced fuel load within this proposed fuel modification zone to the satisfaction of Fire Marshal.

G-5 Refer to Response G-4, above, regarding the potential risk of flood and wildfire. As indicated in Section 9, Hydrology and Water Quality, of the Initial Study, the proposed residential development area and floodway buffer would be graded to raise the residential building pads and the multi-purpose trail a minimum of one foot above the base flood elevation (BFE) of the floodplain, in accordance with City of Santee requirements, to remove the site from a mapped floodplain (Zone AE) and negate the need for mandatory flood insurance. Zone AE areas are subject to inundation by the one-percent-annual-chance flood event. Roughly three feet of fill soil will be spread across the project site to ensure that all development occurs above the Federal Emergency Management Act (FEMA) mapped BFE and outside of the floodplain. Refer also to Table 4 of Appendix F-1, Drainage Study, of the Initial Study which identifies the 100-year water surface elevation along the San Diego River and the proposed finished floor elevations for adjacent residential lots on the subject site.

As stated above, the Initial Study provides an adequate analysis of the potential risk of flood and wildfire, and impacts were determined to be

GHGs, Climate Change and vulnerability to Climate Breakdown disasters

"Objective 3.11 Encourage energy efficient development through appropriate site planning techniques and architecture."

"Objective 5.9 ...de-emphasize the existence of the automobile."

"Objective 4.5 Landscaping in Town Center should emphasize the use of indigenous trees and shrubs."

"Objective 8.2 ...maximize orientation and enhancement of the river system, and other natural features in Santee, as much as possible."

G-6 The city has not adopted a Climate Action Plan / "Sustainability Plan" to address the single greatest environmental threat to people and the resources that sustain communities' general welfare – extreme weather induced climate breakdown disasters. Project design requires greater focus upon Santee Town Center Specific Plan objectives that align with reducing land use vulnerability to climate breakdown disasters and the project's significant cumulative climate impacts.

The city must assume a uniquely critical role for new land uses to avoid significant climate impacts and to achieve the larger transition to a sustainable future. 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."[3]

G-7

Zero net GHG emissions and VMT reduction analysis should be a mandatory part of the project's CEQA review. This review is absent from the MND. For instance, although, a motorized crossing of the San Diego River would be inappropriate for the project, a pedestrian bridge would be an important tool to reduce VMT between the project and established commercial developments south of the San Diego River.

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

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less than significant. California Environmental Quality Act (CEQA) Guidelines Section 15126.6 requires the identification and evaluation of reasonable alternatives designed to feasibly achieve the most basic objectives of a project while avoiding or substantially lessening any of the potential significant environmental effects. Evaluation of a project alternative that would consider a "Mixed-Use" scenario to "reduce flood and fire risk" would therefore not be viable, as no significant impacts relative to these issues have been identified. Additionally, implementation of a mixed-use commercial and residential development would not decrease the overall potential risk of flood or wildfire events as compared to the development that would occur with the project as proposed. As shown in Figure 3B, Existing Town Center Specific Plan Land Use Map, of the Initial Study, the Town Center Specific Plan does not identify planned mixed-use commercial uses within the vicinity of the project site; rather, surrounding lands are designated as Residential (varying densities), Parkway, Community Center, Riparian Restoration Area, and Park/Open Space.

G-6 As stated in the comment, the City of Santee has not adopted a Climate Action Plan/Sustainability Plan to address climate change. The project is subject to applicable provisions of the City's General Plan Land Use Element, Municipal Code, and Town Center Specific Plan and has been designed in conformance with such relevant goals, policies, and regulations.

Consistent with current CEQA requirements, the Walker Trails Initial Study evaluates the potential for the project to contribute to GHG emissions and global climate change and considers the appropriateness of the proposed land use for the subject site, as well as potential transportation/traffic impacts relative to reduced dependency on vehicles, improved means of circulation, and provision of access/connection to alternative means of transportation. Measures are identified to reduce project impacts relative to GHG emissions to less than significant. Additionally, the project has been designed consistent with federal, State, and local requirements in order to minimize the risk of hazards due to flooding and/or wildfire, the potential for which may be influenced by ongoing effects of climate change.

G-7 The Scoping Plan Update also states: However, the Second Update also recognizes that such an achievement *"may not be feasible or appropriate for every project...and the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a substantial*

G-7 cont'd The non-motorized crossing would also strengthen the viability of pedestrian oriented commercial land use north of the river.

G-8 **The MND utilizes outdated and inaccurate review criteria for determining the significance of Greenhouse Gas Emissions.** For example, the MND states, "[The IPPC] concluded that stabilization of GHGs at 400 to 450 ppm concentration is required to keep global mean warming below two degrees Celsius, which in turn is assumed to be necessary to avoid dangerous climate change." The flaw of the MND's outdated Significance Criteria language is exacerbated by referencing a 379 ppm threshold reached in 2005 without disclosing that 400 ppm has already been exceeded.[4] [MND p. 45] The target of below 2 degrees Celsius has been abandoned for a 1.5°C limit in the upcoming sixth IPCC report because science has already documented the inadequacy of a 2°C limit. The "assumption" used to determine Significance Criteria has already been discredited and the MND fails to provide substantial evidence to support use of a 900 MTCO2e/year threshold for its determination of "Less Than Significant..."

G-9 Current international agreements are insufficient to keep global warming under the 1.5° to 2°C target previously targeted to avoid severe impacts that include an unalterable reinforcing breakdown cycle. "2030 emissions will be 12 to 14 gigatonnes above levels needed to limit global warming to 2°C...The world must urgently and dramatically increase its ambition to cut roughly a further quarter off predicted 2030 global greenhouse emissions..."[5] Current policy results trend toward a catastrophic 3.5°C global temperature increase.

Aggressive emergency actions are required now due to decades of failure to acknowledge and act upon the impacts of fossil fuel reliance and other human caused emissions that are now manifesting into extreme weather events and firestorms. GHG emissions trap greater solar energy that adds significant fuel into the weather systems that distribute the energy worldwide. Destructive events with vast human and economic costs are rapidly increasing in frequency and magnitude.

Global CO2 exceeding 407 ppm coupled with the 1°C temperature rise has already resulted in an alarming increase in extreme weather disasters. Climate breakdown may have already reached the point of irreversible feedback or crossed the "tipping point." **Hence, all GHG emissions are cumulatively significant and should be avoided or mitigated to the maximum extent feasible.**

[4] Carbon Dioxide Concentrations reached 400.03 ppm May 9, 2013 and 407.22 ppm in November 2017. Mona Loa Observatory / NASA.
[5] UNEP Release. *World must urgently up action to cut a further 25% from predicted 2030 emissions,* November 3, 2016

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contribution to the cumulatively significant environmental impact of climate change under CEQA." CARB's Governing Board adopted the Second Update in December 2017.

Rather, CEQA Guidelines 15064.4, entitled "Determining the Significance of Impacts from Greenhouse Gas Emissions." CEQA Guidelines 15064.4(a) states:

> *[t]he determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to ... [use a quantitative model or qualitative model]" (emphasis added).*

In turn, CEQA Guidelines Section 15064.4(b) clarifies that "[a]n iron clad definition of significant effect is not always possible because the significance of an activity may vary with the setting." Therefore, consistent with CEQA Guidelines 15064.4, the GHG analysis for Walker Trails appropriately relies upon a threshold based on the exercise of careful judgement and believed to be appropriate in the context of this particular project.

G-8 The first part of this comment is informational and does not change the overall findings of the GHG analysis provided in the IS/MND. The 900 metric ton (MT) screening level was developed by California Air Pollution Control Officers Association's (CAPCOA). A single quantitative threshold was developed in order to ensure capture of 90 percent or more of likely future discretionary developments. The objective was to set the emission threshold low enough to capture a substantial fraction of future residential and nonresidential development that will be constructed to accommodate future statewide population and job growth, while setting the emission threshold high enough to exclude small development projects that will contribute a relatively small fraction of the cumulative statewide GHG emissions.

The proposed threshold would exclude the smallest proposed developments from potentially burdensome requirements to quantify and mitigate GHG emissions under CEQA. While this would exclude perhaps 10 percent of new residential development, the capture of 90 percent of

G-9 cont'd

We must take more aggressive action locally and globally to eliminate the emissions reduction gap required to limit global warming to 1.5°C.[6]

> "If we don't, we will mourn the loss of biodiversity and natural resources. We will regret the economic fallout. Most of all, we will grieve over the avoidable human tragedy; the growing numbers of climate refugees hit by hunger, poverty, illness and conflict will be a constant reminder of our failure to deliver."[7]

G-10

GHG Mitigation

The MND estimates the project still generates 813.65 MTCO2e/year after mitigation, however, further mitigation is feasible and should be required for these significant emissions. The following measures should be adopted:

- The 2.3kW solar system should be increased to utilize the full capacity of the available roof space boosting the systems to between 3 kW and 5 kW.
- A pedestrian bridge should extend southwest over the river from a project trailhead.
- Partnerships should be secured to install free electric vehicle charging stations within the project or at nearby commercial centers (ie. Volta).
- Tree selection should heavily weight Coast live oaks for their cooling and carbon sequestration capacity, their fire resistance and ability to slow runoff.
- Shrub selection should heavily weight Lemonade berry for its drought resistance and high moisture content.
- Mixed uses should be incorporated along the river frontage interface.
- The park should be relocated adjacent to the river and between mixed-use artisan flats.
- The carbon investment in the project itself should be protected by unit relocation or elimination, 100 feet of defensible space and a firewall at the project's southern boundary .
- Install tankless electric and/or solar water heaters.
- Eliminate gas lines to the project.
- Contribute to electrification of public agency fleets and solar installations.
- A menu of GHG reduction measures should be reviewed for additions.

[6] Vidal, John. *UN on wrong track with plans to limit global warming to 2°C, says top scientist*...James Hansen says current 'half arsed' plans to reduce emissions will lead to dangerous climate change... December 3, 2015.
[7] UNEP Synthesis Report Forward by Erik Solheim, Head of UN Environment and Jacqueline McGlade, UN Environment Chief Scientist. *The Emissions Gap Report 2016*, November 2016.

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new residential development would establish a strong basis for demonstrating that cumulative reductions are being achieved across the State.

The California State Supreme Court noted in *Center for Biological Diversity v. Department of Fish & Wildlife*, 62 Cal. 4th 204, 266, that numeric threshold approaches may be appropriate for determining the significance of GHG emissions. Accordingly, this threshold approach can continue to be used.

G-9 Refer to Responses G-7 and G-8.

G-10 The bright line concept is based on the principle that projects with emissions less than the bright line are less than significant. Projects with emissions greater than the bright line require further evaluation of their emissions and of the consideration of mitigation, and may or may not ultimately be determined to be significant depending on that additional evaluation. Implementation of Mitigation Measure GHG-1 would result in project-related operational GHG emissions of 813.65 MTCO2eq/year, which is below the 900 MTCO2eq/year screening level. Therefore, implementation of Mitigation Measure GHG-1 would result in a less than significant impact with regard to GHG emissions. There is no requirement for new projects to produce greater GHG reductions in order to reach State goals. Since the City has determined that the project's greenhouse gas emissions will have a less than significant impact on the environment, no additional mitigation is required (CEQA Guidelines Section 15126.4(a)(3)).

In any event, the following suggested measures have been considered by the applicant and, where indicated, would either been incorporated as Project Design Features (to be made Conditions of Approval for the project) or are already included as an element of Mitigation Measure GHG- 1:

"The 2.3kW solar system should be increased to utilize the full capacity of the available roof space boosting the systems to between 3 kW and 5 kW."

Future solar systems will be maximized per floor plan based on available roof size and orientation once final architecture is complete. Conservatively, GHG reductions for solar systems were based on the minimum roof size.

"A pedestrian bridge should extend southwest over the river from a project trailhead."

This measure would not have a GHG emissions reduction benefit as the bridge would not directly connect residential uses to commercial uses that would allow people to walk as opposed to drive.

"Partnerships should be secured to install free electric vehicle charging stations within the project or at nearby commercial centers (i.e., Volta)."

The project applicant is proposing to plumb and install utility infrastructure (conduit and supply demand capacity) within each residential unit garage for a Level 2 electric vehicle (EV) charging station, and to install two Level 2 EV charging stations within the common parking areas for the project.

"Tree selection should heavily weight Coast live oaks for their cooling and carbon sequestration capacity, their fire resistance and ability to slow runoff."

"Shrub selection should heavily weight Lemonade berry for its drought resistance and high moisture content."

The project applicant will be required to install water-efficient landscape design as stated in Mitigation Measure GHG-1. A landscaped park is also proposed onsite. All landscape improvements will be designed in accordance with the City's Landscape Standards and in accordance with the City of Santee's Water Efficient Landscape Ordinance requirements. Proposed landscaping will utilize a drought- and fire-resistant pallet that will also achieve shading.

"Mixed uses should be incorporated along the river frontage interface."

Mixed-use development would have the potential to cause increased traffic due to a commercial component and increased density (resulting in increased GHG emissions as compared to the project as proposed). Additionally, this measure would conflict with Comment G-9, above.

"The park should be relocated adjacent to the river and between mixed-use artisan flats."

This measure would have no GHG emissions reduction benefits. Additionally, this measure is contrary to the objectives of the project, and would potentially result in additional direct and/or indirect impacts (e.g., biological resources, noise) if development were to be relocated adjacent to the river and not buffered.

"The carbon investment in the project itself should be protected by unit relocation or elimination, 100 feet of defensible space and a firewall at the project's southern boundary."

This measure would have no benefit in reducing GHG emissions.

"Install tankless electric and/or solar water heaters."

The project applicant will be required to install high-efficiency lighting (100% LED), energy efficient appliances (EPA Energy Star Rated), and heating and cooling systems as stated in Mitigation Measure GHG-1.

"Eliminate gas lines to the project."

"Contribute to electrification of public agency fleets and solar installations."

The above measures are not feasible for the project to implement.

With respect to the suggestion to eliminate gas lines to the project, this is not one of the suggested measures identified in the Scoping Plan Update approved in December 2017. There may be instances where for thermal applications, such as space and water heating, onsite natural gas use has the potential to provide lower-emission energy compared with oil or propane and electricity in most parts of the country. Natural gas for thermal applications is more efficient than grid-delivered electricity, yielding less energy losses along the supply chain, and therefore, less GHG emissions (Leveraging Natural Gas to Reduce Greenhouse Gas Emissions, C2ES Center for Climate and Energy Solutions, available for the public at https://www.c2es.org/ and incorporated herein by this reference).

There is no program in place by which the applicant can contribute nor is there a CIP project identified by the City related to the suggested contribution to electrification of public agency fleets. The project applicant is proposing to plumb and install utility infrastructure (conduit and supply demand capacity) within each residential unit garage for a Level 2 EV charging station, and to install two Level 2 EV charging stations within the common parking areas for the project.

"A menu of GHG reduction measures should be reviewed for additions."

The following list identifies existing features that are already included in Mitigation Measure GHG-1 or that will be included as additional Project Design Features (to be made Conditions of Approval for the project), or provides further clarification of existing measures:

- Plumb and install utility infrastructure (conduit and supply demand capacity) within every residential unit garage for a Level 2 EV charging station, and install two Level 2 EV charging stations within the common parking areas for the project. The project also would install one Level 2 EV charging station at the adjacent park that will be dedicated to the public.
- Provide areas for storage and collection of recyclables and yard waste for each residence.
- Require the use Tier III, or higher, construction equipment as feasible. To the extent feasible, contractors will be required to implement the following: utilize electricity to power appropriate types and categories of construction equipment (e.g., hand tools), utilize electric and renewable fuel powered construction equipment if commercially available in the San Diego region, and utilize diesel equipment fleets that exceed existing emissions standards if commercially available in the San Diego region.
- Provide from the following building design elements for each residential unit as feasible: whole house ventilation system and HEPA filtration that continually refreshes and improves the interior air quality, smart home technology including programmable thermostats, energy monitoring/control systems, Energy Star appliances, High- Efficiency HVAC system, sealed (tight) air ducts that minimize heating and cooling HVAC losses, Low E dual pane windows, sealed home design that includes high-performance framing that reduces heat and/or cold transfer combined with an advanced high-efficiency whole house insulation system, and/or natural gas outlets whenever feasible.
- Install only natural gas non-wood burning fireplaces.
- The project applicant will be required to install high-efficiency lighting (100% LED) to achieve reduction in overall lighting energy.
- Incorporate into project's CC&Rs requirement that HOA work with SANDAG to provide informational materials on rideshare programs like icommute and provide literature and promote recycling to achieve a 75% diversion goal.
- Provide natural gas and electrical outlets in all residential backyards and within the common areas of multi-family development areas.

Vehicle Miles Traveled (VMT) analysis and reduction measures

The MND must analyze and mitigate the project's generation of VMT. The 2017 Climate Change Scoping Plan states that VMT reduction serves as an essential part of GHG emissions reductions, enabling the State to meet its climate change goals:

G-11

> Stronger SB 375 GHG reduction targets will enable the State to make significant progress toward the goal of reducing total light-duty VMT by 15 percent from expected levels in 2050, but alone will not provide all of the VMT reductions that will be needed. The gap between what SB 375 can provide and what is needed to meet the State's 2030 and 2050 goals needs to be addressed through additional VMT reduction measures.[8]

The 2017 Climate Change Scoping Plan repeatedly emphasizes the importance of VMT reductions. (2017 Climate Change Scoping Plan at pp. 74 [VMT reductions result in important health benefits]; 113 [transportation sector reduction goals include: "Promote all feasible policies to reduce VMT, including: Land use and community design that reduce VMT; Transit oriented development].)

The Plan recognizes that local decisions to reduce VMT are necessary to achieve the 2030 target under SB 32:

G-12

> While the State can do more to accelerate and incentivize these local decisions, local actions that reduce VMT are also necessary to meet transportation sector-specific goals and achieve the 2030 target under SB 32. ***Through developing the Scoping Plan, CARB staff is more convinced than ever that, in addition to achieving GHG reductions from cleaner fuels and vehicles, California must also reduce VMT.*** Stronger SB 375 GHG reduction targets will enable the State to make significant progress toward needed reductions, but alone will not provide the VMT growth reductions needed; there is a gap between what SB 375 can provide and what is needed to meet the State's 2030 and 2050 goals. In its evaluation of the role of the transportation system in meeting the statewide emissions targets, CARB determined that ***VMT reductions of 7 percent below projected VMT levels in 2030 (which includes currently adopted SB 375 SCSs) are necessary. In 2050, reductions of 15 percent below projected VMT levels are needed. A 7 percent VMT reduction translates to a reduction, on average, of 1.5 miles/person/day from projected***

[8] 2017 Climate Change Scoping Plan at p. 116.

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- Increase new tree plantings within the project site to help sequester GHG emissions.
- Install weather-based irrigation systems which will include rain sensing timers.

G-11/G-12 The project will result in a reduction in VMT as stated in IS/MND. The mobile emissions are reduced from 808 MT CO2e to 718 MT CO2e. This equates to an 11% (808-718 / 808) reduction. Additionally, the installation of EV charging stations will also lead to reductions in VMT.

The combination of the above-described Project Design Features and 11% reduction in mobile emissions will assist SANDAG in achieving its goal. Under SB 375, which went into effect in 2009, a Sustainable Communities Strategy (SCS) must demonstrate how development patterns and transportation network, policies, and programs can work together to achieve GHG emission reduction targets for cars and light trucks if there is a feasible way to do so. CARB released its GHG emissions target for the San Diego region. The draft target requires SANDAG to identify strategies that would reduce per capita GHG emissions from passenger vehicles by between five percent and ten percent by 2020. The 2035 draft target of five percent to 19 percent is a placeholder range that CARB developed based on information provided by SANDAG. The reductions are all relative to per capita carbon dioxide emissions in the 2005 base year.

G-13 The project will be consistent with SANDAG's Regional Transportation Program/Sustainable Communities Strategy (RTP/SCS) by including site design elements and project design features developed to support the

G-12 cont'd

levels in 2030. It is recommended that local governments consider policies to reduce VMT to help achieve these reductions, including: land use and community design that reduces VMT; transit oriented development; street design policies that prioritize transit, biking, and walking; and increasing low carbon mobility choices, including improved access to viable and affordable public transportation and active transportation opportunities. It is important that VMT reducing strategies are implemented early because more time is necessary to achieve the full climate, health, social, equity, and economic benefits from these strategies.[9]

G-13

The 2017 Climate Change Scoping Plan makes clear that VMT reduction stands alone as separate and distinct from any plan for mitigating project GHG emissions impacts or other land use policies, including the potential for allowing the purchase of GHG emissions offsets and "offshore offsets." Because CARB is "more convinced than ever" that VMT reduction is necessary to achieve State GHG reduction targets, local land use decisions may not mitigate increased GHG emissions resulting from VMT generated by new development projects merely by implementing GHG reduction polices that do not also reduce projects' VMT. The 2017 Climate Change Scoping Plan does not allow for VMT mitigation through measures that do not reduce projects' VMT. The MND does not recognize this new policy.

G-14

Addressing Climate Change is Urgent and Must be Considered at the Level of Individual Projects

The project emits GHGs directly and encourages the continued burning of fossil fuels indirectly that moves us collectively toward an inhabitable planet. Action to address climate change becomes ever more urgent with each passing day.[10] Even meeting

[9] 2017 Climate Change Scoping Plan at p. 150 [emphasis added].

[10] "Humanity today, collectively, must face the uncomfortable fact that industrial civilization itself has become the principal driver of global climate. If we stay our present course, using fossil fuels to feed a growing appetite for energy-intensive life styles, we will soon leave the climate of the Holocene, the world of prior human history. The eventual response to doubling pre-industrial atmospheric CO2 likely would be a nearly ice-free planet, preceded by a period of chaotic change with continually changing shorelines. Humanity's task of moderating human-caused global climate change is urgent... Continued growth of greenhouse gas emissions, for just another decade, practically eliminates the possibility of near-term return of atmospheric composition beneath the tipping level for catastrophic effects...The stakes, for all life on the planet, surpass those of any previous crisis. The greatest danger is continued ignorance and denial, which could make tragic consequences

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policy objectives of the RTP and SB 375. The project will implement land use and design measures that would create an environment that promotes alternative mode choice (e.g., pedestrian/bicycle networks and proximity to bus routes). For example, the project applicant will work with SANDAG to provide informational materials on rideshare programs like icommute to promote rideshare programs and opportunities. The project will encourage daily physical activity associated with walking and bicycling, by providing public riding and hiking trails as well as creating a public place for the community to gather and have access to cultural activities at the proposed park. The project will also include sidewalks allowing for walkability throughout the site and to access nearby bus stops.

G-14 Refer to Section 7, Greenhouse Gas Emissions, of the Initial Study which acknowledges that the project, by nature, would emit GHGs and evaluates methods by which such emissions can be reduced to less than significant. This comment provides general background information relative to greenhouse gas emissions and climate change. No specific project-related comments or issues relative to CEQA are provided.

As shown in Table 7-1, Estimated Greenhouse Gas Emissions, of the Initial Study, the project's unmitigated GHG emissions are 1,294.85 MTCO2eq/year, which would exceed the 900 MTCO2eq/year screening threshold. Therefore, mitigation is required to reduce project emissions to a less than significant level. Reduction measures are identified in Mitigation Measure GHG-1 and primarily include energy efficiency, water efficiency, and recycling measures that would exceed the efficiency standards of the current building code requirements. Such measures are aimed at reducing the project's potential to contribute to adverse effects relative to climate change and ongoing efforts to continue to reduce GHG emissions on a global scale.

state mandates is not enough to avoid severe climatic impacts, which is why individual projects should be designed to be GHG neutral.[11] **Every avoidable emission increases the severity of the problem as we accelerate toward tipping points where the damage becomes increasingly severe, irreversible and uncontrollable**.[12]

G-14 cont'd

In recent decades civilization has placed its foot to the floor of a sluggish climate accelerator. Now that strong collective action is kicking in, but we are applying little more than a parking brake as government policy appears blinded to the cliff of unalterable climate forcing in the pipeline.[13]

> "Many aspects of climate change and associated impacts will continue for centuries, even if anthropogenic emissions of greenhouse gases are stopped. The risks of abrupt or irreversible changes increase as the magnitude of the warming increases."[14]

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unavoidable." Hansen, James et al. "Target Atmospheric C02: Where Should Humanity Aim?" NASA/Goddard Institute for Space Studies, 2008

[11] Hansen, James et al. "Target Atmospheric C02: Where Should Humanity Aim?" NASA/Goddard Institute for Space Studies, 2008.
http://climate.nasa.gov/vital-signs/carbon-dioxide/
http://climate.nasa.gov/evidence/

[12] "Effects that scientists had predicted in the past would result from global climate change are now occurring: loss of sea ice, accelerated sea level rise and longer, more intense heat waves" (NASA Global Climate Change Vital Signs of the Planet). "...the net damage costs of climate change are likely to be significant and to increase over time."- Intergovernmental Panel on Climate Change
http://climate.nasa.gov/effects/

[13] "Earth's response to climate forcings is slowed by the inertia of the global ocean and the great ice sheets on Greenland and Antarctica, which require centuries, millennia or longer to approach their full response to a climate forcing. This long response time makes the task of avoiding dangerous human alteration of climate particularly difficult, because the human-made climate forcing is being imposed rapidly, with most of the current forcing having been added in just the past several decades. Thus, observed climate changes are only a partial response to the current climate forcing, with further response still 'in the pipeline'."
Hansen, James et al. "Climate sensitivity, sea level and atmospheric carbon dioxide", The Earth Institute, Columbia University, NASA Goddard Institute for Space Studies, 2013, p. 2.

[14] Intergovernmental Panel on Climate Change , "Climate Change 2014 Synthesis Report Summary for Policymakers," page 16.

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G-14 cont'd

The turn of the century has brought 16 of the 17 hottest years on record globally. 2017 was the second hottest year exceeded by only 2016.[15] In the National Climate Assessment released by the U.S. Global Change Research Program, experts make 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. (Melillo 2014.) Indeed, humanity is rapidly consuming the remaining "carbon budget" necessary to preserve a likely chance of holding the average global temperature increase to 2°C above pre-industrial levels. According to the IPCC, when non-CO_2 forcings are taken into account, total cumulative future anthropogenic emissions of CO_2 must remain below about 1,000 gigatonnes (Gt) to achieve this goal.[16] Some leading scientists—characterizing the effects of even a 2°C increase in average global temperature as "disastrous"—have prescribed a far more stringent carbon budget for coming decades. (Hansen 2013.) Climate change will affect California's climate, resulting in such impacts as increased temperatures and wildfires, and a reduction in snowpack and precipitation levels and water availability.

G-15

California has a mandate under AB 32 to reach 1990 levels of greenhouse gas emissions ("GHG") by the year 2020, equivalent to approximately a 15 percent reduction from a business-as-usual projection. Health & Saf. Code § 38550. The state must also reduce emission levels to 80 percent below 1990 levels by 2050. (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.[17]

In 2015, Governor Brown issued Executive Order B-30-15 requiring greenhouse gas emissions to be 40% below 1990 levels by 2030. The most recent legislative session passed SB 350, which requires widespread electrification of the transportation

[15] https://www.reuters.com/article/us-climatechange-temperatures/2017-was-second-hottest-year-on-record-after-sizzling-2016-report-idUSKBN1ET1JF

[16] IPCC 2013 ("Limiting the warming caused by anthropogenic CO_2 emissions alone with a probability of >33%, >50%, and >66% to less than 2°C since the period 1861–1880, will require cumulative CO_2 emissions from all anthropogenic sources to stay between 0 and about 1570 GtC (5760 $GtCO_2$), 0 and about 1210 GtC (4440 $GtCO_2$), and 0 and about 1000 GtC (3670 $GtCO_2$) since that period, respectively. These upper amounts are reduced to about 900 GtC (3300 $GtCO_2$), 820 GtC (3010 $GtCO_2$), and 790 GtC (2900 $GtCO_2$), respectively, when accounting for non-CO_2 forcings as in RCP2.6. An amount of 515 [445 to 585] GtC (1890 [1630 to 2150] $GtCO_2$), was already emitted by 2011."). *See also* UNEP 2013 (describing emissions "pathways" consistent with meeting 2°C and 1.5°C targets).

[17] *See* http://www.arb.ca.gov/cc/sb375/sb375.htm.

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G-15 This comment provides discussion of relevant State goals relative to GHG emissions and does not identify an environmental issue relative to the content or analysis included in the IS/MND. No additional changes are necessary in response to this comment.

sector, half of all power generated to be from renewable sources, and a doubling of energy efficiency in buildings.

G-15 cont'd 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.)

G-16 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. Similarly, CEQA requires that an EIR consider both direct and indirect impacts of a project. CEQA Guidelines, § 15064.

Conclusion

G-17 The project should avoid significant adverse impacts and mitigate for significant adverse impacts that cannot be avoided. An Environmental Impact Report (EIR) should be prepared that discloses hazards to public safety, cumulative climate impacts, vehicle miles traveled (VMT) and other traffic impacts.

The following conditions should be considered for the project.

G-18 GHG 1:
"To reduce Greenhouse Gas (GHG) emissions, the project applicant shall maximize the PV solar energy potential of the roof space for each housing unit constructed and will build a minimum 2.4 kW system on all units."

G-19 GHG 2:
"To reduce Vehicle Miles Traveled (VMT) associated GHG emissions, the project applicant shall fund a fair share contribution in the amount of $____, to construct a non-motorized route over the San Diego River at the southwest boundary trail head of the project. Construction of the off-site crossing shall be completed by project build out.

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G-16 Section 7, Greenhouse Gas Emissions, of the Initial Study recognizes the cumulative nature of GHG emissions and their potential effect on climate change as a fundamental part of the discussion. The Initial Study considers the potential direct and indirect effects of project implementation relative to GHG emissions and provides mitigation (Mitigation Measure GHG-1) to effectively reduce the project's potential contribution to the effects of global climate change to less than significant.

G-17 The IS/MND prepared for the Walker Trails project determined that all potential impacts identified as resulting with project implementation can be reduced to less than significant with incorporation of mitigation measures. No significant and unavoidable impacts were identified. Refer to the responses provided herein which address the commenter's specific concerns relative to public safety, cumulative climate change impacts, VMT, and other traffic impacts.

G-18 Refer to Response G-10. Potential solar systems will be maximized per floor plan based on available roof size and orientation once final architecture is complete. Conservatively, GHG reductions for solar systems were based on the minimum roof size.

G-19 The measure is not feasible for the project to implement in that there is no program in place in which the applicant can contribute, nor is there a CIP project identified by the City related to this suggested measure. Additionally, the City would need to establish a nexus for the crossing as related to the project and reducing GHG emissions through a CIP project.

G-19 cont'd Note — Chub Lane (currently within the San Diego River floodplain) should be restored to natural habitat and abandoned as a motorized river crossing. This might be an added condition, or included in the above.

G-20 GHG 3:
"To reduce Greenhouse Gas (GHG) emissions, provide passive cooling, reduce water use, restore wildlife habitat and increase fire resistance, the project applicant shall require the plant pallet of the developed portion of the project landscape plan to utilize 80% minimum Coast Live Oaks for trees and 30% minimum Lemonade Berry for shrubs exceeding 2 feet in height."

G-21 GHG 4:
"To reduce Greenhouse Gas (GHG) emissions, the project applicant shall install electric tankless water heaters."

G-22 GHG 5:
"To reduce Greenhouse Gas (GHG) emissions, the project applicant shall solicit the installation of a free or low cost electrical vehicle charging station within the project or at a commercial center in Santee."

G-23 GHG 6:
"To reduce mobility (VMT) associated Greenhouse Gas (GHG) emissions, the project applicant shall lease 3 electric vehicles for 3 years for any public agency in Santee for agency staff business use."

G-24 GHG7:
"To reduce Vehicle Miles Traveled (VMT) associated GHG emissions, along the southern San Diego River Trail interface, the project applicant to the extent feasible shall maximize park space and provide single units comprised of potential artisan/commercial flats on the bottom floors with residential flats above (live/work units)."

G-25 Public Safety 1:
"To increase project fire resistance and preclude fuel management beyond the property boundary impacting biological resources, the applicant will build a 3 feet tall masonry firewall along the project's southern wildland interface with the San Diego River open space."

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G-20 The project will incorporate the majority of these items as determined feasible. Refer to Response G-10 and the measures proposed in Mitigation Measure GHG-1.

G-21 Refer to Response G-10, above. The GHG analysis utilized standard construction techniques which include the use of natural gas and electricity. The project's emissions are below the CAPCOA 900 MT screening level.

G-22 The project applicant is proposing to plumb and install utility infrastructure (conduit and supply demand capacity) within each residential unit garage for a Level 2 EV charging station, and to install two Level 2 EV charging stations within the common parking areas for the project.

G-23 The measure is not feasible for the project to implement in that there is no program in place in which the applicant can contribute related to this suggested measure. The project applicant is proposing to plumb and install utility infrastructure (conduit and supply demand capacity) within each residential unit garage for a Level 2 EV charging station, and to install two Level 2 EV charging stations within the common parking areas for the project.

G-24 Refer to Response G-2, above. The project proposes a change to the existing Santee Town Center Specific Plan designation for the northerly portion of the site from Office Professional to Residential (7-14 du/acre) to allow for the proposed residential development. As compared to development of the site under the Office Professional designation, the proposed residential use would reduce vehicle trips and associated GHG emissions generated. Mitigation Measure GHG-1 identifies means by which the project would reduce GHG emissions from project operations.

Refer to Response G-3, above. Improvements are proposed to reduce dependency on automobiles, thereby also reducing related VMT and associated GHG emissions. Such improvements include construction of the multi-use trail along the San Diego River and connection to Magnolia Avenue as well as the existing Walker Preserve Trail to the east of the project site; increased accessibility to alternative means of transportation (e.g., bus service and trolley service); enhanced pedestrian and bicycle circulation (new sidewalks and bike lanes) and linkage to access to area bus stops and/or the trolley line; and provision of direct access onto Magnolia Avenue from Public Road A to improve access to public transit stops along Magnolia Avenue and/or other local streets. The applicant will also incorporate into the project's CC&Rs a requirement that the HOA

Thank you for considering our comments.

Van K. Collinsworth
Geographer / Director, Preserve Wild Santee

John Buse
Senior Counsel, Center for Biological Diversity

Richard W. Halsey
Director, California Chaparral Institute

Cc: Santee City Council

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http://rsta.royalsocietypublishing.org/content/371/2001/20120294?sid=081258ae-d827-44f8-88c0-0174747c1f05

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http://www.columbia.edu/~jeh1/mailings/2013/20131202_PopularSciencePlosOneE.pdf

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work with SANDAG to provide informational materials on rideshare programs like icommute and to provide literature and promote recycling to achieve a 75% diversion goal.

G-25 Refer to Response G-4, above, regarding measures proposed to reduce potential risk for the occurrence of wildfire events.

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

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SANTEE, CALIFORNIA 92071

RE: MITIGATED NEGATIVE DECLARATION FOR WALKER TRAILS PROJECT

Date: December 16, 2017

To: City of Santee and residents

H-1 A few years back I wrote an article regarding the San Diego River Trail Development. I've given myself the title of San Diego River Trail advocate and have had several Conversations with all San Diego County Supervisors regarding this valuable piece of Property that runs from it's headwaters in Julian all the way out to Ocean Beach jetty.

What must be seriously considered is the "big picture" outlook for this land for future generations. With the clogging of freeways, a trolley system that may be tapped out to maximum usage in the future, this will cause further waste of man hours from traffic jams. Co-operation between municipalities and landowners for standardization of design and safety specifications is of utmost importance.

H-2 Please consider also the lower income populace in east county around El Cajon who have downtown hotel, restaurant and other service jobs who will need affordable transportation to commute into downtown San Diego for these jobs in the future.

H-3 Solution: Electric bicycles are coming on strong in sales not only for pleasure but for commuting. This product will continue to expand in the next few decades and especially so due to the great San Diego and Los Angeles weather. Parts of the San Diego River Trail are done with good planning and other parts are narrow, bumpy and restrictive. Add in the homeless problem and only recently law enforcement taking action to eliminate them, then we can be open to plan a true bicycle (regular and electric combined), commuter and pleasure River Trail.

H-4 This trail should have passing lanes, half rounded wildlife lookouts, 25 mph speed limits during the workweek and 15 mph on weekends and special walking trails alongside the paved trail portion in certain areas. Small bridge crossings, portable stoplight and lowering safety drop arms in the industrial areas where gravel trucks are running. Again, consider the future of traffic and the huge cost of land to develop another freeway vs: a commuter bikeway which would be 1/20th the cost of that freeway or railway.

H-5 PLAN FOR THE FUTURE, THINK BIG, THINK EFFICIENT, THINK BUDGET SAVINGS, THINK SAFETY, THINK SMALL BUSINESS POSSIBILITIES FOR COFFEE AND DONUT STOPS, POLICE PATROLLING. KEEP AN OPEN MIND !

Sincerely yours,

Robert L. Groff

Tel: (619) 258-1337 E-Mail: 38bikrbob@cox.net

Comment Letter H: Groff, Robert L., December 16, 2017

H-1 The commenter provides background on his familiarity with the San Diego River Trail system as well as long-term future use of the trail in providing a safe, alternative means of transportation between affected municipalities and landowners. This comment does not identify an environmental issue of concern relevant to CEQA.

H-2 The comment notes the need for affordable transportation for commuting from East San Diego County to downtown San Diego for employment. This comment does not identify an environmental issue relative to CEQA.

H-3 The project would extend the existing Santee River Park multi-purpose trail along the southern property boundary, adjacent to the San Diego River, providing access to Cottonwood Road at the westernmost end of the proposed improvements. The trail would be constructed consistent with design standards adopted for the trail as part of the Santee River Park, or as otherwise approved by the City of Santee. A variety of users (bicycles, pedestrians, and equestrians) would be able to utilize the trail accordingly. No special design features are required or proposed to accommodate electrical bicycles (versus standard non-electric bicycles).

H-4 Refer to Response H-3, above. As part of the proposed improvements, the trail would be constructed to required design and safety standards and would be consistent with design elements offered by the existing trail system already in place to the east of the project site to ensure user safety and encourage use of the trail by residents and visitors on both a local and regional level. The trail will be of adequate width to allow for passing by bikes and/or pedestrians, and trail speed limits will be as identified for the Santee River Park or as otherwise adopted by the City of Santee. The proposed project design also includes two bioretention lots adjacent to the San Diego River that will each provide a lookout point with a bench for passive recreational purposes.

H-5 This comment does not identify an environmental issue relative to CEQA.

January 16, 2018

Mr. Michael Coyne,
City of Santee
Development Services Department
10601 Magnolia Avenue
Santee, CA 92071

Sent via email: mcoyne@cityofsanteeca.gov

RE: Town Center Specific Plan Amendment (TCSPA2016-1)

Dear Mr. Coyne:

I-1 I am writing in regards to the Town Center Specific Plan Amendment referred to in the attached notice regarding changing the zoning of a portion of the Town Center Specific Plan's project site from Office/Professional to Residential (7-14 dwelling units per acre).

The proposed change in zoning represents spot zoning and is inconsistent with the Town Center Specific Plan. The initial Town Center Specific Plan created a balanced mix between commercial, civic, and residential uses. The proposed change in zoning interferes with the development of Office/Professional uses within the project site.

I-2 A decision to change the zoning in this manner may be legally challenged. It is in the best interest of the taxpayers to avoid the costs associated with such a dispute. The City of Santee should not adopt the proposed change in zoning.

I-3 Thank you for your attention to this matter. Please keep me informed of any meetings regarding this particular Plan Amendment.

Sincerely,

Amy Pope

Amy Pope
10314 Leila Lane
Santee, CA 92071

Comment Letter I: Pope, Amy, January 16, 2018

I-1 The project does not propose a change to the existing General Plan land use designation (Town Center and Park/Open Space or zoning classification (Town Center and Park/Open Space). However, the project does propose a change to the existing Santee Town Center Specific Plan designation for the northerly portion of the site from Office Professional to Residential (7-14 du/acre) to allow for the proposed residential development. This change would not cause a physical division within the community, and instead, would allow for residential uses consistent with existing and planned residential development on surrounding lands to the northwest, north and east. As stated in the Specific Plan, the Plan is intended to "dictate overall guidelines for development while simultaneously allowing for flexible response to future business market opportunities (page 11)." The proposed project is intended to provide new housing opportunities in the Santee area while also enhancing recreational amenities provided by the San Diego River Trail, and to enhance the existing physical and visual condition of the subject property which formally supported a sand mining operation. The project is subject to applicable provisions of the City's General Plan Land Use Element, Municipal Code, and Town Center Specific Plan and has been designed consistent with zoning regulations for adequate building setbacks, landscaping requirements, building placement, and onsite parking, as illustrated on the Walker Trails Tentative Tract Map, to ensure overall compatibility with existing commercial and residential uses in the area.

I-2 Refer to Response I-1, above. The City acknowledges the comments provided. This comment does not identify an environmental issue of concern relative to CEQA requirements.

I-3 Comment noted. As requested, the City will provide the commenter with notification of any future public hearings or meetings on the proposed project.

CITY OF SANTEE

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE WALKER TRAILS PROJECT
Public Review Period: December 14, 2017 to January 16, 2018

Notice is hereby given by the DEPARTMENT OF DEVELOPMENT SERVICES, of the CITY OF SANTEE of the availability for public review of a **DRAFT MITIGATED NEGATIVE DECLARATION** associated with the following applications:

SUBJECT: Applications for a Town Center Specific Plan Amendment (TCSPA2016-1), Tentative Map (TM2016-1), Development Review Permit (DR2016-2) and Environmental Initial Study (AEIS2016-6) for a proposed multiple-family residential subdivision consisting of 67 detached residential units on a 20.4-acre property on the northwest corner of Magnolia Avenue and Chubb Lane along the San Diego River in the Town Center (TC) Zone. The Town Center Specific Plan currently designates the northerly 10 acres of the subject site as "Office/Professional," the southerly 9.4 acres of the site as "Floodway Open Space/Riparian Restoration Area," and the remainder of the site (1 acre) as "Parkway."

The proposed Town Center Specific Plan Amendment would change the 10-acre area of the project site currently designated as "Office/Professional" to "Residential (7-14 dwelling units per acre)." The Tentative Map would subdivide the 20.4 acre site into 80 lots with 67 residential lots and lots for private roads, a park, landscaped areas, storm water facilities, a floodway and fuel modification buffer, and a lot that covers a portion of the San Diego River. The Development Review Permit would provide for the proposed development's design, architecture, and amenities. The Environmental Initial Study (AEIS2016-6) is the application that initiated review of the project in accordance with the California Environmental Quality Act (CEQA).

The development footprint of the proposed project would be located on an 11-acre graded area formerly occupied by a sand mining operation that included brick manufacturing and storage (RCP Block and Brick). The remainder of the site (9.4 acres) would remain in permanent open space comprised of the San Diego River floodway and floodway buffer zone. The graded condition of the site corresponds to an approved Reclamation Plan (RP88-01), which required RCP Block and Brick to restore the riparian portion of the property that was altered due to the sand mining operation.

The proposed development would be served by six private internal streets that connect to a new east-west parkway (Public Road "A") connecting Magnolia Avenue to Cottonwood Avenue. The proposed homes would consist of two-story homes ranging in size from approximately 2,500 sq. ft. to 2,800 sq. ft. A trail along the San Diego River and a 19,133 sq. ft. park with play structures would be constructed. The park, private streets, lighting and common area landscaping would be maintained by a Homeowners Association. Project Applicant: SAM-Santee, LLC

The site is not listed as a hazardous waste and substance site pursuant to Section 65962.5 of the Government Code. This includes, but is not limited to lists of hazardous waste facilities, land designated as hazardous waste property, and hazardous waste disposal sites, and the information in the Hazardous Waste and Substances Statement required under subsection (f) of that Section. Project Planner: Michael Coyne

Comment Letter I: Pope, Amy, January 16, 2018

Walker Trails, SCH No. 2017121039
City of Santee, Project No. AEIS 2016-6
Errata to the Initial Study/Mitigated Negative Declaration

The following identifies errata relative to the Walker Trails Draft Initial Study (March 2018) which do not represent substantial revisions that would require recirculation of the environmental document, as described in State CEQA Guidelines 15073.5. That is, the revisions do not result in new significant environmental impacts, do not constitute significant new information, and do not alter the conclusions of the environmental analysis or effectiveness of the mitigation measures. Changes are provided in tracked changes format (underline for new text and ~~strikeout~~ for deleted text).

Revisions to the Initial Study/Mitigated Negative Declaration in Response to Comment Letters Received During Public Review

The following changes are made to clarify the Initial Study/Mitigated Negative Declaration based on comments received on the project during the 30-day public review period and review of such comments by the City of Santee and by the technical experts responsible for the supporting studies. Refer also to the *Responses to Comments Received on the Initial Study/Mitigated Negative Declaration* (July 2018) for the comment letters received in their entirety (available under separate cover).

Letter from Native American Heritage Commission, Gayle Totton, M.A., Ph.D.; January 5, 2018

Comment B-1; Initial Study,Section 5, Cultural Resources, Page 35

B-1 Based on the comment received, Mitigation Measure CUL-1 has been revised as follows to address cultural resources:

CUL-1: If during grading or construction activities, cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archaeologist and the ~~most likely descendant Tribe (Tribe)~~ consulting tribe. Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archaeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. If the qualified archaeologist determines the cultural resources to be either historic resources or unique archaeological resources, avoidance and/or mitigation will be required pursuant to and consistent with CEQA Guidelines Section 15064.5(c) and Public Resources Code Section 21083.2. This mitigation measure shall be incorporated into all construction contract documentation.

Letter from California Department of Fish and Wildlife, Gail K. Sevrens; January 11, 2018

Comment D-3; Initial Study, Various Sections (See Page References Below)

D-3 The comment questions the acreage identified designated as Floodway Open Space/Riparian Area. The Initial Study/Mitigated Negative Declaration was in error in identifying the acreage of the southerly portion of the site; the correct acreage is 9.3 acres, not 9.4 acres. No change in the General Plan or Specific Plan designations or zoning classification for the southerly 9.3 acres is proposed, and no zoning amendment is required.

The following revisions have been made to the Initial Study/Mitigated Negative Declaration to correct the acreage reference:

Section 6, General Plan Designation; Pages 3-4

6. General Plan Designation:

Existing:

- Northerly 11.0 acres of project site: Town Center (TC)
- Southerly ~~9.4~~ 9.3 acres of project site: Park/Open Space (P/OS)

Proposed:

- No change in General Plan land use is proposed (see *Figure 3A, Existing and Proposed General Plan Land Use*).

Santee Town Center Specific Plan Designation:

Existing:

- Northerly 10.0 acres of project site: Office Professional (OP)
- Northerly 1.0 acre of project site: Parkway
- Southerly ~~9.4~~ 9.3 acres of project site: Floodway Open Space/Riparian Restoration Area (see *Figure 3B, Existing Town Center Specific Plan Land Use Map*)

Proposed:

- Project proposes to change northerly 10.0 acres of project site from Office Professional (OP) to Residential (7-14 du/ac) (see Figure 3C, Proposed Town Center Specific Plan Land Use Map).
- No change proposed for northerly 1.0 acre of project site designated as Parkway.
- No change proposed for southerly ~~9.4~~ 9.3 acres of project site designated as Floodway Open Space/Riparian Restoration Area.

Section 7, Zoning; Page 4

7. Zoning:

Existing:

- Northerly 11.0 acres of project site: Town Center (TC)
- Southerly ~~9.4~~ 9.3 acres of project site: Park/Open Space (P/OS)

Proposed:

- No change in zoning is proposed (see *Figure 4, Existing and Proposed Zoning*).

Comment D-13; Initial Study, Various Sections (See Page References Below)

D-13 The proposed "river outlooks/overlooks/lookouts" are mentioned on pages 8, 12, 14, 27, 50, 62, 87, and 99 of the Initial Study/Mitigated Negative Declaration; however, they are not proposed within the reclamation area, nor associated with the public trail across the northerly perimeter of this area. Although no specific locations were given for these project features in the Initial Study/Mitigated Negative Declaration and technical studies, they are intended to be placed within the development area at the south ends of Lots E and F (i.e., drainage easements). As such, to eliminate any confusion over their locations, the Initial Study/Mitigated Negative Declaration will be revised as follows:

- In the third sentence of the third paragraph under ***Open Space Component*** (page 8): "The proposed floodway buffer includes a public 14-foot wide multi-use trail ~~and.~~ In addition, two river outlooks ~~connections that~~ would be constructed by the project applicant within the development area at the south ends of Lots E and F (i.e., drainage easements). ~~dedicated to the City . . .~~"

- In the sixth sentence of the third paragraph under **Item 1a of the Initial Study Checklist** (page 12): "The project also proposes a native-landscaped trail ~~and two overlooks adjacent to the San Diego River, along~~ just outside the southern edge of the development, and two overlooks just inside the southern edge of the development which will ~~respecting the potential for the San Diego River to~~ offer views of the San Diego River."

- In the fifth sentence of the second paragraph under **Item 1d of the Initial Study Checklist** (page 14): "...and permanent) in the rear yards of the southernmost row of homes proposed shall incorporate design features to ensure zero spillover light levels beyond the floodway buffer, such as, but not limited to: (a) low-intensity lighting, reduced wattage (e.g., 1-2 footcandles); (b) lighting cut-offs, horizontal lumens, and/or directional shielding devices; (c) low-relief bollards instead of raised lighting poles at the ~~proposed River lookouts~~ two outlooks to be constructed by the project applicant within the development area at the south ends of Lots E and F (i.e., drainage easements; and/or, (d) non-operable hours of such lighting without compromising security. All such measures will become conditions of approval with adoption of the Tentative Tract Map for the project..."

- In the first sentence of the fifth bulleted item under **Item 4a of the Initial Study Checklist** (page 27): "All security/landscape lighting fixtures and any other private use of lights (temporary and permanent) in the rear yards of the southernmost row of homes will incorporate design features to ensure zero spillover light levels beyond the floodway buffer, such as, but not limited to: (a) low-intensity lighting, reduced wattage (e.g., 1-2 footcandles); (b) lighting cut-offs, horizontal lumens, and/or directional shielding devices; (c) low-relief bollards instead of raised lighting poles at the ~~proposed River lookouts~~ two outlooks to be constructed by the project applicant within the development area at the south ends of Lots E and F (i.e., drainage easements); and, (d) non-operable hours of such lighting without compromising security. Prior to issuance of the first certificate of occupancy, the City shall approve a Photometric Study demonstrating no spillover from project lighting beyond the floodway buffer."

- In the first sentence of the second paragraph below **Table 7-2 of the Initial Study Checklist** (page 50): "Additionally, the proposed floodway buffer onsite includes construction of a public 14-foot wide multi-use trail ~~and two river outlooks~~ that would be constructed by the applicant, and owned and maintained by the City of Santee."

- In the second sentence of the first paragraph under **Item 9c of the Initial Study Checklist** (page 62), the following text will be struck out at the end of this sentence: "~~(located at two 'River Outlook' locations).~~"

- In the second sentence of the second paragraph under **Item 15a of the Initial Study Checklist** (page 87): "Furthermore, the proposed project includes an approximately 19,100 square foot private park maintained by a HOA, and will ~~enhance the two bioretenion lots adjacent to the San Diego River to each~~ provide a lookout point with a bench within the development area at the south ends of Lots E and F (i.e., drainage easements); refer to . . ."

- In the first sentence of the fifth paragraph under **Item 16f of the Initial Study Checklist** (page 99): "Additionally, the proposed floodway buffer onsite includes construction of a

public 14-foot wide multi-use trail ~~and two river outlooks~~ that would be constructed by the project applicant, and owned and maintained by the City of Santee."

Letter from Department of Toxic Substances Control, Johnson P. Abraham; January 4, 2018

Comment E-12; Initial Study, Section 8b, Hazards and Hazardous Materials, Page 55

E-12 Comment Discussion under Section 8b of the Initial Study (page 55) will be amended as follows to reinforce required project adherence to applicable local, State, and federal regulations pertaining to the accidental release of hazardous materials during construction:

"All project construction and operation activities would be required to adhere to applicable local, State, and federal requirements regulating the emission or handling of hazardous materials and would be further subject to the City's discretionary review process. In the event that potential soil or groundwater contamination is suspected during project excavation or grading activities, the contractor shall be required to cease activity and follow proper protocols for the identification, handling, and disposal of any hazardous substances. The City shall act as the initial agency providing oversight as to coordination efforts, with other appropriate government agencies being contacted during the process to ensure that all required procedures are properly followed. Due to the nature of the proposed land uses (residential and open space), it is not anticipated that the project will result in a significant impact relative to creation of 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. Impacts will be **less than significant**."

CITY OF SANTEE

MAYOR
John W. Minto

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

DEPARTMENT OF DEVELOPMENT SERVICES
MITIGATED NEGATIVE DECLARATION
AEIS 2016-6

I. PROJECT DESCRIPTION

1. Project Title: Walker Trails

2. Entitlements: Tentative Tract Map
Specific Plan Amendment
Development Review Permit

3. Applicant: SAM-Santee, LLC

4. Proposal: The project proposes two general components: Residential and Open Space. The Residential Component is proposed on the northerly 11.1 acres of the 20.4-acre project site, comprising 67 single-family detached dwelling units on 9.6 acres and 1.5 acres of new public road. The Open Space Component is proposed on the southerly 9.3 acres of the project site, comprising 8.1 acres of the San Diego River floodway and 1.2 acres of a floodway buffer zone.

5. Location: The 20.4-acre project site is located north of Chubb Lane and south of Claudia Avenue, between Cottonwood Avenue and Magnolia Avenue, in the Town Center Specific Plan area of the City of Santee (Assessor Parcel Numbers 381-160-41, -46, -63).

6. Lead Agency: City of Santee
Department of Development Services
10601 Magnolia Avenue
Santee, California 92071

7. Responsible/Trustee Agencies: Regional Water Quality Control Board (RWQCB) (Responsible)
California Department of Fish and Wildlife (CDFW) (Trustee)
U.S. Army Corps of Engineers (Corps) (Trustee)

8. STATEMENT OF ENVIRONMENTAL FINDINGS

An Initial Study was prepared by the City of Santee, Department of Development Services to evaluate the potential effects of the project on the environment. As Lead Agency under the California Environmental Quality Act ("CEQA"), and based on the findings contained in the attached Initial Study, the City has been determined that the project would not have a significant effect upon the environment with implementation of the proposed mitigation measures.

The City also finds that the Initial Study reflects the City's independent judgement.

The location and custodian of the documents and any other materials which constitute the record of proceedings upon which the City bases its determination to adopt this Mitigated Negative Declaration are as follows: City of Santee, Development Services Department, Planning and Zoning Services Division, 10601 Magnolia Avenue, Santee California, Custodian: Michael Coyne, Associate Planner.

II. PUBLIC REVIEW

1. Legal Notice Method: East County Californian. Posted December 14, 2017.

2. Document Posting Period: December 14, 2017 to January 16, 2018.

Prepared by:

M. Coyne

Michael Coyne, AICP
Associate Planner

INITIAL STUDY
AEIS 2016-6

1. **Project Title:** Walker Trails

2. **Lead Agency Name and Address:** City of Santee
Development Services Department
Planning and Zoning Services Division
10601 Magnolia Avenue, Santee, California 92071

3. **Contact Person and Phone Number:** Michael Coyne, Associate Planner; (619) 258-4100 Ext. 160

4. **Project Location:**

The 20.4-acre project site is located north of Chubb Lane and south of Claudia Avenue, between Cottonwood Avenue and Magnolia Avenue, in the Town Center Specific Plan area of the City of Santee (Assessor Parcel Numbers 381-160-41, -46, -63). Refer to *Figure 1, Regional/Local Vicinity Map*, *Figure 2A, Aerial Photograph/Surrounding Land Uses*, and *Figure 2B, Photographs – Surrounding Land Uses.*

5. **Project Sponsor's Name and Address:** SAM-Santee LLC
20201 SW Birch St Suite 100, Newport Beach, CA 92660
Contact: Ray Dorame

6. **General Plan Designation:**

Existing:

- Northerly 11.0 acres of project site: Town Center (TC)
- Southerly 9.4 acres of project site: Park/Open Space (P/OS)

Proposed:

- No change in General Plan land use is proposed (see *Figure 3A, Existing and Proposed General Plan Land Use*).

Santee Town Center Specific Plan Designation:

Existing:

- Northerly 10.0 acres of project site: Office Professional (OP)
- Northerly 1.0 acre of project site: Parkway
- Southerly 9.4 acres of project site: Floodway Open Space/Riparian Restoration Area (see *Figure 3B, Existing Town Center Specific Plan Land Use Map*)

Proposed:

- Project proposes to change northerly 10.0 acres of project site from Office Professional (OP) to Residential (7-14 du/ac) (see *Figure 3C, Proposed Town Center Specific Plan Land Use Map*).
- No change proposed for northerly 1.0 acre of project site designated as Parkway

- No change proposed for southerly 9.4 acres of project site designated as Floodway Open Space/Riparian Restoration Area

7. Zoning:

Existing:

- Northerly 11.0 acres of project site: Town Center (TC)
- Southerly 9.4 acres of project site: Park/Open Space (P/OS)

Proposed:

- No change in zoning is proposed (see *Figure 4, Existing and Proposed Zoning*).

8. Description of Project:

Project Site Existing Conditions

The project site has been used since by RCP Block and Brick (RCP) as a sand mining operation, block plant, and product storage facility. The RCP activities removed all of the vegetation within the site's northerly portion, and significantly modified the vegetation and contours within the site's southerly portion, within the San Diego River floodway.

The sand resource that supported the RCP business has been exhausted and RCP is in the process of closing down its operations in accordance with Reclamation Plan RP88-01; refer to *Appendix K* for a copy of the Reclamation Plan, included herein for reference purposes only. As part of this closing-down process, existing Conditional Use Permit P00-01 will be cancelled. Reclamation Plan RP88-01 was approved in 1990 to restore the project site to previous conditions following the termination of the RCP sand mining, block plant, and storage facility onsite. The approved Reclamation Plan required riverine restoration within the portions of the San Diego River impacted by the 60-plus-year RCP sand mining operations, including the reaches to the east and west of Magnolia Avenue Bridge. All reclamation areas within the reach east of the bridge have been completed, including the 5-year maintenance and monitoring period which determined these areas have successfully satisfied all biological performance standards. The final phase of RP88-01 involves revegetation and restoration of approximately 8.2 acres of the previously-disturbed area of San Diego River within the southerly portion of the site that was used for the sand mining operation. Work has already begun on this phase, with a small area of riparian willow having been restored with willow cuttings in the southeast portion of the property. The remaining reclamation efforts, which will be completed prior to initiation of project grading, include: (1) removal of existing improvements associated with the RCP Plant that are currently located in areas to be revegetated/restored; (2) grading of these areas, subsequent to removal of the RCP Plant improvements, down to the appropriate contours required for successful revegetation/restoration, in accordance with the grading plan associated with RP88-001; and (3) habitat restoration installation of the required willow-dominated riparian, freshwater marsh, and coastal sage scrub (transitional slopes) zones, in accordance with the planting plan associated with RP88-001. Subsequent to installation, the habitat restoration areas will be maintained and monitored for a period of five years as part of the Reclamation Plan requirements. This 5-year maintenance and monitoring period will overlap with the project grading and construction period; however, the Reclamation Plan activities are separate and independent of the proposed project. The project would not disturb any areas affected by the required habitat restoration activities. Further, initiation/completion of project grading/construction activities are not contingent upon the satisfaction of habitat restoration performance standards and reporting milestones contained in regulatory agency permits for RP88-001. The topography

resulting from implementation of the approved Reclamation Plan therefore forms the basis of existing conditions within the project site.

Listed below are the applicable assurances/conditions that are required to be in place for the City to confirm that all Reclamation Plan activities have been adequately implemented prior to project grading/construction; however, it is important to emphasize that these Reclamation Plan activities are not intended to be part of the proposed project.

City Resolution #139-90

- Revegetation of the project or any phases listed in a potential phasing program shall be completed no later than one year after completion of sand mining within the entire project or individual phase.
- RCP shall initiate the Mitigation Monitoring Program specified in the Reclamation Plan. The monitoring program for any phase shall be conducted for a period of five years from the date the revegetation for said phase is completed by the applicant and approved by the City.
- RCP shall record a 12-foot-wide public access and open space easement for the proposed trail to be located along the San Diego River within the 100-year floodway. The final location of the trail is subject to approval by the directors of both the City Planning & Community Development and Public Works departments. Trail design is to be consistent with the objectives and policies of the City General Plan Trails Element. There shall be a barrier along the edge of the trail adjacent to the 100-year floodway, the design of which shall be consistent with the City General Plan and any requirements of other agencies with jurisdiction over the floodway. City acceptance of the easement will be phased in accordance with the approved phasing program for the Reclamation Plan, and after the Mitigation Monitoring Program has been completed. The trail shall not be opened for public use until all phases of the Reclamation Plan, including the 5-year monitoring period, are completed, unless otherwise agreed to by all parties.

City Resolution #139-90 Minor Revision

- The end-use of the portion of the sand mining operation lying west of Magnolia Avenue bridge shall be compatible with the Floodway Open Space corridor as shown on the City General Plan and the riparian habitat located on the property.

Corps Nationwide Permit 26 No. 91-355-EW

- A performance bond posted with the City for all aspects of the Reclamation Plan shall not be released prior to review and approval by the Army Corps of Engineers (Corps) and California Department of Fish and Wildlife (CDFW).

CDFW Streambed Alteration Agreement No. 5-038-92

- Access to the work sites associated with removal of the defunct RCP Plant improvements and sand mining operation reclamation activities shall be via the existing service road adjacent to the north edge of the 100-year flood channel.
- Runoff from steep erodible surfaces resulting from removal of the defunct RCP Plant improvements and sand mining operation reclamation activities shall be diverted into stable areas with little erosion potential. Water checks shall be placed on dirt roads, cat tracks, or other work trails associated with such activities to control erosion.

- Raw cement/concrete or washings thereof, asphalt, paint, or other coating materials, oil or petroleum products, or any other substances which could be hazardous to aquatic life, resulting from removal of the defunct RCP Plant improvements and sand mining operation reclamation activities, and placed within or where they may enter the stream, shall be prevented from contaminating the soil and/or entering waters of the State, and shall be removed immediately upon cessation of such activities.
- If spoil sites/stockpiles resulting from removal of the defunct RCP Plant improvements and sand mining operation reclamation activities are located within the streambanks, the Operator shall take those measures necessary to ensure silt/sedimentation from erosion/runoff does not cover riparian/wetland vegetation and does not exit the site.
- Staging/storage areas for equipment/materials associated with removal of the defunct RCP Plant improvements and sand mining operation reclamation activities shall be located away from the 100-year flood channel and from sensitive riparian/wetland habitats. No equipment maintenance shall be done within or near the stream channel where petroleum products or other pollutants from the equipment may enter these areas under any flow.
- Any anchor points and use of the above-mentioned existing service road resulting from removal of the defunct RCP Plant improvements and sand mining operation reclamation activities may be maintained until such time as these facilities are no longer required upon cessation of such activities.
- Any disturbed portions of the stream channel within the ordinary high water mark (OHWM) resulting from removal of the defunct RCP Plant improvements and sand mining operation reclamation activities shall be restored to their original conditions in accordance with the Reclamation Plan.
- The gradient of the low-flow channel shall be returned as nearly as possible to pre-sand mining grades without creating a possible future bank erosion problem, or a flat wide channel or sluice-like area, unless such operation is part of habitat restoration in which case the change in gradients must be approved by CDFW prior to commencement of such work.
- Restoration shall include the revegetation of stripped or exposed areas with vegetation native to the area and in accordance with the Reclamation Plan.
- Preserved and created wetland areas shall be fenced and the fencing shall be posted with no-trespassing signs and maintained. To meet flood control standards, the upstream and downstream areas may remain open to contiguous riparian areas.
- Stationary equipment such as motors, pumps, generators and welders located within or adjacent to the stream shall be positioned over drip pans.
- No equipment shall be operated within completed habitat restoration areas.

RWQCB Waste Discharge Order No. 95-17

- Materials used for backfilling of ponds or excavated sites below historical groundwater levels shall only consist of uncontaminated soil, rock, concrete, and other materials as specifically approved by the RWQCB Executive Officer.

Reclamation Plan (RP88-01) Implementation

- Reclamation phasing is to occur as outlined in the blue-line plans prepared for such activities, including: (1) final grading, contouring and de-compaction at the discretion of the habitat restoration designer; (2) installation of native plant materials[1] salvaged from the site (including un-rooted cuttings of willows, mulefat and salvaged marsh vegetation) or nursery-propagated (within 50 miles of the site) or grown in an onsite nursery area, using the types and sources of plant materials, sizes, spacing, and target mixes listed in Table 1 of the Plan; (3) hydroseeding in marsh, riparian and upland (i.e., upper fringes of wetlands and upland benches) restoration areas, using seed native to the site either regionally-collected (within 50 miles of the site) or purchased from a reputable seed dealer who can supply from local provenance (within 50 miles of the site), to provide additional understory elements; and (4) installation/maintenance of an effective fencing system to protect the restored resources.

Proposed Actions / Purpose of the Project

The project proposes two general components: Residential and Open Space. The Residential Component is proposed on the northerly 11.1 acres of the 20.4-acre project site, comprising 9.6 acres of residential development and 1.5 acres of new public road. The Open Space Component is proposed on the southerly 9.3 acres of the project site, comprising 8.1 acres of the San Diego River floodway and 1.2 acres of a floodway buffer. Refer to *Figure 5, Tentative Tract Map*, and *Figure 6, Conceptual Landscape Plan*.

Residential Component

The Residential Component (proposed Lots 1-68, and A- J) will consist of:

- 67 single-family detached residential dwelling units;
- Private interior roads;
- A private park to be maintained by the Homeowners Association (HOA);
- Common landscape areas and water quality features to be maintained by the HOA;
- Public parkway.

The proposed residential lots will range in size from 3,440 square feet to 6,445 square feet, with an average lot size of 3,600 square feet. Three two-story plan types are proposed for the residential units, with sizes of 2,006 square feet, 2,190 square feet, or 2,382 square feet. Proposed project density is six dwelling units per net residential acre. Each of the 67 dwelling units will have a two-car garage and two driveway spaces. An additional 46 spaces can be accommodated on the proposed private streets and at the parking lot provided for the proposed private park. This brings the total onsite parking to 314 spaces (a ratio of 4.69 spaces/dwelling unit).

Access to the proposed residences will be via a new public road extending through the project site from Magnolia Avenue on the east and Cottonwood Avenue on the west. A proposed private road within the residential development will provide an additional access point along Cottonwood Avenue. As part of the project, half-width improvements will be made to a portion of Cottonwood Avenue. See *Figure 7* and *Figure 8, Visual Simulations* for an illustration of the proposed project components.

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[1] No cultivars are to be used and no substitutions are allowed unless approved by the revegetation designer.

It should be noted that a number of Project Design Features (PDFs) are proposed and will be incorporated into the project design to reduce potential effects on surrounding land uses (i.e. residential) and the existing environmental setting. All proposed PDFs incorporated into the project design to reduce potential effects will be identified in the Mitigation Monitoring and Reporting Program (MMRP) prepared for the project and adopted by the City with the Final Mitigated Negative Declaration and Tentative Tract Map.

Open Space Component

The Open Space Component comprises two proposed lots within a portion of the San Diego River floodplain (proposed Lots K and L). The 8.1-acre floodway portion of the floodplain (Lot L) will remain as graded, contoured, and revegetated with implementation of the approved Reclamation Plan RP88-01 and cessation of the associated site reclamation activities.

Separating the residential development from the San Diego River floodway is one proposed open space lot. Proposed Lot K is 1.2 acres and will contain a 45-foot wide floodway buffer and Fuel-Modified Defensible Space. The proposed floodway buffer includes a public 14-foot wide multi-use trail and two river outlook connections that would be constructed by the project applicant dedicated to the City of Santee and maintained by the HOA and City of Santee. The floodway buffer also serves as a fuel modification zone for the subdivision and will allow the HOA to have the authority to access the trail area and complete ongoing brush management activities. The multi-use trail will connect to Magnolia Avenue and the Walker Preserve Trail to the east of the project site. The multi-use trail will parallel the San Diego River.

The residential development area and floodway buffer will be graded to raise the proposed residential pads and multi-purpose trail above the base flood elevation (BFE) of the floodplain, in accordance with City of Santee requirements.

Open Space Lots K and L will be conveyed to the City of Santee in fee title, reserving an easement for management of the Fuel-Modified Defensible Space and trail landscaping by the subdivision's HOA over Lot K.

9. Surrounding Land Uses and Setting:

South of the project site are lands owned by the County of San Diego that are zoned for parks and open space. West of the project site is the Town Center Park and vacant lands zoned for residential, parks, and open space. North/northwest of the project site is existing residential use. East/southeast of the project site is the continuation of the San Diego River floodway and a mobile home park. Existing and planned residential densities in the project vicinity range from 7 dwelling units per acre to 22 dwelling units per acre.

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

- Regional Water Quality Control Board (RWQCB)

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 & Forest 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 Service	☐ Recreation
☒ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

DETERMINATION:

(To be completed by the Lead Agency)

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 impact" 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. ☐

Signature: M. Coyne

Date: 12-11-17

Printed Name & Title: Michael Coyne, AICP
Associate Planner
Department of Development Services

For: City of Santee

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a. **Earlier Analysis Used.** Identify and state where they are available for review.

    b. **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measure which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. The explanation of each issue should identify:

    a. the significance criteria or threshold, if any, used to evaluate each question; and,

    b. the mitigation measure identified, if any, to reduce the impact to less than significance.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

1. AESTHETICS

Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

1a. Response: *(Source: City of Santee General Plan 2020, Community Enhancement Element; City of Santee Final Master EIR, Section 5.9, Visual Quality/Aesthetics; Google Earth, 2016)*

A vista is a view from a particular location or composite views along a roadway or trail. Scenic vistas often refer to views of natural lands, but may also be compositions of natural and developed areas, or even entirely of developed and unnatural areas, such as a scenic vista of a rural town and surrounding agricultural lands. What is scenic to one person may not be scenic to another, so the assessment of what constitutes a scenic vista must consider the perceptions of a variety of viewer groups.

The items that can be seen within a vista are visual resources. Adverse impacts to individual visual resources or the addition of structures or developed areas may or may not adversely affect the vista. Determining the level of impact to a scenic vista requires analyzing the changes to the vista as a whole and also to individual visual resources.

The proposed project will not substantially change the composition of an existing scenic vista in a way that would adversely alter the visual quality or character of the view. Refer also to *Figures 7 and 8, Visual Simulations.* The project is located along the San Diego River, a scenic vista; however, the current visual setting offered by the site is represented by the sand mining quarry/block manufacturing plant, and as such, the site is highly disturbed with an industrial-type character. The proposed residential project will enhance the visual nature of the property, providing residential units generally reflective of the character of surrounding neighborhoods, and will incorporate ornamental landscaping within the site and along the outer boundaries. A landscaped park is also proposed onsite and will further improve upon the existing visual setting. The project also proposes a landscaped trail and two overlooks adjacent to the San Diego River, along the southern edge of the development, respecting the potential for the San Diego River to offer views. As the project would enhance the site as compared to its existing condition, the proposed project will have a **less than significant impact** on a scenic vista.

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

1b. Response: *(Source: City of Santee General Plan 2020, Community Enhancement Element; City of Santee Final Master EIR, Section 5.9, Visual Quality/Aesthetics)*

Refer to Response 1a), above. No officially designated State Scenic Highways are presently located adjacent to the project site or within the City's boundaries. The project site is highly disturbed and/or developed and the project site does not contain any scenic resources including trees, rock outcroppings, and historic buildings within a State scenic highway. The open space component of the site includes the 8.1-acre San Diego River

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

floodway scenic resource and native vegetation; however, this resource will be separated from residential development by a proposed 1.2-acre, 45-foot wide floodway buffer zone.

Therefore, the project will result in **no impact** with regard to causing substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.

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

1c. **Response:** *(Source: City of Santee General Plan 2020, Community Enhancement Element; City of Santee Final Master EIR, Section 5.9, Visual Quality/Aesthetics)*

Refer to Responses 1a) and 1b), above. The current use and development of the project site as an industrial sand mining operation that has substantially degraded views of the project site from surrounding neighborhoods. The proposed residential development, dedication of onsite open space, and construction of a pedestrian and bicycle trail, will result in a visual character that is consistent with the existing character of surrounding development. Refer also to *Figures 7 and 8, Visual Simulations*. Therefore, the project will improve, and will not substantially degrade, the existing visual character or quality of the site or its surroundings. Impacts would 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?	☐	☐	☒	☐

1d. **Response:** *(Source: City of Santee General Plan 2020, Community Enhancement Element; City of Santee Final Master EIR, Section 5.9, Visual Quality/Aesthetics)*

The project proposes a residential subdivision, which may include incidental outdoor lighting, and may introduce sources of light from cars accessing the subdivision and traveling along its public and private roads. Any future outdoor lighting pursuant to the proposed project shall be required to meet the requirements of the City's Municipal Code relative to outdoor nighttime lighting requirements for the applicable zone to ensure that adverse lighting effects on adjacent lands (i.e., spillover) do not occur. Further, the project does not propose any use of building materials with highly reflective properties such as reflective glass or high-gloss surface colors.

Lighting from vehicle headlights generated from project traffic would not result in adverse lighting impacts, as light from such sources would not be excessive as it will be screened by proposed buildings and landscaping, would be periodic and temporary, and would not be greater than which presently occurs with typical residential land uses found in surrounding neighborhoods. Further, residential uses are present in the project area, combined with light generated by vehicles traveling along Magnolia Avenue and other area roadways. As such, lighting generated by project traffic would not represent a new condition in the project area; however, to ensure project lighting does not adversely affect existing residential uses or adjacent San Diego River open space preserve, specific design measures for all project lighting (i.e. shielded, directed downward, etc.) will be identified on the Tentative Tract Map. Prior to issuance of a grading permit, the project shall be required to demonstrate that all proposed lighting has been designed to be directed away from the preserve area and appropriately shielded. All security/landscape lighting fixtures and any other private use of lights (temporary

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

and permanent) in the rear yards of the southernmost row of homes proposed shall incorporate design features to ensure zero spillover light levels beyond the floodway buffer, such as, but not limited to: (a) low-intensity lighting, reduced wattage (e.g., 1-2 footcandles); (b) lighting cut-offs, horizontal lumens, and/or directional shielding devices; (c) low-relief bollards instead of raised lighting poles at the proposed River lookouts; and/or, (d) non-operable hours of such lighting without compromising security. All such measures will become conditions of approval with adoption of the Tentative Tract Map for the project. With implementation of such design measures, the project will not create a significant new source of substantial light or glare, and impacts will be **less than significant.** Refer also to *Section 4, Biological Resources*.

2. AGRICULTURE AND FOREST 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 Department 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 a significant environmental effect, lead agencies may refer to information compiled 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 the Forest Protocols adopted by the California Air Resources Board (CARB).

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?	☐	☐	☐	☒

2a. Response: *(Source: City of Santee Zoning District Map; City of Santee General Plan Final Master EIR - Figure 4.2-1, Proposed General Plan Land Use Designations; California Resources Agency, California Department of Conservation Farmland Mapping and Monitoring Program (FMRP), San Diego County Important Farmland 2010, Sheet 1 of 2, Map Published March 2013)*

The project site does not support Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Pursuant to the California Department of Conservation Farmland Mapping and Monitoring Program (FMRP) the project site is designated as (D) Urban and Built-up Land. Therefore, the project will result in **no impact** to classified farmland, either directly or indirectly, or result in the conversion of farmland to non-agricultural use.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

2b. **Response:** *(Source: City of Santee General Plan 2020 – Land Use Element; City of Santee Zoning District Map; City of Santee General Plan Final Master EIR - Figure 4.2-1, Proposed General Plan Land Use Designations)*

Refer to Response 2a), above. As shown on the City of Santee Zoning District Map, no lands zoned for agricultural use are located within the project site or the City's boundaries. The proposed project site is not zoned for agricultural use and is not located within the vicinity of any lands zoned as such. No lands affected by the proposed project are currently under a Williamson Act contract. The land area affected by the project is located within an urban environment and is currently developed and/or disturbed. Therefore, the proposed project will have **no impact** on a Williamson Act contracted property or conflict with existing zoning for agricultural use.

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

2c. **Response:** *(Source: City of Santee General Plan 2020 – Land Use Element; City of Santee Zoning District Map; City of Santee General Plan Final Master EIR - Figure 4.2-1, Proposed General Plan Land Use Designations)*

The City of Santee has no designated forest land or timberland within its boundaries. The project site is not zoned for timberland production, nor is the project site located within proximity to any lands zoned as forest land. The land area affected by the proposed project is located within an urbanized area of the City and does not support forest land or timberland resources or operations. Therefore, **no impact** would occur from project implementation with regard to conflict with existing zoning for, or cause rezoning of, forest land or timberland.

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

2d. **Response:** *(Source: City of Santee Zoning District Map; City of Santee General Plan Final Master EIR - Figure 4.2-1, Proposed General Plan Land Use Designations)*

Refer to Response 2c), above. The proposed project area does not include any lands designated as forest land. Therefore, the project will have **no impact** with regard to the potential loss or conversion of forest land to non-forest use.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

2e. **Response:** *(Source: City of Santee Zoning District Map; City of Santee General Plan Final Master EIR - Figure 4.2-1, Proposed General Plan Land Use Designations)*

As discussed in Responses 2a to 2d), above, the land area affected by the proposed project is not located within proximity to any lands zoned for agricultural use, or under a Williamson Act Contract. Therefore, **no impact** will occur from the project with regard to 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.

3. 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?	☐	☒	☐	☐

3a. **Response:** *(Source: City of Santee General Plan 2020, Land Use Element; City of Santee General Plan Final Master EIR, Section 5.8, Air Quality; Appendix A, Air Quality/Greenhouse Gas Data, prepared by Michael Baker International)*

The project site is located within the San Diego Air Basin (SDAB) and is regulated by the San Diego Air Pollution Control District (SDAPCD). The SDAPCD monitors air pollution, implementation of the County's portion of the State Implementation Plan (SIP), and application of the SDAPCD Rules and Regulations. The SIP contains strategies and tactics to be applied in order to attain and maintain acceptable air quality in the County, called the Regional Air Quality Strategy (RAQS). The RAQS is the applicable air quality plan for the proposed project.

Consistency with the RAQS is determined by two standards: (1) whether the proposed project would exceed assumptions contained in the RAQS; and (2) whether a project would increase the frequency or severity of violations of existing air quality standards, contribute to new violations, or delay the timely attainment of air quality standards or interim reductions as contained in the RAQS.

The air quality emission projections and emission reduction strategies in the RAQS are based on information from the CARB and San Diego Association of Governments (SANDAG) regarding mobile and area source emissions, as well as growth in the County (including the City of Santee). The CARB mobile source emissions projections and SANDAG growth projections are derived from population and vehicle use trends, and land use plans developed by the cities and County as part of their general plans. A project that proposes development consistent with the growth anticipated in a general plan would be consistent with the RAQS.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

The project would require an amendment to the Santee Town Center Specific Plan to change the northerly 11.0 acres of the project site from Office Professional to Residential (7-14 dwelling units per acre); however, as discussed in Section 4.10(b), the proposed project is consistent with applicable provisions of the City's General Plan, Land Use Element, Municipal Code, and Town Center Specific Plan. As such, the project would consistent with the SANDAG growth projections anticipated in a general plan. In addition, the project's construction and operational emissions would not exceed the SDAPCD thresholds with implementation of the recommended mitigation measures (refer to Section 4.3(b), and Mitigation Measures AQ-1 and AQ-2 identified in Response 3b), below for additional details on the specific mitigation requirements of each).

Therefore, the project would not conflict or obstruct with the implementation of the RAQS nor the SIP on a project or cumulative level, and impacts would be **less than significant with mitigation incorporated**.

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

3b. **Response:** *(Source: City of Santee General Plan 2020; City of Santee General Plan Final Master EIR, Section 5.8, Air Quality; Appendix A, Air Quality/Greenhouse Gas Data, prepared by Michael Baker International)*

Short-Term Construction Impacts

Short-term air quality impacts are anticipated during construction activities associated with implementation of the proposed project. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from earth moving activities; and
- Exhaust emissions from the grading/construction equipment and the motor vehicles of construction crews.

Construction activities are anticipated to commence in 2017 and would be phased over an approximate two-year period and be completed in 2019. Construction activities would include grading, trenching, paving, building construction, and architectural coating. Proposed grading activities would consist of approximately 51,155 cubic yards of soil import.[2] No stockpiling of materials would be required offsite. Grading activities would be short-term and would cease following the completion of the construction activities. Mobile source emissions would result from the use of construction equipment such as excavators, dozers, scrapers, tractors, loaders, and backhoes. The assessment of construction air quality impacts considers each of these potential sources.

Construction emissions were calculated using the California Emissions Estimator Model (CalEEMod) based on the construction information compiled for the project. Results of the construction emission modeling are shown in *Table 3-1*, Daily Construction Emissions. Emitted pollutants would include volatile organic compounds (VOCs), carbon monoxide (CO), nitrogen oxides (NO_X), sulfur dioxide (SO_X), coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). The largest amount of CO and NO_X emissions attributable to the project would occur during the construction phase. PM_{10} and $PM_{2.5}$ emissions would occur from fugitive dust (due to earthwork and

[2] Final earthwork volumes may vary; however, the most conservative earthwork volumes were used for this analysis.

excavation) and from construction equipment exhaust. The majority of PM_{10} and $PM_{2.5}$ emissions would be generated by fugitive dust from earthwork activities. Exhaust emissions from grading and construction activities include emissions not only from grading activities but from the transport of machinery and supplies to and from the project site, emissions produced onsite as the equipment is used, and emissions from trucks transporting materials to and from the site. It should be noted that grading would be completed as part of the Reclamation Plan, which is a separate permit from the proposed project, and air quality emissions are addressed as part of that permit.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways. Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading is expected to be short-term and would cease upon project completion. Additionally, most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Table 3-1. Daily Construction Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Year 1[2]						
Unmitigated Emissions	6.65	112.43	45.16	0.18	11.09	6.05
Mitigated Emissions[3,4]	6.65	112.43	45.16	0.18	7.79	4.44
SDAPCD Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Is Threshold Exceeded After Mitigation?	***No***	***No***	***No***	***No***	***No***	***No***
Year 2[2]						
Unmitigated Emissions	48.61	26.42	20.65	0.03	1.95	1.65
Mitigated Emissions[3,4]	48.61	26.42	20.65	0.03	1.95	1.65
SDAPCD Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Is Threshold Exceeded After Mitigation?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod, as recommended by the San Diego Air Pollution Control District (SDAPCD).
2. For modeling purposes, construction of all 67 single-family dwelling units was assumed to occur over a single phase between 2017 and 2018.
3. As depicted in this table, the mitigation reduction credits for the proposed project are negligible; however, compliance with SDAPCD rules would still be required. The reduction/credits for construction emission mitigations are based on mitigation included in the CalEEMod model and as typically required by the SDAPCD. The mitigation includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour; refer to Mitigation Measure AQ-1, below for further discussion.
4. Refer to *Appendix A, Air Quality/Greenhouse Gas Data*, for assumptions used in this analysis.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM_{10} generated as a part of fugitive dust emissions. PM_{10} poses a serious health hazard alone or in combination with other pollutants. $PM_{2.5}$ is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

construction or agriculture. $PM_{2.5}$ is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_X and SO_X combining with ammonia. $PM_{2.5}$ components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

As depicted in *Table 3-1*, total PM_{10} and $PM_{2.5}$ emissions would not exceed the SDAPCD adopted thresholds during construction.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced onsite as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in *Table 3-1*, construction equipment and worker vehicle exhaust emissions would be below the established SDAPCD thresholds. Therefore, air quality impacts from equipment and vehicle exhaust emissions would be **less than significant**.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, federal, and international agencies and was identified as a toxic air contaminant by the California Air Resources Board (CARB) in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), serpentinite and ultramafic rocks are not known to occur within the project area. Thus, there would be **no impact** in this regard.

Total Daily Construction Emissions

As depicted in *Table 3-1*, unmitigated construction-related emissions would not exceed the established SDAPCD thresholds for criteria pollutants. Thus, construction-related air quality emissions would be **less than significant.** Although fugitive dust emissions would not exceed SDAPCD thresholds, standard dust control measures would nonetheless apply to the project. Although not required by CEQA because impacts are less than significant, implementation of Mitigation Measure AQ-1 would ensure compliance with SDAPCD fugitive dust control measures during all construction activities; refer to Mitigation Measure AQ-1, below for further discussion.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Long-Term (Operational) Emissions

Mobile Source Emissions

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and VOC react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$); however, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod. Trip generation rates associated with the project were based on the San Diego Association of Government's *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, and specific land use data input to CalEEMod. The proposed project would result in approximately 670 new daily trips. *Table 3-2, Long-Term Air Emissions*, presents the anticipated mobile source emissions.

Area Source Emissions

Area source emissions would be generated due to an increased demand for consumer products, architectural coating, and landscaping. As shown in *Table 3-2*, the project's unmitigated emissions would include wood-burning hearths, which would result in VOC emissions that would exceed SDAPCD thresholds. Therefore, the project would be required to comply with Mitigation Measure AQ-2, which prohibits the use of hearths at the project site. With implementation of Mitigation Measure AQ-2, the project's operational emissions for VOC would be below SDAPCD thresholds, as well as NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ emissions; refer to *Table 3-2*.

Table 3-2. Long-Term Air Emissions

Source	Estimated Emissions (pounds/day) [1]					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Unmitigated Emissions						
Area Sources	106.32	2.07	132.13	0.03	17.78	17.78
Energy Sources	0.06	0.48	0.21	0.00	0.04	0.04
Mobile Sources	1.37	5.96	16.22	0.05	4.15	1.15
Total Emissions	***107.75***	***8.51***	***148.56***	***0.08***	***21.97***	***18.97***
SDAPCD Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Is Threshold Exceeded? (Significant Impact)	**Yes**	**No**	**No**	**No**	**No**	**No**
Mitigated Emissions						
Area Sources[2]	3.59	0.06	5.56	0.00	0.03	0.03
Energy Sources	0.06	0.48	0.21	0.00	0.04	0.04
Mobile Sources	1.30	5.50	14.79	0.04	3.66	1.01
Total Emissions	***4.95***	***6.04***	***20.56***	***0.04***	***3.73***	***1.08***
SDAPCD Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Is Threshold Exceeded? (Significant Impact)	**No**	**No**	**No**	**No**	**No**	**No**

1. Based on CalEEMod modeling results, worst-case seasonal emissions for area and mobile emissions have been modeled.
2. Area source mitigation includes the prohibition of fireplaces/hearths.

Source: Refer to *Appendix A, Air Quality/Greenhouse Gas Data*, for assumptions used in this analysis.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Energy Source Emissions

Energy source emissions would be generated as a result of electricity and natural gas usage associated with the proposed project. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Energy source emissions for the proposed project are shown in *Table 3-2*.

As indicated in *Table 3-2*, only VOC emissions have the potential to exceed SDAPCD thresholds. With the incorporation of Mitigation Measure AQ-2, below, which prohibits wood-burning hearths in the newly constructed homes, VOC emissions would be reduced to below the SDAPCD thresholds. As such, the project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. Operational air quality impacts would be **less than significant with mitigation incorporated**.

Mitigation Measures

AQ-1: Prior to issuance of any grading permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures. Implementation of the following measures are required:

- Water the grading areas a minimum of twice daily to minimize fugitive dust;
- Stabilize graded areas as quickly as possible to minimize fugitive dust;
- Apply chemical stabilizer or pave the last 100 feet of internal travel path within the construction site prior to public road entry;
- Install wheel washers adjacent to a paved apron prior to vehicle entry on public roads;
- Remove any visible track-out into traveled public streets within 30 minutes of occurrence;
- Wet wash the construction access point at the end of each workday if any vehicle travel on unpaved surfaces has occurred;
- Provide sufficient perimeter erosion control to prevent washout of silty material onto public roads;
- Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling;
- Suspend all soil disturbance and travel on unpaved surfaces if winds exceed 25 miles per hour;
- Cover/water onsite stockpiles of excavated material;
- Enforce a 15 mile-per-hour speed limit on unpaved surfaces; and,
- On dry days, dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce re-suspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
AQ-2: Prior to the issuance of building permits, the Director of Development Services shall confirm that all construction documents and specifications stipulate that installation of wood-burning hearths is prohibited.				
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)?	☐	☒	☐	☐

3c. **Response:** *(Source: Source: City of Santee General Plan 2020; City of Santee General Plan Final Master EIR, Section 5.8, Air Quality; Appendix A, Air Quality/Greenhouse Gas Data, prepared by Michael Baker International)*

The County of San Diego is designated as non-attainment area for the federal ozone standard, and is also a non-attainment area for the State standards for ozone, PM_{10}, and $PM_{2.5}$. As such, the potential for cumulative impacts to air quality for VOCs (an ozone precursor), NO_X (an ozone precursor), PM_{10}, and $PM_{2.5}$ exist. The greatest concern involving criteria air pollutants is whether a project would result in a cumulatively considerable net increase of PM_{10} and/or $PM_{2.5}$, or exceed screening level thresholds of ozone precursors (VOCs and NO_X). According to the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements for Air Quality*, cumulatively considerable net increases during the construction phase would typically happen if two or more projects near each other are simultaneously constructing projects, or if a project's PM_{10}, $PM_{2.5}$, NO_X, and/or VOCs emissions are in exceedance of SDAPCD thresholds. There are currently no cumulative construction projects in the vicinity of the project site. As discussed in Section 4.3(b), the proposed project would not generate construction air pollutant emissions in exceedance of SDAPCD thresholds. In addition, implementation of Mitigation Measure AQ-1, which requires dust-minimizing Best Management Practices (BMPs) to be implemented during all construction activities, would further reduce potential PM_{10} and $PM_{2.5}$ emissions to below SDAPCD thresholds. Further, compliance with Mitigation Measure AQ-2 would reduce operational VOC emissions to a below SDAPCD thresholds. Implementation of Mitigation Measures AQ-1 and AQ-2 would ensure that the project would not result in a cumulative contribution to basin-wide emissions of non-attainment pollutants. Impacts would be **less than significant with mitigation incorporated**.

Mitigation Measures

Refer to Mitigation Measure AQ-1 and Mitigation Measure AQ-2. No additional mitigation is required.

d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐

3d. **Response:** *(Source: Source: City of Santee General Plan 2020; City of Santee General Plan Master Final EIR, Section 5.8, Air Quality; Appendix A, Air Quality/Greenhouse Gas Data, prepared by Michael Baker International)*

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The closest sensitive receptors include adjacent residential uses approximately 115 feet to the north of the proposed limits of grading and construction activity at the project site. Construction activities in close proximity to these receptors would potentially expose residents to fugitive dust and diesel particulate matter (diesel PM). Construction would result in the generation of diesel PM emissions from the use of off-road diesel equipment required for grading and excavation, paving, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to toxic air contaminant emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. Project construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable diesel PM emissions (refer to Mitigation Measure AQ-1). Additionally, the project would be required to comply with Mitigation Measure AQ-1, which would require implementation of fugitive dust-control BMPs during all construction activities. As noted above in *Table 3-1*, construction emissions from the proposed project would be below SDAPCD thresholds. As such, diesel PM generated by construction activities, in and of itself, would not be expected to expose sensitive receptors to substantial amounts of air toxics with implementation of mitigation, and the project would have a **less than significant impact with mitigation incorporated**.

As the project involves a residential development, localized onsite operational emissions (i.e., area source emissions) would be nominal and would not affect nearby sensitive receptors. The primary project operational emissions would occur from vehicles. As discussed in Section 4.16(a), the project would result in approximately 670 new daily vehicle trips. The SDAPCD requires a quantified assessment of CO hotspot for any project that would place receptors within 500 feet of a major intersection or roadway segment operating at or below level of service (LOS) E. As discussed in Section 4.16(a), the nearest major intersection to the project site is the Magnolia Avenue/Mission George Road/Woodside Avenue intersection approximately 3,500 feet from the project site, which would operate at LOS D or better under Opening Year With Project, and Year 2035 With Project conditions. As such, the project would not be great enough to create localized intersection hotspots, and a CO hotspot analysis is not required. A **less than significant impact** would occur in this regard.

Mitigation Measures

Refer to Mitigation Measure AQ-1, above. No additional mitigation is required.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create objectionable odors affecting a substantial number of people?	☐	☒	☐	☐

3e. **Response:** *(Source: City of Santee General Plan 2020; City of Santee General Plan Master Final EIR, Section 5.8, Air Quality; CARB Air Quality and Land Use Handbook (April 2005))*

The CARB's Air Quality and Land Use Handbook (April 2005) identifies the sources of the most common odor complaints received by local air districts. Typical sources include facilities such as sewage treatment plants, landfills, recycling facilities, petroleum refineries, and livestock operations. The project consists of the construction of 67 single-family residential dwelling units and open space dedication areas, and would not include any new odorous uses or components to the project area. Project construction activities could result in nominal amounts of odor compounds associated with diesel heavy equipment exhaust, which would occur between 2017 and 2019; however, odorous emissions would be short-term in nature, would disperse rapidly, and would cease upon completion of construction. All construction equipment would be maintained in accordance with manufacturer specifications, and would be turned off when not in use. As noted above, project construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable diesel PM emissions (refer to Mitigation Measure AQ-1). Additionally, the project would be required to comply with Mitigation Measure AQ-1, which would require implementation of BMPs that would reduce emissions and related odors during all construction activities. The project would not involve any other sources of objectionable odors during construction activities. Impacts would be **less than significant with mitigation incorporated**.

Mitigation Measures

Refer to Mitigation Measure AQ-1, above. No additional mitigation is required.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

4. 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?	☐	☐	☒	☐

4a. Response: *(Source: City of Santee General Plan 2020, Conservation Element; City of Santee Final Master EIR, Section 5.6, Biological Resources; Appendix B, Biological Resources Technical Memorandum, prepared by Michael Baker International)*

The Multiple Species Conservation Program (MSCP) is a comprehensive habitat conservation planning program that addresses multiple species habitat needs and the preservation of native vegetation communities for a 900-square-mile (582,243 acres) area in southwestern San Diego County. The MSCP includes 11 city jurisdictions, portions of the unincorporated County of San Diego, and several special districts. It is one of three sub-regional habitat planning efforts in San Diego County that contribute to the preservation of regional biodiversity through coordination with other habitat conservation planning efforts throughout southern California.

According to the City's General Plan Final Master EIR, the City of Santee has completed a Draft Santee Subarea Habitat Conservation Plan/Natural Communities Conservation Plan (Subarea Plan) under the umbrella of the MSCP to preserve a minimum of approximately 2,600 acres of open space within the City. The MSCP identifies those areas within the City's boundaries that are intended to be conserved as permanent open space for the preservation of both habitat and plant and animal species. The Plan is intended to guide future development and habitat preservation and to identify appropriate mitigation for future development projects; however, this Plan has not yet been adopted. The boundary of the Subarea Plan mimics the City's boundary, and therefore, the project site lies within the land area affected by the Draft Subarea Plan.

The San Diego River traverses the southern one-third of the property. As stated previously, the subject site is largely disturbed due to historic use as a sand mining operation, block plant, and product storage facility by RCP since the mid-1950s. The RCP activities removed all of the vegetation within the northerly two-thirds of the site, and significantly modified the vegetation and contours along the northern boundary of the San Diego River floodway. Reclamation Plan RP88-01 was approved in 1990 to restore the project site to previous conditions upon termination of the RCP sand mining, block plant, and storage facility onsite. The approved Reclamation Plan required riverine restoration within the portions of San Diego River impacted by the 60-plus-year RCP sand mining operations, including the reaches to the east and west of Magnolia Avenue Bridge. All reclamation areas within the reach east of the bridge have been completed, including the 5-year maintenance and monitoring period which determined these areas have successfully satisfied all biological performance standards. The final phase of RP88-01 involves revegetation and restoration of approximately 8.2 acres of the previously-disturbed area of San Diego River within the southerly portion of the site that was used for the sand

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

mining operation. Work has already begun on this phase, with a small area of riparian willow having been restored with willow cuttings in the southeast portion of the property. The remaining ongoing reclamation efforts, which will be completed prior to initiation of project grading, include: (1) removal of existing improvements associated with the RCP Plant that are currently located in areas to be revegetated/restored; (2) grading of these areas, subsequent to removal of the RCP Plant improvements, down to the appropriate contours required for successful revegetation/ restoration, in accordance with the grading plan associated with RP88-01; and (3) habitat restoration installation of the required willow-dominated riparian, freshwater marsh, and coastal sage scrub (transitional slopes) zones, in accordance with the planting plan associated with RP88-01. Subsequent to installation, the habitat restoration areas will be maintained and monitored for a period of five years. This 5-year maintenance and monitoring period will overlap with the project grading and construction period; however, these Reclamation Plan activities are independent of the proposed project.

As part of the reclamation effort, a small area of riparian willow has been restored with willow cuttings in the southeast portion of the property; refer to *Figure 2A*. The remaining reclamation effort (i.e., habitat restoration) involves willow-dominated riparian, freshwater marsh, and transitional slopes consisting of coastal sage scrub. Additionally, the open space component will be graded, contoured, and revegetated as part of the Reclamation Plan. All such efforts will be completed by others, in compliance with the Reclamation Plan, prior to the project applicant commencing any onsite development activity associated with the proposed project. Therefore, such reclamation activities are not part of the project.

A pre-survey investigation of the subject site was conducted in March 2016 and included review of relevant maps, databases, and literature pertaining to potential biological resources and special-status species onsite and in the vicinity, including aerial imagery, topographic maps, soils maps, and the California Natural Diversity Database (CNDDB) RAREFIND program; refer also to *Appendix B, Biological Resources Technical Memorandum*. The post-survey investigation included verification of whether or not the site falls within or near areas designated as final or proposed USFWS Critical Habitat for federally threatened or endangered species, as well as a review of the California Native Plant Society (CNPS) On-Line Electronic Inventory, the Consortium of California Herbaria, and regional lists produced by the United States Fish and Wildlife (USFWS) and California Department of Fish and Wildlife (CDFW). Additionally, the project site and a 100-foot wide buffer were surveyed on-foot in March 2016 to document all plant and animal species observed.

The only native vegetation within the fenced limits of the project site are wetlands that have established within two retention ponds, just north of the San Diego River, which are an extension of the adjacent southern riparian forest. In addition, a riparian restoration area consisting of willow cuttings is present in the southeast portion of the property, within the floodway. Typical riparian vegetation occurs within the San Diego River southern riparian forest habitat. As illustrated in *Figure 9*, *Baseline Biological Resources and Impacts*, the project has been designed to completely avoid direct impacts to the existing San Diego River southern riparian forest and the required native habitat restoration areas that will be installed within the disturbed portions of the 100-year floodway (resulting from removal of the defunct RCP Plant improvements and sand mining operation reclamation activities) in accordance with RP88-01. The onsite retention ponds currently located within the decommissioned RCP Plant will be incorporated into these future habitat restoration areas as part of the required and mandatory Reclamation Plan and will therefore not be impacted by the proposed project-related improvements.

No special-status species were observed within the biological study area, including none of the species listed in the CNDDB database search. Additionally, none of the Covered or Narrow Endemic Species listed in the City's

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Draft Subarea Plan of the County MSCP were observed within the study area; however, one sensitive species is expected to occur within the San Diego River riparian habitat in the southern portion of the site, which is the federally-endangered least Bell's vireo. None of the remaining listed species are expected to occur onsite.

The nearest mapped USFWS critical habitat (the federally-threatened coastal California gnatcatcher, approximately one mile northwest of the project site, and the federally-endangered least Bell's vireo, approximately 1.5 miles to the west) are distant from the project site.

Included in the project design is a 1.2-acre, 45-foot wide floodway buffer zone. The floodway buffer will separate the proposed residential development from the San Diego River and the associated floodway and will serve to avoid potential indirect impacts on sensitive biological resources. Specifically, the proposed project design measures (to be incorporated into the Mitigation Monitoring and Reporting Program adopted for the proposed project) will include the following:

- During earthmoving activities associated with project grading/construction, standard dust abatement measures will be implemented in accordance with provisions of the SDAPCD, to prevent fugitive dust emissions from settling on native vegetation within the adjacent reclamation (e.g., habitat restoration) areas and the riverine habitat itself. Fugitive dust could negatively affect the photosynthesis process for some native plants leading to indirect impacts related to reduced plant health/vigor and possible mortality.

- The rear lot lines of the southernmost row of homes adjacent to the San Diego River floodway will respect the City's required 45-foot floodway buffer which would also serve as an adequate biological buffer minimizing the effects of lighting, noise, and indirect disturbance from pet and human activities on the biological resources associated with the adjacent reclamation (e.g., habitat restoration) area within the previously-disturbed floodway and the riverine habitat itself.

- Applicable LID features will be incorporated into the project, including proposed storm water and non-storm water BMPs (e.g., construction and post-construction erosion control, runoff control, and filtration/treatment measures) and bioretention features [(e.g., pervious materials for non-permeable surfaces); tree wells (e.g., "Silva cells") or planters; underground storage vaults (proposed installation at two locations) and/or subdrain piping system) to prevent urban runoff impacts (e.g., erosion from excessive discharge rates/volumes, and water quality impairments from pollutants loads such as hydrocarbons from roads/driveways, fertilizers/pesticides/herbicides from landscape areas) and to meet HMP requirements].

- The proposed 14-foot wide multi-use trail within the 45-foot floodway buffer will be located along a graded shelf within the manufactured slope adjacent to the rear lots of the southernmost row of homes. In addition, a combination of decorative wood-rail fencing and signage will be installed along the trail to discourage unauthorized pet and human intrusion into these areas, with the signage educating users of the adjacent biological resources and the importance of staying out of these areas.

- All security/landscape lighting fixtures and any other private use of lights (temporary and permanent) in the rear yards of the southernmost row of homes will incorporate design features to ensure zero spillover light levels beyond the floodway buffer, such as, but not limited to: (a) low-intensity lighting, reduced wattage (e.g., 1-2 footcandles); (b) lighting cut-offs, horizontal lumens, and/or directional shielding devices; (c) low-relief bollards instead of raised lighting poles at the proposed River lookouts; and, (d) non-operable hours of such lighting without compromising security. Prior to issuance of the

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

first certificate of occupancy, the City shall approve a Photometric Study demonstrating no spillover from project lighting beyond the floodway buffer.

- The Homeowners Association (HOA) will enforce strict compliance to noise restrictions, especially along the southernmost row of homes, such as, but not limited to: (a) prohibit use of gas-powered and electric portable generators and landscape maintenance equipment (e.g. chainsaws, blowers, lawn mowers, hedge trimmers) between the hours of 5:00 p.m. and 6:00 a.m.; (b) prohibit use of mechanical equipment (e.g., woodworking saws, drills, pneumatic compressors, automotive tools) at external workshops and other noisy activities (e.g., loud parties, firing of weapons, any intermittent noise-makers that exceed the City noise standards) between the hours of 7:00 p.m. and 7:00 a.m.; and, (c) curfews for use of the proposed multi-use trail within the floodway buffer, to be enforced by the City in accordance with City trail regulations.
- The southernmost row of homes adjacent to the San Diego River floodway will be designed with window treatments and reduction of large expanses of glass that minimize bird strikes and reflectivity impacts to birds.
- The HOA will enforce strict compliance to maintenance of permanent barriers (e.g., fences, walls) along the rear lot lines of the southernmost row of homes, to discourage unauthorized pet and human intrusion into the 45-foot floodway buffer, reclamation (e.g., habitat restoration) area, and San Diego River habitat.
- The HOA will cooperate with the City in its patrolling of the area of the proposed multi-use trail behind the rear lot lines of the southernmost row of homes, to discourage unauthorized pet and human intrusion into the 45-foot floodway buffer, reclamation (e.g., habitat restoration) area, and San Diego River habitat.
- The provision of a 45-foot-wide fuel-modified defensible space along the rear of the proposed Lots 37 through 58, as approved by the Fire Marshal and reflected on the Tentative Tract Map would not result in direct and/or indirect impacts to sensitive biological resources within the reclamation (e.g., habitat restoration) area and San Diego River habitat because planting and maintenance of native upland species is equivalent to that in the Reclamation Plan. This provides for a reduced fuel load within this proposed fuel modification zone to the satisfaction of Fire Marshal.

With consideration for the existing onsite conditions, combined with development of the site as proposed (i.e. distancing residential uses from sensitive habitat), it is anticipated that implementation of the above-listed project design features (to be incorporated into the MMRP adopted for the proposed project) will ensure that both direct and indirect impacts resulting with the project will be avoided. As such, potential impacts to species identified as a candidate, sensitive, or special status species, would be **less than significant.**

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐

4b. **Response:** *(Source: City of Santee General Plan 2020, Conservation Element; City of Santee Final Master EIR, Section 5.6, Biological Resources; Appendix B, Biological Resources Technical Memorandum, prepared by Michael Baker International)*

Refer also to Response 4a), above. The only native vegetation within the fenced limits of RCP site are wetlands within two retention ponds, located just north of the San Diego River, which are an extension of the adjacent southern riparian forest in the River. These wetlands consist of the following plant species: Spanish lotus, thin-leaf ragweed, Douglas mugwort, spearscale, mulefat, broom baccharis, morning glory, Durango root, blue wild rye, fringed willow herb, salt heliotrope, coastal goldenbush, coast jepsonia, duckweed, marsh evening primrose, sandbar, black and arroyo willows, Douglas nightshade, California goldenrod, cattails, and mule's ears. Non-native plants within and surrounding these wetlands include: giant reed, black mustard, soft chess, lamb's quarters, jimson weed, red-stem filaree, crown daisy, short-pod mustard, Canary Island sea lavender, white and yellow sweetclovers, tree tobacco, common cudweed, wild radish, castor bean, curly dock, Russian thistle, London rocket, tamarisk, and wooly mullein. Refer also to *Appendix B, Biological Resources Technical Memorandum*.

Typical riparian vegetation within the San Diego River includes California sycamore, western cottonwood, sandbar/black/arroyo willows, and blue elderberry, as the primary overstory tree species; Douglas mugwort, mulefat, wild cucumber, marsh evening primrose, poison oak, stinging nettle, and cattails, as the primary native understory shrubs; and giant reed, tree tobacco, Brazilian peppertree, tamarisk, and Washington fan palm as the primary non-native species. Other observed plant species within the San Diego River include broom baccharis, pampas grass, laurel sumac, Canary Island date palm, Jeffrey pine, coast live oak, and lemonadeberry. In addition, there is a riparian restoration area consisting of willow cuttings in the southeast portion of the property, within the San Diego River floodway.

As illustrated in *Figure 9, Baseline Biological Resources and Impacts*, the proposed project has been designed to be distanced from any riparian habitat and will therefore completely avoid any direct impacts to the San Diego River southern riparian forest and the required native habitat restoration areas that will be installed within the disturbed portions of the 100-year floodway (resulting from removal of the defunct RCP Plant improvements and sand mining operation reclamation activities) in accordance with RP88-01. The onsite retention ponds which are currently located within the decommissioned RCP Plant will be incorporated into these future habitat restoration areas and will therefore not be impacted by the project. Additionally, project design measures identified in Response 4a), above, will also help to avoid any indirect impacts on this sensitive habitat.

Therefore, the potential impacts to riparian habitat or other sensitive natural community would be **less than significant.**

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

4c. **Response:** *(Source: City of Santee General Plan 2020, Conservation Element; City of Santee Final Master EIR, Section 5.6, Biological Resources; Appendix B, Biological Resources Technical Memorandum, prepared by Michael Baker International)*

Refer also to Responses 4a) and 4b) above, regarding onsite grading activities occurring in compliance with the Reclamation Plan. Although onsite disturbance resulting with implementation of the Reclamation Plan by others (independent of the proposed project) has resulted in removal of all vegetation on the northern two-thirds of the site and substantially modified the vegetation and contours along the northern boundary of the San Diego River floodway, the proposed project as designed would avoid direct (and indirect) impacts to federally-protected wetlands, both onsite and offsite.

Section 404 of the Clean Water Act (CWA) requires that a permit be obtained from the United States Army Corps of Engineers (USACE) prior to the discharge of dredged or fill materials into any "waters of the U.S.," including wetlands. Such permits often require mitigation to offset losses of these habitat types. Waters of the U.S. are broadly defined in the USACE's regulations (33 CFR 328) to include navigable waterways and their tributaries. Waters of the U.S. encompass both wetland and non-wetland aquatic habitats, such as streams, creeks, rivers, lakes, ponds, bays, and oceans. Wetlands are defined as: "Those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas." To fit this definition, an area suspected of being a wetland must have hydrophytic vegetation, hydric soils, and hydrology. Wetlands that are not specifically exempt from Section 404 regulations (such as drainage channels excavated on dry land) are considered to be "jurisdictional wetlands."

Additionally, jurisdictional waters and wetlands generally include those resources regulated by the USACE pursuant to Section 404 (33 CFR 328) of the federal CWA; the Regional Water Quality Control Board (RWQCB) pursuant to Section 401 (33 USC 1341) of the CWA and State Porter-Cologne Water Quality Control Act; and, the CDFW pursuant to Sections 1600 *et. seq.* of the State Fish and Game Code. Hydrophytic vegetation (wetlands) occurs in the two retention ponds described above and also in the San Diego River; however, these resources are not within the development footprint and are unaffected by the proposed project. As illustrated in *Figure 9, Baseline Biological Resources and Impacts*, and as stated above, the proposed project has been designed to avoid any direct impacts to the San Diego River southern riparian forest and onsite retention ponds, which will be retained in their current condition within the reclamation area and/or within the required wetland buffer (as measured from the jurisdictional limits).

As the project would avoid impacts on jurisdictional resources through project design measures, the project would not have a substantial adverse effect on federally protected wetlands through direct removal, filling, hydrological interruption, or other means. Therefore, **no impact** would occur.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐

4d. Response: *(City of Santee General Plan 2020, Conservation Element; City of Santee Final Master EIR, Section 5.6, Biological Resources; Appendix B, Biological Resources Technical Memorandum, prepared by Michael Baker International)*

The Migratory Bird Treaty Act (MBTA; 16 U.S. Code 703 through 711) is the domestic law that affirms, or implements, a commitment by the United States to four international conventions (with Canada, Mexico, Japan, and Russia) for the protection of a shared migratory bird resource. The MBTA makes it unlawful at any time, by any means, or in any manner to pursue, hunt, take, capture, or kill migratory birds. The law also applies to the removal of nests occupied by migratory birds during the breeding season. The MBTA makes it unlawful to take, pursue, molest, or disturb these species, their nests, or their eggs anywhere in the United States.

The project site is generally developed/disturbed and is located within an urbanized environment within the City of Santee. The City's General Plan Final Master EIR indicates there are two primary large-scale habitat connections located within the City and one potential "stepping stone" corridor, which include: (1) the Marine Corps Air Station (MCAS) Miramar to Fanita Ranch habitat linkage; (2) the San Diego River corridor; and, (3) the Rattlesnake Mountain to Fanita Ranch potential stepping stone corridor. The MCAS Miramar to Fanita Ranch habitat linkage maintains connectivity for wildlife movement from the Fanita Ranch and County lands farther east to MCAS Miramar and Mission Trails Regional Park.

Due to its connections with conserved riverine habitats to the east (i.e., Walker Preserve) and to the west (City flowage/open space easements), the onsite portion of the San Diego River is considered an important wildlife corridor and linkage for many insect, reptilian, amphibian, and mammalian species. In addition, because this riverine vegetation is considered excellent avian and raptor nesting, breeding and foraging habitats for resident, wintering, and transient bird populations, the property could be used as a locally-important avian corridor and/or linkage.

As indicated above under Responses 4a) and 4b), the proposed project has been designed to avoid and/or reduce potential indirect impacts to sensitive biological resources, in particular the rear yards and lot lines of the southernmost row of proposed homes adjacent to the San Diego River floodway. With implementation of the proposed design features, it is not anticipated that the project will result in significant impacts to the onsite portion of the San Diego River wildlife corridor/linkage which connects to conserved riverine habitats to the east (i.e., Walker Preserve) and west (City flowage/open space easements). Such design measures will allow the project to avoid significant indirect impacts to sensitive biological resources associated with the 45-foot floodway buffer, reclamation (i.e. habitat restoration) area, and San Diego River habitat.

Avian species may be affected by short-term project construction-related noise levels during the nesting season for breeding birds (typically January through September annually) which can result in the disruption of foraging, nesting, and reproductive activities. As such, project grading/construction activities during the nesting season for breeding birds protected by the MBTA and California Fish and Game Code could result in a significant temporary, indirect impact to these species. As mitigation for this potentially significant impact, if

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

any project grading/construction activities are scheduled to occur during the nesting season for breeding birds, then the following measures shall be implemented:

Mitigation Measures

BIO-1:

If project grading/construction activities are scheduled to occur during the nesting season for breeding birds (typically January 15th through September 30th), the following measures shall be implemented:

1. Within seven days prior to commencement of grading/construction activities, a qualified biologist shall perform a pre-construction survey of all proposed work limits and within 500 feet of the proposed work limits.
2. If active avian nest(s) of non-special-status species are discovered within or 500 feet from the work limits, a buffer shall be delineated around the active nest(s) measuring 300 feet for passerines and 500 feet for raptors. A qualified biologist shall monitor the nest(s) weekly after commencement of grading/construction to ensure that nesting behavior is not adversely affected by such activities.
3. If the qualified biologist determines that nesting behavior of non-special-status species is adversely affected by grading/construction activities, then a noise mitigation program [i.e., within 10 calendar days prior to the start of construction activities (including removal of vegetation), a qualified biologist conducts a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance; if nesting birds are detected, the biologist prepares a letter report and mitigation plan in conformance with applicable federal and State laws (e.g., appropriate follow-up surveys, monitoring schedules, construction and noise barriers/buffers) to ensure that take of birds or eggs or disturbance of breeding activities is avoided; the report/mitigation plan is submitted to the City for review/approval and implemented to the satisfaction of the City; and the Biologist verifies in a report to the City that all measures identified in the mitigation plan are in place prior to and/or during construction] shall be implemented in consultation with CDFW, to allow such activities to proceed. Once the young have fledged and left the nest(s), then grading/construction activities may proceed within 300 feet (500 feet for raptor species) of the fledged nest(s).
4. Raptor nests are protected under Section 3503.5 of the California Fish and Game Code (California Law 2011) which makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes; or, to take, possess, or destroy the nests or eggs of any such birds. Consultation with CDFW shall be required prior to the removal of any raptor nest(s) observed during the preconstruction clearance surveys.
5. For any special-status bird species (e.g., least Bell's vireo, coastal California gnatcatcher, western burrowing owl [*Athene cunicularia*]) observed as a result of the preconstruction survey in 1.A. above, whether actively nesting or present within occupied habitat, the qualified biologist shall consult with the City and applicable regulatory agencies (i.e., CDFW and/or USFWS) on the preparation and implementation of a protocol survey and mitigation/monitoring program. If it is demonstrated, to the satisfaction of the City and applicable agencies, that such program will prevent direct/indirect impacts to the special-status bird species and occupied habitat, then approval will be sought from these agencies to allow project grading/construction activities to proceed. Otherwise, once the young of any nesting special-status bird species have fledged and left the active nest(s), then grading/construction activities may proceed in the vicinity of the fledged nest(s). Similarly, for any non-nesting special-status

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

bird species and occupied habitat under protection by this avian-specific mitigation/monitoring program, grading/construction activities may proceed in the vicinity of the affected territory(ies)/occupied habitat(s) as directed by the qualified biologist.

With implementation of the proposed design features and Mitigation Measure BIO-1, the project will not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, impacts would be **less than significant with mitigation incorporated.**

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

4e. Response: *(Source: City of Santee General Plan 2020, Conservation Element; City of Santee Final Master EIR, Section 5.6, Biological Resources; City of Santee Municipal Code)*

The City implements its Urban Forestry Ordinance (Ord. 421, Section 2(part), 002) relative to the removal of trees on public property and within public rights-of-way. Any trees removed during development of a site may require replacement, consistent with the requirements of the Ordinance.

As shown in *Figure 2A, Aerial Photograph/Surrounding Land Uses*, the area of the site proposed for development is currently void of vegetation, due to the prior use of the site as a sand mining operation, block plant, and product storage facility and activities associated with implementation of the Reclamation Plan. The RCP activities removed all of the vegetation within the majority of the site, and significantly modified the vegetation and contours within a portion of the floodway. As stated above, typical riparian vegetation occurs within the San Diego River southern riparian forest habitat. The only native vegetation within the fenced limits of the RCP are wetlands within and surrounding two retention ponds, just north of the river. No tree species considered to be sensitive biological resources (i.e. threatened or endangered species at the State or federal level) are present within the proposed development footprint.

The proposed project does not propose any physical development on the site that would result in disturbance to existing biological resources or mature trees as no trees would be present within the proposed development area. The project is not anticipated to conflict with any local policies or ordinances protecting biological resources. Therefore, the proposed project would not result in a conflict with local policies or ordinances protecting biological resources and impacts would be **less than significant.**

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan?	☐	☐	☐	☒

4f. **Response:** *(Source: City of Santee General Plan 2020, Conservation Element; City of Santee Final Master EIR, Section 5.6, Biological Resources; City of Santee Municipal Code; Appendix B, Biological Resources Technical Memorandum, prepared by Michael Baker International)*

Refer to Response 4e), above. As stated previously, the City has prepared a MSCP Draft Subarea Plan; however, this Plan has not yet been officially adopted. As the MSCP Draft Subarea Plan has not yet been adopted, the project will not result in a significant impact with regard to conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or State habitat conservation plan. **No impact** will occur.

5. CULTURAL RESOURCES

Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒

5a. **Response:** *(Source: City of Santee General Plan 2020, Conservation Element; City of Santee Final Master EIR, Section 5.12, Cultural Resources)*

The project site is not located within an established historic district. Presently, the project site is utilized for industrial use for the RCP sand mining and manufacturing operations (RCP Block & Brick). No onsite structures are 50 years of age or greater, and therefore, would not be considered to have the potential to be a historic resource. Therefore, the site does not support any historic resources or structures. The project will not cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, and **no impact** will occur in this regard.

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

5b. **Response:** *(Source: City of Santee General Plan 2020, Conservation Element; City of Santee Final Master EIR, Section 5.12, Cultural Resources, Figure 5.12-1, Potential Cultural Resource Sensitivity Map; Appendix C-1, Cultural Resources Inventory, prepared by Dudek)*

Although much of the City of Santee is urbanized, a number of significant cultural resources are known to occur within its boundaries. As shown in Figure 5.12-1, Potential Cultural Resource Sensitivity Map, of the City's General Plan Final Master EIR, the project site is not considered to have the potential to support unknown cultural resources onsite.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

The Cultural Resources Letter Report prepared by Dudek (April 2016) explains that a South Coastal Information Center (SCIC) records search suggested that no previously recorded cultural resources have been recorded within the project's horizontal area of potential effects (APE), the extent of the planned project footprint; refer also to *Appendix C-1, Cultural Resources Inventory*. In addition, an intensive pedestrian survey conducted of the APE did not identify any archaeological resources. A Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search did not indicate the presence of any Native American cultural resources within the APE. The NAHC included a list of Native American tribes and individuals/organizations with traditional geographic associations that might have knowledge of cultural resources in the area. An outreach letter was sent to each of the listed Native American representatives in July 2016 via certified mail, consistent with Native American consultation requirements as identified in California Senate Bill 18 (SB 18). In response, the Viejas Band of Kumeyaay Indians (letter dated August 3, 2016) indicated that the project site has cultural significance or ties to Viejas. As such, the project would have the potential to impact unknown cultural resources during project ground disturbing activities.

Further, the project's APE has been disturbed and utilized for industrial use for the RCP sand mining and manufacturing operations (RCP Block & Brick). The complex has been completely leveled and several buildings, concrete foundations, and rock piles cover the lot. There have also been extensive excavations within the APE and large pits are present in several areas. The operations extend to the heavily vegetated bank of the San Diego River. Due to the complete leveling of the terrain and development of the property, there is little potential that intact subsurface archaeological deposits are present.

Based on the current condition of the APE, and the negative survey and records search results, the project is unlikely to impact cultural resources; however, Mitigation Measures CUL-1 and CUL-2 are proposed to ensure that in the unlikely event that archaeological resources are encountered during exposure of subsurface soils, ground-disturbing work will be immediately halted in the area and a qualified archaeologist will be retained.

With implementation of Mitigation Measures CUL-1 and CUL-2, the project will not cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5. Therefore, impacts would be **less than significant with mitigation incorporated.**

Mitigation Measures

CUL-1: If during grading or construction activities, cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archaeologist and the most likely descendant Tribe (Tribe). Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archaeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. If the qualified archaeologist determines the cultural resources to be either historic resources or unique archaeological resources, avoidance and/or mitigation will be required pursuant to and consistent with CEQA Guidelines Section 15064.5(c) and Public Resources Code Section 21083.2. This mitigation measure shall be incorporated into all construction contract documentation.

CUL-2: A Tribal Cultural Monitor shall be present for all ground disturbing activities associated with the project. Should any cultural or tribal cultural resources be discovered, no further grading shall occur in the area of the discovery until the Director of Development Services, or designee, is satisfied that

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

treatment of the resource has occurred. In the event that a unique archaeological resource or tribal cultural resource is discovered, and in accordance with Public Resources Code Section 21083.2(b)(1), (2), and (4), the resource shall be moved and buried in an open space area of the project site, such as slope areas, which will not be subject to further grading activity, erosion, flooding, or any other ground disturbance that has the potential to expose the resource. The onsite area to which the resource is moved shall be protected in perpetuity as permanent open space. No identification of the resource shall be made onsite; however, the project applicant shall plot the new location of the resource on a map showing latitudinal and longitudinal coordinates and provide that map to the Native American Heritage Commission for inclusion in the Sacred Lands File. Disposition of the resources shall be at the discretion of the City of Santee.

c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

5c. Response: *(Source: City of Santee General Plan 2020, Conservation Element; City of Santee Final Master EIR, Section 5.12, Cultural Resources, Figure 5.12-1, Potential Cultural Resource Sensitivity Map; Appendix C-1, Cultural Resources Inventory, prepared by Dudek)*

Refer to Response 5b), above. The cultural resources report prepared by Dudek (see *Appendix C-1*) does not identify any records of formal or informal cemeteries on or near the project site. While it is unlikely that human remains would be disturbed during project implementation, should human remains be encountered during ground-disturbing activities Mitigation Measure CUL-3 would ensure that any human remains discovered on the project site would be properly managed. Therefore, impacts would be **less than significant with mitigation incorporated.**

Mitigation Measures

CUL-3: If during grading or construction activities, human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the San Diego County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the most likely descendant. The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. This mitigation measure shall be incorporated into all construction contract documentation.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in 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:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	☐	☒

5d. Response: *(Source: City of Santee General Plan 2020, Conservation Element; City of Santee Final Master EIR, Section 5.12, Cultural Resources, Figure 5.12-1, Potential Cultural Resource Sensitivity Map; Appendix C-1, Cultural Resources Inventory, prepared by Dudek)*

Refer also to Response 5b), above. No known historical resources are present on the project site; refer to *Appendix C-1, Cultural Resources Inventory*. The project does not propose to change the historic designations of any recognized historical sites or structures and would not change or have any effect upon the City's existing preservation objectives or policies. Additionally, the project site is not located within a designated historic district, and the proposed project would not authorize any adverse impacts to a historical resource. Therefore, **no impact** on historic resources would occur with the project.

e) 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?	☐	☒	☐	☐

5e. Response: *(Source: City of Santee General Plan 2020, Conservation Element; City of Santee Final Master EIR, Section 5.12, Cultural Resources, Figure 5.12-1, Potential Cultural Resource Sensitivity Map; Appendix C-1, Cultural Resources Inventory, prepared by Dudek; Appendix C-2, AB 52 Correspondence)*

As of July 1, 2015, Public Resources Code Sections 21080.1, 21080.3.1, and 21080.3.2 require public agencies to consult with California Native American tribes recognized by the NAHC for the purpose of mitigating impacts to tribal cultural resources. This law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions.

In accordance with Public Resources Code Section 21080.1(d), a lead agency is required to provide formal notification of intended development projects to Native American tribes that have requested to be on the lead agency's list for receiving such notification. The formal notification is required to include a brief description of the proposed project and its location, lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation for tribal cultural resources. Agencies may also include information regarding any cultural resources assessment that has been completed on the project site, such as:

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

   - A listing of any and all known cultural resources have already been recorded on or adjacent to the project site;
   - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
   - If the probability is low, moderate, or high that cultural resources are located on the project site;
   - Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located on the potential project site; and
   - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

   - Any report that may contain site forms, site significance, and suggested mitigation measures; or
   - 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 in accordance with California Government Code Section 6254.10.

3. The results of any Sacred Lands File check conducted through the NAHC.

4. Any ethnographic studies conducted for any area including all or part of the potential project site.

5. Any geotechnical reports regarding all or part of the potential project site.

In a letter dated July 15, 2016, the Barona Band of Mission Indians requested that, in accordance with Public Resources Code Section 21080.3(b), the Tribe, which is traditionally and culturally affiliated with a geographic area within the City's geographic area of jurisdiction, receive formal notice of and information on proposed projects for which the City serves as lead agency under CEQA, PRC Section 21000, et seq. In response to the Tribe's request, the City provided the Tribe with notification of the proposed project via written notice on August 5, 2016. No consultation has been requested by the Tribe to date; however, since the closure of the 14-day period to provide notice of the proposed project to tribes on the City's AB 52 Notification List, two additional tribes have requested to be placed on the City's AB 52 Notification List -- the Jamul Indian Village on May 30, 2017 and the Mesa Band of Mission Indians on June 19, 2017. Notice of the project under AB 52 was provided to these tribes on July 20, 2017. The City will continue to provide notice to the Tribes for all public noticing of the CEQA document, as well as for public meetings and/or hearings throughout the discretionary process; refer also to *Appendix C-2* of this Initial Study for the AB 52 related correspondence.

As discussed under Response 5b) above, due to the low sensitivity of the project site, it is not anticipated to support significant cultural resources; however, as unknown tribal cultural resources may have the potential to be present in the region, implementation of Mitigation Measures CUL-1 to CUL-3 is proposed to ensure that any

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

unknown cultural or tribal cultural resources or human remains discovered during project-related ground disturbing activities are properly identified and protected over the long-term. Project impacts on unknown tribal cultural resources would be reduced to **less than significant with mitigation incorporated**.

Mitigation Measures

Implement Mitigation Measures CUL-1 to CUL-3.

6. 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.	☐	☐	☐	☒

6. a)i. Response: *(Source: City of Santee General Plan 2020, Safety Element; City of Santee General Plan Final Master EIR, Section 5.10, Geology and Soils – Figure 5.10-1A, Soils and Geologic Hazards Map; Appendix D-1, Preliminary Geotechnical Investigation, prepared by Geosoils, Inc.; Appendix D-2, Geotechnical Investigation - Response to 3rd Party Review, prepared by Geosoils, Inc.; Appendix D-3, Supplemental Geotechnical Investigation, prepared by Geosoils, Inc.)*

As stated in the Safety Element (Chapter 8) of the City of Santee General Plan 2020, no active or potentially active faults are known to occur within or adjacent to the City. In addition, no known Alquist-Priolo Earthquake Fault Zones are located within the boundaries of the City of Santee. The Rose Canyon Fault Zone, located approximately 10 miles west of the City of Santee, is the closest known active fault and is the dominant source of potential ground motion in the City; however, seismic activity along other faults within the southern California and northern Baja California area are also considered potential generators of significant ground motion within the City, as these faults have the potential to create moderate to large earthquake events.

All development would be required to occur in compliance with applicable local and State building codes (i.e. California Building Code) to minimize the risk of damage or loss as the result of a seismic event, and as reviewed and approved by the City. Therefore, **no impact** from the rupture of a known earthquake fault will occur with the proposed project.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
ii. Strong seismic ground shaking?	☐	☐	☐	☒

6.a)ii. Response: *(Source: City of Santee General Plan 2020, Safety Element; City of Santee General Plan Final Master EIR, Section 5.10, Geology and Soils – Figure 5.10-1A, Soils and Geologic Hazards Map; Appendix D-1, Preliminary Geotechnical Investigation, prepared by Geosoils, Inc.; Appendix D-2, Geotechnical Investigation - Response to 3rd Party Review, prepared by Geosoils, Inc.; Appendix D-3, Supplemental Geotechnical Investigation, prepared by Geosoils, Inc.)*

Refer to Response 6.a.i). The City of Santee is located in southern California which is a seismically-active region that typically experiences relatively small to larger earthquakes on a frequent basis. The project site is not located within a known fault zone or within one-half mile of a known fault, as discussed in 6a.i). The proposed project will be built to applicable local and State building codes (i.e. California Building Code) to minimize the potential risk of damage or loss from strong seismic ground shaking. Therefore, **no impact** from strong seismic ground shaking will occur with the proposed project.

iii. Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐

6.a)iii. Response: *(Source: Preliminary Geotechnical Investigation; City of Santee General Plan 2020, Safety Element; City of Santee General Plan Final Master EIR, Section 5.10, Geology and Soils – Figures 5.10-1A and 1B; Appendix D-1, Preliminary Geotechnical Investigation, prepared by Geosoils, Inc.; Appendix D-2, Geotechnical Investigation - Response to 3rd Party Review, prepared by Geosoils, Inc.; Appendix D-3, Supplemental Geotechnical Investigation, prepared by Geosoils, Inc.)*

Liquefaction of cohesion-less soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soils to behave as a viscous liquid. Susceptibility to liquefaction is based on geologic data. River channels and floodplains are considered most susceptible to liquefaction, while alluvial fans have a lower susceptibility. Depth to groundwater is another important element in an area's susceptibility to liquefaction. Groundwater less than 30 feet below the ground surface results in high to very high susceptibility to liquefaction, while greater depths to groundwater result in lower susceptibility.

A review of regional groundwater data indicates that groundwater levels within the Santee basin hydrologic subarea were historically recorded near the ground surface during the 1980s and 1993, with other more recent levels ranging from approximately 12 to 16 feet below existing grade; refer to *Appendix D-3*. Geosoils, Inc. encountered groundwater levels at a depth of approximately 15 feet on the project site in 2017 and has indicated that there is a relatively high potential for groundwater to occur within 10 vertical feet from infiltration surfaces. For the purposes of analysis, Geosoils, Inc. assumed a design depth of groundwater to be 10 feet below existing grade on the southern portion of the site and 10 to 13 feet below existing grade in the northern portion of the property; refer to *Appendix D-3*.

Based on the geotechnical analyses conducted by GeoSoils Inc. (see *Appendices D-1 to D-3*), the potential for liquefaction to occur onsite is generally considered to be low, but such conditions may occur within soil layers nearing the existing water table or between depths on the order of 10 to 40 feet below the existing ground surface. Significant permanent lateral movement generally occurs when there is substantial differential loading, such as fill or natural ground slopes within susceptible materials. A potential for lateral spreading to affect the southern portion of the site along the San Diego River does exist. Developed areas of fill soil underlain with

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

alluvium within the southwestern portion of the project will have a "free face" condition (i.e., planned south/southwestern facing perimeter fill slope toward the San Diego River) where the slope will "toe out" into the adjacent undeveloped area with groundwater anticipated to be as shallow as 10-15 feet or greater, below existing grade. The outer 25 to 100 feet of the proposed development adjacent to the undeveloped area may therefore be subject to lateral spread and may significantly affect the proposed improvements, drainage, and/or top-of-slope stability in these areas if ground improvement measures are not undertaken. Additionally, there is a potential for lateral spreading to occur when the planned bioretention basins retain water during the design seismic event and on the southern and western portions of the site; however, the potential for distress to any adjacent structures is considered to be very low with consideration of overall slope height, gradient, and typical rear yard setbacks.

Therefore, to improve soil stability and reduce the potential for differential settlement to occur, it is anticipated that ground improvement measures would involve installation of a foundation system, such as Vibro Piers (or similar), to reinforce the surrounding soils. Vibro Piers are vibrator-installed aggregate piers, typically constructed to intermediate depths of 5 to 30 feet for the support of new loads. The aggregate piers reinforce the ground to increase bearing capacity, reduce settlement, increase global stability, and decrease seismic deformations. The system is installed using a down-hole vibrator to compact select aggregate in lifts. Aggregate is introduced into a pre-drilled hole and is then compacted in lifts via repetitive ramming action of the vibrator, causing the dense aggregate to interlock to form a stiff pier that engages the surrounding soil to provide reinforcement and increased shear resistance.

To ensure that potential impacts are reduced to less than significant, implementation of Mitigation Measures GEO-1 and GEO-2 is required. Therefore, project impacts would be **less than significant with mitigation incorporated.**

Mitigation Measures

GEO-1: Prior to any ground-disturbing construction activities, the project applicant shall incorporate the recommendations of the geotechnical/geological engineering studies prepared by GeoSoils, Inc. into project plans related to the proposed project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, pipeline excavation, and installation. All onsite soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.

GEO-2: Prior to any ground-disturbing construction activities, the project shall be designed to incorporate installation of a pier foundation system (e.g., Vibro Piers system or similar) to reduce the potential for liquefaction and/or differential settlement to occur. The pier system shall be installed in compliance with recommendations made in the geotechnical/geological engineering study prepared by GeoSoils, Inc. and with all applicable requirements of the latest adopted version of the California Building Code at the time when project construction is undertaken.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
iv. Landslides?	☐	☐	☒	☐

6.a)iv. **Response:** *(Source: Appendix D-1, Preliminary Geotechnical Investigation, prepared by Geosoils, Inc.; Appendix D-2, Geotechnical Investigation - Response to 3rd Party Review, prepared by Geosoils, Inc.; Appendix D-3, Supplemental Geotechnical Investigation, prepared by Geosoils, Inc.)*

Due to the relatively flat-lying condition of the site, and the nature of the underlying soils and sediments, the site is considered marginally susceptible to significant mass waster (river process) or landsliding. The existing natural slope that descends to near the southern property line was evaluated by Geosoils, Inc. (2017) by visual observation, and literature review, for the presence of landslide deposits. No evidence of landslide deposits, and/or geomorphology indicative of landsliding (i.e., hummocky topography, scarps, lobate soil deposits, etc.) was noted on this offsite slope. Therefore, impacts would be **less than significant** relative to landslides.

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

6b. **Response:** *(Source: City of Santee General Plan 2020, Safety Element; City of Santee General Plan Final Master EIR, Section 5.10, Geology and Soils; Appendix D-1, Preliminary Geotechnical Investigation, prepared by Geosoils, Inc.; Appendix D-2, Geotechnical Investigation - Response to 3rd Party Review, prepared by Geosoils, Inc.; Appendix D-3, Supplemental Geotechnical Investigation, prepared by Geosoils, Inc.)*

Soil erosion may result during construction of the proposed project, as grading and construction can loosen surface soils and make soils susceptible to the effects of wind and water movement across the surface; however, all construction activities related to the proposed project would be subject to compliance with the California Building Code. Additionally, all allowed development associated with the proposed project would be subject to compliance with the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction activities (discussed in further detail in subsection 9, Hydrology and Water Quality, of this IS/MND). In addition, the Subdivision Code (Title 18) identifies erosion control standards for which development must comply. Additionally, conformance with the City's Grading Ordinance (Title 15 of the Santee Municipal Code) and other local requirements will be required. Compliance with the California Building Code and the NPDES would minimize effects from erosion and ensure consistency with San Diego Regional Water Quality Control Board requirements, which establish water quality standards for the groundwater and surface water of the region.

Further, a storm water pollution prevention plan (SWPPP) will be required as part of the grading permit submittal package. The SWPPP provides a schedule for the implementation and maintenance of erosion control measures and a description of the erosion control practices, including appropriate design details and a time schedule. The SWPPP would consider the full range of erosion control best management practices, including any additional site-specific and seasonal conditions. Erosion control best management practices include, but are not limited to, the application of straw mulch, hydroseeding, the use of geotextiles, plastic covers, silt fences, and erosion control blankets, as well as construction site entrance/outlet tire washing. The State General Permit also requires that those implementing SWPPPs meet prerequisite qualifications that would demonstrate the skills, knowledge, and experience necessary to implement SWPPPs. NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development. Water quality features intended to reduce construction-related erosion impacts will be clearly noted on the grading plans for implementation by the construction contractor. It should be noted that project grading may disturb onsite areas previously hydroseeded for erosion control purposes as part of the Reclamation Plan; however,

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

BMPs required as part of the proposed project would be implemented during the construction phase to ensure that the potential for erosion to occur continues to be reduced to the maximum extent feasible and that no adverse effects on storm water result.

Additionally, fugitive dust would be controlled in compliance with SCAQMD Rules 403 and 1166 and Mitigation Measure AQ-1. The following erosion control features associated with SCAQMD rules and used during remedial activities would be employed: covering stockpiles with plastic sheeting; covering loaded soils with secured tarps; prohibiting work during periods of high winds; and watering exposed soils during construction. Further, in accordance with Clean Water Act and NPDES requirements, water erosion during construction would be minimized by limiting certain construction activities to dry weather, covering exposed excavated dirt during periods of rain, and protecting excavated areas from flooding with temporary berms. As a result, impacts associated with soil erosion are considered **less than significant** after compliance with the erosion and runoff control measures required as part of grading plan approval.

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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐

6c. **Response:** *(Source: City of Santee General Plan 2020, Safety Element; City of Santee General Plan Final Master EIR, Section 5.10, Geology and Soils – Figure 5.10-1A, Soils and Geologic Hazards Map; Appendix D-1, Preliminary Geotechnical Investigation, prepared by Geosoils, Inc.; Appendix D-2, Geotechnical Investigation - Response to 3rd Party Review, prepared by Geosoils, Inc.; Appendix D-3, Supplemental Geotechnical Investigation, prepared by Geosoils, Inc.)*

Refer to Response 6a). By implementing the recommendations identified in Mitigation Measure GEO-1, impacts would be reduced to less than significant. Therefore, the project will have a **less than significant impact with mitigation incorporated** 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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☒	☐	☐

6d. **Response:** *(Source: Appendix D-1, Preliminary Geotechnical Investigation, prepared by Geosoils, Inc.; Appendix D-2, Geotechnical Investigation - Response to 3rd Party Review, prepared by Geosoils, Inc.; Appendix D-3, Supplemental Geotechnical Investigation, prepared by Geosoils, Inc.)*

Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subjected to large uplifting forces caused by the swelling. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result. Based on the geotechnical study conducted by GeoSoils, Inc. (*Appendix D-1*), onsite soils meet the criteria of detrimentally expansive soils as defined in Section 1803.5.2 of the 2013 California Building Code. Therefore, implementation of Mitigation Measure GEO-1 is required for impacts to be less than significant. Mitigation Measure GEO-1 identifies minimum recommendation criteria from a soils engineering

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

viewpoint, where the planned improvements are underlain by at least 7 feet, and perhaps more (as determined during grading), of non-detrimentally expansive soils. Should foundations be underlain by expansive soils, they will require specific design to mitigate expansive soil effects as required in Sections 1808.6.1 or 1808.6.2 of the 2013 California Building Code.

Therefore, impacts would be **less than significant with mitigation incorporated.**

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?	☐	☐	☐	☒

6e. Response: *(Source: City of Santee General Plan 2020, Safety Element and Conservation Element; City of Santee General Plan Final Master EIR, Section 5.10, Geology and Soils - Figure 5.10-1B, Soils and Geologic Hazards Map)*

The project does not propose the use of septic tanks or an alternative wastewater disposal system. The project site will receive public service for wastewater treatment from Padre Dam Municipal Water District (PDMWD). Therefore, **no impact** with regard to soils being incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems will occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

6f. Response: *(Source: City of Santee General Plan 2020, Safety Element and Conservation Element)*

Paleontological resources are fossilized remains of vertebrate and invertebrate organisms, fossil tracks and trackways, and plant fossils. A unique paleontological site would include a known area of fossil-bearing rock strata. The project site has not been investigated by a professional paleontologist. Excavations could occur in association with development of the site that could affect paleontological resources. Therefore, it is possible that project-related ground-disturbing activities could uncover previously unknown paleontological resources within the project boundaries. Unanticipated and accidental paleontological discoveries during project implementation have the potential to affect significant paleontological resources. Any future development on the project site would require, at a minimum, implementation of Mitigation Measure GEO-3 to reduce impacts on paleontological resources to less than significant. Therefore, impacts would be **less than significant with mitigation incorporated.**

Mitigation Measures

GEO-3: During any ground-disturbing activities, construction personnel involved in excavation and grading activities shall be informed of the possibility of discovering fossils at any location and the protocol to be followed if fossils are found. A professional meeting the Society of Vertebrate Paleontology standards shall provide the preconstruction training for construction personnel that would be on the site during excavation and grading activities. The City shall ensure the grading plan notes include specific reference to the potential discovery of fossils.

If potentially unique paleontological resources (fossils) are inadvertently discovered during project construction, work shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional paleontologist shall be retained to determine the significance of the

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

discovery. The paleontologist shall establish procedures for paleontological resource surveillance throughout project construction and shall establish, in cooperation with the project applicant, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. Excavated finds shall be offered to a State-designated repository such as the Museum of Paleontology at the University of California, Berkeley, or the California Academy of Sciences.

7. GREENHOUSE GAS EMISSIONS

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

7a. Response: *(Source: City of Santee General Plan 2020, Conservation Element and Safety Element; City of Santee Municipal Code; Appendix A, Air Quality/Greenhouse Gas Data, prepared by Michael Baker International)*

Global Climate Change

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 400 million tons of carbon dioxide (CO_2) per year.[3] Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit (ºF) over the next century. Methane is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, methane (CH_4), and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 parts per million (ppm) to 300 ppm. For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.

Regulations and Significance Criteria

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide-equivalent concentration is required to keep global mean warming below two degrees Celsius (ºC), which in turn is assumed to be necessary to avoid dangerous climate change.

[3] California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks: 2000 to 2012*, 2014.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

California Governor Arnold Schwarzenegger issued Executive Order S-3-05 was issued in June 2005, which established the following GHG emission reduction targets:

- 2010: Reduce GHG emissions to 2000 levels;
- 2020: Reduce GHG emissions to 1990 levels; and
- 2050: Reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill (AB) 32 Statutes of 2006, Health and Safety Code section 38500 et seq. requires that CARB determine what the Statewide GHG emissions level was in 1990, and approve a Statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 million metric tons of CO_2 equivalent ($MTCO_2eq$). Additionally, issued in April 2015, Executive Order B-30-15 requires Statewide GHG emissions to be reduced 40 percent below 1990 levels by 2030.

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. In actuality, GHG emissions from the proposed project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change.

In June 2008, the California Governor's Office of Planning and Research (OPR) published a Technical Advisory, which provides informal guidance for public agencies as they address the issue of climate change in CEQA documents. This is assessed by determining whether the proposed project is consistent with or obstructs the 39 Recommended Actions identified by CARB in its Climate Change Scoping Plan which includes nine Early Action Measures (qualitative approach). The Attorney General's Mitigation Measures identify areas where GHG emissions reductions can be achieved in order to achieve the goals of Assembly Bill 32. As set forth in the OPR Technical Advisory and in the proposed amendments to the CEQA Guidelines Section 15064.4, this analysis examines whether the project's GHG emissions are significant based on a qualitative and performance based standard (proposed *CEQA Guidelines* Section 15064.4(a)(1) and (2)).

Greenhouse Gas Thresholds

The proposed project is located within the jurisdiction of the San Diego Air Pollution Control District (SDAPCD), and is thus subject to the SDAPCD Climate Regulations and Activities. According to the SDAPCD website, there is no established Threshold of Significance for construction or operational related GHG impacts; however, a lead agency can work with the SDAPCD in determining which threshold would be best for a particular project. Alternatively, the lead agency could adopt its own thresholds, provided that the decision is supported by substantial evidence. The City of Santee 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 threshold.

In absence of adopted State, City, or SDAPCD thresholds, the interim screening threshold currently being used by the City of San Diego in its memorandum "Addressing GHG Emissions from Projects Subject to CEQA" (City of San Diego 2010) has been utilized in this analysis to determine whether the project's GHG emissions may have a significant impact. The 900 $MTCO_2e$/year screening threshold was developed by analyzing the capture of 90 percent or more of future discretionary development for residential and commercial projects and is based on guidance in the California Air Pollution Control Officers Association's (CAPCOA's) CEQA & Climate Change report (January 2008). The CEQA & Climate Change report references an annual 900-MT guideline as a conservative threshold for requiring further analysis and is based on the amount of vehicle trips, electricity generation,

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

natural gas consumption/combustion, water usage, and solid waste generation associated with a project. Therefore, the 900 $MTCO_2e$/year screening threshold has been used to determine the significance of GHG emissions associated with the proposed project.

While the City has not adopted its own thresholds for GHG, the City follows guidance developed by 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 stated above, the analysis of project GHG impacts utilizes 900 $MTCO_2e$ per year as a screening threshold to determine significance. It should also be noted that this threshold is among the most conservative proposed or used by any agency in California: the South Coast Air Quality Management District is currently utilizing an annual threshold of 3,000 $MTCO_2e$ for residential projects of which they are the Lead Agency;[4] the Bay Area Air Quality Management District included a threshold of 1,100 $MTCO_2e$ per year in their June 2010 CEQA Guidelines;[5] the Sacramento Metropolitan Air Quality Management District is currently recommending the same 1,100 $MTCO_2e$ threshold per year for all development projects;[6] the San Luis Obispo County Air Pollution Control District recommends a threshold of 10,000 $MTCO_2e$ per year for industrial projects;[7] and the City of Escondido uses an annual threshold of 2,500 $MTCO_2e$[8]. Additionally, the California Air Resources Board (CARB) suggested an annual threshold of 7,000 MT CO_2e for industrial projects.[9]

In the CAPCOA guidance, a range of conceptual approaches toward developing GHG thresholds are evaluated. One of these approaches includes 900 $MTCO_2e$ per year as a quantitative threshold. CAPCOA developed the 900 $MTCO_2e$ 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

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4 South Coast Air Quality Management District, Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15, September 28, 2010. 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).

5 Bay Area Air Quality Management District, CEQA Air Quality Guidelines, May 20111. (http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_May%202011_5_3_11.ashx.

6 Sacramento Metropolitan Air Quality Management District, CEQA Guide, December 2009, revised October 2016. http://airquality.org/LandUseTransportation/Documents/Ch6GHGFinal10-2016.pdf.

7 San Luis Obispo County Air Pollution Control District, Greenhouse Gas Thresholds and Supporting Evidence, March 28, 2012. http://www.slocleanair.org/images/cms/upload/files/Greenhouse%20Gas%20Thresholds%20and%20Supporting%20Evidence%204-2-2012.pdf.

8 City of Escondido, Greenhouse Gas Emissions Adopted CEQA Thresholds and Screening Tables, December 4, 2013. https://www.escondido.org/Data/Sites/1/media/PDFs/Planning/ClimateActionPlan/CEQAThresholdsAndScreeningTables.pdf.

9 California Air Resources Board, Preliminary Draft Staff Proposal, Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act, October 24, 2008. http://www.arb.ca.gov/cc/localgov/ceqa/meetings/102708/prelimdraftproposal102408.pdf.

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.

Project-Related Sources of Greenhouse Gas Emissions

Unmitigated GHG Emissions

Project-related GHG emissions would include emissions from direct and indirect sources. The proposed project would result in direct and indirect emissions of CO_2, N_2O, and CH_4, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. The California Emissions Estimator Model (CalEEMod) was utilized to determine direct and indirect GHG emissions. CalEEMod relies upon project-specific land use data to calculate emissions. *Table 7-1, Estimated Greenhouse Gas Emissions*, presents the estimated unmitigated CO_2, N_2O, and CH_4 emissions of the proposed project. CalEEMod outputs are contained within *Appendix A, Air Quality/Greenhouse Gas Data*.

Direct Project-Related Greenhouse Gas Emissions

- Construction Emissions. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions. As shown in *Table 7-1*, the proposed project would result in 16.91 $MTCO_2eq$/year from direct construction-related sources of GHG emissions, when amortized over 30 years.
- Area Source. Area source emissions were calculated using CalEEMod and project-specific land use data. As shown in *Table 7-1*, the proposed project would result in 103.62 $MTCO_2eq$/year from area source GHG emissions.
- Mobile Source. CalEEMod relies upon trip generation data and project-specific land use data to calculate mobile source emissions. As shown in *Table 7-1*, the project would directly result in 808.47 $MTCO_2eq$/year of mobile source-generated GHG emissions.

Indirect Project-Related Greenhouse Gas Emissions

- Energy Consumption. Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Electricity would be provided to the project site via San Diego Gas & Electric. The proposed project would indirectly result in 291.84 $MTCO_2eq$/year due to energy consumption; refer to *Table 7-1*.
- Water Demand. Water demand associated with operation of the proposed project was calculated using CalEEMod and project-specific land use data. Emissions from indirect energy impacts due to water demand would result in approximately 33.59 $MTCO_2eq$/year; refer to *Table 7-1*.
- Solid Waste. Solid waste associated with operations of the proposed project would result in 40.42 $MTCO_2eq$/year; refer to *Table 7-1*.

Total Project-Related Greenhouse Gas Emissions

As shown in *Table 7-1*, the total amount of unmitigated project-related GHG emissions from direct and indirect sources combined would total 1,294.85 $MTCO_2eq$/year, which would exceed the 900 $MTCO_2eq$/year screening

threshold. Therefore, mitigation measures are necessary to reduce GHG emissions impacts to a less than significant level.

Table 7-1. Estimated Greenhouse Gas Emissions

Source	CO_2	CH_4		N_2O		Total Metric Tons of CO_2eq
	Metric Tons/yr[1]	Metric Tons/yr[1]	Metric Tons of CO_2eq[2]	Metric Tons/yr[1]	Metric Tons of CO_2eq[2]	
Direct Emissions						
Construction (amortized over 30 years)	16.91	0.00	0.00	0.00	0.00	16.91
Area Source	99.05	0.06	1.50	0.01	3.00	103.62
Mobile Source	807.12	0.05	1.30	0.00	0.00	808.47
Total Unmitigated Direct Emissions[3]	***923.08***	***0.11***	***2.80***	***0.01***	***3.00***	***929.00***
Indirect Emissions						
Energy	291.58	0.01	0.25	0.00	0.00	291.84
Water Demand	29.95	0.14	3.50	0.00	0.00	33.59
Solid Waste	15.98	0.94	23.50	0.00	0.00	40.42
Total Unmitigated Indirect Emissions[3]	***337.51***	***1.09***	***27.25***	***0.00***	***0.00***	***365.85***
Total Unmitigated Project-Related Emissions[3]	***1,294.85 $MTCO_2eq$/year***					
900 $MTCO_2eq$ Threshold Exceeded?	***Yes***					

Notes:
1. Emissions calculated using CalEEMod.
2. CO_2 Equivalent values calculated using the EPA Website, *Greenhouse Gas Equivalencies Calculator*, https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator, accessed March 9, 2017.
3. Totals may be slightly off due to rounding.

Refer to *Attachment A, Air Quality/Greenhouse Gas Data*, for detailed model input/output data.

Reduced Project-Related Greenhouse Gas Emissions

As shown in *Table 7-1*, the project's unmitigated GHG emissions are 1,294.85 $MTCO_2eq$/year, which would exceed the 900 $MTCO_2eq$/year screening threshold. Therefore, mitigation is required to reduce emissions to a less than significant level. Reduction measures are identified in Mitigation Measure GHG-1 and primarily include energy efficiency, water efficiency, and recycling measures that would exceed the efficiency standards of the current building code requirements.

GHG reductions associated with Mitigation Measure GHG-1 were calculated using CalEEMod. *Table 7-2, Reduced Greenhouse Gas Emissions*, shows the calculated reductions in GHG emissions through implementation of Mitigation Measure GHG-1.

As indicated in *Table 7-2*, the project would provide improvements to enhance the existing pedestrian network. Existing sidewalks are present along both sides of Magnolia Avenue within the project vicinity; a sidewalk is present along portions of the eastern side of Cottonwood Avenue adjacent to the project frontage.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Table 7-2. Reduced Greenhouse Gas Emissions

GHG Source	Unmitigated GHG Emissions ($MTCO_2eq/year$)[1]	Project Design Feature/Mitigation Measure Applied in CalEEMod	Reduced GHG Emissions and Additional Reductions ($MTCO_2eq/year$)[1]
Reduced Emissions from Project Design Features[2]			
Mobile	808.47	Increase Density	718.07
		Increase Transit Accessibility (design feature)	
		Improve Pedestrian Network	
Reduced Emissions from Mitigation Measures[2]			
Energy	291.84	Install High Efficiency Lighting	173.19
		Install Energy Efficient Appliances	
		On-Site Renewable Energy	
Area	103.62	Use Low VOC Paint and Cleaning Supplies	0.81
		No Hearth	
Water	33.59	Install Low Flow Bathroom Faucets	28.26
		Install Low Flow Toilets	
		Install Low Flow Showers	
		Use Water Efficient Irrigation Systems	
Waste	40.42	Institute Recycling and Composting Services	10.23
		Subtotal	***930.56***
Additional Reductions from Regulatory Requirements[3]			
Mobile	N/A	Pavley II Tire Pressure Regulations	-17.74
Energy	N/A	Title 24 (2016 standards)	-73.54
	N/A	Renewable Portfolio Standard	-36.04
Water	N/A	Renewable Portfolio Standard	-6.50
		Subtotal	***796.74***
Construction Emissions			
Construction	16.91	N/A	16.91
TOTAL	***1,294.85***	***N/A***	***813.65***
Exceeds 900 $MTCO_2eq/year$ Threshold?		***No***	

Notes:
1. Emissions calculated using CalEEMod computer model.
2. Reduced emissions are the modeling results after the application of design features or mitigation.
3. Additional reductions are credits applied from regulatory requirements to reduce GHG emissions that cannot be quantified in the model. Values shown are the amount of the additional reduction (shown as a negative value) that would occur beyond that achieved through application of project design features (relative to mobile sources) and mitigation measures (relative to energy, area, water, and waste).

Refer to *Appendix A, Air Quality/Greenhouse Gas Data*, for detailed model input/output data.

With project implementation, all interior private streets would be constructed to provide a 4-foot wide paved sidewalk along both sides of the road to encourage pedestrian movement; refer to *Figure 5, Tentative Tract Map*. Improvements proposed along Cottonwood Avenue would include provision of a 5.5-foot wide sidewalk along one side of the road along the project frontage. For Public Road A, a 5-foot wide bike lane would be provided on both sides of the roadway, and a 6-foot wide sidewalk would be provided on one side of the road, along the project frontage.

Additionally, the proposed floodway buffer onsite includes construction of a public 14-foot wide multi-use trail and two river outlooks that would be constructed by the applicant and maintained by the City of Santee. The multi-use trail would parallel the San Diego River. The multi-use trail would connect to Magnolia Avenue as well as the existing Walker Preserve Trail to the east of the project site. As such, the project would improve pedestrian circulation in the local area, as well as enhance access for recreational users of the Walker Preserve.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

The project would also increase accessibility to alternative means of transportation both locally and regionally through linkage to other alternative transportation networks. Bus service for the project site within the City of Santee is provided served by the Metropolitan Transit Service (MTS). The site is served by Route 835, which runs along Magnolia Avenue. Existing bus stops are provided just to the north of the site at Magnolia Avenue and Frank Lane, and to the south of the site at Magnolia Avenue and Riverview Parkway. MTS also operates trolley service for the San Diego region. The closest trolley line to the project site is the Green Line, which extends to the Santee Town Center located to the southeast of the site.

Improvements proposed with the project for pedestrian and bicycle circulation would enhance existing means by which public transit in the area can be accessed. The provision of new sidewalks and bike lanes, as indicated above, would allow for linkage to similar existing facilities, and ultimately, access to area bus stops and/or the trolley line. Additionally, improvements to Public Road A would provide direct access from the road onto Magnolia Avenue, thereby providing residents from the Walker Trails and Magnolia Meadows neighborhoods with improved means of access to public transit stops along Magnolia Avenue and/or other local streets.

As seen in *Table 7-2*, implementation of Mitigation Measure GHG-1 would result in project-related operational GHG emissions of 813.65 $MTCO_2eq$/year, which is below the 900 $MTCO_2eq$/year screening threshold. Implementation of Mitigation Measure GHG-1 would result in a less than significant impact with regard to GHG emissions. Impacts would be **less than significant with mitigation incorporated.**

Mitigation Measures

GHG-1: The proposed project shall include, but not be limited to, the following energy efficiency and emissions reduction measures. These measures shall be incorporated into the project design to reduce GHG emissions and ensure consistency with adopted statewide plans and programs. The project applicant shall demonstrate the incorporation of these measures into project plans and specifications prior to the issuance of building or occupancy permits, as noted below.

Energy Efficiency

- Provide 2.3 kW solar photovoltaic systems for each residential unit (building permit).
- Provide electrical vehicle charging outlets in the garage of each home.
- Install high efficiency lighting (100% LED), energy efficient appliances (EPA Energy Star Rated), and heating and cooling systems (building permit).

Area Source

- Use low VOC paint for the interior and exterior of residential buildings (building permit).
- Use low VOC cleaning supplies (occupancy permit).
- No hearths (building permit) (also refer to Mitigation Measure AQ-2).

Water Conservation and Efficiency

- Install water-efficient irrigation systems that include rain barrels to capture rain water for use on landscaping (building permit).

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

- Install water-efficient landscape design (building permit).
- Install water-efficient fixtures (e.g., faucets, toilets, showers) (building permit).

Solid Waste

- Reuse and recycle construction and demolition waste (including, but not limited to soil, vegetation, concrete, lumber, metal, and cardboard) (building permit).
- Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas (occupancy permit).

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

7b. Response: *(Source: City of Santee General Plan 2020, Conservation Element and Safety Element; City of Santee Municipal Code)*

The City currently does not have an adopted plan, policy, or regulation for the purpose of reducing the emissions of greenhouse gases; however, as discussed above, the City is presently working on a plan that provides a framework for programmatic reduction of GHG emissions. The quantitative analysis above demonstrates that the project's mitigated GHG emissions (refer to Mitigation Measure GHG-1) would be below the 900 $MTCO_2eq$ per year screening threshold, which was established in conjunction with the mandates of AB 32. Therefore, the proposed project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be **less than significant with mitigation incorporated.**

Mitigation Measures

Implement Mitigation Measures GHG-1 and AQ-2.

8. HAZARDS & 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?	☐	☐	☒	☐

8a. Response: *(Source: City of Santee General Plan 2020, Public Safety Element and Land Use Element; City of Santee General Plan Final Master EIR, 5.14, Public Health and Safety; Google Earth, 2016)*

The project will result in the development of 67 single-family residential units, infrastructure improvements, and recreational amenities. With future construction at the site, the use, transport, and/or disposal of

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

hazardous materials or substances may occur, thereby resulting in potential exposure of people to hazardous materials or substances, or accidental release of hazardous materials into the environment. Hazardous and non-hazardous wastes would likely be transported to and from the project site during the construction phase. Although construction would involve the use of some hazardous materials, such as diesel fuel, hydraulic oil, grease, solvents, adhesives, paints, and other petroleum based products, these materials are commonly used during construction activities and would not be disposed of on the project site. Any hazardous waste or debris generated during construction of the proposed project would be collected and transported away from the site, and disposed of at an approved offsite landfill or other such facility. In addition, sanitary waste generated during construction would be managed through the use of portable toilets, which would be located at reasonably accessible onsite locations. Therefore, no significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous waste during construction would occur.

Due to the nature of the proposed land uses (residential, park, open space), it is not anticipated that project operation over the long-term would involve the routine transport, use, or disposal of hazardous waste, other than minor quantities of such substances that may occur with landscape maintenance (i.e. pesticides, herbicides, use of gas-powered maintenance equipment and vehicles) and/or use of common household cleaning and maintenance products, paints, solvents, gasoline, oil, etc.; however, all future development will be subject to applicable local, State, and/or federal regulations pertaining to the handling, storage, and disposal of such substances to ensure that potential impacts are minimized to the extent feasible. As such, a **less than significant impact** will occur as a result of the proposed project.

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?	☐	☐	☒	☐

8b. **Response:** *(Source: City of Santee General Plan 2020, Public Safety Element and Land Use Element; City of Santee General Plan Final Master EIR, 5.14, Public Health and Safety; Google Earth, 2016; Appendix E-1, Phase I Environmental Site Assessment, prepared by GeoSoils, Inc.)*

Refer also to Response 8a), above. The northern two-thirds of the project site have been used by RCP Block and Brick as a sand mining operation, block plant, and product storage facility since the mid-1950s. A Reclamation Plan (RP88-01) was approved in 1990 to address the existing sand mining, block plant, and storage facility onsite. The RCP activities removed all of the vegetation within the northerly two-thirds of the site, and significantly modified the vegetation and contours along the northern boundary of the adjacent San Diego River floodway.

A Phase I Environmental Assessment (Phase I ESA) was prepared for the project site in July 2015 to assess the existing conditions onsite at that time relative to potential hazardous materials or conditions; refer to *Appendix E-1*. The Phase I ESA identified a number of Recognized Environmental Conditions (RECs) on the property, and it was recommended that additional assessment of such conditions be undertaken to determine if they posed a potential hazard to public health and/or safety.

The following is excerpted from the July 2015 Phase I ESA and summarizes existing conditions onsite *at the time when the site assessment was conducted*:

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

- The presence of undocumented fill material and documented fill originating from a source historically used for agricultural purposes is an REC, based on the potential presence of pesticides and other contaminants.
- The presence of a truck maintenance repair facility which utilizes motor oil and solvents is an REC. Based on the use of petroleum products and solvents, a vapor encroachment concern cannot be ruled out.
- The presence of a clarifier and associated drains in the vicinity of the truck repair and washing areas are an REC. The possibility that petroleum products and VOCs have affected soil and groundwater conditions beneath the subject site cannot be ruled out.
- The presence of hydraulic equipment leaking hydraulic oil is an REC. Based on the presumed age of the equipment, the possibility that the hydraulic oil contains PCBs cannot be ruled out.
- A leaking underground storage tank (LUST) case (Case No. H08229-001) was identified onsite which represented a potential REC. At the time the site assessment was conducted, this case was documented as an open (active) case with the San Diego County Department of Environmental Health (DEH); however, since that time, the County DEH issued a letter of closure for this LUST case on August 19, 2015, and therefore, it no longer represents a potential hazard on the project site; refer to *Appendix E-2* for documentation.

As indicated previously, reclamation of the project site is underway by the current property owner, consistent with requirements of the Reclamation Plan. As required by the Plan, all known hazardous conditions onsite will be remediated and all existing structures demolished and removed prior to (and independent of) any grading or construction activities associated with the proposed project.

Once all requirements of the Reclamation Plan have been met, the current owner will be required to demonstrate to the City (and other local, State, and/or federal agencies, as applicable) that all potentially hazardous conditions onsite have been remediated through preparation of a subsequent Phase I ESA and/or Phase II testing, as applicable; refer to discussion provided in *Section 8, Description of Project*, of this Initial Study. The City (and other affected agencies, as appropriate) will be required to verify such compliance to ensure that, prior to purchase of the property by the project applicant, requirements of the Reclamation Plan have been fulfilled and any hazardous materials, substances, and/or conditions have been remediated and are no longer present onsite. It should be noted that the 5-year maintenance and monitoring period as part of the Reclamation Plan for the habitat restoration areas will overlap with project grading and construction; however, the Reclamation Plan activities are not intended to be part of the project. Further, initiation/completion of project grading/construction activities are not contingent upon the satisfaction of habitat restoration performance standards and reporting milestones contained in regulatory agency permits for RP88-001.

Therefore, pursuant to Sections 15063(d) and 15125(a) of the CEQA Guidelines, this Initial Study considers the environmental baseline used for evaluation of potential impacts with regard to hazards and hazardous materials is the condition of the site subsequent to the cessation of all reclamation and remediation activities.

The proposed project will result in the construction of 67 new single-family residential units on the subject property. Using January 2015 California Department of Finance estimates, an average of 2.8 persons per

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

household is assumed for residences in the City. Considering this estimate, the proposed project will have the potential to generate 188 persons residing on the subject site which could be exposed to any release of hazardous materials in the area.

All project construction and operation activities would be required to adhere to applicable local, State, and federal requirements regulating the emission or handling of hazardous materials and would be further subject to the City's discretionary review process. Due to the nature of the proposed land uses (residential and open space), it is not anticipated that the project will result in a significant impact relative to creation of 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. Impacts will be **less than significant.**

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

8c. **Response:** *(Source: City of Santee General Plan 2020, Public Safety Element and Land Use Element; City of Santee General Plan Final Master EIR, 5.14, Public Health and Safety; Google Earth, 2016)*

Refer to Responses 8a) and 8b), above. The nearest schools to the project site are Santana High School (grades 9 through 12), approximately 0.5 mile to the north at 9915 Magnolia Avenue; Rio Seco Elementary School (grades kindergarten through 6th), approximately 0.5 mile to the northwest at 9545 Cuyamaca Street; and, Hill Creek School (grades kindergarten through 8th), approximately 0.45 mile to the northeast at 9665 Jeremy Street. Therefore, no schools are located within one-quarter mile of the site.

Due to the nature of the proposed land uses (residential and open space), it is not anticipated that the project will result in hazardous emissions or the release of hazardous materials. As indicated above, the current property owner is required to conform to all measures identified in the Reclamation Plan, and the City and State Mining and Geology Board will verify such compliance to ensure that, prior to purchase of the property by the project applicant, the site has demonstrated compliance with the Reclamation Plan and all hazardous materials, substances, and conditions have been remediated and that no such conditions remain onsite.

Project construction and operation will be required to adhere to applicable local, State, and federal requirements regulating the emission or handling of hazardous materials and further subject to the City's discretionary review process. Therefore, the project will result in a **less than significant impact** relative to hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

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?	☐	☐	☐	☒

8d. **Response:** *(Source: City of Santee General Plan 2020, Public Safety Element and Land Use Element; City of Santee General Plan Final Master EIR, 5.14, Public Health and Safety; Google Earth, 2016; Appendix E-1, Phase I Environmental Site Assessment, prepared by GeoSoils, Inc.)*

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Refer also to Responses 8a) and 8b), above, regarding conditions onsite and the baseline condition considered herein for analysis of potential environmental effects resulting with the project. According to the Phase I ESA, in January 1998, two diesel USTs and one gasoline USTs, as well as associated piping and dispensers, were removed from the site in accordance with State and federal regulations and replaced. Following removal, County DEH directed collection of four onsite soil samples. Total petroleum hydrocarbons as diesel (TPHd) were detected in two of the samples at concentrations of 1,200 and 19,000 mg/kg. Two groundwater monitoring wells were subsequently installed by Petra Geotechnical Inc. (Petra). In 2002, TPHd was detected in soil samples taken, and phase-separated petroleum hydrocarbons (PSH) were observed. As a result, four additional groundwater monitoring wells were installed in 2003. In 2004, the USTs were removed and replaced with an aboveground fuel storage tank system.

Two additional monitoring wells were installed in 2011 for purposes of continued monitoring. A Report of Site Assessment Activities was subsequently prepared by Petra indicating that the lateral and vertical extent of impacts to the soil and groundwater had been delineated. Based on site assessment activities, the primary constituent of concern was identified as diesel in soil and groundwater. In addition, gasoline and total xylenes were detected above laboratory reporting limits.

According to the Corrective Action Plan (CAP) prepared for the site by SCS Engineers (SCS), the vertical and horizontal extent of petroleum hydrocarbon-bearing soil was delineated. Petroleum hydrocarbon-bearing groundwater was determined to be delineated by the groundwater monitoring wells present at the site at the time the CAP was developed. PSH had not been observed in wells since 2002. No constituents of concern were detected above laboratory reporting limits during the first and third quarter 2012 groundwater monitoring events. Based on the limited extent of subsurface impacts and the apparent lack of impact to groundwater resources and sensitive receptors within the site vicinity, SCS proposed natural attenuation as a remedial strategy for the subject site, and further monitoring was not recommended. Subsequently, County DEH made a determination that no further action was required at the site. A closure letter was issued by DEH in July 2015.

The project site is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (EnviroStor 2017). As such, the project will not create a significant hazard to the public or the environment, and **no impact** would occur.

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?	☐	☐	☒	☐

8e. Response: *(Source: City of Santee General Plan 2020, Safety Element; City of Santee General Plan Final Master EIR; MCAS Miramar ALUCP (Adopted October 2008); Gillespie Field ALUCP (Adopted January 25, 2010; Last Amended December 20, 2010); Montgomery Field ALUCP (Adopted December 20, 2010))*

The project site lies approximately 1.2 miles north of Gillespie Field, the largest of eight airports operated by the County of San Diego. The airport is open to the public and supports three runways, two business parks, aircraft storage, and food and beverage services, among other services.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

The subject site is located within the Airport Influence Area (AIA) of the Gillespie Field Airport Land Use Compatibility Plan (ALUCP), adopted by the San Diego County Regional Airport Authority (RAA) in January 2010. The entire site is affected by Safety Zone 6, Traffic Pattern Zone, which is considered to be the safest of the designated Safety Zones. New residential development is identified as a compatible land use within Safety Zone 6, with no limits on the acceptable intensity (or number of people per acre) of the development proposed. The proposed land use (single-family residential and open space) is considered to be consistent with land uses allowed within the Safety Zones of the Gillespie Airport. No land use conflicts or increase in safety hazards are anticipated to occur with project implementation.

The project site would be developed with residential and open space uses. All future development on the site would be required to conform to applicable development restrictions for the Town Center zone and the Town Center Specific Plan (as amended). City approval of the Tentative Tract Map would ensure that any proposed structures are consistent with applicable height restrictions and allowable land use regulations.

Due to the nature of the proposed land uses, the project would comply with the land use standards in the ALUCP for Gillespie Field Airport. Therefore, the project would not result in a safety hazard for people residing or working in the project area. The project would result in a **less than significant impact** with regard to airport operations hazards.

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?	☐	☐	☐	☒

8f. **Response:** *(Source: City of Santee General Plan 2020, Safety Element; City of Santee General Plan Final Master EIR, Section 5.14, Public Health and Safety)*

No private airstrips are located within the City of Santee, and therefore, the vicinity of the site. The project will not result in a safety hazard for people residing or working in the area. Therefore, there will be **no impact** as a result of the proposed project.

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

8g. **Response:** *(Source: City of Santee General Plan 2020, Safety Element; City of Santee General Plan Final Master EIR, Section 5.14, Public Health and Safety)*

The City has adopted an Emergency Operations Plan, which addresses the planned response to extraordinary emergency situations associated with natural and man-induced disasters. The Plan describes the overall responsibilities of federal, State, and County entities, as well as the City's Emergency Management Organization for protecting life and property in the City. The City is also a member of the Unified San Diego County Emergency Services Organization (ESO) which is comprised of the 18 incorporated cities within the County of San Diego. The ESO operates under a Joint Powers Agreement (JPA) that provides for cooperation and coordination of disaster response and recovery activities between member jurisdictions.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Main access to the project site is currently provided from Cottonwood Avenue; proposed access will be provided from Cottonwood Avenue as well as from Magnolia Avenue. Adequate emergency access will be provided to all onsite areas, and implementation of the proposed project will not interfere with the provision of such access. As the project is subject to the discretionary review process (Tentative Tract Map, Specific Plan Amendment, Development Review Permit), City approval of the project as designed would ensure that the project does not temporarily or permanently interfere with the provision of emergency access or with evacuation routes because the City requires that such access be shown prior to project entitlement. Additionally, a Traffic Control Plan will be prepared by the project applicant and approved by the City, prior to project construction, to ensure that construction activities do not substantially restrict traffic flows on affected area roadways and that emergency access and public safety are maintained at all times during all phases of project construction. Therefore, **no impact** would occur with regard to impairment of or interference with emergency response or access.

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?	☐	☐	☒	☐

8h. Response: *(Source: City of Santee General Plan 2020, Safety Element; City of Santee General Plan Final Master EIR, Section 5.14, Public Health and Safety)*

Wildland urban interface (WUI) areas typically have steep slopes, limited precipitation, and plenty of available fuel/combustible plant material. As indicated in the City's General Plan, the City is subject to wildland fire risks, particularly due to large tracts of vacant land in the northern, southeastern, and southwestern portions of the City. These areas where brush-covered hillsides are present represent areas considered to have a medium fire hazard risk. Further, these areas are somewhat difficult to access with emergency equipment, thereby adding to potential fire hazards within the City.

Consistent with Section 4907.2, Fuel Modified Defensible Space, of the City's Municipal Code, all new developments, subdivisions or tracts that are planned in Very High Fire Hazard Severity Zones and/or Wildland-Urban Interface Areas shall have a minimum 100 horizontal feet of "fuel modified" defensible space between structures and wildland areas; however, this requirement may be modified at the discretion of the local fire official. Typically, Fuel Modified Defensible Space shall be comprised of two distinct brush management areas referred to as "Zone One" and "Zone Two." After confirming with the City Fire Marshal, it was determined that a modification of the standards Zone One and Zone Two was appropriate for the project because of existing site features. Such features include the riparian nature of the site, readily available access to the development by fire protection personnel, and a minimal area of upland habitat.

As shown on *Figure 5, Tentative Tract Map*, and *Figure 6, Conceptual Landscape Plan*, the project design incorporates "fuel modified" defensible space between the proposed structures and the adjacent wildland area (San Diego River) adjacent to the south of the site to minimize the potential for the spread of wildfire to/from adjacent properties. This area will be conveyed to the City of Santee in fee title, and an easement will be dedicated to the Walker Trails HOA for access purposes to allow for ongoing maintenance of the area.

Additionally, the subject property is currently served by the City of Santee Fire Department from its Station #4, located at 8950 Cottonwood Avenue, approximately 0.5 mile to the southwest of the site. All future

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development on the project site would be required to conform to City requirements to reduce the risks of wildfire. The City's Fire Department also administers a weed abatement ordinance to minimize the risk of structural damage from wildfires, conducts an annual inspection of the entire City, and notifies property owners to maintain a defensible space around structures and to clear undeveloped lots of weeds. In addition, all new construction in the City requires the installation of fire sprinklers to further reduce the potential for loss due to fire.

With conformance to applicable City design standards and regulations pertaining to wildfire reduction and/or prevention, the project will not 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. Therefore, a **less than significant impact** with regard to wildfire hazards would occur.

9. HYDROLOGY AND WATER QUALITY

Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐

9a. Response: *(Source: City of Santee General Plan 2020, Conservation Element; City of Santee General Plan Final Master EIR, Section 5.11, Hydrology and Water Quality; City of Santee Standard Urban Storm Water Mitigation Plan (SUSMP); Appendix F-1, Drainage Study for Walker Trails, prepared by Michael Baker International; Appendix F-2, Storm Water Quality Management Plan, prepared by Michael Baker International)*

A Drainage Study was prepared to evaluate potential project effects on hydrology and water quality; refer to *Appendix F-1, Drainage Study for Walker Trails*, prepared by Michael Baker International (July 2017). Project implementation would result in ground disturbance from excavation and grading activities, thereby loosening onsite soils and increasing the potential for erosion and sedimentation deposition, as well as polluted runoff from the site, to occur.

The proposed project would not result in substantial alteration of the existing drainage pattern across the site. Project design would incorporate certain design features to provide for the onsite storage and treatment of storm water. Under proposed conditions, runoff would continue to flow southwesterly, as it does under existing conditions. Under existing and proposed conditions, runoff is discharged from the project site as concentrated flow at two existing outfalls (Outfalls A and B), each of which is fitted with substantial riprap under existing and proposed conditions. Proposed improvements would replace the existing open channel discharges with storm drains, headwalls, and riprap energy dissipaters.

Runoff from the project site would convey via curb and gutter to strategically placed biofiltration basins and curb inlets fitted with proprietary biofiltration units. All biofiltration basins would be fitted with risers that connect to onsite, private storm drain pipes.

New offsite storm drain infrastructure is also proposed. Curb inlets are proposed along the easterly edge of Cottonwood Avenue, immediately north of Public Road A, and along the westerly edge of Magnolia Avenue, immediately north of Public Road A. These inlets are intended to satisfy the City's requirement to avoid cross gutters at public-road intersections.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

New storm drains are proposed within Cottonwood Avenue and Magnolia Avenue to accommodate the curb inlets and would outlet, via headwalls, to the San Diego River as Outfalls A and B, respectively, under existing and proposed conditions. Under existing conditions, these outfalls to the San Diego River consist of open channel flow within a concrete brow ditch (Cottonwood) and non-vegetated swale (Magnolia).

An existing reverse-sidewalk underdrain, in sump condition, located along the westerly side of Magnolia Avenue, south of Public Road A, would be replaced with a 4-foot curb inlet (sump condition). A proposed 4-foot (clear opening) curb inlet would provide greater capture capacity as compared to the existing reverse-sidewalk drain. Furthermore, the tributary area draining to this inlet would be reduced through installation of a proposed curb-inlet along the same side of Magnolia Avenue, north of proposed Public Road A. This new curb inlet would tie into the proposed Magnolia storm drain (Outfall B); refer to Appendix D of *Appendix F-1*.

Prior to commencement of the construction phase, the project applicant would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) for approval by the City to ensure that potential impacts on water quality are minimized during construction. Additionally, the project is required to comply with the latest adopted National Pollution Discharge Elimination System (NPDES) Permit. Compliance with the NPDES Permit would mitigate any project-level impacts to water quality to a level of less than significant.

As indicated in *Appendix F-2, Storm Water Quality Management Plan*, prepared by Michael Baker International (June 2017), Best Management Practices (BMPs) would also be implemented as appropriate during construction to prevent pollutants from leaving the site and to avoid any significant short-term water quality impacts. All future development onsite would be required to comply with applicable local, State, and federal regulations pertaining to water quality to ensure that development does not result in adverse effects on water quality from alteration of existing drainage patterns, increased runoff, erosion, flooding, and/or siltation.

Standard BMPs are proposed to reduce potential project effects on storm water quality and may include installing storm drain signage or stenciling to indicate that storm water flows enter the public storm drains; maintaining natural drainage pathways and hydrologic features; minimizing impervious areas; minimizing soil compaction; and, runoff collection and precipitation harvesting (i.e. rain barrels are proposed for each residential unit onsite).

With project conformance with applicable federal, State, and local regulations and requirements, as well as through project design and incorporation of the identified BMPs, the project would result in a **less than significant impact** and would not violate any water quality standards or 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)?	☐	☐	☒	☐

9b. Response: *(Source: City of Santee General Plan 2020, Conservation Element; City of Santee General Plan Final Master EIR, Section 5.11, Hydrology and Water Quality; Appendix F-1, Drainage Study for Walker Trails, prepared by Michael Baker International)*

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

The site is currently highly-disturbed, as it was formerly used to support a sand mining, block plant, and storage facility. As part of the reclamation activities onsite, the property has been graded and is presently undeveloped. As such, no impervious surfaces are present onsite; however, development of the project site as proposed would result in construction of impervious surfaces such as roadways, residential structures, sidewalks, and other such elements that would affect the potential for storm water to infiltrate through the soil and recharge groundwater supplies.

The project design includes construction of several onsite bioretention basins for the collection and treatment of storm water flows, allowing such flows to be temporarily stored onsite and to infiltrate through the ground surface and contribute to groundwater recharge; refer to *Figure 5, Tentative Tract Map*, which identifies the location of the proposed bioretention basins. As such, although the project would result in an increase in impervious surfaces onsite, it is not anticipated that the project would 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.

Additionally, the site is currently served by Padre Dam Municipal Water District (PDMWD), a public water system, and all future development would continue to receive such services from PDMWD. The use of groundwater would not occur with future development of the project site and would not substantially deplete groundwater supplies. Therefore, the proposed project would have a **less than significant impact** on groundwater supplies or recharge.

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 offsite?	☐	☐	☒	☐

9c. Response: *(Source: City of Santee General Plan 2020, Conservation Element; City of Santee General Plan Final Master EIR, Section 5.11, Hydrology and Water Quality; Appendix F-1, Drainage Study for Walker Trails, prepared by Michael Baker International)*

Refer to Response 9a), above, for a description of the proposed drainage improvements. The San Diego River runs through the southern portion of the site; however, the project as proposed would convey this portion of the site (proposed "Lot L," approximately 8.1 acres in size) to the City in fee title for long-term maintenance.

Under existing conditions, the project site drains southwesterly approximately 975 feet at roughly 0.5 percent towards Cottonwood Avenue, then approximately 385 feet south to the San Diego River. There is no run-on from adjacent properties under existing or proposed conditions. Additionally, there is no existing onsite storm water infrastructure.

As proposed, the project would not increase peak flow rates leaving the site, nor would it substantially change the existing drainage patterns onsite. The site would be raised approximately three feet to coincide with City and FEMA requirements for flood proof protection of inhabitable structures. No "fill" within the FEMA mapped floodway will occur as part of the proposed project. Local high and low points within the project site area would be graded to ensure proposed onsite drainage to proposed storm drain inlets and water quality basins.

Under proposed conditions, runoff from the planned residential area would be conveyed via curb and gutter to the proposed structural BMPs. New storm drains would be installed to accommodate discharge from the three

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

proposed biofiltration areas. Post-construction peak flow and runoff volume would be mitigated to existing conditions via storage within the proposed biofiltration areas and the two proposed underground storage tanks (located at two 'River Outlook' locations). Orifice sizing within the vaults would be refined during final engineering to ensure a reduction in site discharge (100-year peak flow), as compared to existing conditions. Based on the storage volume provided via the three proposed biofiltration basins and the two proposed tanks, the proposed project would provide adequate attenuation such that peak flow discharge is not increased as a result of the proposed development, and the potential for erosion or siltation to occur is minimized; refer to *Appendix F-1*.

Although no streams or rivers occur onsite, the land area proposed for development is located immediately adjacent to the San Diego River. This portion of the San Diego River is an exempt water body in the City's Water Quality Improvement Plan (WQIP) for the San Diego River Watershed (Hydrologic Unit 907). Hydromodification mitigation is therefore not warranted based upon the project's proximity to the San Diego River. An extensive amount of large rock has been placed along the southwesterly and southeasterly project boundaries (river bank) as part of the mining operation close out (Reclamation Plan RP 88-01). This rock is intended to remain and would help provide adequate erosion protection between the project outfalls (Outfalls A and B) and the 10-year water surface elevation (WSE) within the San Diego River. In addition to this existing bank protection, all project outfalls would be fitted with appropriately sized energy dissipaters. As such, there is no erosion concern associated with the project outfalls draining into the San Diego River's 10-year WSE. Hydromodification mitigation analyses are assumed unwarranted and intentionally omitted from the project design.

Therefore, the project would not significantly alter existing drainage patterns, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or offsite. Impacts 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 offsite?	☐	☐	☒	☐

9d. Response: *(Source: City of Santee General Plan 2020, Conservation Element; City of Santee General Plan Final Master EIR, Section 5.11, Hydrology and Water Quality, and Section 5.14, Public Health and Safety; Appendix F-1, Drainage Study for Walker Trails, prepared by Michael Baker International)*

Refer to Response to 9c), above. Under existing conditions, the project site is a graded pad that is located within a Federal Emergency Management Agency (FEMA) mapped Special Flood Hazard Area (SFHA) (Zone AE). Proposed improvements would include grading (all outside of the floodway) to raise the proposed residential portion of the project site a minimum of one foot above the base flood elevation (BFE). Zone AE Areas are subject to inundation by the one-percent-annual-chance flood event. Mandatory flood insurance purchase requirements and floodplain management standards apply to lands within Zone AE.

As designed, the project would not increase water surface elevations across the site or downstream (within the San Diego River) once constructed. The drainage improvements proposed would not substantially alter the existing hydrologic and hydraulic properties of the site, and no increase in peak flow discharge from the site would occur as a result of the proposed project.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Hydraulic analyses have been performed to substantiate that no impact to the 100-year water surface elevations would occur, as the site lies within an ineffective flow area of the San Diego River. Once the proposed grading improvements are completed, the project applicant will certify the building pad elevations, and a Letter of Map Revision based on Fill (LOMR-F) will be submitted to the City of Santee for technical concurrence with the hydraulic analyses provided in Appendix E of *Appendix F-1,* prior to submitting the request to FEMA for concurrence. Subsequently, FEMA will approve the LOMR-F based on the City's technical concurrence with the findings in *Appendix F-1*. The submittal to FEMA is intended to remove the project site from the FEMA-mapped SFHA, thereby negating the need for flood insurance. As with many local agencies, the City of Santee has established stricter regulations for elevating finished floor elevations within mapped floodplains, as compared to FEMA. The proposed pad elevations have been raised beyond the City's minimum one foot above the BFE requirement.

Therefore, the project would have a **less than significant impact** with regard to alteration of existing drainage patterns and the potential for resultant flooding onsite or offsite.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐

9e. **Response:** *(Source: City of Santee General Plan 2020, Conservation Element; City of Santee General Plan Final Master EIR, Section 5.11, Hydrology and Water Quality, and Section 5.14, Public Health and Safety; Appendix F-1, Drainage Study for Walker Trails, prepared by Michael Baker International; Appendix F-2, Storm Water Quality Management Plan, prepared by Michael Baker International)*

Refer to Responses 9a) and 9c), above. The project would not increase peak flow rates leaving the site. The San Diego River runs through the southern portion of the site and would be conveyed to the City in fee title as part of the proposed project. The project as designed would not cause flooding downstream, nor would it hydraulically impact onsite or downstream storm water infrastructure (runoff discharges directly to the San Diego River and remains within the River until reaching the Pacific Ocean). The project would therefore not be anticipated to contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Impacts would be **less than significant.**

f) Otherwise substantially degrade water quality?	☐	☐	☒	☐

9f. **Response:** *(Source: City of Santee General Plan 2020, Conservation Element; City of Santee General Plan Final Master EIR, Section 5.11, Hydrology and Water Quality, and Section 5.14, Public Health and Safety; Appendix F-1, Drainage Study for Walker Trails, prepared by Michael Baker International; Appendix F-2, Storm Water Quality Management Plan, prepared by Michael Baker International)*

Refer to Responses 9a), 9c), and 9e), above. As proposed, through compliance with applicable federal, State, and local regulations, implementation of identified BMPs, and through project design, the project would not substantially degrade water quality. Impacts would be **less than significant**.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

9g. **Response:** *Source: City of Santee General Plan 2020, Safety Element; City of Santee General Plan Final Master EIR, Section 5.11, Hydrology and Water Quality, and Section 5.14, Public Health and Safety; Appendix F-1, Drainage Study for Walker Trails, prepared by Michael Baker International; FEMA Flood Insurance Rate Map (FIRM) - Map No. 06073C1651G, Revised May 16, 2012)*

The site is located within a 100-year flood hazard area as depicted on Figure 5.14-1, Primary Waterways, 100-Year Floodplain, and Water Storage Tank Locations, of the City's *General Plan Final Master EIR*. Additionally, FEMA has mapped a SFHA on the project site and the San Diego River runs through the southern portion of the site. The project site in its current state lies within Zone AE, where BFEs have been determined.

As proposed with the project, the site would be developed with single-family residential, recreational, and open space uses. To minimize the potential for flood hazards to occur, proposed grading design for the project includes placement of fill to raise the portion of the project site proposed for residential development to a minimum of one foot above the BFE as mapped by FEMA, which would elevate the site from Zone AE and would negate the need for mandatory flood insurance. Hydraulic analyses have been performed to substantiate that no impact would occur to the 100-year water surface elevations, as the proposed residential portion of the site lies within an ineffective flow area of the San Diego River; refer to *Appendix F-1, Preliminary Drainage Study*. No fill or grading is proposed within the FEMA-mapped floodway with the project. A LOMR-F would be submitted to the City of Santee for concurrence, prior to sending such documentation to FEMA. Refer to Appendix A of *Appendix F-1* for a copy of the FEMA Flood Insurance Rate Map (FIRM), Panel 06073C1651G.

With design and construction of the project as proposed, the project would not place housing within a 100-year flood hazard area. Therefore, impacts would be **less than significant**.

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

9h. **Response:** *(Source: City of Santee General Plan 2020, Safety Element; City of Santee General Plan Final Master EIR – Section 5.14, Public Health and Safety, Figure 5.14-1, Primary Waterways, 100-Year Floodplain, and Water Storage Tank Location; Appendix F-1, Drainage Study for Walker Trails, prepared by Michael Baker International; FEMA Flood Insurance Rate Map (FIRM) - Map No. 06073C1651G, Revised May 16, 2012)*

Refer to Response 9g), above. Proposed grading for the project would ensure that the portion of the project proposed for residential development is not located within the floodplain limits. The area proposed for development would be raised a minimum of one foot above BFE, with the intention of removing the site from Zone AE and negating the need for mandatory flood insurance. No fill or grading is proposed within the FEMA-mapped floodway with the project, and therefore, no such activities would occur that may have the potential to impede or redirect flood flows. As such, the project would not place a structure within a 100-year flood hazard area that would impede or redirect flood flows. Impacts would be **less than significant**.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

9i. **Response:** *(Source: City of Santee General Plan 2020, Safety Element; City of Santee General Plan Final Master EIR – Section 5.14, Public Health and Safety, Figure 5.14-2, Potential Areas of Inundation; Appendix F-1, Drainage Study for Walker Trails, prepared by Michael Baker International; FEMA Flood Insurance Rate Map (FIRM) - Map No. 06073C1651G, Revised May 16, 2012)*

Refer to Responses 9g) and 9h), above. With incorporation of the proposed grading measures, the portion of the project site proposed for residential development would not be located within a 100-year floodplain or 500-year floodplain that would be subject to the potential risk of flooding. Therefore, future onsite development would not be subject to hazards relative to substantial flooding.

Three large lakes are located upstream at a distance from the City and include the San Vicente Reservoir, the El Capitan Reservoir, and the Chet Harritt Reservoir (Lake Jennings). The site is located within the dam inundation area of the Lake Jennings Reservoir, as shown on Figure 5.14-2, Potential Areas of Inundation, of the *General Plan Final Master EIR*. As such, with development of the site as proposed, the project would place structures within a flood hazard or dam inundation area that would have the potential to 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.

Additionally, on October 19, 2004, the County of San Diego Board of Supervisors adopted its Multi-Jurisdictional Hazard Mitigation Plan (HMP) in compliance with federal and State regulations to address mitigation planning and planning for disasters. The HMP addresses such hazards as coastal storms, tsunami, dam failure, earthquakes, floods, wildfire, and other such hazards. The Plan is intended to increase public awareness and understanding, create a decision tool for management, promote compliance with State and federal program requirements, enhance local policies for hazard mitigation capability, and provide inter-jurisdictional coordination of mitigation-related programming.[10] The City of Santee defers to the County's HMP to address the potential for dam failure to occur and for prevention measures. Chapter 5.18 of the HMP identifies specific hazards within the City and measures, goals, objectives, and actions through which to address potential hazards relative to dam failure. Implementation of the HMP would minimize potential adverse effects from flooding as the result of the failure of a levee or dam. Therefore, a **less than significant impact** would occur with project implementation.

j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

9j. **Response:** *(Source: City of Santee General Plan 2020, Land Use Element; City of Santee General Plan Final Master EIR - Section 5.10, Geology and Soils; Google Earth 2016)*

[10] County of San Diego General Plan Safety Element. Adopted August 2011.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Refer also to Response 9i), above. The project site is not located in the vicinity of any large water body that is susceptible to the occurrence of seiche or tsunami; however, the San Vicente Reservoir, El Capitan Reservoir, and the Chet Harritt Reservoir (Lake Jennings) are located upstream of the site.

The project site is located approximately 16.3 miles to the east of the Pacific Ocean, negating the potential for the site to be subject to a tsunami event. Additionally, the proposed project is not located in an area where mudflows occur, and the site and surrounding lands are relatively flat. Therefore, the potential for mudflows to occur onsite is considered to be minimal.

As stated above, the City defers to the County for implementation of the County's HMP. The City coordinates with other appropriate agencies in implementing the HMP to minimize the effects of potential natural and manmade hazards and to address potential emergency evacuation situations. With continued implementation of the HMP, and with consideration for location of the project site, the potential for inundation by seiche, tsunami, or mudflow would be minimized.

As such, the project would have a **less than significant impact** with regard to the exposure of people or structures to inundation by seiche, tsunami, or mudflow.

10. LAND USE AND PLANNING

Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒

10a. Response: *(Source: City of Santee General Plan 2020, Land Use Element; City of Santee General Plan Master Final EIR – Section 5.1, Land Use; City of Santee General Plan Land Use Map - Figure 1-1)*

The project site is located within an urbanized area in the City of Santee. The site is largely surrounded by developed and/or disturbed lands. To the north of the project site, across Claudia Avenue, existing land uses include residential homes. The San Diego River runs through the southern portion of the site. To the west of the site, across Cottonwood Avenue, is vacant land. Refer also to *Figure 2A, Aerial Photograph/Surrounding Land Uses* and *Figure 2B Photographs-Surrounding Land Uses*, which show the surrounding land uses.

The project proposes a change in the Santee Town Center Specific Plan land use in the northern portion of the site from Office Professional to Residential (7-14 du/acre) to allow for the residential uses. This change would not cause a physical division within the community, and instead, would allow for development consistent with surrounding lands. Additionally, the project does not propose the construction of any new roadways that could create a physical barrier or restrict existing circulation patterns. Rather, proposed improvements to Public Road A and Cottonwood Road would improve area circulation and access to/from Magnolia Avenue for both the project and adjacent uses, thereby enhancing circulation. Therefore, the proposed project would not physically divide an established community. The project will result in **no impact** with regard to physical division of a community.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

10b. **Response:** *(Source: City of Santee General Plan 2020, Land Use Element; City of Santee General Plan Master Final EIR - Section 5.1, Land Use; City of Santee General Plan Land Use Map - Figure 1-1; Town Center Specific Plan)*

The flatter northerly portion of the project site is currently designated Office Professional and is subject to the Santee Town Center Specific Plan. The southerly area of the proposed project is within the San Diego River floodway and is designated Floodway Open Space/Riparian Restoration Area. The project proposes an amendment to the Specific Plan from Office Professional to Residential which will allow for consistency with lands currently designated as Residential located north of the proposed project. Although a change in the existing Specific Plan land use would occur, once approved, the project will not conflict with any plans, ordinances, or other policies adopted for the purpose of avoiding or mitigating an environmental effect.

The proposed project has been designed consistent with applicable land use policies, goals, and regulations, as appropriate. The proposed project is subject to applicable provisions of the City's General Plan, Land Use Element, Municipal Code, and Town Center Specific Plan and has been designed consistent with zoning regulations for adequate building setbacks, landscaping requirements, building placement, and onsite parking, as illustrated on the Tentative Tract Map, to ensure overall compatibility with existing commercial and residential uses in the area.

Therefore, the proposed project will not conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. A **less than significant impact** will occur.

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

10c. **Response:** *(Source: City of Santee General Plan 2020; City of Santee Final Master EIR - Section 5.6, Biological Resources)*

Refer to Responses 4e) and 4f), above. **No impact** will occur as a result of the project.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

11. 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?	☐	☐	☐	☒

11a. Response: *(Source: City of Santee General Plan 2020, Conservation Element)*

The SMARA of 1975 mandated the initiation by the State Geologist of mineral land classification in order to help identify and protect mineral resources in areas within the State subject to urban expansion and other irreversible land uses which would preclude mineral extraction. SMARA also allowed the designation of lands containing mineral deposits of regional or statewide significance. SMARA was amended (1980) to provide for the classification of non-urban area subject to land-use threats incompatible with mining. The classification of land within California takes place according to a priority list that was established by the State Mining and Geology Board (SMGB) in 1982, or when the SMGB is petitioned to classify a specific area. The State Geologist's SMARA classification activities are carried out under a single program for urban and non-urban areas of the state. Mineral lands are mapped using the California Mineral Land Classification System according to jurisdictional boundaries, mapping all mineral commodities at one time in the area, including aggregate, common clay and dimensions stone. Priority is given to areas where future mineral resource extraction could be precluded by incompatible land use or to mineral resources likely to be mined during the 50-year period following their classification.

The SMGB established Mineral Resources Zones (MRZs) to designate lands that contain mineral deposits. Accordingly, the Mineral Resource Zone classification system is used to evaluate an area's mineral resources pursuant to SMARA. A "resource" is a concentration of naturally occurring solid, liquid, or gaseous material in such form and amount that economic extraction of a commodity from the concentrations is currently potentially feasible. A "reserve" is that part of the resource base which could be economically extracted or produced within the foreseeable future. For any given mineral resource, an area may be classified as MRZ-1, MRZ-2, MRZ-3, or MRZ-4, as follows:

- MRZ-1: Areas where the available geologic information indicates that no significant mineral deposits are present, or where it is judged that no significant likelihood exists for their presence.
- MRZ-2a: Areas where the available geologic information indicates that significant mineral deposits are present.
- MRZ-2b: Areas where the available geologic information indicates that there is likelihood for the presence of significant mineral deposits.
- MRZ-3a: Areas where the available geologic information indicates that mineral deposits exist, the significance of which cannot be determined from available data.
- MRZ-3b: Areas where the available geologic information indicates that mineral deposits are likely to exist, the significance of which cannot be determined from available data.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

- MRZ-4: Areas where available geologic information is inadequate for assignment into any other MRZ, or where there is not enough information available to determine the presence or absence of mineral deposits.

The MRZ classifications are applied based on available geologic information and upon geologic appraisal of the mineral resource potential of the land, including geologic mapping and other information on surface exposures, drilling records and mine data; and on socioeconomic factors such as market conditions and urban development patterns.

In Santee, areas designated as MRZ-2 are generally located along the San Diego River floodplain and on hills underlain by granitic rocks located north of existing development in Carlton Hills, south of Prospect Avenue between Mesa Road and Fanita Drive, and the north end of Magnolia Avenue. The remainder of Santee is designated as MRZ-3.

The General Plan identifies the project area as within the MRZ-2 zone, indicating that "the portion of the upper San Diego River, which flows through Santee and Lakeside, contains a significant share of the available construction sand reserves of the metropolitan San Diego market area." The project site has been used for decades by RCP Block and Brick (RCP) as a sand mining operation, block plant, and product storage facility. The sand resource that supported the RCP business has been exhausted, and RCP is in the process of closing down its operations in accordance with Reclamation Plan RP88-01. Since the known mineral resource on the project site has been exhausted, the project will have **no impact** on mineral resources.

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?	☐	☐	☐	☒

11b. Response: *(Source: City of Santee General Plan 2020, Conservation Element)*

Refer to Response 11a), above. Lands affected by the proposed project are identified as a locally important mineral resource recovery site as identified in the City General Plan 2020; however, the proposed project will not 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 because the site has already been exhausted of the known mineral resource available on the site. As such, the project will have **no impact** on any locally-important mineral resource recovery site.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

12. NOISE

Sound is mechanical energy transmitted by pressure waves in a compressible medium, such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (Leq), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (Ldn or DNL). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical Ldn noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

CITY OF SANTEE

General Plan

The Noise Element of the City of Santee General Plan 2020 adopted standards for noise compatibility for land uses. The guidelines categorize the land uses in terms of community noise exposure; refer to *Table 12-1, Noise and Land Use Compatibility*. The guidelines are intended to be used as one of the many factors used in the land use planning process.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Table 12-1. Noise and Land Use Compatibility

Land Use Categories	Community Noise Equivalent Level CNEL			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density Single Family, Duplex, Mobile Homes	50-65	65-70	70-75	75-85
Residential – Multi-Family	50-65	65-70	70-75	75-85
Transient Lodging – Motels, Hotels	50-65	65-70	70-80	80-85
Schools, Libraries, Churches, Hospitals, Nursing Homes (Refer to Note #1)	50-65	65-70	70-80	80-85
Auditoriums, Concert Halls, Amphitheaters	50-60	60-70	N/A	70-85
Sports Arenas, Outdoor Spectator Sports	50-65	65-75	N/A	75-85
Playgrounds, Neighborhood Parks	50-70	N/A	70-75	75-85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	N/A	75-80	80-85
Office Buildings, Business Commercial, and Professional	50-70	70-75	75-85	N/A
Industrial, Manufacturing, Utilities, Agriculture	50-75	75-80	80-85	N/A

Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable – New construction or development should generally be discouraged. If new construction or development does proceed, a detained analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable – New construction or development should generally not be undertaken.
Notes:

1. Applies to noise sensitive areas which serve a significant function for the use which could be adversely affected by noise; such as, outside areas used primarily for instruction, meditation areas, rest and relaxation areas, and other areas where general peace and quiet are important.

Source: City of Santee, *General Plan 2020,* Noise Element, 2003, ftp://sntbberry.cityofsanteeca.gov/PlanDocs/SanteeGP2020.pdf, Accessed April 6, 2016

According to the City's Noise Element, traffic, aircraft from Gillespie Field and Marine Corps Air Station (MCAS) Miramar, commercial/industrial noise, and community activities are the principal noise sources in the City.

Code of Ordinances

The City's standards for governing environmental noise are set forth in Chapter 8.12 (General Offenses, Noise Control) of the City of Santee *Municipal Code*. The City of Santee *Municipal Code*, Section 8.12.290, provides exception to noise during construction activities.

"Except for emergency work, it is unlawful for any person, including the city, to operate any single or combination of powered construction equipment at any construction site, excepts as outlined as follows:

1. *It shall be unlawful for any person, including the city, to operate any single or combination of powered construction equipment at any construction site on Sundays, January 1st, the last Monday in May, known as "Memorial Day," July 4th, the first Monday in September, December 25th, and every day appointed by the President, Governor, or the city council for a public fast, thanksgiving, or holiday. When January 1st, July 4th, or December 25th falls on a Sunday, it shall be unlawful for any person to operate any single or combination of powered construction equipment at any construction site on the following Monday. Notwithstanding the above, a*

person may operate powered construction equipment on the above-specified days between the hours of ten a.m. and five p.m. in compliance with the requirements of subdivision 2 of this subsection at his residence for himself, provided such operation of powered construction equipment is not carried on for profit or livelihood. In addition, it shall be unlawful for any person to operate any single or combination of powered construction equipment at any construction site on Mondays through Saturdays except between the hours of seven a.m. and seven p.m.;

2. *No such equipment, or combination of equipment regardless of age or date of acquisition, shall be operated so as to cause noise at a level in excess of seventy-five decibels for more than eight hours during any twenty-four-hour period when measured at or within the property lines of any property which is developed and used either in part or in whole for residential purposes. These sound levels shall be corrected for time duration in accordance with the following table (refer to Table 12-2, City of Santee Municipal Code Noise Standards). In the event that lower noise limit standards are established for construction equipment pursuant to State or federal law, the lower limits shall be used as a basis for revising and amending the noise level limits..."*

Table 12-2. City of Santee Code of Ordinances Noise Standards

Total Duration in 24 Hours	Decibel Level Allowance	Total Decibel Level
Up to fifteen minutes	+15	90
Up to 30 minutes	+12	87
Up to 1 hour	+9	84
Up to 2 hours	+6	81
Up to 4 hours	+3	78
Up to 8 hours	0	75

Source: City of Santee, *Municipal Code*. http://qcode.us/codes/santee/. Accessed April 6, 2016.

Existing Conditions

Stationary Sources

The project site is located within an urbanized area. The primary sources of stationary noise in the project vicinity are urban-related activities (i.e., mechanical equipment, residential/retail areas, parking areas, and pedestrians). The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise. Additionally, the project site is currently developed with a sand mining, block plant, and product storage facility that generates industrial noise from mechanical and off-road equipment.

Roadway Noise

The majority of the existing noise in the project area is generated from vehicle sources along Magnolia Avenue and Mission Gorge Road/Woodside Avenue. Vehicle noise along Chubb Lane/Cottonwood Avenue is mainly due to truck hauls to and from the existing RCP Black and Brick (RCP) facility. As shown in *Table 12-3, Existing Traffic Noise Levels*, the highest mobile noise sources adjacent to the project site were modeled at 69.1 dBA along Magnolia Avenue south of Mission Gorge Road/Woodside Avenue. Mobile source noise was modeled using the Federal Highway Administration's Highway Noise Prediction Model (FHWA RD-77-108), which incorporates several roadway and site parameters. The model does not account for ambient noise levels. Noise projections are based on modeled vehicular traffic as derived from the project Traffic Study prepared by Michael Baker International (November 2016); refer to *Appendix I, Traffic Study*, of this document. A 45-mile per hour average

vehicle speed along Magnolia Avenue and a 40-mile per hour average vehicle speed along Mission Gorge Road/Woodside Avenue were assumed for existing conditions based on empirical observations and posted maximum speeds. Average daily traffic estimates were obtained from the Traffic Study.

Table 12-3. Existing Traffic Noise Levels

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Magnolia Avenue					
North of Project Driveway	16,972	66.3	527	167	53
South of Project Driveway	16,972	66.3	527	167	53
North of Mission Gorge Road/Woodside Avenue	27,212	68.4	845	267	85
South of Mission Gorge Road/Woodside Avenue	31,956	69.1	993	314	99
Mission Gorge Road/Woodside Avenue					
West of Magnolia Avenue	24,101	66.6	565	179	56
East of Magnolia Avenue	35,471	68.3	832	263	83

Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level.

Source: Based on traffic data within the Traffic Study, prepared by Michael Baker International, November 2016.

Noise Measurements

In order to quantify existing ambient noise levels in the project area (vicinity of the project site), three noise measurements were taken on April 12, 2016; refer to *Table 12-4, Noise Measurements*. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. Ten-minute measurements were taken, between 11:40 a.m. and 12:15 p.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day.

- Measurement Site 1 was located in the adjoining residential area north of the project site, at the southeast corner of Claudia Avenue. Sources of peak noise included aircraft, landscape maintenance trucks, residents exiting their homes, and traffic along Magnolia Avenue. The noise level monitored at Site 1 was 54.2 dBA L_{eq}.
- Measurement Site 2 was located at the southeast corner of Chubb Lane and Magnolia Avenue; approximately 150 feet west of Magnolia Avenue, south of the San Diego River. Source of peak noise included truck hauls on Chubb Lane, street traffic on Magnolia Avenue, and aircraft. The noise level monitored at Site 2 was 57.9 dBA L_{eq}.
- Measurement Site 3 was located at the southwest corner of Chubb Lane and Cottonwood Avenue; approximately 250 feet east of Cottonwood Avenue, south of the San Diego River. Source of peak noise included truck hauls on Chubb Lane, street traffic on Magnolia Avenue, and aircraft. The noise level monitored at Site 3 was 56.3 dBA L_{eq}.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Table 12-4. Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Peak (dBA)	Time
1	Residential area adjoining the project site to the northeast (Claudia Avenue).	54.2	39.9	70.3	82.4	11:42 a.m.
2	Southeast corner of Chubb Lane and Magnolia Avenue; approximately 150 feet west of Magnolia Avenue, south of the San Diego River.	57.9	43.6	68.8	85.6	11:59 a.m.
3	Southwest corner of Chubb Lane and Cottonwood Avenue; approximately 250 feet east of Cottonwood Avenue, south of the San Diego River.	56.3	39.4	71.1	87.0	12:15 p.m.

Source: Michael Baker International, April 12, 2016.

Meteorological conditions were sunny and clear skies, warm temperatures, with light wind speeds (0 to 5 miles per hour), and low humidity. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for sound level meters. The results of the field measurements are included in *Appendix G, Noise Data*.

Would the project:

a) Would the project result in 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?	☐	☒	☐	☐

12a. Response: *(Source: City of Santee General Plan 2020, Noise Element; City of Santee General Plan Master Final EIR, Section 5.7, Noise; Appendix G, Noise Data, prepared by Michael Baker International)*

It is difficult to specify noise levels that are generally acceptable to everyone; noise that is considered a nuisance to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels, or based on studies of the ability of people to sleep, talk, or work under various noise conditions; however, all such studies recognize that individual responses vary considerably. Standards usually address the needs of the majority of the general population.

Short-Term Construction

Construction of the proposed project would occur over approximately two years and would include site preparation, grading, paving, construction of single family homes, and the application of architectural coatings. Ground-borne noise and other types of construction-related noise impacts would typically occur during excavation activities of the grading phase. This phase of construction has the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in *Table 12-5, Maximum Noise Levels Generated by Construction Equipment*. It should be noted that the noise levels identified in *Table 12-5* are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 12-5. Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)
Concrete Saw	20	90
Crane	16	81
Concrete Mixer Truck	40	79
Backhoe	40	78
Dozer	40	82
Excavator	40	81
Forklift	40	78
Paver	50	77
Pile Driver (impact)	20	101
Pile Driver (sonic)	20	96
Roller	20	80
Tractor	40	84
Water Truck	40	80
Grader	40	85
General Industrial Equipment	50	85

Note:
1 Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054)*, January 2006.

It is anticipated that construction activities would occur between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday, October through December, and are less likely to occur on Sundays, holidays, and the months of January through September due to the Municipal Code standards and Mitigation Measure BIO-1, which would reduce impacts to nesting birds located within the onsite portion of the San Diego River wildlife corridor/linkage; refer to *Section 4, Biological Resources*, above. Mitigation Measure BIO-1 would require preconstruction surveys, buffers if active avian nests are found, among various other requirements. Additionally, all construction activities would be required to comply with the current City's General Plan, noise ordinance, and applicable State and federal regulations. Construction would occur throughout the project site and would not be concentrated or confined in the area directly adjacent to sensitive receptors (i.e., residential areas to the north and southeast and the onsite portion of the San Diego River wildlife corridor/linkage to the south).

It should be noted that the noise levels depicted in *Table 12-5* are maximum noise levels, which would occur sporadically when construction equipment is operated in proximity to sensitive receptors. Additionally, the proposed 45-foot floodway buffer between the southernmost row of homes and the San Diego River floodway would serve as an adequate biological buffer minimizing the effects of noise disturbance. Given the sporadic and variable nature of the proposed project construction, the distance of the new residential development from the wildlife corridor, and the implementation of noise limits specified in the Municipal Code, construction noise impacts would not exceed the City's noise standards identified in *Table 12-2* above. Additionally, to further reduce the potential for noise impacts and nuisances, Mitigation Measure NOI-1 would be implemented to incorporate best management practices during construction. Implementation of Mitigation Measure NOI-1 would further minimize noise levels from construction as it requires construction equipment to be equipped with properly operating and maintained mufflers and other State-required noise attenuation devices. Thus, impacts from project construction activities would be **less than significant with mitigation incorporated**.

Additionally, as discussed above in Section 6.a)iii and 6.c) under Geology and Soils, existing soil conditions onsite represent the potential for differential settlement and/or liquefaction to occur. Therefore, Mitigation Measures GEO-1 and GEO-2 are proposed to ensure that proper measures are taken to ensure soil stability for

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

future development of the site. Mitigation proposed will require that methods for ground mitigation include installation of a pier foundation system (e.g., Vibro Pier system or similar). Deep dynamic compaction is not required to stabilize the site.

Noise generated from installation of a Vibro Pier system (or similar) is typically much lower than that generated by piling operations and generally reaches noise levels similar to those resulting with operation of generators and/or compressors, with noise levels typically reduced to existing levels at approximately 30 feet from the source; refer to *Appendix G, Noise Data*, which includes data pertaining to typical noise levels generated by installation of a Vibro Pier system. The nearest adjacent residence to the project site is located at a distance of greater than 50 feet from the northerly property line. Therefore, any onsite activities resulting from onsite ground stabilization activities would occur at a distance of greater than 50 feet, thereby avoiding potential negative effects from associated noise or vibration with regard to disturbance of sensitive receptors. The project would not exceed established thresholds in this regard, and therefore, impacts are considered to be less than significant. Refer also to Mitigation Measure GEO-2.

Long-Term Operational Impacts

Off-Site Mobile Noise

Future development generated by the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. Based on the project Traffic Study, the proposed project is projected to generate a total of approximately 660 trips per day, which includes approximately 51 a.m. peak hour trips and approximately 64 p.m. peak hour trips. The "Future Without Project" and "Future With Project" scenarios are compared in *Table 12-6, Future Traffic Noise Levels*. As depicted in *Table 12-6*, under the "Future Without Project" scenario, noise levels would range from approximately 66.8 dBA to 69.6 dBA, with the highest noise levels occurring along Magnolia Avenue (south of Mission Gorge Road/Woodside Avenue). The "Future With Project" scenario noise levels would range from approximately 69.6 dBA to 66.8 dBA, with the highest noise levels also occurring along Magnolia Avenue (south of Mission Gorge Road/Woodside Avenue).

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Table 12-6. Future Traffic Noise Levels

Roadway Segment	2035 Without Project					2035 With Project					Difference in dBA @ 100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	
Magnolia Avenue											
North of Project Driveway	20,300	67.1	631	200	63	20,401	67.1	634	200	63	0
South of Project Driveway	23,200	67.1	631	200	63	23,756	67.8	738	233	74	0.7
North of Mission Gorge Road/Woodside Avenue	30,400	68.9	944	299	94	30,956	69.0	962	304	96	0.1
South of Mission Gorge Road/Woodside Avenue	35,700	69.6	1,109	351	111	36,135	69.6	1,122	355	112	0
Mission Gorge Road/Woodside Avenue											
West of Magnolia Avenue	24,800	66.8	581	184	58	24,901	66.8	584	185	58	0
East of Magnolia Avenue	36,500	68.4	855	270	86	36,520	68.4	855	270	86	0

Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level; NB = northbound

Source: Based on traffic data within the project Traffic Study, prepared by Michael Baker International, November 2016.

Table 12-6 also shows the difference between the "Future Without Project" scenario and the "Future With Project" scenario. The noise levels would result in a maximum increase of 0.7 dBA as a result of the proposed project. This increase in noise would occur along Magnolia Avenue (south of Mission Gorge Road/Woodside Avenue). Since the proposed project would not significantly increase noise levels along the roadway segments analyzed (i.e., noise increase would be less than 3.0 dBA), a **less than significant impact** would occur.

Cumulative Mobile Source Impacts

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares the "cumulative with project" condition to "existing" conditions. This comparison accounts for the traffic noise increase generated by a project combined with the traffic noise increase generated by projects in the cumulative project list. The following criteria have been utilized to evaluate the combined effect of the cumulative noise increase.

- *Combined Effect*. The cumulative with project noise level ("Future with Project") would cause a significant cumulative impact if a 3.0 dBA increase over existing conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use.

Although there may be a significant noise increase due to the proposed project in combination with other related projects (combined effects), it must also be demonstrated that the project has an incremental effect. In

other words, a significant portion of the noise increase must be due to the proposed project. The following criteria have been utilized to evaluate the incremental effect of the cumulative noise increase.

- *Incremental Effects*. The "Future with Project" causes a 1.0 dBA increase in noise over the "Future without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon, and reduces as distance from the source increases. Consequently, only the proposed project and growth due to occur in the project site's general vicinity would contribute to cumulative noise impacts. *Table 12-7, Cumulative Noise Scenario*, lists the traffic noise effects along roadway segments in the project vicinity for "Existing," "Future Without Project," and "Future With Project," conditions, including incremental and net cumulative impacts.

As indicated in *Table 12-7*, the *Incremental Effects* criterion of 1.0 dBA over the "Future Without Project" and the *Combined Effects* criterion of 3.0 dBA over the existing condition are not exceeded along any of the segments. Thus, none of the roadway segments would have a significant cumulative noise increase. Therefore, the proposed project, in combination with cumulative background traffic noise levels, would result in a **less than significant impact**.

Table 12-7. Cumulative Noise Scenario

Roadway Segment	Existing	Future Without Project	Future With Project	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing and Future With Project	Difference In dBA Between Future Without Project and Future With Project	
Magnolia Avenue						
North of Project Driveway	66.3	67.1	67.1	0.8	0	**No**
South of Project Driveway	66.3	67.1	67.8	1.5	0.7	**No**
North of Mission Gorge Road/Woodside Avenue	68.4	68.9	69.0	0.6	0.1	**No**
South of Mission Gorge Road/Woodside Avenue	69.1	69.6	69.6	0.5	0	**No**
Mission Gorge Road/Woodside Avenue						
West of Magnolia Avenue	66.6	66.8	66.8	0.2	0	**No**
East of Magnolia Avenue	68.3	68.4	68.4	0.1	0	**No**

Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level

Source: Based on traffic data within the project Traffic Study, prepare by Michael Baker International, November 2016.

On-Site Mobile Noise

The future residents of the proposed project could be exposed to elevated noise levels from traffic noise along Magnolia Avenue. As noted above, implementation of the project would result in nominal traffic on adjacent roadways, as compared to the existing conditions. The Future (Year 2035 With Project) daily traffic volumes along Magnolia Avenue are 23,756 vehicles and traffic noise levels would be 67.8 dBA at 100 feet from the roadway centerline (refer to *Table 12-6*, above). As noted in *Table 12-1*, normally acceptable exterior noise levels for residential uses would be up to 65 dBA CNEL and conditionally acceptable noise levels would be

between 65 dBA and 70 dBA. Conditionally acceptable noise levels permit new construction after a detailed analysis of the noise reduction requirement and the need for noise insulation features is determined.

The project proposes residences with outdoor activity areas (back yards) along Magnolia Avenue and within 100 feet of the roadway centerline. Therefore, Mitigation Measure NOI-2 requires a perimeter wall along Magnolia Avenue that would need to be approximately 6 feet above the road surface and composed of solid masonry or Plexiglas in order to reduce noise levels within the City's land use compatibility noise criteria of 65 dBA. Additionally, using a standard outdoor to indoor attenuation rate of 24 dBA (using standard construction materials and windows), interior residential areas along Magnolia Avenue would be 43.8 dBA without additional protection from the perimeter wall and approximately 35.8 dBA with the perimeter wall, which is within the 45 dBA interior standard. Impacts in this regard would be **less than significant with mitigation incorporated**.

Stationary Noise Impacts

The project proposes 67 residential dwelling units. Noise that is typical of residential areas includes children playing, pets, amplified music, mechanical equipment such as heating, ventilation, and air conditioning (HVAC) units used onsite, car repair, and home repair; typical of the surrounding residential area. Noise from residential stationary sources would primarily occur during the "daytime" activity hours. Noise impacts to surrounding uses associated with implementation of the proposed project are anticipated to be **less than significant**.

Mitigation Measures:

NOI-1: Prior to Grading Permit issuance, the project applicant shall demonstrate, to the satisfaction of the Santee Department of Development Services that the project complies with the following:

- Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other State-required noise attenuation devices.
- Property owners and occupants located within 200 feet of the project boundary shall be sent a notice, at least 15 days prior to commencement of construction of each phase, regarding the construction schedule of the proposed project. A sign, legible at a distance of approximately 50 feet shall be posted at the project construction site. All notices and signs shall be reviewed and approved by the City of Santee Planning Department, prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.
- The Contractor shall provide evidence that a construction staff member will be designated as a Noise Disturbance Coordinator and will be present onsite during all construction activities. The Noise Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Noise Disturbance Coordinator shall notify the City within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Public Works Department. All notices that are sent to residential units immediately surrounding the construction site and all signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

- Construction noise reduction methods shall be used where feasible. These reduction methods include shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and electric air compressors and similar power tools.
- Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, schools, churches, etc.), to the extent feasible.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receptors.

NOI-2: Prior to the issuance of building permits, the City of Santee Director of Development Services shall confirm that the applicable project plans and specifications include a 6-foot perimeter wall along Magnolia Avenue. Acceptable materials for the construction of the barrier shall have a density of 3.5 pounds per square foot of surface area and may be composed of the following: masonry block, stucco veneer over wood framing (or foam core), glass, Plexiglas, or Lexan 9 ¼ inch thick. The barrier may also be constructed out of a combination of the above listed materials.

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

12b. Response: *(Source: City of Santee General Plan 2020, Noise Element; City of Santee General Plan Final Master EIR, Section 5.7, Noise; Appendix G, Noise Data, prepared by Michael Baker International)*

Short-Term Construction

Project construction can generate varying degrees of ground-borne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Ground-borne vibrations from construction activities rarely reach levels that damage structures.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch/second) appears to be conservative. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Typical vibration produced by construction equipment is illustrated in *Table 12-8, Typical Vibration Levels for Construction Equipment*.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Table 12-8. Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (in/sec)[1]	Approximate peak particle velocity at 115 feet (in/sec)[2]
Large bulldozer	0.089	0.009
Loaded trucks	0.076	0.008
Small bulldozer	0.003	0.000
Jackhammer	0.035	0.004

Notes:
1 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006. Table 12-2.
2 Calculated using the following formula:
PPV equip = PPVref x (25/D)1.5
where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance
PPV (ref) = the reference vibration level in in/sec from Table 12-2 of the FTA Transit Noise and Vibration Impact Assessment Guidelines
D = the distance from the equipment to the receiver

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006. Table 12-2.

Ground-borne vibration decreases rapidly with distance. As indicated in *Table 12-8*, based on the FTA data, vibration velocities from typical heavy construction equipment operation that would be used during project construction range from 0.003 to 0.089 in/sec peak particle velocity (PPV) at 25 feet from the source of activity. The nearest sensitive receptors (residential uses to the north) are located approximately 115 feet from the grading and construction activity. With regard to the proposed project, ground-borne vibration would be generated primarily during grading activities onsite. As noted in *Table 12-8*, vibration at 15 feet would range from 0.006 to 0.191 PPV. Therefore, vibration from construction activities experienced at the nearest sensitive receptors (residences to the north) would be below the 0.20 inch-per-second PPV significance threshold. Therefore, vibration impacts would be **less than significant**.

Long-Term Operational Impacts

The project proposes 67 single family residential units that would not generate ground-borne vibration that could be felt at surrounding uses. The proposed project would not involve railroads or substantial heavy truck operations, and therefore, would not result in long-term vibration impacts at surrounding uses. **No impact** would occur in this regard.

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

12c. Response: *City of Santee General Plan, Noise Element; City of Santee General Plan Final Master EIR, Section 5.7, Noise; Appendix G, Noise Data, prepared by Michael Baker International)*

Refer to Response 4.12a), above. A **less than significant impact with mitigation incorporated** (Mitigation Measure NOI-2) would occur in this regard.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐

12d. Response: *(Source: City of Santee General Plan 2020, Noise Element; City of Santee General Plan Final Master EIR, Section 5.7, Noise - Figure 5.7-3, Existing Transportation Noise Contours and Figure 5.7-5, Future Roadway Noise Contours; Appendix G, Noise Data, prepared by Michael Baker International)*

Refer to Response 4.12a) and 4.12b), above. A **less than significant impact with mitigation incorporated** (Mitigation Measures NOI-1 and NOI-2) would occur in this regard.

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?	☐	☐	☒	☐

12e. Response: *(City of Santee General Plan 2020, Safety Element and Noise Element; City of Santee General Plan Final Master EIR, Section 5.7, Noise; Google Earth, 2016; Gillespie Field Airport Land Use Compatibility Plan, Approved December 20, 2010)*

The nearest airport to the project site is the Gillespie Field located approximately 1.3 miles to the south. Although the proposed project is located outside of the airport's 60 CNEL contour zone, it is located within the Gillespie Field Airport Land Use Compatibility Plan, Safety Zone 6 – Traffic Pattern Zone and Airport Overflight Notification Area. According to the Gillespie Field Airport Land Use Compatibility Plan, an overflight notification shall be recorded for any local agency approval of new residential land use development and disclose the following:

> *NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.*

As the project is located within the Overflight Notification Area, the City of Santee would record an overflight notification with approval of the proposed project, per Policy 3.6.3 of the Gillespie Field Airport Land Use Compatibility Plan. This notification would be in addition to the real estate disclosure recommended by the Airport Land Use Commission; however, as the project is located outside of the airport's 60-CNEL contour, project implementation would not expose people residing or working in the project area to excessive noise levels associated with aircraft. Therefore, a **less than significant impact** would occur in this regard.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

12f. **Response:** *(Source: City of Santee General Plan 2020, Safety Element and Noise Element; City of Santee General Plan Final Master EIR - Section 5.14, Public Health and Safety, Chapter 6.0, Cumulative Impacts; Google Earth, 2016)*

The project site is not located within the vicinity of a private airstrip or related facilities. Therefore, **no impact** would occur in this regard.

13. 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 roads or other infrastructure)?	☐	☐	☒	☐

13a. **Response:** *(Source: City of Santee General Plan 2020, Land Use Element; City of Santee General Plan Master Final EIR – Section 5.1, Land Use; City of Santee General Plan Land Use Map – Figure 1-1)*

The proposed development will result in 67 single-family homes. Using January 2015 California Department of Finance estimates, an average of 2.8 persons per household is assumed for residences in the City. Considering this estimate, the proposed project will result in 188 new residents. The addition of 188 residents to the City's current (2015) population of 55,805 represents a 0.003 percent increase in the current population and is considered less than significant. In addition, the City of Santee General Plan (2020) projects a population of 67,463 by 2020. Since the project will increase the population within the General Plan growth estimates, impacts would be **less than significant.**

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

13b. **Response:** *(Source: Photographs from Site Visit, March 2016; Google Earth, 2016)*

The project site was formerly used for decades by RCP Block and Brick (RCP) as a sand mining operation, block plant, and product storage facility. No existing residential housing exists on any lands that will be affected by the proposed project, and therefore, the project will not involve the displacement of any existing housing, nor will the project directly impact any existing residential housing adjacent to the project sites. Therefore, the project will have **no impact** on existing housing.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

13c. Response: *(Source: Photographs from Site Visit, January 2015; Google Earth, 2016)*

Refer to Response 13b), above. The project will have **no impact** with regard to the displacement of substantial numbers of people.

14. PUBLIC SERVICES

Would the project:

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:

a) Fire protection?	☐	☐	☐	☒

14a. Response: *(Source: City of Santee General Plan, Safety Element, Figure 8-1 – Public Safety; City of Santee General Plan FEIR, Section 5.4 - Public Facilities, Services, and Utilities, Figure 5.4-1 - Public Facility Locations; City of Santee, Fire and Life Safety Services Department (website); Google Earth, 2016)*

Fire protection for the project site is currently provided by the Santee Fire Department from Fire Station No. 4, located approximately one mile to the southwest at 8950 Cottonwood Avenue. If needed, fire protection services may also be provided by Fire Station No. 5, located approximately 3.3 miles to the west at 9130 Carlton Oaks Drive.

A standard condition of approval for the proposed project includes compliance with the requirements of the City of Santee Fire Department and fire hydrant development improvements in Santee Municipal Code Section 16.28.030. In addition, the project has been designed in conformance with the Uniform Building and Fire Codes and local General Plan Safety Element polices (as applicable). As part of the ongoing discretionary review process, the Fire Department has reviewed and will approve the proposed Tentative Tract Map, indicating that fire protection services are adequate to serve the proposed land use. Therefore, the project will not have an adverse physical effect on the environment because the project does not require new or significantly altered services or facilities to be constructed. **No impact** will occur.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Police protection?	☐	☐	☐	☒

14b. Response: *(Source: City of Santee General Plan 2020, Safety Element, Figure 8-1 - Public Safety; City of Santee General Plan FEIR, Section 5.4 - Public Facilities, Services, and Utilities, Figure 5.4-1 - Public Facility Locations; San Diego County Sheriff's Department (website); Google Earth, 2016)*

Police protection services for the City of Santee are provided by the San Diego County Sheriff's Department. The Sheriff's Department also serves the unincorporated communities of Lakeside and El Cajon. The Sheriff's Department operates from its Santee Station located approximately 1.9 miles to the southwest of the project site at 8811 Cuyamaca Street. The proposed project will result in a 0.003 percent population increase which is within the General Plan buildout for 2020, and therefore, will not directly increase existing demands on police protection services.

Therefore, the project will not have an adverse physical effect on the environment because the project does not require new or significantly altered services or facilities to be constructed. **No impact** will occur.

c) Schools?	☐	☐	☐	☒

14c. Response: *(Source: City of Santee General Plan, Land Use and Housing Elements; City of Santee General Plan FEIR, Section 5.4 - Public Facilities, Services, and Utilities, Figure 5.4-1 - Public Facility Locations; Santee School District (website); Google Earth, 2016)*

The Santee School District currently operates nine elementary schools, eight of which are located within the City limits. The project would be served by Rio Seco School, located 1.4 miles northwest of the project site. The Grossmont Union High School District operates two high schools in Santee: Santana High School and West Hills High School. Additionally, Grossmont Community College, located directly to the south of the City boundary off of Fanita Drive, provides community college services within the area. The Grossmont Union High School District (GUHSD) provided a will serve letter dated April 14, 2016 indicating that the proposed project lies within the Santana High School attendance area, which is located approximately 0.8 mile northeast of the project site; refer to *Appendix H*.

Development on the site would be required to demonstrate conformance with Government Code Section 65996 which requires that new development may be assessed a fee by school districts to offset new demands for service, with limits on the assessment established by State law. The Santee Elementary School District and Grossmont Union High School District both collect school fees for the provision of school facilities. The majority of such fees are assessed through a pro-rata share system, based on the magnitude of a development project's potential impact or on the extent of the benefit that will be derived. The Santee Elementary School District and Grossmont Union High School District have a developer fee assessment policy. The current level of assessment is, respectively, $2.16 and $1.00 per square foot for residential projects; refer to *Appendix H*.

The project will result in the construction 67 new single-family residential homes that will generate additional school-aged population or increase the number of students in the area. The project will not adversely affect the ability of the School District to provide adequate school services within its boundaries, and the addition of new facilities or the expansion of existing facilities will not be required as a result of the project, due to the nature of the project. Therefore, the project will not have an adverse physical effect on the environment because the project does not require new or significantly altered services or facilities to be constructed. **No impact** would occur.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Parks?	☐	☐	☒	☐

14d. Response: *(Source: City of Santee General Plan 2020, Recreation Element; City of Santee General Plan Final Master EIR – Section 5.5, Parks and Recreation; City of Santee, City Parks Division, available at http://www.ci.santee.ca.us/Index.aspx?page=63; City of Santee, Recreation Services Division, available at http://www.ci.santee.ca.us/Index.aspx?page=426; Google Earth, 2016)*

Refer to Responses 15a) and 15b), below. The project will result in an amendment to the Town Center Specific Plan from Office Professional to Residential and will result in a 0.003 percent increase in population that could increase the demand for public recreational services within the City; however, the project will include the extension of the neighboring multi-use trail along the San Diego River which will provide a new access route to the park located to the east of the site, linking users of the proposed trail segment to the larger existing park and trail system. The project will therefore not adversely affect the use of public parks within the area, but rather enhance them. As such, the proposed project will not result in adverse physical effect on the environment. As such, project impacts are considered to be **less than significant.**

e) Other public facilities?	☐	☐	☒	☐

14e. Response: *(Source: City of Santee General Plan 2020; City of Santee General Plan Final Master EIR)*

Refer to Responses 14a) to 14d), above. The project will increase the City population by .003 percent which is within the General Plan growth forecast for 2020. Therefore, project impacts relative to the demand for additional public facilities would be **less than significant**.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

15. RECREATION

Would the project:				
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?	☐	☐	☒	☐

15a. Response: *(Source: City of Santee General Plan 2020, Recreation Element; City of Santee General Plan Final Master EIR - Section 5.5, Parks and Recreation; City of Santee, City Parks Division, available at http://www.ci.santee.ca.us/Index.aspx?page=63; City of Santee, Recreation Services Division, available at http://www.ci.santee.ca.us/Index.aspx?page=426)*

The City of Santee operates a variety of developed public parkland and recreational facilities, including the Santee Lakes Regional Park, which is owned by the Padre Dam Municipal Water District. The City operates eight public parks, including Mast Park, Big Rock Park, Santee Mini-Park, Shadow Hill Park, West Hills Park, and Sky Ranch Park, among others. Additionally, the City is in the process of creating a linear park known as the Santee River Park, to allow for passive recreation opportunities. The proposed project includes the extension of the existing trail within the Santee River Park. A portion of Mission Trails Regional Park is also located within the City limits. Further, existing school sites in the Santee School District and Grossmont Union High School District are utilized through joint-use agreements to offer public outdoor recreational areas for City residents, and the Carlton Oaks Country Club is a privately-owned resort that includes a golf course open to the public for a fee. Other local recreational opportunities include the Cameron Family YMCA which operates an aquatic center in partnership with the City; Woodglen Vista Skate & BMX Park; and, Goodan Ranch. The General Plan states the combined acreage of developed public parkland and recreation facilities within the City is 86.5 acres. The City also operates a variety of recreation programs and provides a network of trails for recreational cycling, horseback riding, and walking.

The proposed project will not cause physical deterioration of recreational facilities and includes extension of the Santee River Park multipurpose trail, which will provide access to Cottonwood Road at the westernmost end of the proposed improvements. Furthermore, the proposed project includes an approximately 19,100 square foot private park maintained by a HOA, and will enhance the two bioretenion lots adjacent to the San Diego River to each provide a lookout point with a bench; refer to *Figure 6, Conceptual Landscape Plan*. Therefore, the proposed project will have a **less than significant impact** on existing recreational resources.

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

15b. Response: *(Source: City of Santee General Plan 2020 – Recreation Element; City of Santee General Plan Final Master EIR – Section 5.5, Parks and Recreation; City of Santee, City Parks Division, available at http://www.ci.santee.ca.us/Index.aspx?page=63; City of Santee, Recreation Services Division, available at http://www.ci.santee.ca.us/Index.aspx?page=426)*

Refer to Response 15a), above. The project will have a **less than significant impact** on recreational resources.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

16. 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 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?	☐	☒	☐	☐

16a. Response: *(Source: City of Santee General Plan 2020, Circulation Element; City of Santee General Plan Final Master EIR – Section 5.2, Traffic/Circulation; City of Santee Circulation Element Update Existing Conditions Report; Appendix I, Traffic Study, prepared by Michael Baker International)*

A *Traffic Study* was prepared for the project by Michael Baker International (November 2016) to evaluate potential effects of the project on the existing circulation system; refer to *Appendix I, Traffic Study*.

The following intersections were included in the project study area for analysis:

- Magnolia Avenue/Public Road A (future intersection); and,
- Magnolia Avenue/Mission Gorge Road/Woodside Avenue

The following roadway segments were included in the project study area for analysis:

- Magnolia Avenue north of Spur Lane/Cottonwood Avenue;
- Magnolia Avenue north of Mission Gorge Road/Woodside Avenue;
- Magnolia Avenue south of Mission Gorge Road/Woodside Avenue; and,
- Mission Gorge Road west of Magnolia Avenue

The *Traffic Study* provides an evaluation of a number of scenarios in order to determine potential impacts resulting with the project. The scenarios evaluated included the following:

- **Existing Conditions** - Analysis of existing traffic conditions on the roadway facilities based on current traffic counts, intersection geometry and control, roadway segment geometry, and the roadway network.
- **Existing With Project Conditions** - Project trips were added to the existing volumes to analyze the "with project" conditions.
- **Opening Year Conditions** - Analysis of existing traffic volumes overlaid with traffic associated with approved or pending projects anticipated to be constructed by project opening year. The analysis

assumes existing intersection geometry and control, roadway segment geometry, and roadway network. Project trips were added to the existing plus cumulative project volumes to analyze the "with project" conditions.

- **Year 2035 Conditions** - Analysis of the future year 2035 conditions with the year 2035 intersection geometry and control, roadway segment geometry, and roadway network. Future year 2035 traffic volumes were based on a Series 12 model forecast conducted by the San Diego Association of Governments (SANDAG) that includes the year 2035 land use, roadway network configuration, and geometry. Project trips were added to the future year 2035 volumes to analyze the "with project" conditions.

Per the City of Santee General Plan Circulation Element, a traffic signal is proposed at the new intersection of Magnolia Avenue/River Park Drive (hereafter referred to as "Public Road A"). Therefore, the intersection was analyzed as side street stop control for the without project scenario and as signalized for the with project scenario, as the project would signalize this intersection as part of the proposed improvements (refer to Mitigation Measure TRA-1, below).

The analysis of all intersections and roadway segments within the project study area was based on the City of Santee and SANTEC/ITE traffic study guidelines. As required, the 2000 Highway Capacity Manual (HCM) operation methodology for *Signalized and Unsignalized Intersections* was used to determine the operating Levels of Service (LOS) of the study intersections. The Traffix™ software package was used to evaluate the study intersections using the HCM methodology. The HCM methodology describes the operation of an intersection using a range of LOS ranging from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on corresponding delay per vehicle thresholds for signalized and unsignalized intersections shown in *Table 16-1*. The City of Santee considers LOS D or better to be acceptable intersection operating conditions during peak traffic periods.

Table 16-1. Level of Service & Delay Ranges

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: 2000 Highway Capacity Manual.

A daily roadway segment analysis was conducted for all study area roadways, and the roadway segment LOS criteria is included in *Table 16-2, Daily Level of Service Thresholds for Roadway Segments*. According to the City of Santee Circulation Element, the City strives for LOS C or better on street segments and intersections through the circulation network; however, this can be adjusted on specific roadways and intersections to LOS D. The City considers LOS E and F to be unacceptable operating conditions on roadway segments and intersections.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Table 16-2. Daily Level of Service Thresholds for Roadway Segments

Classification / Lanes	Level of Service				
	A	B	C	D	E
Prime Arterial / 6	25,000	35,000	50,000	55,000	60,000
Major Arterial / 6	20,000	28,000	40,000	45,000	50,000
Major Arterial / 4	15,000	21,000	30,000	35,000	40,000
Secondary Collector / 4 + TWLTL	10,000	14,000	20,000	25,000	30,000
Secondary Collector / 4 (no TWLTL)	9,000	13,000	18,000	22,000	25,000
Collector / 2 + TWLTL	5,000	7,000	10,000	13,000	15,000
Collector / 2 (no TWLTL)	4,000	5,500	7,500	9,000	10,000

Source: SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region. TWLTL = Two-Way Left-Turn Lane

Project Trip Generation

Trip generation is an estimation of the number of trips that originate or end at the project site. The amount of traffic generated is a function of the size and type of development proposed for the site. These project trips will result in some traffic increases on the adjacent streets that provide access to and from the site. Per the City of Santee, the trip generation was based on the SANDAG/ITE Trip Generation Manual (9th Edition). *Table 16-3* below summarizes the daily and peak hour trip generation for the proposed project.

Table 16-3. Forecasted Project Trip Generation

Trip Generation Rates (SANDAG)								
Land Use	Unit	Daily	AM Peak			PM Peak		
			Total	Inbound (% AM)	Outbound (% AM)	Total	Inbound (% PM)	Outbound (% PM)
Single Family Detached	DU	10	8%	20%	80%	10%	70%	30%

Forecast Project Generated Trips									
Land Use	Size	Unit	Daily Trips	AM Peak			PM Peak		
				Total	Inbound	Outbound	Total	Inbound	Outbound
Proposed Project Trip Generation									
Single Family Detached	67	DU	670	54	11	43	67	47	20
TOTAL TRIPS			**670**	**54**	**11**	**43**	**67**	**47**	**20**

DU – Dwelling Units
Total AM and PM rates are shown as a percentage of the daily trip rate.

As shown in *Table 16-3*, the proposed project would generate approximately 670 daily trips (54 total trips during the AM and 67 total trips during the PM peak hour).

Trip Distribution and Assignment

Trip distribution and assignment is the process of identifying the probable origins and destinations of project trips and the likely traffic routes that project traffic will use. Trip distribution and assignment characteristics can be estimated from observed traffic patterns, local experience, and engineering judgment. Once the proposed development's trips have been estimated, they are assigned to the study area network.

It was estimated that 17% would travel north of the project site with 15% using the main entrance on Magnolia Avenue and 2% using the Cottonwood Avenue entrance. 83% would travel south of the project site. Out of the

83%, 15% would travel west on Mission George Road, 3% would travel east on Woodside Avenue, and 65% would travel south on Magnolia Avenue.

Existing Conditions

This scenario assesses the existing intersection and roadway segment conditions. The intersection turn movement counts for the weekday morning peak period were conducted between 7:00 a.m. and 9:00 a.m. and for the weekday evening peak period between 4:00 p.m. and 6:00 p.m. Segment daily traffic were obtained through machine data collection. Both the intersection and segment counts were conducted in April 2016. The existing intersection geometry and AM and PM peak hour intersection turn movement volumes are shown in Exhibit 1 of *Appendix I*. Daily roadway segment volumes are shown in Exhibit 2 of *Appendix I*. Daily roadway segment volumes are shown in Exhibit 3 of *Appendix I*. The intersection and segment counts sheets are included in Appendix A of *Appendix I*.

Existing peak hour intersection and daily roadway segment conditions are summarized in *Table 16-4* and *Table 16-5*, respectively. Intersection analysis worksheets are attached in Appendix D of *Appendix I*.

Table 16-4. Existing Peak Hour Intersection Conditions

Intersection	Control	Without Project Conditions		With Project Conditions		Δ Delay	Significant?
		Delay (sec)	LOS	Delay (sec)	LOS		
AM Peak Hour							
Magnolia Avenue / Public Road A	Side Street Stop	--	--	15.4	C	15.4	No
Magnolia Avenue / Mission Gorge Rd / Woodside Ave	Signal	37.3	D	37.3	D	0	No
PM Peak Hour							
Magnolia Avenue / Public Road A	Signal	--	--	12.6	B	12.6	No
Magnolia Avenue / Mission Gorge Rd / Woodside Ave	Signal	38.8	D	39.3	D	0.5	No

Table 16-5. Existing Daily Roadway Segment Conditions

Roadway Segment	Lanes/ Class	LOS E Capacity	Without Project			Project Traffic	With Project			Comparison	
			ADT	V/C	LOS		ADT	V/C	LOS	Δ V/C	Significant?
Magnolia Avenue											
North of Spur Ln / Cottonwood Ave	4-Lane Major Arterial	40,000	16,972	0.424	B	556	17,528	0.438	B	0.014	No
North of Mission Gorge Rd / Woodside Ave	4-Lane Major Arterial	40,000	27,212	0.680	C	556	27,768	0.694	C	0.014	No
South of Mission Gorge Rd / Woodside Ave	6-Lane Primary Arterial	60,000	31,956	0.533	B	435	32,391	0.540	B	0.007	No
Mission Gorge Road / Woodside Avenue											
West of Magnolia Ave	6-Lane Primary Arterial	60,000	24,101	0.402	A	101	24,202	0.403	A	0.002	No

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

As shown in *Tables 16-4* and *16-5*, all of the study intersection and road segments operate at an acceptable LOS D or better.

Opening Year Conditions

This scenario assesses the intersection and roadway segment conditions for the opening year. The AM and PM peak hour intersection turn movement volumes are shown in Exhibit 1 of *Appendix I* and daily roadway segment volumes are shown in Exhibit 2 of *Appendix I*. Peak hour intersection and daily roadway segment conditions are summarized in *Table 16-6* and *Table 16-7*, respectively. Cumulative project information is attached in Appendix B of *Appendix I*. Intersection analysis worksheets are available in Appendix D of *Appendix I*.

Table 16-6. Opening Year Peak Hour Intersection Conditions

Intersection	Control	Without Project Conditions		With Project Conditions		Difference	Significant?
		Delay (sec)	LOS	Delay (sec)	LOS		
AM Peak Hour							
Magnolia Ave / Public Road A	Side Street Stop/Signal[1]	15.7	C	6.5	A	-9.2	No
Magnolia Ave / Mission Gorge Rd / Woodside Ave	Signal	37.4	D	37.5	D	0.1	No
PM Peak Hour							
Magnolia Ave / Public Road A	Side Street Stop/Signal[1]	10.0	B	7.3	A	-2.7	No
Magnolia Ave / Mission Gorge Rd / Woodside Ave	Signal	38.9	D	39.1	D	0.2	No

1. Intersection analyzed as side street stop control for Without Project scenario and as signal for With Project scenario.

Table 16-7. Opening Year Daily Roadway Segment Conditions

Roadway Segment	Lanes/ Class	LOS E Capacity	Without Project			Project Traffic	With Project			Comparison	
			ADT	V/C	LOS		ADT	V/C	LOS	Δ V/C	Significant?
Magnolia Avenue											
North of Spur Ln/Cottonwood Ave	4-Lane Major Arterial	40,000	17,487	0.435	B	556	17,938	0.448	B	0.014	No
North of Mission Gorge Rd/Woodside Ave	4-Lane Major Arterial	40,000	27,622	0.691	C	556	28,178	0.704	C	0.014	No
South of Mission Gorge Rd/Woodside Ave	6-Lane Primary Arterial	60,000	32,246	0.537	B	435	32,681	0.545	B	0.007	No
Mission Gorge Road/Woodside Avenue											
West of Magnolia Ave	6-Lane Primary Arterial	60,000	24,121	0.402	A	101	24,222	0.404	A	0.002	No

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

As shown in *Table 16-6*, the intersection of Magnolia Avenue/Public Road A operates at the preferred LOS C or better without and with the project. The intersection of Magnolia Avenue/Mission Gorge Road/Woodside Avenue operate at LOS D in the AM and PM peak hour without and with the project. As shown in *Table 16-7*, all roadway segments operate at acceptable LOS C or better for both without and with project conditions. Comparing the without and the with project conditions, the project does not cause any significant impact on any of the roadway facilities. As stated above, this analysis reflects signalization of the intersection of Magnolia Avenue/Public Road A as proposed with the project (project design measure).

Year 2035 Conditions

This scenario assesses the intersection and roadway segment conditions for the year 2035. The AM and PM peak hour intersection turn movement volumes are shown in Exhibit 1 of *Appendix I* and daily roadway segment volumes are shown in Exhibit 2 of *Appendix I*. Peak hour intersection and daily roadway segment conditions are summarized in *Table 16-8* and *Table16-9*, respectively. SANDAG series 12 future forecast models are included in Appendix C of *Appendix I*. Intersection analysis worksheets are attached in Appendix D of *Appendix I*.

As shown in *Table 16-8*, the intersection of Magnolia Avenue/Mission Gorge Road/Woodside Avenue operates at LOS D without and with the project. The intersection of Magnolia Avenue/Public Road A is forecast to operate at LOS F in the AM and PM peak hour as a side street stop controlled intersection without the project. Under the Year 2035 With Project condition, a signal was assumed at Magnolia Avenue/Public Road A (as it would be installed as part of the project with implementation of Mitigation Measure TRA-1). With installation of the signal, the intersection is projected to operate at an acceptable level of service in both the AM and PM peak hour. As shown in *Table 16-9*, all roadway segments are forecast to operate at the preferred LOS C or better with the exception of Magnolia Avenue north of Mission Gorge Road/Woodside Avenue both without and with the project. Comparing the without and the with project conditions, the project would not cause a significant impact on any of the roadway facilities as a traffic signal is assumed in the with project scenario.

Table 16-8. Year 2035 Peak Hour Intersection Conditions

Intersection	Control	Without Project Conditions		With Project Conditions		Difference	Significant?
		Delay (sec)	LOS	Delay (sec)	LOS		
AM Peak Hour							
Magnolia Ave / Public Road A	Side Street Stop/Signal [1]	190.8	F	22.5	C	-168.3	No
Magnolia Ave / Mission Gorge Rd / Woodside Ave	Signal	38.8	D	38.9	D	0.1	No
PM Peak Hour							
Magnolia Ave / Public Road A	Side Street Stop/Signal [1]	167.2	F	20.9	C	-146.3	No
Magnolia Avenue / Mission Gorge Rd / Woodside Ave	Signal	41.8	D	42.0	D	0.2	No

1. Intersection analyzed as side street stop control for without project scenario and as signal for with project scenario.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Table 16-9. Year 2035 Daily Roadway Segment Conditions

Roadway Segment	Lanes/ Class	LOS E Capacity	Without Project			Project Traffic	With Project			Comparison	
			ADT	V/C	LOS		ADT	V/C	LOS	Δ V/C	Significant?
Magnolia Avenue											
North of Spur Ln/ Cottonwood Ave	4-Lane Major Arterial	40,000	23,200	0.580	C	556	23,756	0.594	C	0.014	No
North of Mission Gorge Rd/ Woodside Ave	4-Lane Major Arterial	40,000	30,400	0.760	D	556	30,956	0.774	D	0.014	No
South of Mission Gorge Rd/ Woodside Ave	6-Lane Primary Arterial	60,000	35,700	0.595	C	435	36,135	0.602	C	0.007	No
Mission Gorge Road/Woodside Avenue											
West of Magnolia Ave	6-Lane Primary Arterial	60,000	24,800	0.413	A	101	24,901	0.415	A	0.002	No

Project Access Control

Access to the proposed residences would be provided via Public Road A, a new public Parkway Standard roadway extending through the project site from Magnolia Avenue on the east and Cottonwood Avenue on the west. A proposed private road within the residential development will provide an additional access point along Cottonwood Avenue. As part of the project, half-width improvements will be made to a portion of Cottonwood Avenue; however, Public Road A would be fully built as part of the development plan. An exclusive eastbound left turn and a right turn lane will also be constructed at the intersection of Magnolia Avenue/Public Road A with project implementation.

Public Road A is not aligned with the existing driveway to the Walker Preserve driveway directly across Magnolia Avenue. Therefore, the Walker Preserve driveway may need to be relocated to the south to align with Public Road A. It should also be noted the existing driveway to the Walker Preserve is gated and available to the public during events.

Based on the intersection operation, the intersection of Magnolia Avenue/Public Road A is proposed to operate at a LOS C or better based on the proposed intersection control and lane configuration. There is an existing two-way left turn lane (TWLTL) on Magnolia Avenue. A 100-foot northbound left turn pocket would be constructed with the proposed project to facilitate the northbound left turn movement onto Public Road A.

Cottonwood Avenue & Public Road A Classification Assessment

A separate analysis was conducted to estimate the daily traffic expected on Public Road A and Cottonwood Avenue for the long-range 2035 horizon year scenario; refer to Appendix E of *Appendix I.* The basis for the analysis was a SANDAG Series 12 Year 2035 traffic forecast plot that was developed as part of the ongoing Circulation Element Update. This traffic forecast was studied and the following manual adjustments were made:

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

- Compensating for the change in the roadway network configuration between the forecast plot and the City of Santee Circulation Element Update;
- Compensating for Traffic Analysis Zone Centroid connections to redistribute traffic loading onto the local roadway network; and,
- Accounting for additional trips generated as a result of the recent land parcel zoning changes for R-14 to R-22 and R-30.

Based on these manual traffic adjustments, the following Year 2035 daily traffic volumes are projected on Public Road A and Cottonwood Avenue adjacent to the Walker Trails project site:

- Public Road A (west of the project access driveway) – 5,100 vehicles per day
- Public Road A (east of the project access driveway) – 5,800 vehicles per day
- Cottonwood Avenue (south of Street A) – 4,200 to 6,600 vehicles per day

The Buildout Roadway Classification map proposed in the Circulation Element Update designates both Public Road A and Cottonwood Avenue as "Parkway" streets with one lane in each direction of travel. According to the Circulation Element standards, a 2-lane Parkway can accommodate between 9,000 vehicles per day and 13,000 vehicles per day at LOS D depending on whether or not a two-way left turn lane is provided. In the case of Public Road A, a left turn lane will be provided at all intersections along the segment from Cottonwood Avenue to Magnolia Avenue. Based on the forecast traffic mentioned earlier on Public Road A and Cottonwood Avenue adjacent to the project, a 2-lane Parkway would operate at LOS C or better which is considered acceptable in the City of Santee.

As requested by the City, an alternative scenario was evaluated based on the assumption that the Cottonwood Avenue connection across the San Diego River is not constructed by 2035. The City requested that the analysis of this scenario determine the revised capacity needs for Public Road A. The analysis of this scenario conservatively assumes that all traffic previously traveling north and south on Cottonwood Avenue across the bridge would divert to Public Road A and Magnolia Avenue south of Public Road A. Based on these assumptions, the following Year 2035 daily traffic volumes are projected on Public Road A adjacent to the project site:

- Public Road A (west of the project access driveway) – 11,700 vehicles per day
- Public Road A (east of the project access driveway) – 12,400 vehicles per day

It should also be noted that Public Road A will provide left turn pockets at all intersections and could therefore be assumed to have the same operational characteristics as a 2-lane Parkway with two-way-left-turn lanes and capacity of 13,000 vehicles per day. Based on the forecast traffic mentioned earlier on Public Road A adjacent to the project, a 2-lane Parkway would operate at LOS D if the connection of Cottonwood Avenue across the San Diego River is not constructed by 2035.

The results of the above assessment are in concurrence with the Circulation Element. As proposed, the project will construct one lane in each direction of travel and separate left turn lanes on Public Road A at the eastbound approach to Magnolia Avenue, at the westbound approach to Cottonwood Avenue, and at the westbound approach to the project access road. One lane will be provided in each direction of travel on Cottonwood Avenue adjacent to the project and separate left turn lanes will be provided at the northbound approach to Public Road A and the southbound approach to the project access road.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

As per the City of Santee Circulation Element, a traffic signal is proposed at the new intersection of Magnolia Avenue/Public Road A with the proposed project. As such, peak hour signal warrants were evaluated at the intersection of Magnolia Avenue/Public Road A in both the Opening Year With Project and Year 2035 With Project scenarios. The City has requested a new traffic signal be installed at the Magnolia Avenue/Public Road A intersection prior to project completion. Signal warrants are not met under the Opening Year With Project scenario; however, a traffic signal would be warranted under the Year 2035 With Project scenario. It is anticipated that a signal would be warranted at some point within a short period of time after the project is opened. Therefore, although not required at the time of project implementation, the project proposes to signalize the intersection during project construction. Mitigation Measure TRA-1 is proposed to require that the project applicant install a traffic signal at the intersection of Magnolia Avenue/Public Road A (consistent with improvements anticipated in the General Plan Circulation Element) to ensure that the intersection continues to operate efficiently in the future. Appendix F of *Appendix I* includes the peak hour signal warrants.

All intersections and roadway segments would operate at an acceptable LOS D or better for both the without and the with project conditions under the assumptions made in the traffic analysis (e.g., proposed signalization of Magnolia Avenue/Public Road A intersection). Mitigation Measure TRA-1 is proposed to ensure that the intersection of Magnolia Avenue/Public Road A will be signalized by the project applicant as part of project construction. As such, impacts would be **less than significant with mitigation incorporated.**

Mitigation Measures

TRA-1: During project construction, the project applicant shall install a traffic signal at the intersection of Magnolia Avenue/Public Road A. The signal shall be designed in conformance with all applicable City intersection design standards and constructed consistent with the final improvement plans approved by the City for the project.

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?	☐	☐	☒	☐

16b. Response: *(Source: City of Santee General Plan 2020, Circulation Element; City of Santee General Plan Final Master EIR – Section 5.2, Traffic/Circulation)*

Refer to Response 16a), above. Traffic generated by the proposed project would not result in a substantial increase in traffic along area roadways or at intersections that would cause an established threshold to be exceeded (i.e. degradation in LOS). No mitigation measures are required for the effects of project-generated traffic on the local or regional circulation system. Therefore, the project would not result in or contribute to a substantial increase in congestion within on a local or regional level.

Federal Highway Administration (FWA) 23 CFR 450.320 requires that each transportation management area (TMA) address congestion management through a process involving an analysis of multimodal metropolitan wide strategies that are cooperatively developed to foster safety and integrated management of new and existing transportation facilities eligible for federal funding.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

SANDAG has been designated as the TMA for the San Diego region. The 2050 Regional Transportation Plan (RTP) meets the requirements of 23 CFR 450.320 by incorporating the following federal congestion management process: performance monitoring and measurement of the regional transportation system, multimodal alternatives and non-single occupancy vehicles analysis, land use impact analysis, the provision of congestion management tools, and integration with the regional transportation improvement program process.

California State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP). The requirements within the State CMP were developed to monitor the performance of the transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG provided regular updates for the State CMP from 1991 through 2008. In October 2009, the San Diego region elected to be exempt from the State CMP and, since this decision, SANDAG has been abiding by 23 CFR 450.320 to ensure the region's continued compliance with the federal congestion management process.

The project would not substantially contribute to traffic congestion or 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. Therefore, impacts would be **less than significant**.

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?	☐	☐	☒	☐

16c. Response: *(Source: City of Santee General Plan 2020, Safety Element; City of Santee General Plan Final Master EIR; MCAS Miramar ALUCP (Adopted October 2008); Gillespie Field ALUCP (Amended December 20, 2010); Montgomery Field ALUCP (Adopted December 20, 2010))*

The project site lies approximately 1.2 miles north of Gillespie Field. The site is located within the Airport Influence Area (AIA) of the Gillespie Field ALUCP, adopted by the San Diego County Regional Airport Authority (RAA) in January 2010. The entire site is affected by Safety Zone 6, Traffic Pattern Zone, which is considered to be the safest of the designated Safety Zones. New residential development is identified as a compatible land use within Safety Zone 6, with no limits on the acceptable intensity (or number of people per acre) of the development proposed. Additionally, the Town Center Specific Plan identifies building height restrictions (2-story) for the residential units, and therefore, the proposed height of such uses is not anticipated to interfere with air traffic patterns in the area. The project would not result in a change in air traffic patterns that causes a substantial safety risk. A **less than significant impact** would occur.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒

16d. Response: *(Source: City of Santee General Plan 2020 Circulation Element; City of Santee Engineering Division; Santee Fire Department; Appendix I, Traffic Study, prepared by Michael Baker International)*

Access to the proposed residences would be via a new public parkway extending through the project site from Magnolia Avenue on the east and Cottonwood Avenue on the west. A proposed private road within the residential development would provide an additional access point along Cottonwood Avenue. As part of the project, half-width improvements would be made to a portion of Cottonwood Avenue; refer to *Figure 5, Tentative Tract Map*.

The *Traffic Study* provides an evaluation of potential hazards with regard to site distance. Based on the evaluation, and with the absence of any critical street curve or obstacle in the line of-sight, it was concluded that adequate sight distance of the proposed project driveways on Magnolia Avenue and Cottonwood Avenue has been provided with the proposed project design; refer to *Appendix I*.

All proposed offsite and onsite roadway improvements would be designed and constructed in conformance with City of Santee roadway design standards and design guidelines identified in the Town Center Specific Plan and/or as shown on the Tentative Tract Map. All project improvement plans would be subject to review and approval by the City to ensure project conformance.

Therefore, the project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. **No impact** would occur.

e) Result in inadequate emergency access?	☐	☐	☒	☐

16e. Response: *(Source: City of Santee General Plan 2020, Circulation Element; City of Santee Engineering Division; Santee Fire Department; Google Earth, 2016)*

Prior to grading and construction of the project site, the project applicant would be required to prepare a Traffic Control Plan (TCP) to ensure that traffic circulation patterns on area roadways affected by the project during construction would not be substantially impeded by construction vehicles or materials being transported to/from the project site. All offsite and offsite roadway improvements would be designed consistent with City of Santee roadway design standards and conditions specified by the City of Santee Fire Department, as subject to City review and approval, prior to issuance of a grading permit. All project roadway improvements would be designed to ensure that emergency vehicles are able to adequately maneuver along all onsite roadways and to access all areas of the site (and offsite neighboring properties) without impediment. As such, a **less than significant impact** with regard to emergency access would occur.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

16f. Response: *(Source: City of Santee General Plan 2020, Circulation Element; Santee Fire Department (website); Google Earth, 2016)*

Existing sidewalks are present along both sides of Magnolia Avenue within the project vicinity; a sidewalk is present along portions of the eastern side of Cottonwood Avenue adjacent to the project frontage.

The *City of Santee Bicycle Master Plan* (adopted October 2009) identifies the City's existing and planned bicycle network and provides guidance for future expansion and maintenance of the system. Bike lanes are present along both sides of Magnolia Avenue in the project vicinity. No bike lanes are present along Cottonwood Avenue or Claudia Lane. The *Bicycle Master Plan* identifies a planned regional bike trail to the south of the site, adjacent to the San Diego River and the southern boundary of the project site. A Class 2 bike lane is planned along Cottonwood Avenue (includes along the project frontage).

Bus service for the project site within the City of Santee is provided served by the Metropolitan Transit Service (MTS). The site is served by Route 835, which runs along Magnolia Avenue. Existing bus stops are provided just to the north of the site at Magnolia Avenue and Frank Lane, and to the south of the site at Magnolia Avenue and Riverview Parkway. MTS also operates trolley service for the San Diego region. The closest trolley line to the project site is the Green Line, which extends to the Santee Town Center located to the southeast of the site.

The project would be consistent with the City's desire to encourage the use of alternative means of transportation both locally and regionally through linkage to other alternative transportation networks. All interior private streets would be constructed to provide a 4-foot wide paved sidewalk along both sides of the road to encourage pedestrian movement; refer to *Figure 5, Tentative Tract Map*. Improvements proposed along Cottonwood Avenue would include provision of a 5.5-foot wide sidewalk along one side of the road along the project frontage. For Public Road A, a 5-foot wide bike lane would be provided on both sides of the roadway and a 6-foot wide sidewalk would be provided on one side of the road, along the project frontage. No improvements are proposed along Magnolia Avenue with the project.

Additionally, the proposed floodway buffer onsite includes construction of a public 14-foot wide multi-use trail and two river outlooks that would be constructed by the project applicant and maintained by the City of Santee. The multi-use trail would connect to Magnolia Avenue and the existing Walker Preserve Trail to the east of the project site. The multi-use trail would parallel the San Diego River.

As such, it is not anticipated that the project would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. **No impact** would occur.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

17. UTILITIES AND SYSTEM SERVICES

Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐

17a. **Response:** *(City of Santee General Plan 2020; City of Santee General Plan Final Master EIR - Section 5.4, Public Facilities, Services, and Utilities; City of Santee Municipal Code; Appendix J, PDMWD Water and Sewer Will Serve Letters)*

Treatment of wastewater generated at the site is currently provided by the Padre Dam Municipal Water District (PDMWD). According to the General Plan Final Master EIR, taking into account the City's projected population in 2020, as well as the populations of other areas they serve, PDMWD projects the year 2020 daily wastewater generation rate to be 7.5 million gallons per day (mgd), which has indicated it is prepared to manage. Padre Dam Municipal Water District provided a will serve letter dated April 12, 2016 indicating that the proposed project is within the district and facilities to serve the project are reasonably expected to be available within the next 5 years based on the capital facility plans of the district. PDMWD district conditions as attached in the PDMWD will serve letter are required for development of the project site; refer to *Appendix J*. With enforcement of the PDMWD standard conditions, the project will have a **less than significant impact** with regard to exceeding wastewater treatment requirements.

STANDARD CONDITIONS AND REQUIREMENTS

1. The project shall comply with PDMWD District Conditions for sewer improvements as attached to *Appendix J*.

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?	☐	☐	☒	☐

17b. **Response:** *(Source: City of Santee General Plan 2020; City of Santee General Plan Final Master EIR - Section 5.4, Public Facilities, Services, and Utilities; City of Santee Municipal Code; Appendix J, PDMWD Water and Sewer Will Serve Letters)*

Refer to Response 17a), above. The proposed project would result in a Specific Plan amendment on the property from Office Professional to Residential. Water efficient appliances (i.e. number of toilets and sinks, low-flow toilets, automatic faucets, etc.) and type of landscaping (i.e. xeriscaping, use of drought-tolerant native plants, etc.) and irrigation techniques would influence the overall water demand generated by future development onsite.

The PDMWD will be capable of providing adequate water and wastewater service for anticipated buildout of the General Plan. Further, the Final Master EIR indicates that PDMWD will be capable of serving the year 2020 population (buildout) of the City. Additionally, PDMWD has prepared an Urban Water Management Plan

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

(UWMP) which took into account the 2020 population of the City. The Plan indicates that the PDMWD would be capable of serving this future population.

Padre Dam Municipal Water District provided a will serve letter for both water and sewer dated April 12, 2016 indicating that the proposed project is within the district and facilities to serve the project are reasonably expected to be available within the next 5 years based on the capital facility plans of the district; refer to *Appendix J*.

PDMWD district conditions as attached in the PDMWD water will serve letter and sewer will serve letter are required for development of the project site; refer to *Appendix J*.

With the enforcement of the PDMWD standard conditions, the project will have a **less than significant impact** with regard to the construction of new water or wastewater treatment facilities, or the expansion of existing facilities.

STANDARD CONDITIONS AND REQUIREMENTS

1. The project shall comply with PDMWD District Conditions for sewer as attached herein; refer to *Appendix J*.
2. The project shall comply with PDMWD District Conditions for water as attached herein; refer to *Appendix J*.

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?	☐	☐	☒	☐

17c. Response: *(Source: Storm Water Quality Management Plan; City of Santee General Plan 2020; City of Santee General Plan Final Master EIR - Section 5.4, Public Facilities, Services, and Utilities; City of Santee Municipal Code)*

The reader is referred to Issue d) in subsection 9, *Hydrology and Water Quality*, for further discussion of the existing and proposed drainage on the site. Project site runoff will convey, via curb and gutter, to the proposed biofiltration areas. The proposed storm drain will be installed to convey runoff from the biofiltration areas to the proposed outfalls located along the southerly project boundary. All proposed drainage improvements would be constructed on the project site. As such, impacts related to their construction are considered throughout this document as part of the proposed project and mitigated when applicable. Therefore, this impact would be **less than significant**.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 664737 (SB 221).	☐	☐	☒	☐

17d. **Response:** *(Source: City of Santee General Plan 2020; City of Santee General Plan Final Master EIR - Section 5.4, Public Facilities, Services, and Utilities; City of Santee Municipal Code; Appendix J, PDMWD Water and Sewer Will Serve Letters)*

Refer to Response 17b), above. The project site would be served by the Padre Dam Municipal Water District (PDMWD) for water supply. The PDMWD has indicated in a Project Facility Availability Form dated April 12, 2016 that facilities for water are available to serve the project.

The PDMWD prepared a letter reporting Water Availability in Santee for the proposed project. This letter states that the district and facilities to serve the project are reasonably expected to be available for the next 5 years based on the capital facility plans of the PDMWD; refer to *Appendix J*.

No new water or facilities are required to serve the project. Impacts would be **less than significant**.

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?	☐	☐	☒	☐

17e. **Response:** *(Source: Appendix J, PDMWD Water and Sewer Will Serve Letters)*

See Responses to 17a) and 17b), above. The proposed project will not exceed the wastewater treatment provider's ability to adequately provide service to the project area.

Therefore, a **less than significant impact** will occur with regard to 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.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐

17f. **Response:** *(Source: City of Santee General Plan 2020; CalRecycle DRS Disposal Rates, 2014; Department of Finances, E-5 Population rates)*

The City of Santee currently contracts with Waste Management, Inc. for the provision of solid waste management services for residential uses. The majority of solid waste from the City of Santee is taken to the Sycamore Landfill, located approximately 3.9 miles to the west of the subject site. A minor amount of refuse is taken to a local transfer station, and ultimately to the Otay Landfill, located approximately 27.2 miles to the southwest of the site in the City of Chula Vista. As of February 2011, the Sycamore Landfill had a remaining capacity of 42,246,551 cubic yards (c.y.) of a maximum permitted capacity of 71,233,171 c.y. Closure of the Landfill is anticipated to occur in October 2031.

The California Department of Resources Recycling and Recovery (CalRecycle) collects and maintains data that records the rate of solid waste disposal at local, regional, and Statewide levels. CalRecycle inputs this data into the Disposal Reporting System (DRS), which is used to determine per capita disposal rates as well as other solid waste disposal statistics. The most current data available (2014) from the CalRecycle DRS assigns a disposal rate in the City of Santee of 40,396 tons per/year to the residents of Santee (CalRecycle 2014). The City's 2014 population of 55,658 indicates that each resident has a disposal rate of approximately 0.75 tons per/year. Using the CalRecycle DRS disposal rates for California residents, the 188 residents of the proposed project may be expected to generate 141 tons per/year of solid waste. This incremental generation is well within the capacity of the Sycamore Landfill, and impacts would be **less than significant**.

g) Comply with federal, State, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

17g. **Response:** *(Source: City of Santee General Plan 2020; City of Santee General Plan Final Master EIR - Section 5.4, Public Facilities, Services, and Utilities; CalRecycle – Sycamore Landfill (37-AA-0023), http://www.calrecycle.ca.gov/SWFacilities/Directory/37-AA-0023/Detail/, Accessed January 10, 2015; CalRecycle - Otay Landfill (37-AA-0010), http://www.calrecycle.ca.gov/SWFacilities/Directory/37-AA-0010/Detail/, Accessed January 10, 2015; City of Santee Municipal Code)*

Under the California Public Resource Code, the California Integrated Waste Management Act of 1989 (AB 939) requires local jurisdictions to divert a minimum of 50% of all solid waste generated (by January 1, 2000). The California Green Building Code also requires the diversion of a minimum of 50% of non-hazardous construction and demolition debris for all projects, and 100% of excavated soil and land clearing debris for all non-residential projects (as of January 1, 2011). The City adheres to these reduction requirements and implements its Solid Waste Ordinance #339-A which follows State regulations for solid waste and recycling and governs project development and long-term solid waste management. In addition, development on the project site would be subject to the Solid Waste Reuse and Recycling Access Act of 1991. The act requires that adequate areas be provided for collecting and loading recyclable materials such as paper products, glass, and other recyclables.

Furthermore, construction and/or demolition activities required for development on the subject property will be required to conform to all applicable local, State, and federal solid waste disposal regulations, including the

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

California Green Building Code. Further, as stated above, the City's General Plan Final Master EIR indicates that adequate landfill capacity is available at the Sycamore and Otay Landfills to accommodate the City's solid waste needs at buildout.

Compliance with the required standard conditions will allow any solid waste impacts resulting from residential development to be **less than significant**.

18. 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, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

18a. **Response:** *(Source: City of Santee General Plan 2020; City of Santee General Plan Final Master EIR – Chapter 5.6, Biological Resources, and Chapter 5.12, Cultural Resources - Figure 5.12-1, Potential Cultural Resource Sensitivity Map; Appendix B, Biological Resources Technical Memorandum, prepared by Michael Baker International; Initial Study Checklist, prepared by Michael Baker International)*

Per the instructions for evaluating environmental impacts in this Initial Study, 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, 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 were considered in the response to each question. In addition to project specific impacts, this evaluation considered the projects potential for significant cumulative effects. Resources that have been evaluated as significant would be potentially impacted by the project, particularly biological and cultural resources; however, mitigation has been included that clearly reduces these effects to **less than significant**. As a result of this evaluation, there is no substantial evidence that, after mitigation, significant effects associated with this project would result. Impacts would be **less than significant with mitigation incorporated.**

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) 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 projects, and the effects of probable future projects).	☐	☒	☐	☐

18b. Response: *(Source: City of Santee General Plan 2020; City of Santee General Plan Final Master EIR – Chapter 6.0, Cumulative Impacts; Initial Study Checklist, prepared by Michael Baker International)*

Table 18-1 provides a list of past, present, and future development projects identified as past, reasonably foreseeable, and/or future development occurring within the project area. The development of these projects has been considered in combination with the proposed project, to evaluate the potential for the project to contribute to a cumulatively considerable significant impact on the environment. A variety of land uses are proposed with such projects; however, the land uses are predominately residential in nature, similar to the proposed project. On a cumulative level, such development projects may have the potential to contribute to potentially significant environmental impacts.

As identified in the analysis herein, the project would have the potential to contribute to potentially significant air quality, greenhouse gas emissions, and noise on a cumulative level. Similar to the development projects shown in *Table 18-1*, the project has been evaluated against the applicable thresholds and mitigation measures are identified to ensure that project-related impacts are reduced to less than significant. Although the project would have the potential to contribute to cumulative impacts relative to air quality, GHG emissions, and noise, project mitigation proposed would minimize the potential for the project to substantially contribute to such effects on a cumulative level. Further, all area development projects would require evaluation as to determine their potential to substantially contribute to a significant cumulative effect relative to air quality. GHG emissions, and noise, and to identify proper mitigation measures to reduce such effects to the extent feasible.

Due to the nature and size of the proposed project, it is not anticipated that public utilities or services would be substantially affected, and that such resources would be available and adequate to serve the project without generating substantial new demand and/or the need for the new or expanded public services of facilities to serve the community, in combination with other pending and future development in Santee. Additionally, mitigation is proposed to require signalization of the Magnolia Avenue/Public Road A intersection (consistent with improvements anticipated in the General Plan Circulation Element) to reduce the potential for the project to contribute to future effects on the intersection and to ensure that the intersection continues to operate efficiently over the long-term.

Due to the previously-disturbed/developed nature of the project site, the potential for biological resources or unknown cultural and/or Tribal cultural resources is considered to be low; however, the project proposes mitigation to ensure protection of any such resources during project development. All future development projects shown in *Table 18-1* would be subject to conformance to local, State, and federal requirements, as well as the City's discretionary process, to determine if such development would have the potential to contribute to cumulatively considerable environmental impacts. Impacts would be **less than significant with mitigation incorporated.**

Table 18.1. Cumulative Projects

Date Received	Case No.	Applicant	Project Location	APN	Zone	Description of Proposal	Status
Conditional Use Permits							
09/27/16	P2016-2	BTW DEVELOPMENT	8708 Cottonwood Ave	384-370-10-00	IL	90,000 S.F. Building for RV Storage and 24 Mini-Storage Units.	Pending Entitlement
07/28/15	P2015-4	ROCKVILL SELF STOPRAGE	10775 Rockvill St	384-470-0-4-00	IL/GC	New 91,000 Sq. Ft. Self-Storage Facility	Approved 10/14/15 - Not Built
11/17/16	P2016-3	RAISING CANES	8867 Cuyamaca St	384-041-43	CG	3,823 S.F. Fast Food Restaurant With Drive-Thru	Pending Entitlement
Development Review Permits							
08/13/03	DR03-06	ABBAS RASTANDEH	8525 Mesa Road	3862604200	R-2/H	4 Lot Residential Subdivision	Approved 8/25/04 - Not Built
07/01/04	DR04-11	OTHMAN YOUSIF	8943-53 Magnolia Ave.	364-112-12, 13 & 14	R-14	Magnolia Townhomes - TM and DR for 10 Condos	Approved 8/24/05 - Not Built
04/20/05	DR05-07	ANDY HSU & ASSOCIATES	Marrokal Lane	383-112-33 & 34	R7	24 Attached Multifamily Residential Units	Approved 3/14/07 - Not Built
12/06/06	DR06-19	GA DEVELOPMENT LLC	East Side of Summit Avenue	378-190-02	R1-A	6 Lot Residential Subdivision	Approved 5/23/07 - Not Built
09/13/05	DR05-24	D'LAZIO	8429, 8439, 8441 Fanita Drive	386-330-22 & 23	R2	D'lazio - 20 Condominiums and Rezone/GPA from R2 To R7	Approved 8/23/06 - Under Construction
12/08/05	DR05-29	GREG BROWN	9432-9440 Slope St and 8530-8548 Rhone Rd	384-211-10,-11 & 384-222-05,-06,07	R2	East County Estates - TM and DR for 17 Single-Family Lots	Approved 7/12/06 - Under Construction
12/9/05	DR05-30	NICK LATANZIO	8850 Olive Lane	384-330-08	R-14	Las Olivitas - TM and DR for 18 Residential Condominiums	Approved 6/14/06 - Not Built
03/30/06	DR06-05	GREG BROWN/NORTHWEST DEVELOPMENT CO.	9437 Pryor Drive	384-202-03	R2	Pryor Glen - 6 Unit Residential Subdivision	Approved 7/12/06 - Not Built

Table 18-1, continued

Date Received	Case No.	Applicant	Project Location	APN	Zone	Description of Proposal	Status
10/06/06	DR06-13	SANTEE HILLS LP, ED BAILEY	Northern Terminus of Cuyamaca Street	378-140-04,10,13,21,22,23,24	R1, R1-A, R2	Santee View Estates - 27 Lot Residential Subdivision	Approved 11/12/08 - Not Built
12/27/06	DR06-20	RICHARD ING (GRABHORN ENGINEERING)	Woodside Terrace (Approx. 11569 Woodside Avenue)	382-310-33	R2	4-Lot Residential Subdivision	Approved 10/10/07- Not Built
03/12/07	DR07-03	TYREE & VIDOVICH INVESTMENTS, LLC	8645 Fanita Drive	386-050-08	R2	4-Lot Residential Subdivision	Approved 6/27/07 - Not Built
03/15/07	DR-07-04	MARK AND LAURIE MILLER	8504 Atlas View Drive	384-221-51	R2	4-Lot Residential Subdivision	Approved 10/10/07- Not Built
07/03/08	DR08-05	MICHAEL WEHAB (WALSH ENGINEERING)	9130 Shadowhill Road	385-010-03	R1	Three Lot TPM and Construction of 3 New SFD	Approved 1/26/11 - Not Built
11/25/13	DR2013-2	SAN DIEGO CHRISTIAN COLLEGE	Town Center Parkway (Mixed Use Site)	381-050-76	TC	128 Apartments	Approved 8/27/14 - Not Built
08/12/14	DR2014-5	CITY VENTURES	383-021-03, -04, -07	383-021-03, -04, -07	R-14	50 Multi-Family Units With Tentative Map	Approved 1/28/15 - Under Construction
12/12/14	DR2014-7	HEANEY PROPERTIES LLC	NWC Carlton Oaks And East Heaney Circle	380-202-08	R-7 (Change to R-14)	Santee Townhomes. 10 Townhome Units with a Proposed Rezone from NC to R-14.	Approved 1/28/15 - Not Built
01/12/15	DR2015-1	MICHAEL GRANT	Renzulli Site	383-112-05, 28	P/OS (change to R-7)	Prospect Fields - 75 Unit Multifamily Detached	Approved 11/18/15 - Under Construction
03/09/15	DR2015-3	VISION SYSTEMS BUILDING	11322 Woodside Ave	381-170-66 & 68	IL	New 86,697 Sf Industrial Building With 59,112 Sf Outdoor Storage Area	Approved 2/10/16 - Under Construction
04/15/15	DR2015-4	WATT COMPANIES (BRAVERMAN RADIO TOWER SITE)	10635 Braverman Dr.	381-160-73	R2	River Village - Single Family Residential, 82 Units	Approved 1/27/16 - Under Construction

Table 18-1, continued

Date Received	Case No.	Applicant	Project Location	APN	Zone	Description of Proposal	Status
5/27/15	DR2015-6	INFILL DEVELOPMENT COMPANY	8646 Caribbean Way	383-260-40, 383-260-41	R7	Tentative Subdivision Map for the Creation of 14 Lots with 11 Residential Lots for Single-Family Homes (Robinson Lane)	Approved 9/28/16 - Not Built
07/15/15	DR2015-8	VILLAGE RUN HOMES LLC	Buena Vista & Mission Greens	384-042-22-00 384-042-23-00	R-14	New Subdivision of 40 Dwelling Units	Pending Entitlement
07/17/15	DR2015-9	MISSION TRAILS COLLECTION (MIDDLE PARCEL)	8758 Bushy Hill Dr.	383-021-06-00	R-14	Part 2 of "Santee 50" Consisting of 10 D.U.	Approved 1/27/16 - Under Construction
07/27/15	DR2015-10	RYAN COMPANIES	NE Corner Of Cuyamaca Street & Town Center Pkwy	381-050-64-00	TC	Brewery, Warehouse, Tasting Room, & Restaurant 112,580 SF of Total Construction	Approved 12/17/15 - Not Built
08/14/15	DR2015-11	HATTIE DAVISON PROPERTIES	7927-7941 Mission Gorge Road	383-260-75-00 /383-260-76-00	GC	113 DU Condominium Project	Approved 10/28/15 - Not Built
08/25/15	DR2015-12	JIMMY VO FOR FRANK COZZA	9941 Prospect Ave.	384-190-54	IG	5,667 Sq. Ft. Addition to Two Existing Buildings.	Pending Entitlement
6/15/16	DR2016-2	SAM-SANTEE, LLC (MASTERCRAFT HOMES GROUP)	NW Corner Of Magnolia Ave. And Chubb Ln.	381-160-41, -46, and -63	TC-GC	Walker Trails -- 67-Unit Detached Condominium Subdivision	Pending Entitlement
6/16/16	DR2016-3	SANTEE SENIOR RETIREMENT	Lantern Crest Villas	384-142-31	R22	12 Units	Pending Entitlement
07/08/16	DR2016-4	M. GRANT REAL ESTATE INC.	8600 Block Of Prospect Ave.	383-112-55-00	R2	24-Lot/23 D.U. Subdivision. Rezone to R7.	Pending Entitlement
09/20/16	DR2016-5	BALRAMKRISHNA TALWAR	8842 Olive Lane	384-020-04	R14	8 Unit Condominium Subdivision of a 0.5 Acre Site	Pending Entitlement
11/22/16	DR2016-6	RAYO WHOLESALE	8812 Graves Avenue	382-320-04	IL	4,980 S.F. Warehouse Addition	Pending Entitlement
General Plan Amendments							
12/22/14	GPA2014-5	SANTEE SCHOOL DISTRICT	10335 Mission Gorge Road	384-091-01,13,14	P/OS	Change 5.06 Acre Area From P/OS to GC	Approved 9/9/15 - Not Built
Minor Revisions							
10/01/15	MR2015-8	COSTCO	101 Town Center Parkway	381-041-19	TC	New Fuel Facility Canopy, Installation of 11 Dispensers, Underground Storage Tanks, and Associated Parking/Landscape Relocation	Pending Entitlement

Table 18-1, continued

Date Received	Case No.	Applicant	Project Location	APN	Zone	Description of Proposal	Status
04/12/16	MR2016-5	ASHMORE DENTAL	9480 Cuyamaca Street	381-682-24	GC	New 5,110 S.F. Single Story Dental Office	Approved 1/20/16 - Not Built
10/14/16	MR2016-9	CARLTON HILLS LUTHERAN CHURCH	9735 Halberns Blvd.	380-55-037	R2	960 S.F. Modular Classroom for Preschool	Approved 12/21/16 - Not Built
11/17/16	MR2016-10	SANTEE FOOD BANK	9735 Halberns Blvd.	380-55-037	R2	1,913 S.F. Modular Building for Santee Food Bank	Approved 1/10/17 - Not Built
Major Revisions/Other							
N/A	CITY OF SAN DIEGO	PARDEE HOMES	NW Corner Of West Hills Parkway And Medina Drive	VARIOUS	East Elliott	Castlerock - 415 Detached Dwelling Units	Approved - Under Construction
09/09/10	MJR2010-1	WALMART	170 Town Center Parkway	391-040-36, 37	TC	Expansion of Existing Walmart Store By 50,000 Sq. Ft.	Pending Entitlement
09/03/14	MJR2014-1	CAMERON MOBILE ESTATES	8712 Magnolia Ave.	384-280-16	GC/R2	Major Revision (and Rezone) to Expand Mobile Home Park by 16 Spaces	Approved 5/27/15 - Under Construction
05/16/16	MJR2016-1	CALVARY CHAPEL	10920 Summit Ave	378-220-08	R1A	9,263 Sq. Ft. Church Expansion	Pending Entitlement
07/15/16	PA2016-4	HOME FED FANITA LLC	Fanita Ranch	VARIOUS	PD	Master Planned Development for Approximately 2,900 Residential Units	Pending Entitlement

Source: City of Santee Development Services Department. Received February 15, 2017.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

18c. Response: *(Source: City of Santee General Plan 2020; City of Santee General Plan Final Master EIR; Initial Study Checklist, prepared by Michael Baker International)*

The proposed project would result in physical construction of residential uses for new and future residents of Santee. Recreational amenities and infrastructure improvements will also be constructed. All proposed development would be subject to review by City staff and the affected agencies to ensure that such development conforms to City goals, policies, and ordinances relative to the provision of adequate public health and safety objectives identified in the City of Santee General Plan and Municipal Code.

Due to the nature of the proposed uses, the project may have the potential to adversely affect human beings through accidental release or spill of hazardous materials or substances (i.e. diesel fuel, hydraulic oil, grease, solvents, adhesives, paints, and/or other petroleum based products) during construction or operation. Through mandatory compliance with applicable local, State, and federal safety standards for the safe handling and use of hazardous materials, including implementation of a required SPCCP, such potential impacts would be less than significant. As described in *Section 8, Description of Project*, and elsewhere herein, implementation of the Reclamation Plan (RP88-01) will ensure that all known hazardous conditions onsite are remediated and all existing structures are demolished and removed prior to (and independent of) any grading or construction activities associated with the proposed project. Mitigation and/or avoidance measures have been identified to reduce potential short-term and/or long-term impacts resulting from air quality (i.e. fugitive dust), GHG emissions, and noise to ensure that adverse effects to the public do not occur. Therefore, the project is not expected to have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. Impacts would be **less than significant with mitigation incorporated**.

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

18d. Response: *(Source: City of Santee General Plan 2020; City of Santee General Plan Final Master EIR; Initial Study Checklist, prepared by Michael Baker International)*

All proposed development would be subject to review by City staff and the affected agencies to ensure that development conforms to relevant City goals, policies, and ordinances relative to the provision of adequate public health and safety objectives identified in the City of Santee General Plan and Municipal Code.

As stated previously, all remediation requirements identified in the Reclamation Plan for the subject property will be completed in the near future, prior to and independent from implementation of the proposed project (with exception of long-term habitat restoration monitoring). Therefore, no potentially hazardous conditions relative to site conditions would result in adverse effects on future residents or workers, or other residents in the surrounding area.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

All significant direct and indirect, short-term and long-term, impacts resulting with project implementation will be mitigated to a level of less than significant. Therefore, it is not anticipated that the project would have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. Impacts in this regard would be **less than significant**.

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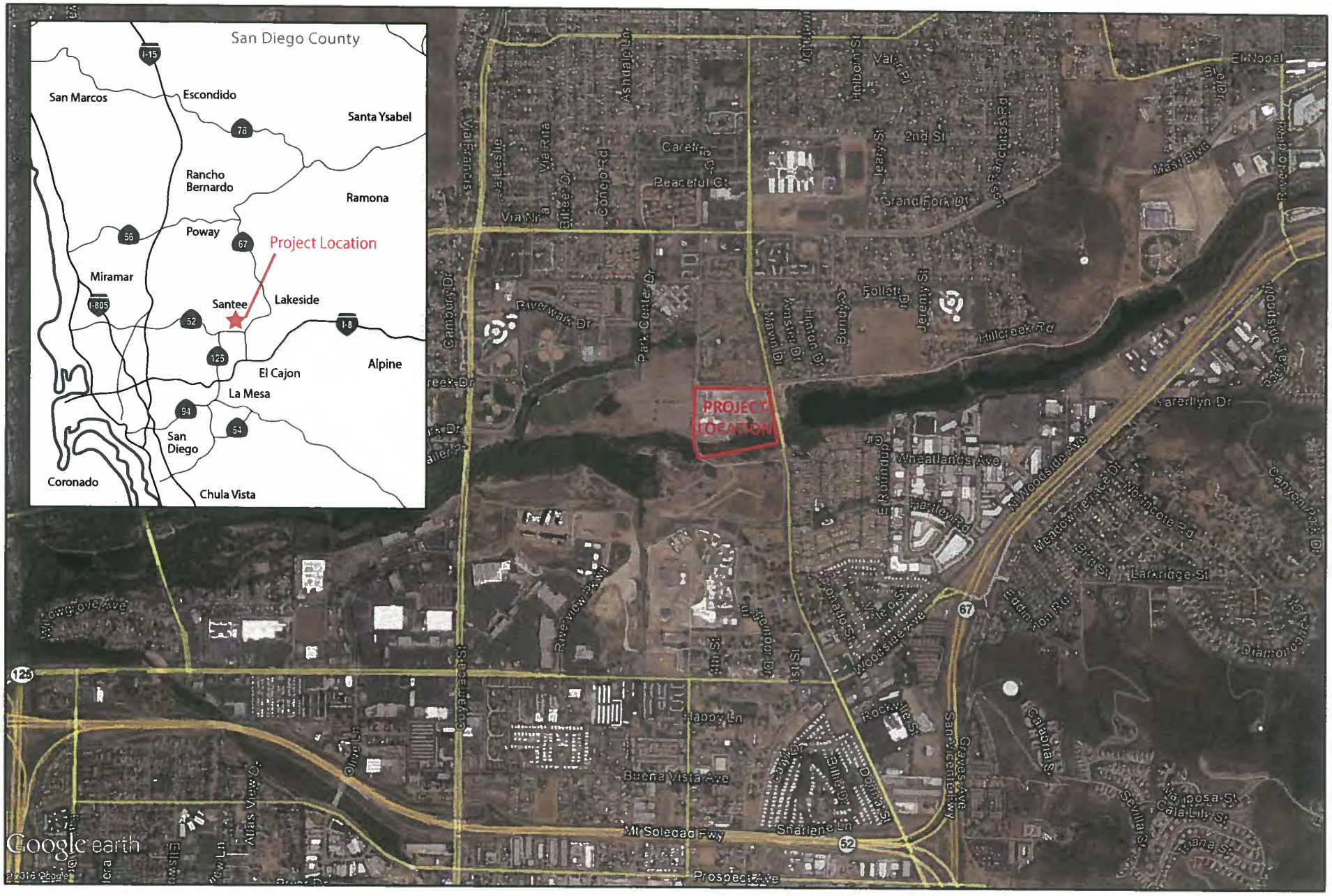

Michael Baker INTERNATIONAL

Source: Yahoo Maps, 2015., Google Earth, 2016.

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Not to Scale

Walker Trails

REGIONAL/LOCAL VICINITY MAP

Figure 1

Michael Baker INTERNATIONAL

Source: Google Earth, 2018.

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Project Site

2 Refers to Photographs on Figure 2B

Walker Trails

AERIAL PHOTOGRAPH/SURROUNDING LAND USES

Figure 2A

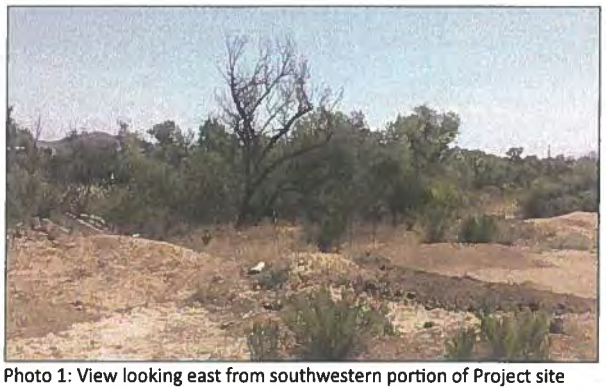


Photo 1: View looking east from southwestern portion of Project site (adjacent to San Diego River).

Photo 2: View looking north from southwestern portion of Project site (adjacent to San Diego River).

Photo 3: View looking west/northwest from northwestern corner of Project site/Cottonwood Ave.

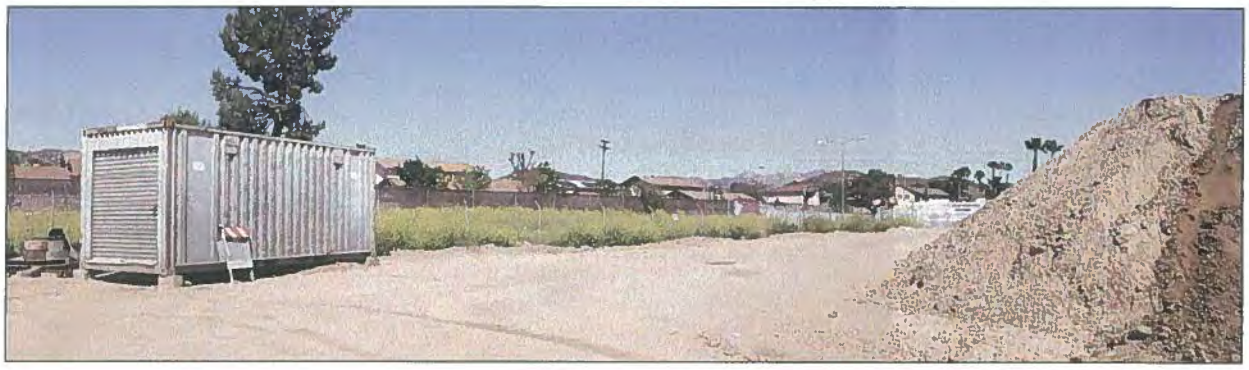


Photo 4: View looking east/northeast from near northern property boundary.

Photo 5: View looking west from underpass along Magnolia Avenue (future proposed trail connection).

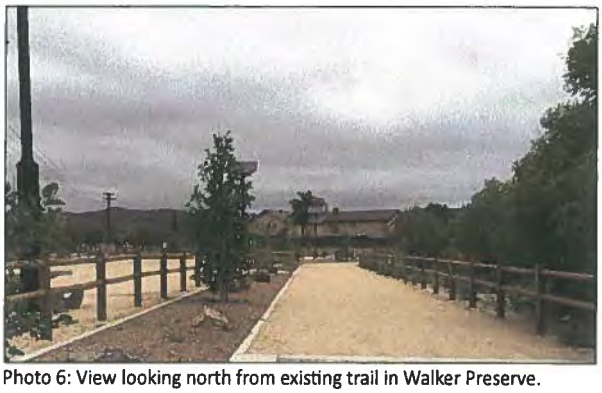
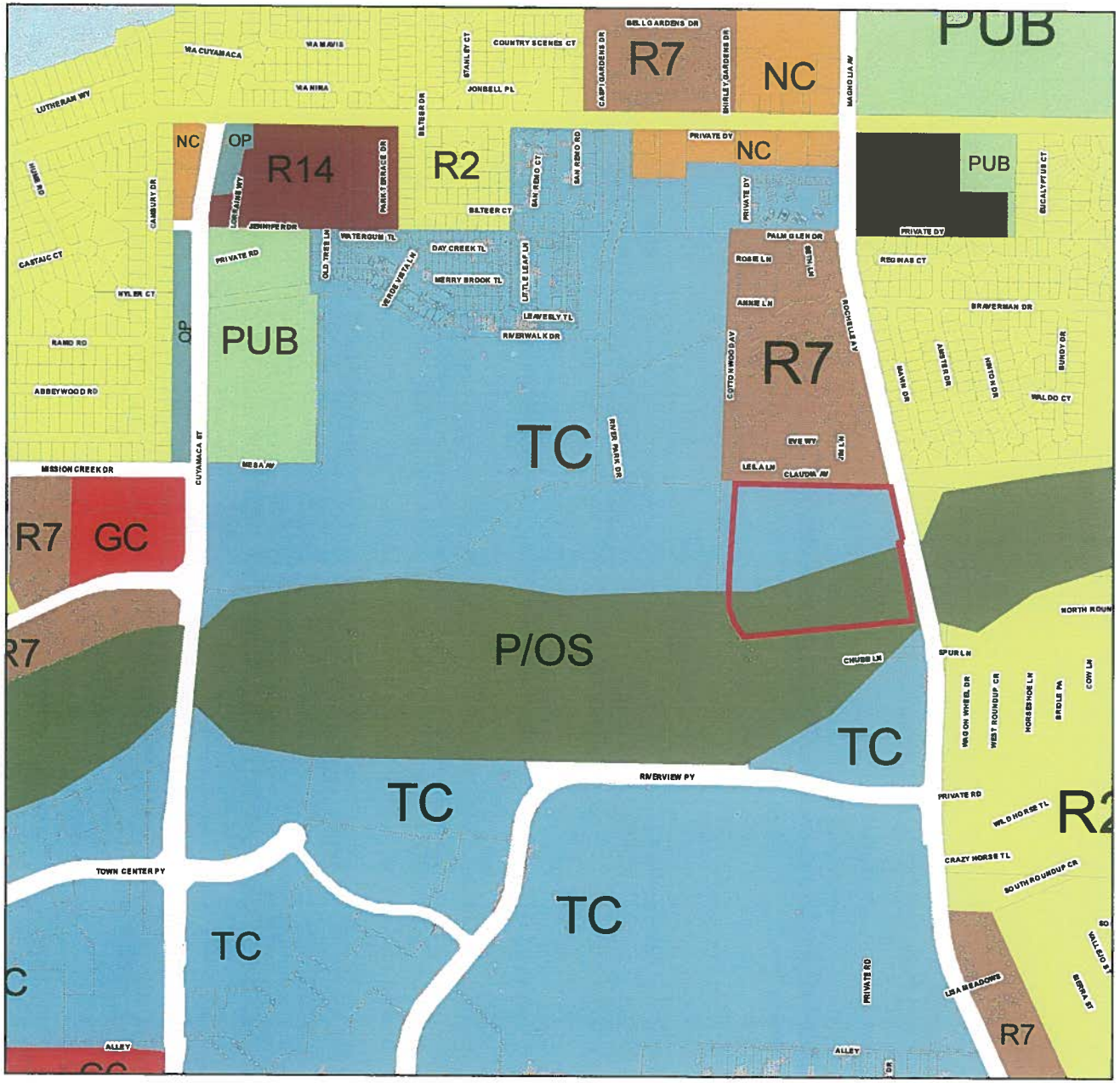


Photo 6: View looking north from existing trail in Walker Preserve.



LEGEND

- HL — Hillside /Limited Residential (0-1 Dwelling Units/Gross Acres)
- R1 — Low Density Residential (1-2 Dwelling Units/Gross Acres)
- R-1A — Low-Medium Density Residential (2-4 Dwelling Units/Gross Acres)
- R2 — Low-Medium Density Residential (2-5 Dwelling Units/Gross Acres)
- R7 — Medium Density Residential (7-14 Dwelling Units/Gross Acres)
- R14 — Medium-High Density Residential (14-22 Dwelling Units/Gross Acres)
- R22 — High Density Residential (22-30 Dwelling Units/Gross Acres)
- R-B — Residential-Business
- OP — Office Professional
- NC — Neighborhood Commercial
- GC — General Commercial
- IL — Light Industrial
- IG — General Industrial
- TC — Town Center
- PD — Planned Development
- P/OS — Park/Open Space
- PUB — Public
- Commercial Overlay (IL/GC)
- Residential-Buisness Overlay (IL/R-B)

* Pre-Zone

New Redevelopment Area

Residential Overlays:

OP/R14, NC/R14, GC/R2, NC/R7, GC/R22

Project Site
Existing Land Use: TC (OP) - P/OS
Proposed Land Use: TC (OP) - P/OS

Michael Baker INTERNATIONAL

Source: City of Santee General Plan Map
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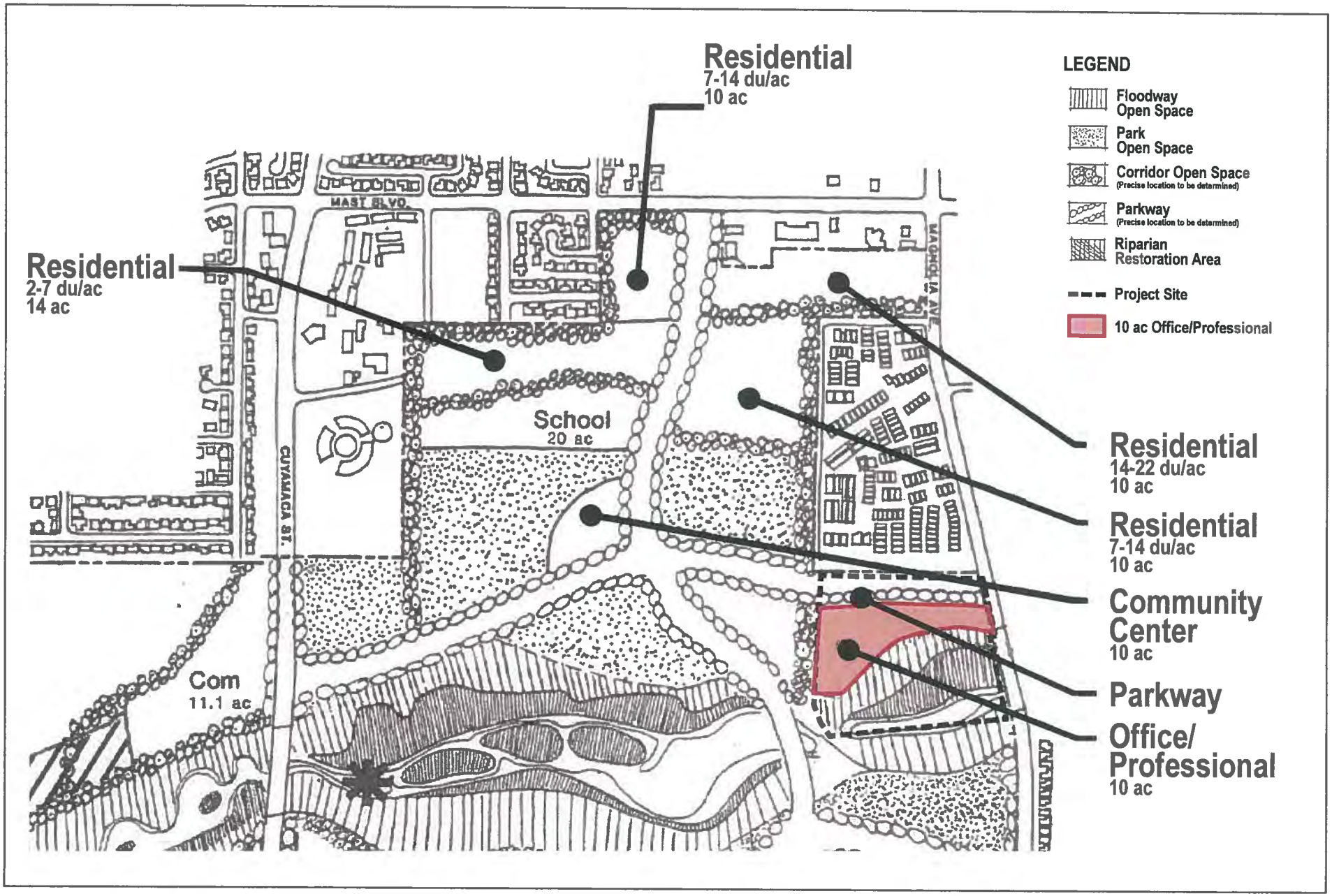
Walker Trails

EXISTING AND PROPOSED GENERAL PLAN LAND USE

Figure 3A



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Source: Town Center Specific Plan, Revised June 1988

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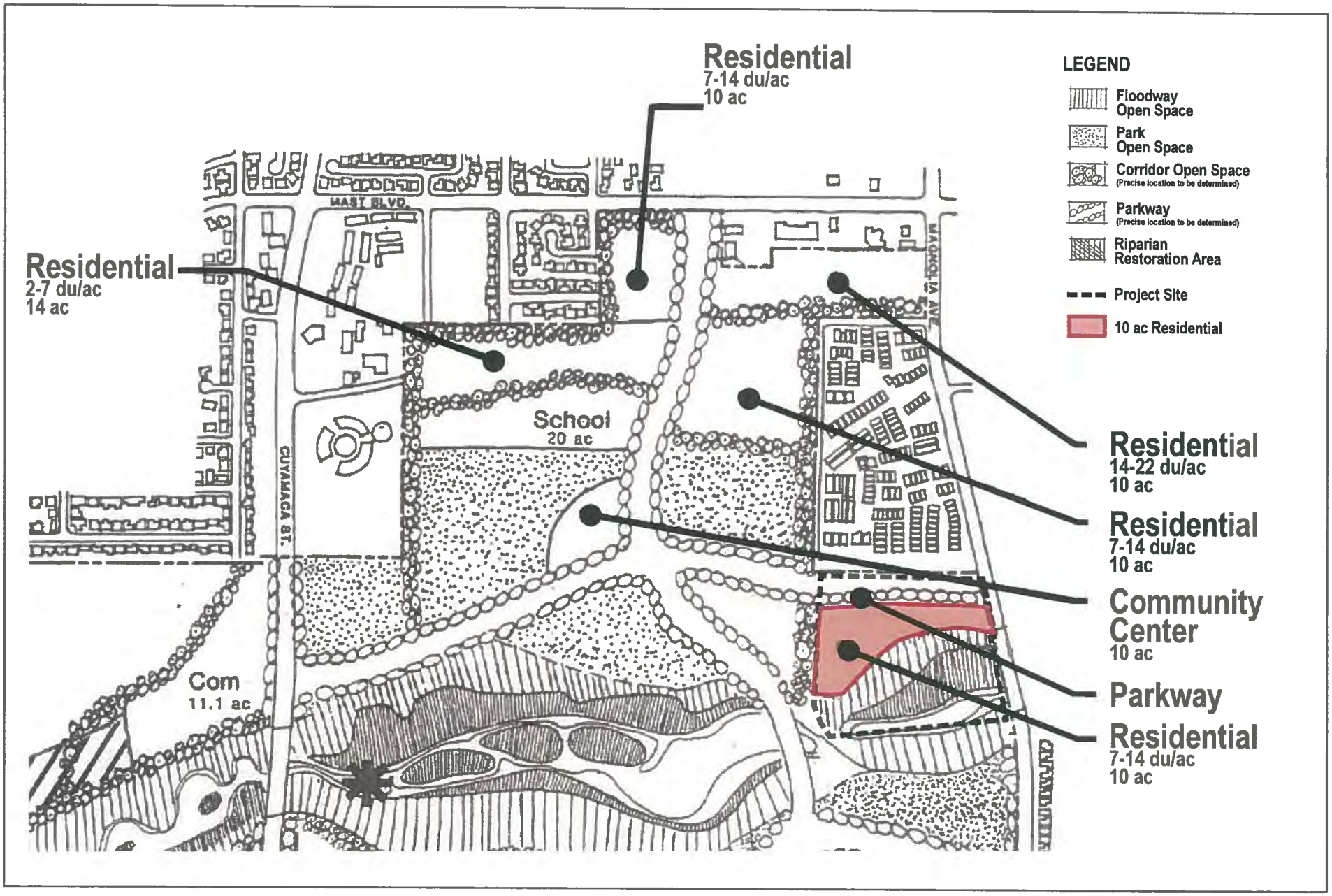
Walker Trails

EXISTING TOWN CENTER SPECIFIC PLAN LAND USE MAP

Figure 3B



Michael Baker INTERNATIONAL

Source: Town Center Specific Plan, Revised June 1988

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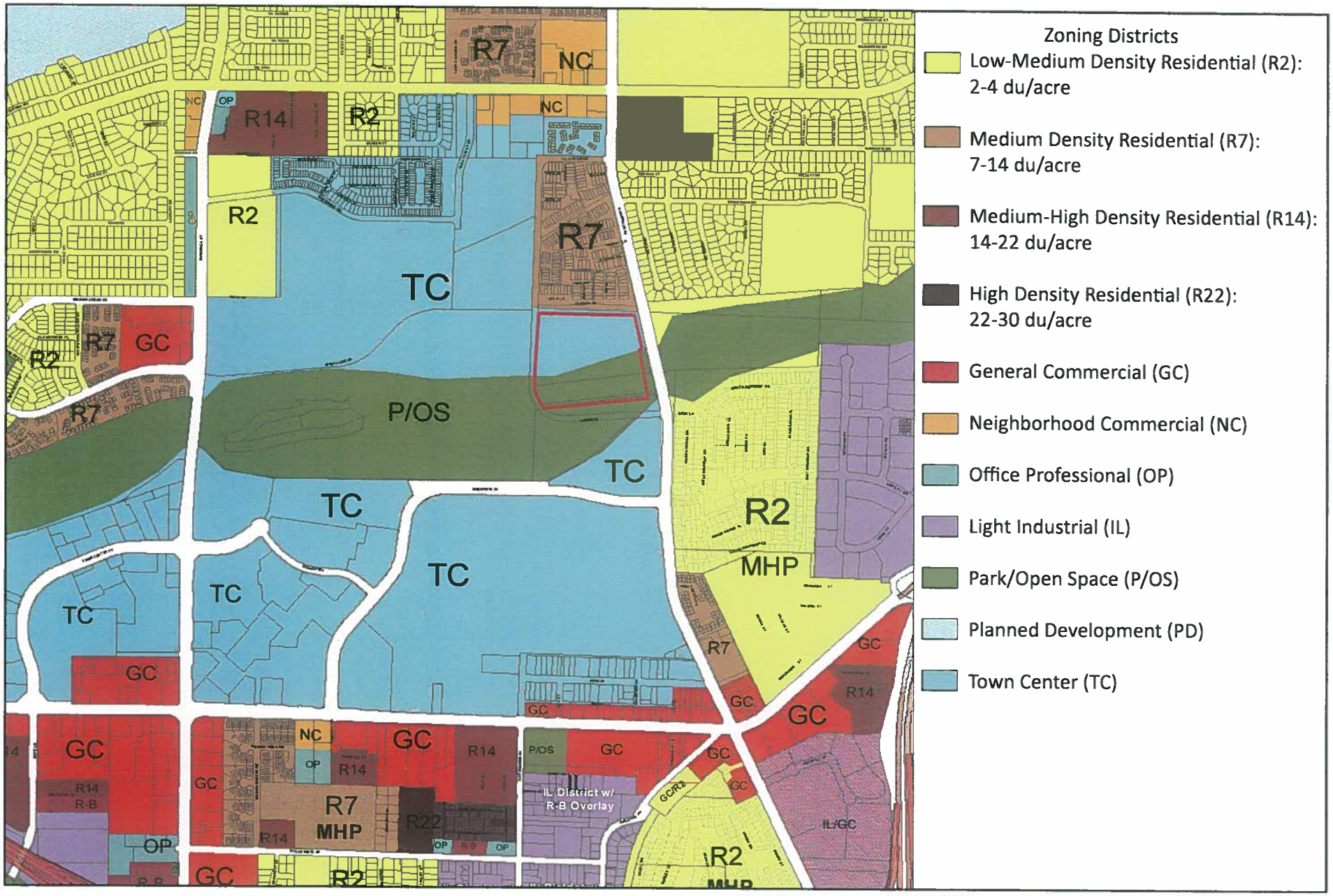
Walker Trails

PROPOSED TOWN CENTER SPECIFIC PLAN LAND USE MAP

Figure 3C



Michael Baker INTERNATIONAL

Source: City of Santee Zoning District Map

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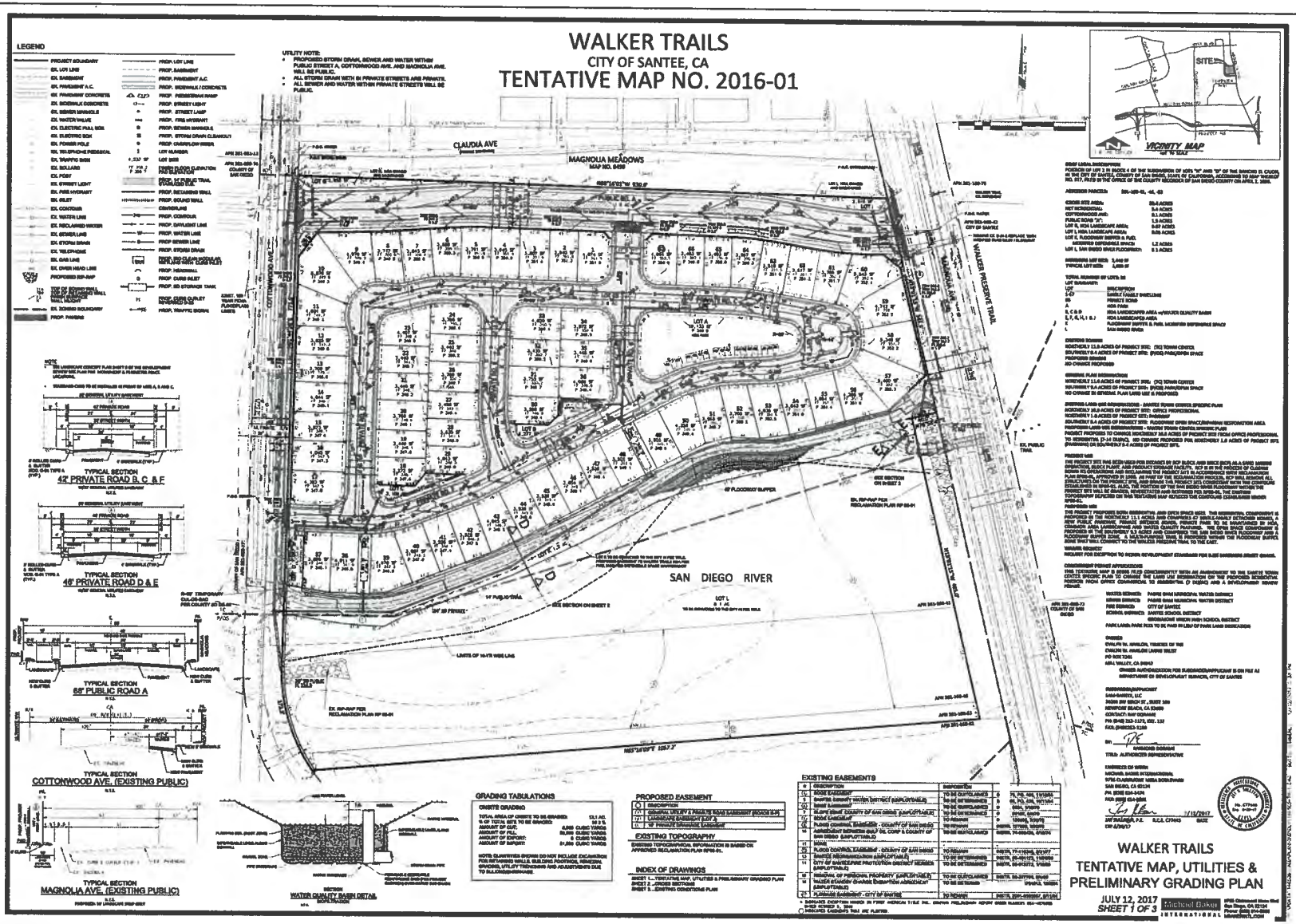
Project Site
Existing Zone: TC(OP) - P/OS
Proposed Zone: No change proposed

Walker Trails

EXISTING AND PROPOSED ZONING

Figure 4



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July 2017
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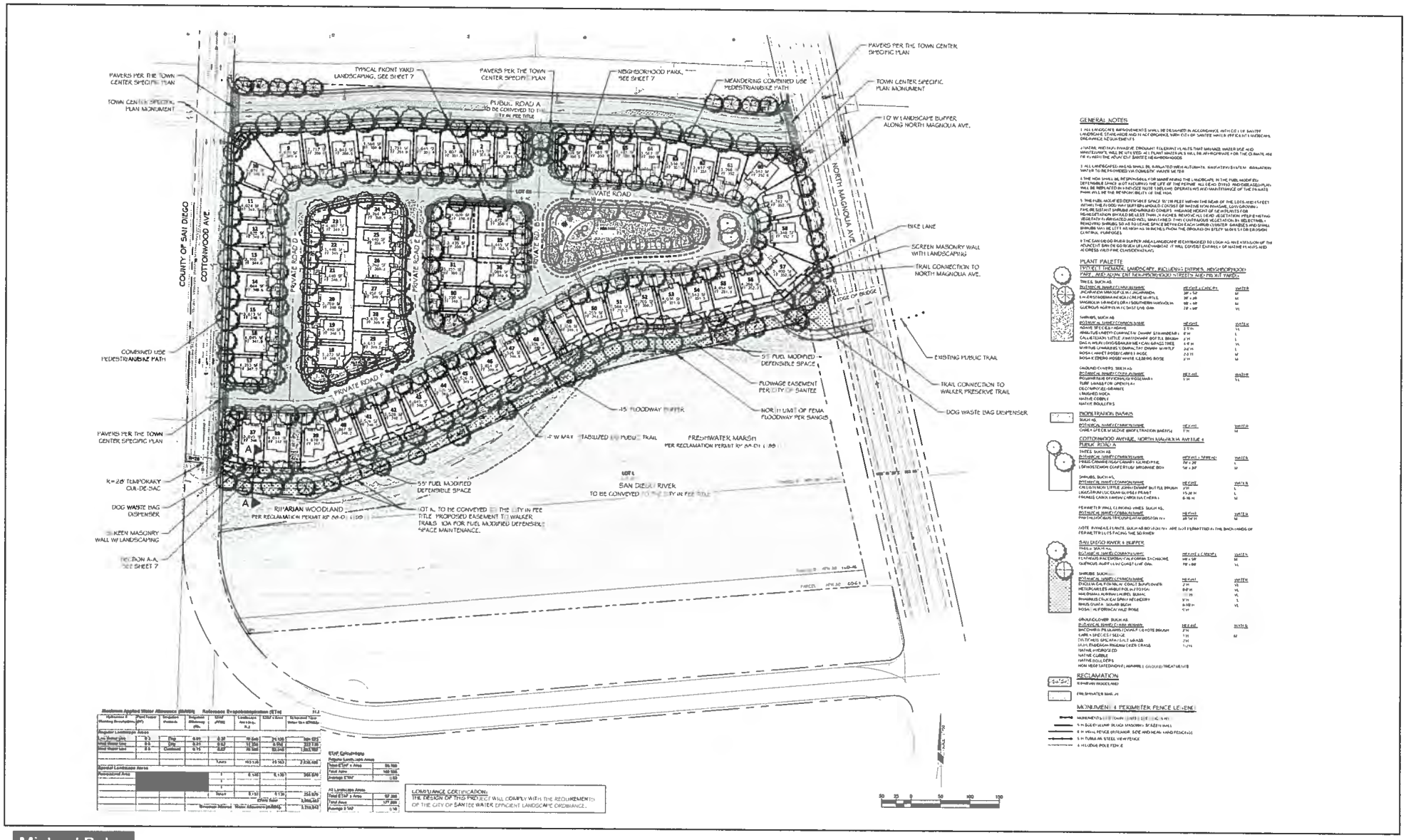
Walker Trails

TENTATIVE TRACT MAP

Figure 5



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Source: 146505\15Figures.indd

Walker Trails

CONCEPTUAL LANDSCAPE PLAN

Figure 6

Main project entrance off parkway

Street scene with park

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Walker Trails

VISUAL SIMULATIONS

Figure 7

Typical street interior

Southwest corner looking east

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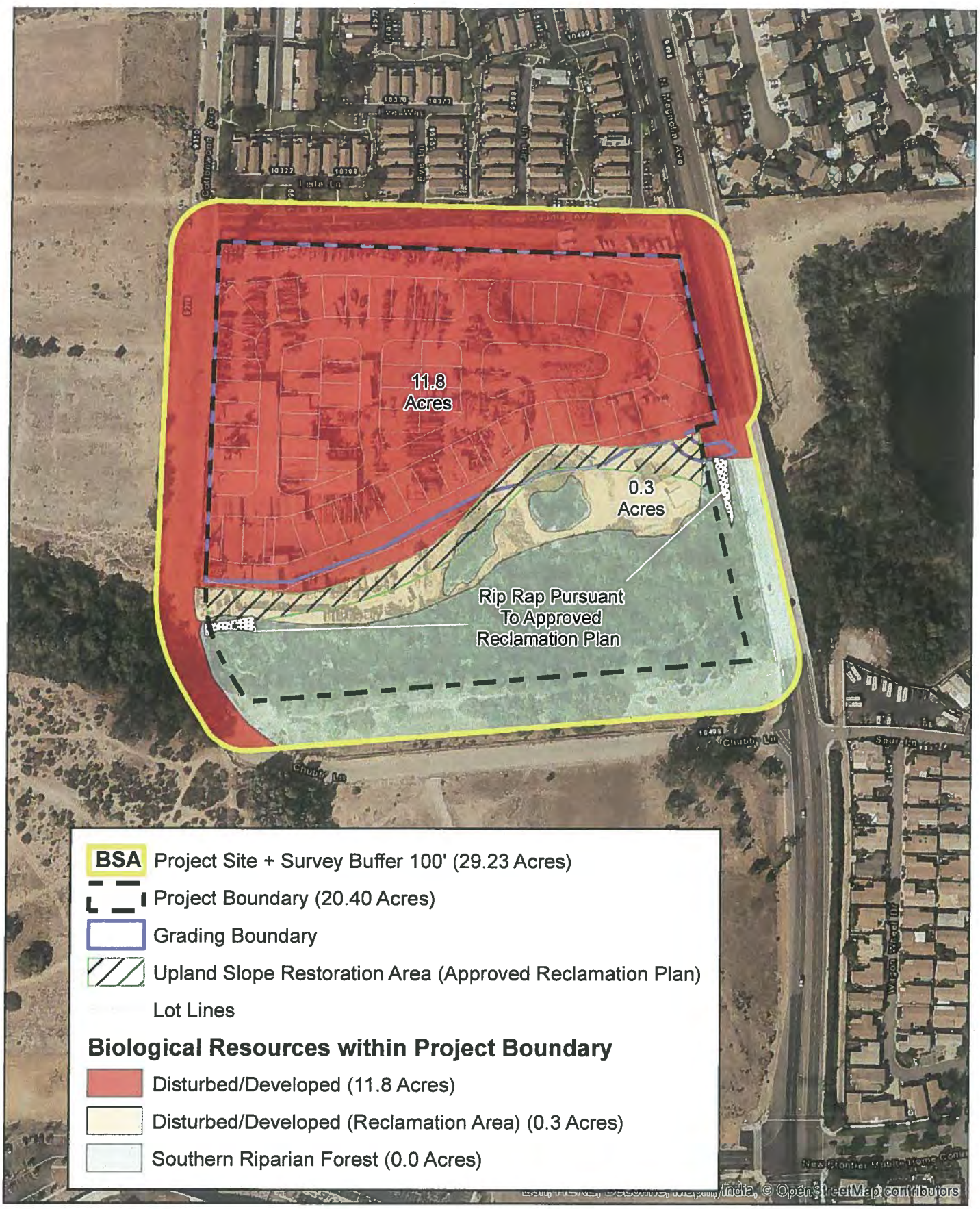
Walker Trails

VISUAL SIMULATIONS

Figure 8



Michael Baker
INTERNATIONAL

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0 100 200 400
Feet

Source: SanGIS, Eagle Aerial (2014)
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Walker Trails

BASELINE BIOLOGICAL RESOURCES AND IMPACTS

Figure 9

THE MITIGATED NEGATIVE DECLARATION APPENDICES (LISTED BELOW) CAN BE VIEWED AT: SANTEE CLERK'S OFFICE, DEVELOPMENT SERVICES DEPARTMENT, OR ON THE CITY WEBSITE AT

http://cityofsanteeca.gov/services/project-environmental-review

LIST OF APPENDICES

A - AQ GHG Data_2017-03

B - Biological Resources Report_2017-06

C1 - Cultural Resources Letter Report_2016-04

C2 - AB52 Correspondence

D1 - Geotechnical Investigation_2016-01-22

D2 - Geotechnical Report_2017-08-25

D3 - Supplemental Geotechnical Report_2017-12-5

E1 - Phase I ESA with Appendices_2015-07-27

E2 - DEH LUST Closure Letter

F1 - Walker Trails Drainage Study_edoc

F2 - Walker Trails SWQMP_edoc

G - Noise Data_2016-04 and VibroPier Info

H - Santee and HUHSD Will Serve Ltrs

I - Traffic Study_2016-11-08

J - PadreDam_Water and Sewer Will Serve Ltrs

K - Reclamation Plan RP88-01

EXHIBIT B - MMRP

Walker Trails, SCH No. 2017121039
City of Santee, Project No. AEIS 2016-6

Mitigation Monitoring and Reporting Program and Project Design Features

The California Environmental Quality Act (CEQA) requires that public agencies adopting a Mitigated Negative Declaration (MND) take action to ensure that mitigation measures approved for a project are indeed implemented following project approval.

When changes or alterations have been required or incorporated into a project that mitigate or avoid the project's significant effects, the Lead Agency, in this case the City of Santee, is required to adopt a Mitigation Monitoring and Reporting Program (MMRP), pursuant to CEQA Guidelines §15097. The MMRP shall provide a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to mitigate or avoid significant environmental impacts (CEQA Guidelines, Section 15074(d)). This MMRP will be utilized by the City of Santee, acting as the Lead Agency, to ensure that all approved mitigation measures for the Proposed Action are implemented in accordance with the adopted MND for the Walker Trails project.

Implementation of the approved project mitigation measures will reduce significant impacts to air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, noise, and transportation/traffic to less than significant. As all significant adverse effects can be mitigated to a less than significant level, as identified in the Final MND and the MMRP, a Statement of Findings and a Statement of Overriding Considerations are not required for this project.

The MMRP is provided in checklist format (see Table 1) which identifies the proposed mitigation measures by resource area. For each mitigation measure, the following are provided: the implementation requirement; the responsible party that will verify implementation of the mitigation measure; the party responsible for implementing the mitigation measure; the responsible monitoring agency; and, the timing of implementation for the mitigation measure (e.g., prior to or during construction). The checklist format allows for tracking of each mitigation measure and provides an area to identify the completion/implementation of each.

Table 2 provides a list of the Project Design Features (PDFs) that are proposed for incorporation into the project to reduce certain project effects. These PDFs will be made a Condition of Approval for the project, as adopted by the City of Santee with approval of the project.

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TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Implementation Requirement	Party Responsible for Implementing Mitigation	1. Responsible Monitoring Agency 2. Monitoring Phase	Date	Initials
Air Quality					
MM AQ-1	**AQ-1:** Prior to issuance of any grading permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures. Implementation of the following measures are required: ▪ Water the grading areas a minimum of twice daily to minimize fugitive dust; ▪ Stabilize graded areas as quickly as possible to minimize fugitive dust; ▪ Apply chemical stabilizer or pave the last 100 feet of internal travel path within the construction site prior to public road entry; ▪ Install wheel washers adjacent to a paved apron prior to vehicle entry on public roads; ▪ Remove any visible track-out into traveled public streets within 30 minutes of occurrence; ▪ Wet wash the construction access point at the end of each workday if any vehicle travel on unpaved surfaces has occurred; ▪ Provide sufficient perimeter erosion control to prevent washout of silty material onto public roads; ▪ Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling; ▪ Suspend all soil disturbance and travel on unpaved surfaces if winds exceed 25 miles per hour; ▪ Cover/water onsite stockpiles of excavated material;	Project Proponent	1. City of Santee Engineer and Chief Building Official 2. Prior to issuance of a grading permit		

TABLE 1, CONTINUED

Mitigation Measure	Implementation Requirement	Party Responsible for Implementing Mitigation	1. Responsible Monitoring Agency 2. Monitoring Phase	Date	Initials
	▪ Enforce a 15 mile-per-hour speed limit on unpaved surfaces; and, ▪ On dry days, dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce re-suspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather.				
MM AQ-2	**AQ-2:** Prior to the issuance of building permits, the Director of Development Services shall confirm that all construction documents and specifications stipulate that installation of wood-burning hearths is prohibited.	Project Proponent	1. City of Santee - Director of Development Services 2. Prior to issuance of a building permit		
Biological Resources					
MM BIO-1	**BIO-1:** If project grading/construction activities are scheduled to occur during the nesting season for breeding birds (typically January 15th through September 30th), the following measures shall be implemented: 1. Within seven days prior to commencement of grading/construction activities, a qualified biologist shall perform a pre-construction survey of all proposed work limits and within 500 feet of the proposed work limits. 2. If active avian nest(s) of non-special-status species are discovered within or 500 feet from the work limits, a buffer shall be delineated around the active nest(s) measuring 300 feet for passerines and 500 feet for raptors. A qualified biologist shall monitor the nest(s) weekly after commencement of grading/construction to ensure that nesting behavior is not adversely affected by such activities. 3. If the qualified biologist determines that nesting behavior of non-special-status species is adversely affected by	Project Proponent/Qualified Biologist	1. City of Santee - Planning and Zoning Services Division 2. Prior to commencement of project grading/construction activities		

TABLE 1, CONTINUED

Mitigation Measure	Implementation Requirement	Party Responsible for Implementing Mitigation	1. Responsible Monitoring Agency 2. Monitoring Phase	Date	Initials
	grading/construction activities, then a noise mitigation program [i.e., within 10 calendar days prior to the start of construction activities (including removal of vegetation), a qualified biologist conducts a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance; if nesting birds are detected, the biologist prepares a letter report and mitigation plan in conformance with applicable federal and State laws (e.g., appropriate follow-up surveys, monitoring schedules, construction and noise barriers/buffers) to ensure that take of birds or eggs or disturbance of breeding activities is avoided; the report/mitigation plan is submitted to the City for review/approval and implemented to the satisfaction of the City; and the Biologist verifies in a report to the City that all measures identified in the mitigation plan are in place prior to and/or during construction] shall be implemented in consultation with CDFW, to allow such activities to proceed. Once the young have fledged and left the nest(s), then grading/construction activities may proceed within 300 feet (500 feet for raptor species) of the fledged nest(s). 4. Raptor nests are protected under Section 3503.5 of the California Fish and Game Code (California Law 2011) which makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes; or, to take, possess, or destroy the nests or eggs of any such birds. Consultation with CDFW shall be required prior to the removal of any raptor nest(s) observed during the preconstruction clearance surveys. 5. For any special-status bird species (e.g., least Bell's vireo, coastal California gnatcatcher, western burrowing owl [*Athene cunicularia*]) observed as a result of the preconstruction survey in 1.A. above, whether actively nesting or present within occupied habitat, the qualified				

TABLE 1, CONTINUED

Mitigation Measure	Implementation Requirement	Party Responsible for Implementing Mitigation	1. Responsible Monitoring Agency 2. Monitoring Phase	Date	Initials
	biologist shall consult with the City and applicable regulatory agencies (i.e., CDFW and/or USFWS) on the preparation and implementation of a protocol survey and mitigation/monitoring program. If it is demonstrated, to the satisfaction of the City and applicable agencies, that such program will prevent direct/indirect impacts to theand occupied habitat, then approval will be sought from these agencies to allow project grading/construction activities to proceed. Otherwise, once the young of any nesting special-status bird species have fledged and left the active nest(s), then grading/construction activities may proceed in the vicinity of the fledged nest(s). Similarly, for any non-nesting special-status bird species and occupied habitat under protection by this avian-specific mitigation/monitoring program, grading/construction activities may proceed in the vicinity of the affected territory(ies)/occupied habitat(s) as directed by the qualified biologist.				
Cultural Resources					
MM CUL-1	**CUL-1**: If during grading or construction activities, cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archaeologist and the consulting tribe. Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archaeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. If the qualified archaeologist determines the cultural resources to be either historic resources or unique archaeological resources, avoidance and/or mitigation will be required pursuant to and consistent with CEQA Guidelines Section 15064.5(c) and Public	Project Proponent/Qualified Archaeologist and Most Likely Descendant Tribe Representative	1. City of Santee - Planning and Zoning Services Division 2. During project grading or construction activities		

TABLE 1, CONTINUED

Mitigation Measure	Implementation Requirement	Party Responsible for Implementing Mitigation	1. Responsible Monitoring Agency 2. Monitoring Phase	Date	Initials
	Resources Code Section 21083.2. This mitigation measure shall be incorporated into all construction contract documentation.				
MM CUL-2	**CUL-2:** A Tribal Cultural Monitor shall be present for all ground disturbing activities associated with the project. Should any cultural or tribal cultural resources be discovered, no further grading shall occur in the area of the discovery until the Director of Development Services, or designee, is satisfied that treatment of the resource has occurred. In the event that a unique archaeological resource or tribal cultural resource is discovered, and in accordance with Public Resources Code Section 21083.2(b)(1), (2), and (4), the resource shall be moved and buried in an open space area of the project site, such as slope areas, which will not be subject to further grading activity, erosion, flooding, or any other ground disturbance that has the potential to expose the resource. The onsite area to which the resource is moved shall be protected in perpetuity as permanent open space. No identification of the resource shall be made onsite; however, the project applicant shall plot the new location of the resource on a map showing latitudinal and longitudinal coordinates and provide that map to the Native American Heritage Commission for inclusion in the Sacred Lands File. Disposition of the resources shall be at the discretion of the City of Santee.	Project Proponent/Qualified Archaeologist and Most Likely Descendant Tribe Representative	1. City of Santee - Planning and Zoning Services Division 2. During project ground disturbing activities		
MM CUL-3	**CUL-3:** If during grading or construction activities, human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the San Diego County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to	Project Proponent/Qualified Archaeologist and Most Likely Descendant Tribe Representative	1. City of Santee - Planning and Zoning Services Division 2. During project grading or construction activities		

TABLE 1, CONTINUED

Mitigation Measure	Implementation Requirement	Party Responsible for Implementing Mitigation	1. Responsible Monitoring Agency 2. Monitoring Phase	Date	Initials
	the treatment and disposition has been made. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the most likely descendant. The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. This mitigation measure shall be incorporated into all construction contract documentation.				
Geology and Soils					
MM GEO-1	**GEO-1:** Prior to any ground-disturbing construction activities, the project applicant shall incorporate the recommendations of the geotechnical/geological engineering studies prepared by GeoSoils, Inc. into project plans related to the proposed project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, pipeline excavation, and installation. All onsite soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.	Project Proponent	1. City of Santee - Planning and Zoning Services Division/Engineering Services Division 2. Prior to project ground disturbing activities		
MM GEO-2	**GEO-2:** Prior to any ground-disturbing construction activities, the project shall be designed to incorporate installation of a pier foundation system (e.g., Vibro Piers system or similar) to reduce the potential for liquefaction and/or differential settlement to occur. The pier system shall be installed in compliance with recommendations made in the	Project Proponent	1. City of Santee - Planning and Zoning Services Division/Engineering Services Division		

TABLE 1, CONTINUED

Mitigation Measure	Implementation Requirement	Party Responsible for Implementing Mitigation	1. Responsible Monitoring Agency 2. Monitoring Phase	Date	Initials
	geotechnical/geological engineering study prepared by GeoSoils, Inc. and with all applicable requirements of the latest adopted version of the California Building Code at the time when project construction is undertaken.		2. Prior to project ground disturbing activities		
MM GEO-3	**GEO-3:** During any ground-disturbing activities, construction personnel involved in excavation and grading activities shall be informed of the possibility of discovering fossils at any location and the protocol to be followed if fossils are found. A professional meeting the Society of Vertebrate Paleontology standards shall provide the preconstruction training for construction personnel that would be on the site during excavation and grading activities. The City shall ensure the grading plan notes include specific reference to the potential discovery of fossils. If potentially unique paleontological resources (fossils) are inadvertently discovered during project construction, work shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional paleontologist shall be retained to determine the significance of the discovery. The paleontologist shall establish procedures for paleontological resource surveillance throughout project construction and shall establish, in cooperation with the project applicant, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. Excavated finds shall be offered to a State-designated repository such as the Museum of Paleontology at the University of California, Berkeley, or the California Academy of Sciences.	Project Proponent	1. City of Santee - Planning and Zoning Services Division/Engineering Services Division 2. During project ground-disturbing activities		

TABLE 1, CONTINUED

Mitigation Measure	Implementation Requirement	Party Responsible for Implementing Mitigation	1. Responsible Monitoring Agency 2. Monitoring Phase	Date	Initials
Greenhouse Gas Emissions					
MM GHG-1	**GHG-1:** The proposed project shall include, but not be limited to, the following energy efficiency and emissions reduction measures. These measures shall be incorporated into the project design to reduce GHG emissions and ensure consistency with adopted statewide plans and programs. The project applicant shall demonstrate the incorporation of these measures into project plans and specifications prior to the issuance of building or occupancy permits, as noted below. **Energy Efficiency** ▪ Provide 2.3 kW solar photovoltaic systems for each residential unit (building permit). ▪ Provide electrical vehicle charging outlets in the garage of each home. ▪ Install high efficiency lighting (100% LED), energy efficient appliances (EPA Energy Star Rated), and heating and cooling systems (building permit). **Area Source** ▪ Use low VOC paint for the interior and exterior of residential buildings (building permit). ▪ Use low VOC cleaning supplies (occupancy permit). ▪ No hearths (building permit) (also refer to Mitigation Measure AQ-2). **Water Conservation and Efficiency** ▪ Install water-efficient irrigation systems that include rain barrels to capture rain water for use on landscaping (building permit).	Project Proponent	1. City of Santee - Planning and Zoning Services Division 2. Prior to issuance of building or occupancy permits		

TABLE 1, CONTINUED

Mitigation Measure	Implementation Requirement	Party Responsible for Implementing Mitigation	1. Responsible Monitoring Agency 2. Monitoring Phase	Date	Initials
	▪ Install water-efficient landscape design (building permit). ▪ Install water-efficient fixtures (e.g., faucets, toilets, showers) (building permit). **Solid Waste** ▪ Reuse and recycle construction and demolition waste (including, but not limited to soil, vegetation, concrete, lumber, metal, and cardboard) (building permit). ▪ Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas (occupancy permit).				
Noise					
MM NOI-1	**NOI-1:** Prior to grading permit issuance, the project applicant shall demonstrate, to the satisfaction of the Santee Department of Development Services, that the project complies with the following: ▪ Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other State-required noise attenuation devices. ▪ Property owners and occupants located within 200 feet of the project boundary shall be sent a notice, at least 15 days prior to commencement of construction of each phase, regarding the construction schedule of the proposed project. A sign, legible at a distance of approximately 50 feet shall be posted at the project construction site. All notices and signs shall be reviewed and approved by the City of Santee Planning Department, prior to mailing or posting and shall indicate the dates and duration of construction	Project Proponent	1. City of Santee - Planning and Zoning Services Division 2. Prior to issuance of a grading permit		

TABLE 1, CONTINUED

Mitigation Measure	Implementation Requirement	Party Responsible for Implementing Mitigation	1. Responsible Monitoring Agency 2. Monitoring Phase	Date	Initials
	activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints. ▪ The Contractor shall provide evidence that a construction staff member will be designated as a Noise Disturbance Coordinator and will be present onsite during all construction activities. The Noise Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Noise Disturbance Coordinator shall notify the City within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Public Works Department. All notices that are sent to residential units immediately surrounding the construction site and all signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator. ▪ Construction noise reduction methods shall be used where feasible. These reduction methods include shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and electric air compressors and similar power tools. ▪ Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, schools, churches, etc.), to the extent feasible.				

TABLE 1, CONTINUED

Mitigation Measure	Implementation Requirement	Party Responsible for Implementing Mitigation	1. Responsible Monitoring Agency 2. Monitoring Phase	Date	Initials
	▪ During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receptors.				
MM NOI-2	**NOI-2:** Prior to the issuance of building permits, the City of Santee Director of Development Services shall confirm that the applicable project plans and specifications include a 6-foot perimeter wall along Magnolia Avenue. Acceptable materials for the construction of the barrier shall have a density of 3.5 pounds per square foot of surface area and may be composed of the following: masonry block, stucco veneer over wood framing (or foam core), glass, Plexiglas, or Lexan 9 ¼ inch thick. The barrier may also be constructed out of a combination of the above listed materials.	Project Proponent	1. City of Santee - Director of Development Services 2. Prior to issuance of a building permit		
Traffic/Transportation					
MM TRA-1	**TRA-1:** During project construction, the project applicant shall install a traffic signal at the intersection of Magnolia Avenue/Public Road A. The signal shall be designed in conformance with all applicable City intersection design standards and constructed consistent with the final improvement plans approved by the City for the project.	Project Proponent	1. City of Santee - Planning and Zoning Services Division/Engineering Services Division 2. During project construction		

TABLE 2. PROJECT DESIGN FEATURES

Resource Area	Project Design Feature
Biological Resources	
	• During earthmoving activities associated with project grading/construction, standard dust abatement measures will be implemented in accordance with provisions of the SDAPCD, to prevent fugitive dust emissions from settling on native vegetation within the adjacent reclamation (e.g., habitat restoration) areas and the riverine habitat itself. Fugitive dust could negatively affect the photosynthesis process for some native plants leading to indirect impacts related to reduced plant health/vigor and possible mortality. • The rear lot lines of the southernmost row of homes adjacent to the San Diego River floodway will respect the City's required 45-foot floodway buffer which would also serve as an adequate biological buffer minimizing the effects of lighting, noise, and indirect disturbance from pet and human activities on the biological resources associated with the adjacent reclamation (e.g., habitat restoration) area within the previously-disturbed floodway and the riverine habitat itself. • Applicable LID features will be incorporated into the project, including proposed storm water and non-storm water BMPs (e.g., construction and post-construction erosion control, runoff control, and filtration/treatment measures) and bioretention features [(e.g., pervious materials for non-permeable surfaces); tree wells (e.g., "Silva cells") or planters; underground storage vaults (proposed installation at two locations) and/or subdrain piping system) to prevent urban runoff impacts (e.g., erosion from excessive discharge rates/volumes, and water quality impairments from pollutants loads such as hydrocarbons from roads/driveways, fertilizers/pesticides/herbicides from landscape areas) and to meet HMP requirements]. • The proposed 14-foot wide multi-use trail within the 45-foot floodway buffer will be located along a graded shelf within the manufactured slope adjacent to the rear lots of the southernmost row of homes. In addition, a combination of decorative wood-rail fencing and signage will be installed along the trail to discourage unauthorized pet and human intrusion into these areas, with the signage educating users of the adjacent biological resources and the importance of staying out of these areas. • All security/landscape lighting fixtures and any other private use of lights (temporary and permanent) in the rear yards of the southernmost row of homes will incorporate design features to ensure zero spillover light levels beyond the floodway buffer, such as, but not limited to: (a) low-intensity lighting, reduced wattage (e.g., 1-2 footcandles); (b) lighting cut-offs, horizontal lumens, and/or directional shielding devices; (c) low-relief bollards instead of raised lighting poles at the proposed River lookouts; and, (d) non-operable hours of such lighting without compromising security. Prior to issuance of the first certificate of occupancy, the City shall approve a Photometric Study demonstrating no spillover from project lighting beyond the floodway buffer. • The Homeowners Association (HOA) will enforce strict compliance to noise restrictions, especially along the southernmost row of homes, such as, but not limited to: (a) prohibit use of gas-powered and electric portable generators and landscape maintenance equipment (e.g. chainsaws, blowers, lawn mowers, hedge trimmers) between the hours of 5:00 p.m. and 6:00 a.m.; (b) prohibit use of mechanical equipment (e.g., woodworking saws, drills, pneumatic compressors, automotive tools) at external workshops and other noisy activities (e.g., loud parties, firing of weapons, any intermittent noise-makers that exceed the City noise standards) between the

TABLE 2, CONTINUED

	hours of 7:00 p.m. and 7:00 a.m.; and, (c) curfews for use of the proposed multi-use trail within the floodway buffer, to be enforced by the City in accordance with City trail regulations. • The southernmost row of homes adjacent to the San Diego River floodway will be designed with window treatments and reduction of large expanses of glass that minimize bird strikes and reflectivity impacts to birds. • The HOA will enforce strict compliance to maintenance of permanent barriers (e.g., fences, walls) along the rear lot lines of the southernmost row of homes to discourage unauthorized pet and human intrusion into the 45-foot floodway buffer, reclamation (e.g., habitat restoration) area, and San Diego River habitat. • The HOA will cooperate with the City in its patrolling of the area of the proposed multi-use trail behind the rear lot lines of the southernmost row of homes, to discourage unauthorized pet and human intrusion into the 45-foot floodway buffer, reclamation (e.g., habitat restoration) area, and San Diego River habitat. • The provision of a 45-foot-wide fuel-modified defensible space along the rear of the proposed Lots 37 through 58, as approved by the Fire Marshal and reflected on the Tentative Tract Map would not result in direct and/or indirect impacts to sensitive biological resources within the reclamation (e.g., habitat restoration) area and San Diego River habitat because planting and maintenance of native upland species is equivalent to that in the Reclamation Plan. This provides for a reduced fuel load within this proposed fuel modification zone to the satisfaction of Fire Marshal.
Greenhouse Gas Emissions / Energy Reduction	
Solar	As feasible, Applicant shall aim to increase the minimum size house solar system from 2.3 kilowatt (kW) to 3 kW. The increase in kW size shall be subject to the availability of the roof area and orientation, and will be reviewed for feasibility at the time when final architectural design of the residences has been completed.
Electrical Vehicle (EV) Charging Stations	Applicant shall plumb and install utility infrastructure (conduit and supply demand capacity) within the garage of each residential unit to allow for a Level 2 electrical vehicle (EV) charging station. Applicant shall install two Level 2 EV charging stations within the common parking area of the proposed onsite park.
Water Heaters	Applicant shall install gas tankless water heaters, and at the time of issuance of building permit(s), evaluate the viability of electric tankless water heaters.
Building Design Features	In addition to the above, future onsite residences will include the following features: • High-efficiency lighting • Energy-efficient appliances • Low-flow bathroom faucets, toilets and showers • Dual-pane low e-windows • Roof radiant barrier

TABLE 2, CONTINUED

	• Whole house fan • High-efficiency A/C units • Smart
Other Project Design Features	
Project Fencing	Proposed fencing along the southern boundary of residential Lots 37- 57 shall be changed from steel (view) fencing to a 6-foot high masonry wall.
Proposed Landscaping	Applicant shall be required to install drought-tolerant and fire-resistant landscaping in accordance with the City of Santee's Water Efficiency Landscape Ordinance (e.g. integration of Coast Live Oaks, Lemonade Berry, and/or California Holly into the planting palette).

RESOLUTION _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA APPROVING A TOWN CENTER SPECIFIC PLAN AMENDMENT TCSPA2016-1 FOR A 67-UNIT RESIDENTIAL SUBDIVISION ON A 20.4-ACRE PROPERTY ON THE NORTHWEST CORNER OF CHUBB LANE AND MAGNOLIA AVENUE IN THE TOWN CENTER (TC) ZONE

(APPLICANT: SAM-SANTEE, LLC)
APNs: APNS 381-160-41, -46, & -63
RELATED CASE FILES: TM2016-1, DR2016-2, AEIS2016-6

WHEREAS, on August 8, 2017 SAM-Santee, LLC submitted a complete application for a Town Center Specific Plan Amendment TCSPA2016-1, Tentative Map TM2016-1 and Development Review Permit DR2016-2 to develop 67 detached dwelling units on a 10-acre graded portion of a 20.4-acre property located on the northwest corner of Chubb Lane and Magnolia Avenue, 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 (AEIS2016-6) was conducted for the project which includes Town Center Specific Plan Amendment (TCSPA2016-1), Tentative Map (TM2016-1) and Development Review Permit (DR2016-2) that determined that all environmental impacts of the project would be less than significant with mitigation and a Mitigated Negative Declaration (State Clearinghouse No. 2017121039) was prepared and advertised for public review from December 14, 2017 to January 16, 2018; and

WHEREAS, the proposed project is located within Airport Influence Area (AIA) 1 for the Gillespie Field Airport Land Use Compatibility Plan (ALUCP). The Federal Aviation Administration (FAA) determined that the project, as designed, presented no hazard to air navigation, and the San Diego County Airport Land Use Commission (ALUC) determined that the project is conditionally consistent with the ALUCP pursuant to the ALUC Resolution 2017-0024; and

WHEREAS, the Director of Development Services scheduled Town Center Specific Plan Amendment TCSPA2016-1, Tentative Map TM2016-1, Development Review Permit DR2016-2, and Mitigated Negative Declaration (AEIS2016-6) for public hearing on June 27, 2018; and

WHEREAS, the June 27, 2018 hearing on Town Center Specific Plan Amendment TCSPA2016-1, Tentative Map TM2016-1, Development Review Permit DR2016-2, and Mitigated Negative Declaration (AEIS2016-6) was continued to August 8, 2018 at the applicant's request; and

WHEREAS, on August 8, 2018, the City Council held a duly advertised public hearing on Town Center Specific Plan Amendment TCSPA2016-1, Tentative Map

TM2016-1, Development Review Permit DR2016-2, and Mitigated Negative Declaration (AEIS2016-6); 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 the 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 General Plan Amendments, Planned Development Areas or new Specific Planning Areas should they increase the residential density permitted by law, change, alter, or increase the General Plan Residential Land Use categories if the change intensifies use; or change any residential designation to commercial or industrial designation on any property, or vice versa, if the change intensifies use; 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 development proposes the addition of 67 residential units to the City's housing stock which aids in meeting the State-mandated Regional Housing Needs Allocation for the City of Santee as outlined in the Housing Element of the General Plan; 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 of Santee City Council, after considering the evidence presented at the public hearing, as follows:

SECTION 1: The requested amendment to change the land use designation of approximately 10 acres of land currently designated Office Professional to Residential (7-14 du/ac) as depicted in Exhibits A and B, attached hereto and incorporated herein, is compatible with adjacent land uses and the overall goal of the Town Center Specific Plan, which is to further the balance of development with conservation while creating opportunities for people to live, work and play. The re-designation of land in Town Center, which will further the land use goals and objectives of the Town Center Specific Plan, including: 1) providing for a variety of housing types and sizes and a mixture of ownership and rental housing (Residential Goal); and 2) locating residential sites close to services, public transit and employment centers in conjunction with pedestrian corridors and amenities (Residential Objective 6.1) is hereby approved.

SECTION 2: The Town Center Specific Plan Amendment furthers the State-wide goal of providing additional housing and is consistent with the adopted Housing Element of

the General Plan. In the current Housing Element cycle (2013-2021), Santee is required to provide capacity to add 3,660 housing units serving a variety of income levels. To achieve this, vacant and underutilized properties are identified in the Housing Element for potential residential development. The project site would likely be considered as a potential site for residential development in the next housing cycle. As of August 1, 2018, 991 housing units have been permitted. This represents 27 percent of the housing target for Santee. The change in Town Center Specific Plan Land Use Designation would provide the capacity for approximately 67 additional housing units which assists the City in achieving the State-mandated housing targets.

SECTION 3: 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 the currently permitted by the General Plan ("Proposed Initiative") was filed with the City Clerk, City of Santee. The Proposed Initiative would establish April 6, 2018 as an effective date for provisions therein. This resolution was adopted after April 6, 2018 and the applicant has been apprised, understands and agrees that this approval by the City Council may be subject to a vote by the citizens of Santee per Sections 2.B, 4.C or other provisions of the Proposed Initiative. The applicant agrees to waive, release and hold the City harmless from any and all claims should the Proposed Initiative or any vote of the citizens of Santee required by the Proposed Initiative prevent the applicant from completing or obtaining final approval of the project. This waiver, release and agreement to hold harmless extends to and includes all legal or equitable claims against the City, including, but not limited to, reliance damages or other monetary damages.

SECTION 4: On August 8, 2018, the City Council approved and adopted Mitigated Negative Declaration (State Clearinghouse No. 2017121039) and its associated Mitigation Monitoring and Reporting Program, which fully disclosed, evaluated and mitigated the environmental impacts of the proposed project, including the Town Center Specific Plan Amendment contemplated in this Resolution. No further environmental review is required for the City to adopt this Resolution.

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

RESOLUTION _____

_____
ANNETTE ORTIZ, CITY CLERK

ATTACHMENTS

Exhibit A – Existing Land Use Designations
Exhibit B – Proposed Land Use Designations

EXHIBIT A

EXISTING TOWN CENTER SPECIFIC PLAN LAND USE DESIGNATION

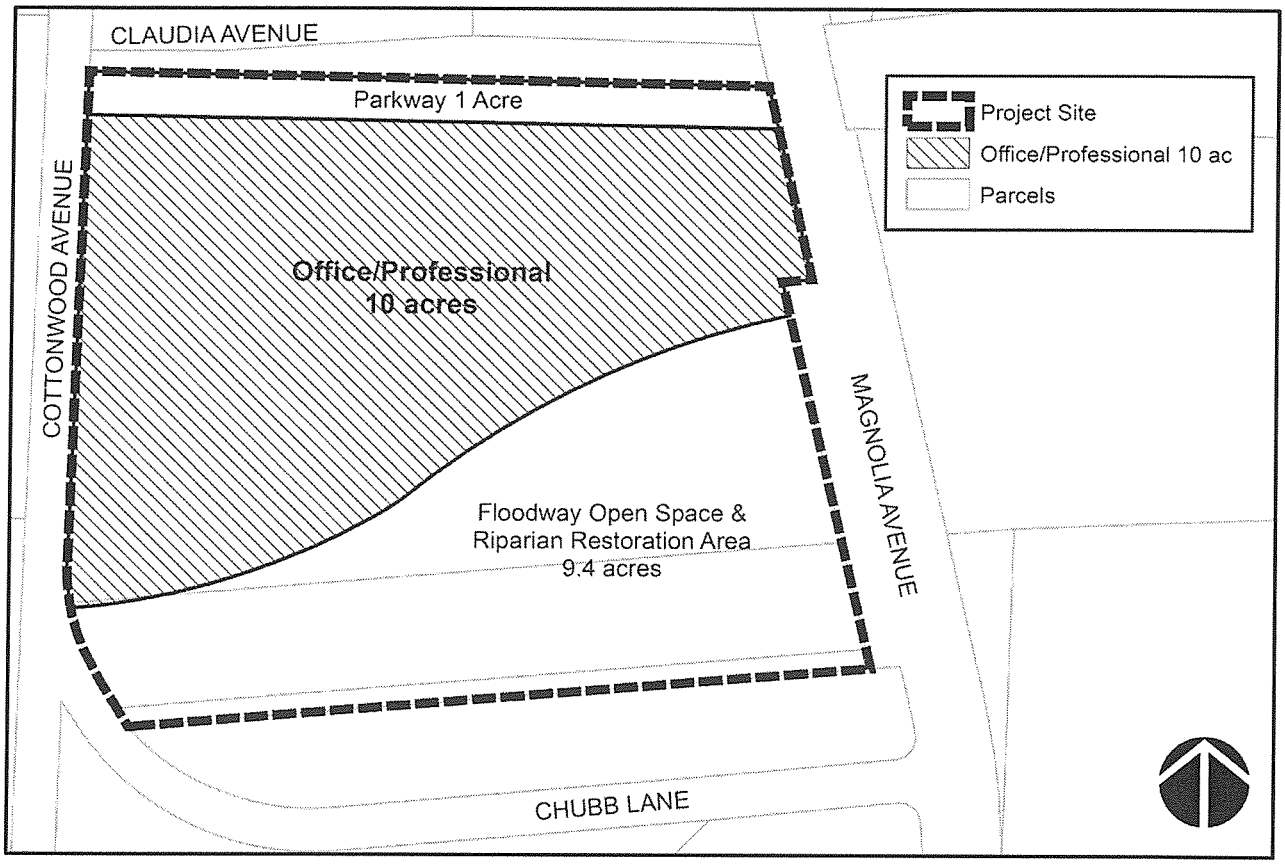
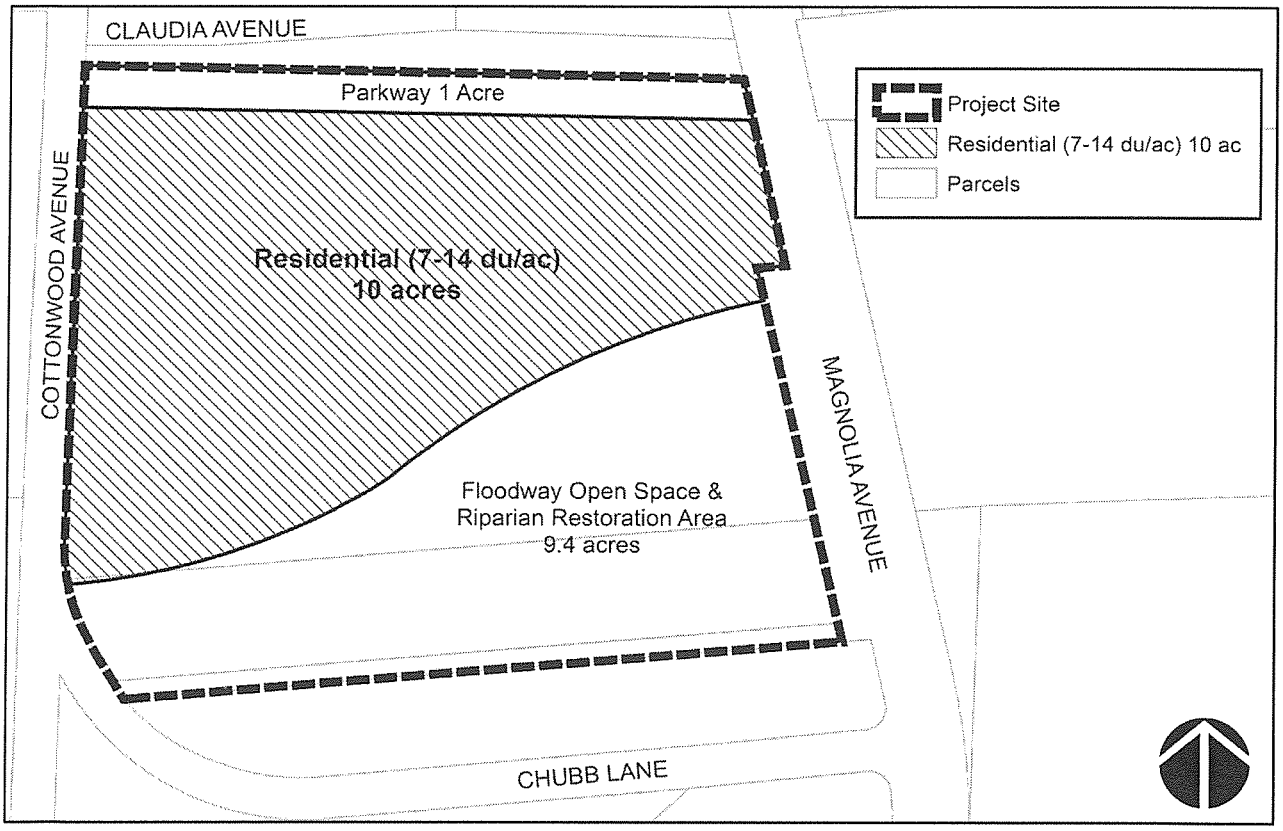


EXHIBIT B

PROPOSED TOWN CENTER SPECIFIC PLAN LAND USE DESIGNATION



RESOLUTION NO.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA APPROVING TENTATIVE MAP TM2016-1 FOR A 67-UNIT RESIDENTIAL SUBDIVISION ON A 20.4-ACRE PROPERTY ON THE NORTHWEST CORNER OF CHUBB LANE AND MAGNOLIA AVENUE IN THE TOWN CENTER (TC) ZONE

(APPLICANT: SAM-SANTEE, LLC)
APNs: APNS 381-160-41, -46, & -63
RELATED CASE FILES: TCSPA2016-1, DR2016-2, AEIS2016-6

WHEREAS, on August 8, 2017 SAM-Santee, LLC submitted a complete application for a Town Center Specific Plan Amendment TCSPA2016-1, Tentative Map TM2016-1 and Development Review Permit DR2016-2 to develop 67 detached dwelling units on a 10-acre graded portion of a 20.4-acre property located on the northwest corner of Chubb Lane and Magnolia Avenue, 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 (AEIS2016-6) was conducted for the project, which includes Town Center Specific Plan Amendment (TCSPA2016-1), Tentative Map (TM2016-1) and Development Review Permit (DR2016-2) that determined that all environmental impacts of the project would be less than significant with mitigation and a Mitigated Negative Declaration (State Clearinghouse No. 2017121039) was prepared and advertised for public review from December 14, 2017 to January 16, 2018; and

WHEREAS, the proposed project is located within Airport Influence Area (AIA) 1 for the Gillespie Field Airport Land Use Compatibility Plan (ALUCP). The Federal Aviation Administration (FAA) determined that the project, as designed, presented no hazard to air navigation, and the San Diego County Airport Land Use Commission (ALUC) determined that the project is conditionally consistent with the ALUCP pursuant to the ALUC Resolution 2017-0024; and

WHEREAS, the Director of Development Services scheduled Town Center Specific Plan Amendment TCSPA2016-1, Tentative Map TM2016-1, Development Review Permit DR2016-2, and Mitigated Negative Declaration (AEIS2016-6) for public hearing on June 27, 2018; and

WHEREAS, the June 27, 2018 hearing on Town Center Specific Plan Amendment TCSPA2016-1, Tentative Map TM2016-1, Development Review Permit DR2016-2, and Mitigated Negative Declaration (AEIS2016-6) was continued to August 8, 2018 at the applicant's request; and

WHEREAS, on August 8, 2018, the City Council held a duly advertised public hearing on Town Center Specific Plan Amendment TCSPA2016-1, Tentative Map TM2016-1, Development Review Permit DR2016-2, and Mitigated Negative Declaration (AEIS2016-6); and

WHEREAS, the subject development proposes the addition of 67 residential units to the City's housing stock, which aids in meeting the State-mandated Regional Housing Needs Allocation for the City of Santee as outlined in the Housing Element of the General Plan; 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 No. 2017121039) and its associated Mitigation Monitoring and Reporting Program, which fully disclosed, evaluated and mitigated the environmental impacts of the proposed project, including the Tentative Map contemplated in this Resolution. No further environmental review is required for the City to adopt this Resolution.

SECTION 2: The findings in accordance with the State Subdivision Map Act (Government Code Section 66410 et. seq.) are made as follows:

A. The Tentative Map as conditioned is consistent with all Elements of the Santee General Plan because the site is zoned Town Center and has a Town Center land use designation of Residential 7-14 Dwelling Units Per Acre, which corresponds with the development standards of the Medium Density Residential (R-7) Zone as set forth in the Zoning Ordinance. This designation allows a residential density of 7 to 14 dwelling units per acre. The project proposes 7 dwelling units per acre, which falls within this density range. The proposed development is compatible with existing residential development in the area, which ranges from 9 to 10.5 dwelling units per acre.

B. The design and improvements of the proposed development are consistent with all Elements of the Santee General Plan as well as City Ordinances because all necessary services and facilities are, or will be, available to serve this subdivision.

    1. On-site drainage improvements will be provided as well as drainage fees paid for any increase in surface water run-off; and

    2. The project will be served by internal private roads developed to City standards; and

    3. The project will construct a parkway segment between Magnolia Avenue and Cottonwood Avenue that will be connected to Park Center Drive with future development. Public Road A shall be named Park Center Drive on

the final map.

4. Payment of Traffic Impact and Traffic Signal fees totaling $271,484.00 as required; and

5. Payment of an in-lieu cash deposit of $526,352.00 toward the future construction of parks to mitigate the impact on City parks.

6. Payment of Public Facilities Fees of $437,242.00 for improvements to public facilities.

7. Payment of Regional Transportation Congestion Improvement Program (RTCIP) of $166,393.16 to help with regional congestion reduction programs.

C. The site is physically suitable for density and type of development because the use is compatible with the adjacent multiple-family residential development, access is provided to the site and utilities are available to serve the development.

D. The discharge of sewage waste from the subdivision into the Padre Dam Municipal Water District sewer system will not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board specified by the Health and Safety Code Section 5411.

E. The design of the subdivision or the type of improvements will not cause serious public health problems since the project will be connected to a public sewer system.

F. Neither the design of the subdivision nor the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat because no habitat or endangered wildlife species currently exist on the development footprint of the site.

G. The design of the subdivision or the type of improvements do not conflict with easements acquired by the public at large, for access through, or use of property with the proposed subdivision as defined under Government Code Section 66474.

H. The design of the subdivision has provided, to the extent feasible, for future passive or natural heating or cooling opportunities as defined under Section 66473.1 of the State Subdivision Map Act.

I. The effects of the subdivision on the housing need for the San Diego region have been considered and balanced against the public service needs of the City of Santee residents and available fiscal and environmental resources. The project proposes the addition of 67 residences to the City's housing stock.

SECTION 3: Tentative Map TM2016-1 dated August 8, 2018 consisting of an 80-lot subdivision of approximately 20.4 acres with 67 detached residential units located on the northwest corner of Chubb Lane and Magnolia Avenue is hereby approved subject to the following conditions:

A. The applicant shall obtain approval of Town Center Specific Plan Amendment TCSPA2016-1 and Development Review Permit DR2016-2.

B. The applicant shall be responsible for complying with all the provisions of the Mitigation Monitoring and Reporting Program adopted by the City Council on August 8, 2018 and attached to Resolution No. __ as Exhibit "B". Each and every mitigation measure contained in the Mitigation Monitoring and Reporting Program is hereby expressly made a condition of project approval in accordance with State CEQA Guidelines, section 15074.

C. Prior to the Final Map, unless other timing is indicated, the subdivider shall complete the following or have plans submitted and approved, agreements executed and securities posted:

1. Following project approval the applicant shall schedule with the City Project Planner a post approval meeting to discuss the project conditions of approval, timing of design and construction and implementation of the project conditions. The meeting shall be scheduled within thirty days of project approval and prior to any plan submittals. The applicant should include their project design team including project architect, their design engineer and their landscape architect.

2. The applicant shall include provisions in their design contract with their design consultants that following acceptance 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. An acknowledgement of this requirement from the design consultant shall be included on all construction drawings at the time of plan submittal.

3. 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 the map and building plans, shall be prepared at an engineering scale of 1" = 20' unless otherwise approved by the project engineer.

4. If plans are prepared in digital format using computer aided drafting (CAD), then in addition to providing hard copies of the plans the applicant shall

submit a copy of the plans in a digital .DXF file format at the time of its approval or as requested by the Director of Development Services. The digital file shall be based on accurate coordinate geometry calculations. The digital file for the final map shall specifically include each of the following items in a separate layer:

a. Lot boundaries.
b. Lot numbers.
c. Subdivision boundary.
d. Right-of-way.
e. Street centerlines, and
f. Approved street names.

5. Obtain the basis of bearings for the Final Map from ROS 11252 and install street survey monumentation (SDRSD M-10) in accordance with San Diego Regional Standards and County mapping standards. All other monumentation shall be in accordance with the Santee Municipal Code and shall be to the satisfaction of the Director of Development Services.

6. Final Map shall be submitted to the Department of Development Services Engineering Division. The first and last submittal of the map shall be made by appointment only with the City project engineer administering the map review. Submittal requirements are listed below. Incomplete submittals will not be accepted for plan check.

Please include the following with the first submittal:

a. Two sets of prints bound and stapled.
b. Two copies of a current preliminary title report (dated within six months of submittal date).
c. Two copies of all documents listed in the preliminary title report.
d. Two copies of all reference maps used to prepare the final map.
e. Two copies of closure calculations for the map.
f. One copy of the Resolution of Approval approving the project.
g. Map check fees in the amount of per latest Fee Schedule.

Please include the following with the last submittal (signature submittal):

a. Previous submittal check prints.
b. Two sets of prints bound and stapled.
c. Two copies of the map in AutoCAD format on separate disk, CD or DVD for incorporation into the City GIS data base.
d. Mylars of the map with all required signatures and notaries obtained including Padre Dam Municipal Water District if they are to sign the map.
e. Copies of certified return receipts for all signature omission letters.

f. Subdivision Map Guarantee.

7. Starting with the first plan check submittal, all plan sets including the Final 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.

8. Street Improvement Plans shall be submitted to the Department of Development Services Engineering Division and be completed and accepted prior to issuance of a building permit for any given phase. Improvements will be phased to coincide with the specific development for any given phase proposed by the applicant. Phase-specific conditions shall be specified at the time of approval for a given development phase.

   Prior to the start of construction of any improvements, public or private, within the limits of the public right-of-way, the applicant shall have plans accepted, agreements executed, securities posted and an Encroachment Permit issued. All improvements shall be installed in accordance with City standards and consistent with the Town Center Specific Plan standards at the applicant's cost unless otherwise indicated. The following improvements are conditioned as part of this development:

   a. Construct Public Road A "Park Center Drive" to Parkway standards (48' curb to curb/68' right-of-way) as shown on the tentative map. Construct Public Road A "Park Center Drive" such that the centerline is located 34.5 feet north of the project proposed right of way line. The improvements will include improvements for the full length of the property frontage including curb, gutter, enhanced paving meandering sidewalks, street lighting, pedestrian lighting, fire hydrants and pedestrian ramps at curbs. All landscaping and irrigation along Street A to be maintained by the Home Owners Association (HOA).

   b. Provide public improvements on the west side of Magnolia Avenue to include a 10-foot wide landscape strip to be maintained by the HOA.

   c. Provide public improvements on the east side of Cottonwood Avenue to include a paved width of 24 feet from centerline, concrete curb and gutter, street lights, drainage facilities, and a 10 foot wide pedestrian parkway.

   d. Construct a temporary cul-de-sac with a 28' curb line radius at the

end of Cottonwood Avenue per the County of San Diego Design Standard DS-05.

e. Construct continuous sidewalk improvements at the Cottonwood Avenue cul-de-sac to provide pedestrian access to the future trail along the San Diego River to the satisfaction of the Director of Development Services.

f. Construct a 40-foot wide driveway entrance on Private Road B at Street A per the City of Santee Modified G-17 Standard. Decorative pavement treatment shall be provided twenty feet in depth full width of the driveways. Materials shall be to the satisfaction of the Director of Development Services.

g. Construct a 32-foot wide driveway entrance on Private Road F at Cottonwood Avenue per the City of Santee Modified G-17 Standard. Decorative pavement treatment shall be provided twenty feet in depth full width of the driveways. Materials shall be to the satisfaction of the Director of Development Services.

h. Construct drainage improvements on Magnolia Avenue and Cottonwood Avenue as necessary to accommodate the upstream runoff north of the proposed development. Drainage structures shall be installed in accordance with the City of Santee Public Works Standards.

i. Repair or replace failed or inadequate pavement and sidewalk along Magnolia Avenue and Cottonwood Avenue. The limits of repair will be to the centerline of each street to the satisfaction of the Director of Development Services.

j. Construct a 14-foot wide public trail on the south side of the project that matches the design of the Walker Preserve Trail. The trail shall include a stabilized and compacted DG pathway with hardwood headers, lodge pole fencing, doggie bag dispensers, bench and trash barrels and a pervious concrete connection under the Magnolia Avenue Bridge completed to the satisfaction of the Director of Community Services and the Director of Development Services. Provide a drivable access point to the San Diego River for City maintenance staff to the satisfaction of the Director of Development Services.

k. Street improvement plans shall be one hundred percent (100%) complete at the time of plan submittal, be prepared in accordance with City guidelines and the requirements set forth herein, and be ready for acceptance by the City. Partial or incomplete submittals

will not be accepted for plan check. At the time of plan check 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 improvement plan submittal package:

1) Six sets of plans bound and stapled.
2) Plan check fees.
3) Preliminary cost estimate for the improvements.
4) One copy of the resolution of Approval or Director's Decision approving the project.

Plan check and inspection fees shall be paid in accordance with the City Fee Schedule.

9. Rough Grading Plans may be submitted to the Department of Development Services Engineering Division and accepted prior to map recordation. The following conditions shall apply to acceptance of the Grading Plans and issuance of a Grading Permit:

   a. Project landscape and irrigation plans for all slope planting on all slopes over three feet in height shall be included in the grading plan set and shall be prepared at the same scale as the grading plans 1" = 20'. Design shall include a temporary high line for irrigation to permit slope planting to occur immediately following grading until such time as individual meters are installed to permit connection of the irrigation to the home owner's meter.

   b. Project improvement plans shall be completed to the satisfaction of the Director of Development Services and ready for approval prior to issuance of a grading permit. Plans shall be prepared at a scale of 1" = 20'.

   c. Project plot plans shall be completed and approved prior to issuance of any building permits or start of construction of the street improvements.

   d. 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. Structural sections shall consist of asphalt concrete over approved aggregate base material. Minimum concrete section shall be 5 ½ 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

Service, 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.

e. Obtain a grading permit and complete rough grading in accordance with City standards prior to the issuance of any building permits.

f. All recommended measures identified in the approved geotechnical and soil investigation shall be incorporated into the project design and construction.

g. The grading plans shall be prepared at a scale of 1" = 20'. Plans shall include a note that requires immediate planting of all slopes within sixty days following installation of water mains to serve the project. Slope planting shall be fully established prior to occupancy of any unit.

h. Excess soil generated from grading operations shall be hauled to a legal dumping site as approved by the Director of Development Services.

i. Grading plans shall be one hundred percent complete at the time of plan check submittal, be prepared in accordance with City guidelines and be ready for acceptance by the City. 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 plan submittal package:

1) Six sets of plans bound and stapled (grading and landscape).
2) Plan check fees.
3) A completed grading permit application.
4) A cost estimate for the cost of construction.
5) Three copies of the Drainage Analysis specified here within.
6) Three copies of the Geotechnical Study specified here within.
7) Two copies of the Storm Water Quality Management Plan Specified here within.
8) 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.
9) 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.

10) One copy of the Resolution of Approval approving the project.

All grading shall be completed to the satisfaction of the Director of Development Services. Plan check and inspection fees shall be paid in accordance with the City Fee Schedule.

10. Plot Plans shall be submitted to the Department of Development Services Engineering Division and be completed and accepted prior to each phase of development. Phase-specific conditions shall be specified at the time of approval for a specific phase.

11. Precise Grading plans shall be submitted to the Department of Development Services Engineering Division and be completed and accepted prior to issuance of a building permit.

    a. The site design shall comply with full trash capture requirements by 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 as identified in the project Storm Water Quality Management Plan.

    b. The precise grading plans shall include detailed landscape and irrigation information for the proposed bio-retention facilities. The proposed basin design includes the use of an impermeable liner along sidewalls. As such, the proposed planting in and around the basins shall be specified accordingly.

    c. A minimum paved width of 32 feet is required for Private Roads B, C, and F, and 36 feet for Private Roads D and E with a 3 feet rolled curb and gutter on both sides of the streets per Modified SDRSD G-04 as shown on the tentative map. The minimum paved width shall maintain an unobstructed vertical clearance from all and any encroachments including, but no limited to, parking spaces, decks, overhangs, lighting, abutments, etc.

    d. Downspouts and HVAC systems are not permitted to be connected to the storm drain conveyance system. All non-storm water discharges must either drain to landscaped areas, or be plumbed to the sewer and shown on the precise grading plans accordingly.

    e. New utility structures serving the property shall be located interior to the project off of public streets, and screened from view and conform to the City of Santee Design Guidelines & Surface Utility Maintenance Manual.

f. Precise Grading Plans shall be one hundred percent complete at the time of plan check submittal, be prepared in accordance with City guidelines and be ready for acceptance by the City. At 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 plan submittal package:

1. Six sets of plans bound and stapled.
2. Plan check fees.
3. A cost estimate for the cost of construction.

12. The applicant shall notify all contractors, subcontractors and material suppliers that the following work schedule restrictions apply to this project:

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.

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 City Holidays. Deliveries of emergency supplies or equipment necessary to secure the site or protect the public are excluded.

d. If the applicant fails or is unable to enforce compliance with their contractors, subcontractors and material suppliers regarding the specified work hours, a reduction of permissible work hours may be imposed by the Director 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.

13. 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 be 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.

14. Applicant consents to annexation of the property under development to the Santee Roadway Lighting District and agrees to waive any public notice and hearing of the transfer. Applicant shall pay the necessary annexation costs and upon installation of any street lights required for the development, pay the necessary street light energizing and temporary operating costs.

15. A grading permit to allow early subdivision grading in accordance with Section 15.58.170 of the Grading Ordinance may be obtained following approval of the tentative map.

16. Provide three copies of a final 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.

    c. Final pad and finish floor elevations shall be in conformance with the Santee Flood Damage Prevention Ordinance requirements.

17. Provide three copies of a Storm Water Quality Management Plan (SWQMP) that shall comply with the City of Santee Storm Water Ordinance and shall be prepared 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 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.

18. Minimum best management practices for storm water and water quality shall be incorporated into the development's CC&R's via reference to the project's Storm Water Quality Management Plan (SWQMP). 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 and the HOA.

19. Provide two copies of an Operation & Maintenance (O&M) plan in accordance with the City of Santee BMP Design Manual. 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.

20. 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. Submit two copies of the project specific Storm Water Pollution Prevention Plan (SWPPP) to the City for review and approval. 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.

21. The applicant shall make the following conveyances on the final map:

    a. Dedicate visibility clearance easements at all street intersections in accordance with Section 17.10.050 of the Zoning Ordinance.

b. Dedicate right-of-way along Cottonwood Avenue adjacent to the site such that the ultimate right-of-way width to centerline is 34 feet.

c. Dedicate right of way for Public Street purposes over Public Road A "Park Center Drive" to Parkway Road standards providing a minimum width of 68 feet.

d. Dedicate drainage and access easements for all storm drainage improvements proposed for City maintenance.

e. Dedicate a pedestrian and trail easement along the trail area along the southerly boundary as shown on the tentative map for a minimum width of 45 feet.

22. Applicant shall place all new utilities required to serve the project underground. No overhead facilities or extension of overhead facilities is permitted.

    In addition, the applicant shall underground any existing overhead facilities on-site and underground any overhead facilities adjacent to the project to the satisfaction of the Director of Development Services. Adjacent facilities are defined as existing overhead facilities in the abutting half street and may include extension of the undergrounding to either side of the project to the nearest existing utility pole.

23. Provide certification to the Director of Development Services that sewer and water can be provided to the site and that financial arrangements have been made to provide said services.

24. Application shall be made to the Federal Emergency Management Agency (FEMA) for a letter of Map Revision (LOMR) for all fill placed within the limits of the FEMA defined floodplain. The LOMR shall be completed prior to issuance of occupancy of any units subject to the approval of the Director of Development Services.

25. The applicant shall comply with all applicable sections of the Municipal Code, Land Development Manual and Public Works Standards of the City of Santee.

SECTION 4: 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 Tentative Map, or any action relating to or arising out of its approval.

SECTION 5: The terms and conditions of the Tentative Map TM2016-1 approval shall be binding upon the permittee and all persons, firms and corporations having an interest in the property subject to this Tentative Map and the heirs, executors, administrators, successors and assigns of each of them, including municipal corporations, public agencies and districts.

SECTION 6: The approval of the Tentative Map TM2016-1 expires on August 8, 2021 at 5:00 p.m. The Final Map or Maps conforming to this conditionally approved Tentative Map shall be filed with the City Council in time so that City Council may approve the Final Map or Maps before this approval expires unless a time extension for obtaining such approval of the Final Map is approved as provided by the Santee Subdivision Ordinance. 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 7: 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 8: 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 "San Diego County Clerk" 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 9: 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:

NOES:

ABSENT:

RESOLUTION NO.

APPROVED:

_____

JOHN W. MINTO, MAYOR

ATTEST:

_____

ANNETTE ORTIZ, CITY CLERK

RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA APPROVING DEVELOPMENT REVIEW PERMIT DR2016-2 FOR A 67-UNIT RESIDENTIAL SUBDIVISION ON A 20.4-ACRE PROPERTY ON THE NORTHWEST CORNER OF CHUBB LANE AND MAGNOLIA AVENUE IN THE TOWN CENTER (TC) ZONE

(APPLICANT: SAM-SANTEE, LLC)
APNs: APNS 381-160-41, -46, & -63
RELATED CASE FILES: TCSPA2016-1, TM2016-1, AEIS2016-6

WHEREAS, on August 8, 2017 SAM-Santee, LLC submitted a complete application for a Town Center Specific Plan Amendment TCSPA2016-1, Tentative Map TM2016-1 and Development Review Permit DR2016-2 to develop 67 detached dwelling units on a 10-acre graded portion of a 20.4-acre property located on the northwest corner of Chubb Lane and Magnolia Avenue, 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 (AEIS2016-6) was conducted for the project which includes Town Center Specific Plan Amendment (TCSPA2016-1), Tentative Map (TM2016-1) and Development Review Permit (DR2016-2) that determined that all environmental impacts of the project would be less than significant with mitigation and a Mitigated Negative Declaration (State Clearinghouse No. 2017121039) was prepared and advertised for public review from December 14, 2017 to January 16, 2018; and

WHEREAS, the proposed project is located within Airport Influence Area (AIA) 1 for the Gillespie Field Airport Land Use Compatibility Plan (ALUCP). The Federal Aviation Administration (FAA) determined that the project, as designed, presented no hazard to air navigation, and the San Diego County Airport Land Use Commission (ALUC) determined that the project is conditionally consistent with the ALUCP pursuant to the ALUC Resolution 2017-0024; and

WHEREAS, the Director of Development Services scheduled Town Center Specific Plan Amendment TCSPA2016-1, Tentative Map TM2016-1, Development Review Permit DR2016-2, and Mitigated Negative Declaration (AEIS2016-6) for public hearing on June 27, 2018; and

WHEREAS, the June 27, 2018 hearing on Town Center Specific Plan Amendment TCSPA2016-1, Tentative Map TM2016-1, Development Review Permit DR2016-2, and Mitigated Negative Declaration (AEIS2016-6) was continued to August 8, 2018 at the applicant's request; and

WHEREAS, on August 8, 2018, the City Council held a duly advertised public hearing on Town Center Specific Plan Amendment TCSPA2016-1, Tentative Map TM2016-1, Development Review Permit DR2016-2, and Mitigated Negative Declaration (AEIS2016-6); and

RESOLUTION NO. _____

WHEREAS, the subject development proposes the addition of 67 residential units to the City's housing stock which aids in meeting the State-mandated Regional Housing Needs Allocation for the City of Santee as outlined in the Housing Element of the General Plan; 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 No. 2017121039) and its associated Mitigation Monitoring and Reporting Program, which fully disclosed, evaluated and mitigated the environmental impacts of the proposed project, including the Development Review Permit 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 Zoning Ordinance for a Development Review Permit are made as follows:

A. That the proposed project as conditioned meets the purpose and design criteria prescribed in the Zoning Ordinance and the Municipal Code. Where absent in the Town Center Specific Plan, the development standards for the subject site would correspond to those set forth for the Medium Density Residential (R-7) Zone. The project proposes 7 units per acre which is within the allowed density range of 7 to 14 dwelling units per acre. The proposed development is compatible with existing and planned residential development in the area and is compatible with the Development Review criteria contained in section 17.08.070 of the Municipal Code. As conditioned, the project complies with parking, lot coverage, landscaping, and recreational amenities of the Development Code. The project design is consistent with the requirements of the Fire Code, and all proposed private improvements will meet the public works standards of the City.

B. That the proposed development conforms to the Santee General Plan. The project meets many of the goals and objectives of the Town Center Specific Plan. The project promotes a variety of housing types and increased density along major road corridors (Land Use Element Objective 2.0 and Policy 2.2). The project is consistent with the Objective 5.0 of the Housing Element which encourages a wide range of housing by location, type of unit, and price. It also supports the Mobility Element Objective 4.0 which desires to maximize the utilization of site planning techniques to improve traffic safety. Policy 4.1 of the

Mobility Element encourages new subdivision development be designed so that driveways do not take direct access from prime arterials, major roads, or collector streets. Vehicle access will be provided from a new parkway that connects to Magnolia Avenue with no direct access to Magnolia Avenue.

SECTION 3: The Development Review Permit DR2016-2 consisting of 67 detached residential units on the northwest corner of Chubb Lane and Magnolia Avenue is hereby approved subject to the following conditions:

A. The applicant shall obtain approval of Town Center Specific Plan Amendment TCSPA2016-1 and Tentative Map TM2016-1.

B. The applicant shall be responsible for complying with all the provisions of the Mitigation Monitoring and Reporting Program adopted by the City Council on August 8, 2018 and attached to Resolution No. __ as Exhibit "B". Each and every mitigation measure contained in the Mitigation Monitoring and Reporting Program is hereby expressly made a condition of project approval in accordance with State CEQA Guidelines, section 15074.

C. The project shall comply with all applicable sections of the Municipal Code, Land Development Manual, and Public Works Standards of Santee.

D. Prior to Building Permit Issuance:

1. Obtain building permits 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.

2. The submitted plans shall be in substantial conformance with the approvals and conditions of approval for Tentative Map TM2016-1 and Development Review Permit DR2016-2.

3. All construction shall be in substantial conformance with the approved plans dated August 8, 2018, as amended herein.

4. Minor or Major Revisions to the Development Review Permit, such as changes to the building elevations, site design, or landscaping design, shall be approved by the Director of Development Services unless in the Director's judgment a Major Revision should be reviewed by the City Council.

5. Applicant shall complete a Debris Management Plan form and submit a waste diversion security deposit prior to receiving any building permit or demolition permit, unless specifically exempt pursuant to the City's Municipal Code.

6. Irrigation and landscaping shall meet the requirements of the City's Water

Efficient Landscape Ordinance (Chapter 17.36 of the Santee Municipal Code).

7. The bio-retention areas must include plants listed in the City of Santee BMP Design Manual.

8. Projections into yards must comply with SMC Section 17.10.050 B.

9. All perimeter walls and retaining walls constructed next to a Mobility (Circulation) Element Street shall be constructed with decorative materials to the satisfaction of the Director of Development Services.

10. A bond, equal to the cost of full landscape installation shall be deposited with the Department of Development Services and retained for a minimum of one year or until the landscaping is established to the satisfaction of the Director of Development Services.

11. Should temporary construction or sales office trailers and/or model homes(s) be desired, the applicant shall comply with the requirements of Subsection 17.06.070 E.2 of the Santee Zoning Ordinance without the requirement to file an application for a Temporary Use Permit. All temporary trailers shall comply with the required setbacks. Any required building permits shall first be obtained prior to the operation of a sales office and/or model home(s).

12. The project shall include a roof-mounted solar photo-voltaic system of a minimum 3kw size on each home.

13. The garage for each dwelling unit shall be equipped with a dedicated circuit and receptacle to support a future plug-in, AC Level 2 electric vehicle charging station required by the current CA Code of Regulations Title 24.

14. The project shall include a rain harvesting system to collect and reuse rainwater for landscape irrigation.

15. The building plans shall provide wall offsets to identify each unit and decorative accent features shall be provided on all sides of the building to the satisfaction of the Development Services Director.

16. Each unit shall be equipped with a water meter, capable of being read without entry into the unit, in accordance with Section 537.1 of Article 5, Chapter 8, Division 1 of the California Water Code.

17. Submit a copy of the Covenants, Conditions, and Restrictions (CC&Rs) for approval of the Director of Development Services prior to recordation and pursuant to the conditions imposed for Tentative Map TM2016-1 and Development Review Permit DR2016-2. These CC&R's should include

discussion of, but are not limited to the following issues:

a. The permittee and all persons, firms or corporations, owning the property subject to this subdivision map, their heirs, administrators, executors, successors, and assigns shall operate, maintain and repair the landscape areas and onsite drainage improvements as shown on the Final Map, site plan, and landscape plan in accordance with the approved CC&Rs primarily for the benefit of the residents of the subject development.

b. Conditions that require residents of the development to make their required parking spaces available for parking of automobiles at all times, including language that grants the Homeowner's Association (HOA) the right to inspect private garages to ensure residents' compliance with this requirement and language that requires the HOA to enforce this requirement.

c. A condition that requires guest parking spaces to be maintained for short-term parking by visitors of the development.

d. The requirement that each unit be provided with separate trash services, with individual recycling and waste collection receptacles, and that said receptacles are: maintained within garages at all times excepting collection days; sized appropriately to fit in the garages; and placed along driveways in an orderly manner on collection days such that traffic and emergency access are not impeded.

e. A condition that the CC&Rs may not be rescinded or amended without the prior written consent of the Director of Development Services.

18. Applicant shall obtain final map approval and record the final map. Once recorded, the applicant shall within thirty days of recordation, provide one mylar copy of the recorded map to the Department of Development Services Engineering Division together with three printed copies of the map for the City's permanent record. The prints and mylar shall be in accordance with City standards.

19. Plot Plans shall be submitted to the Department of Development Services Engineering Division and be completed and accepted prior to issuance of any building permits or start of construction of the street improvements. The plans shall be prepared at a scale of 1" = 20'. Plan format and content shall comply with Engineering Division standards.

20. To ensure maintenance of public interest landscape facilities as well as the water quality features associated with the Project's approved Storm Water Quality Management Plan the applicant shall be required to create a Home Owners Association to provide for the maintenance of these areas.

21. 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 a rough grading report, which shall include a compaction report prepared by the geotechnical engineer, and a certification by the project civil engineer that all property corners, slopes, retaining walls, drainage devices and building pads are in conformance with the approved grading plans.

22. The 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:

a.	Drainage	$235,907.00	or	$3,521.00/unit (estimated)
b.	Traffic	$246,091.00	or	$3,673.00/unit
c.	Traffic Signal	$25,393.00	or	$379.00/unit
d.	Park-in-Lieu	$526,352.00	or	$7,856.00/unit
e.	Public Facilities. . . .	$437,242.00	or	$6,526.00/unit
f.	RTCIP Fee	$166,393.16	or	$2,483.48/unit

Impact fee amounts shall be calculated in accordance with current fee ordinances in effect at the time of issuance of building permit. Fees shall be adjusted on an annual basis in the accordance with the Municipal Code.

23. Interior Private Streets "D" and "E" shall be widened to 36' to allow for parking on both sides of the street. All other interior streets are allowed to be 32' curb to curb with parking allowed on one side of the street. Parking shall be allowed on the side where homes and driveways face the street. The opposite side of the street shall be marked No Parking Fire lane as approved by the fire code official and required to be enforced through the project CC & R's.

24. The roundabout/landscaping circle shown in front of lot 58 shall be modified to allow for the proper turning of a fire apparatus. Plans shall be approved by the fire code official prior to installation of Circle.

25. Five fire hydrants and a public looped water main are shown connecting Magnolia Avenue and Cottonwood Avenue water mains. The proposed hydrant locations are approved as submitted. These hydrants shall have one, 2 1/2" port and one, 4" port, with a minimum fire flow of 1500 gallons per minute for 3 hours. Hydrants shall be of all bronze construction, painted "fire hydrant yellow" and be installed per Padre Dam Water District requirements. Exact location of required hydrants is to be determined by the fire code official prior to installation. All underground utilities including fire mains, fire hydrants and fire service underground devices shall be installed and approved prior to the delivery of construction materials.

26. Address numbers shall be placed near the front door of each unit visible from the street. Numbers shall be block style, a minimum of 4" in height, black in color (or other approved color), in contrast with their background.

27. The homes are required to be constructed with approved automatic residential fire sprinkler systems installed by a licensed fire sprinkler contractor. Separate plans are required to be submitted to the Fire Department for approval prior to installation.

E. Prior to obtaining occupancy the following actions shall be taken:

1. Prior to occupancy of the first dwelling unit, the applicant shall submit a copy of the recorded CC&Rs pursuant to the conditions imposed for Tentative Map TM2016-1 and Development Review DR2016-2.

2. The applicant shall complete construction of all improvements shown on the approved plans to the satisfaction of the Director of Development Services.

3. 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.

4. Minimum best management practices for storm water and water quality will be incorporated into the development's CC&Rs via reference to the project's Storm Water Quality Management Plan. Prior to issuance 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 and the HOA. Should the project be phased, the executed contact must be submitted prior to issuance of the final phase of occupancy.

5. All post-construction BMPs that protect the site shall be in operation and certified in accordance with the approved Storm Water Quality Management Plan.

6. 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.

7. 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.

8. 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 and the HOA.

9. The applicant shall obtain final clearance for occupancy by signature on the final inspection request form from the Building Division, Fire Department and the Planning and Engineering Divisions of the Department of Development Services.

10. Plant all new trees in and within 10 feet of the public right-of-way with root control barriers.

11. The proposed project is located within the overflight notification area. The ALUCP requires recordation of an overflight notification with the County Recorder for new residential land uses or other alternative method as approved by the ALUC. Therefore, as a condition of project approval, an overflight notification shall be recorded with the County Recorder on each property containing a residential unit or other alternative method as approved by the ALUC.

F. Upon establishment of the use pursuant to this Development Review Permit DR2016-2, 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, shall be required in order to meet this standard.

4. Landscaping shall be situated to maximize observation while providing the desired degree of esthetics.

   a. Bushes and shrubs shall remain at a height of no more than three feet tall or, if applicable, trimmed underneath to expose the existing space and reduce the opportunity for concealment of a person(s) or property.

   b. Trees shall be trimmed at least seven feet in height and maintained so they do not block any light sources.

5. Lighting shall have sufficient wattage to adequately illuminate the

premises and clearly define what a person may be wearing, what they look like or what kind of vehicle he/she may be driving.

a. All entrances shall be illuminated during darkened hours.

b. Common areas including parking, trash receptacles, walkways, front porches/doorways, management office, etc. shall be well illuminated.

c. Each unit shall be clearly marked with the address and unit number and illuminated at night to aid emergency responders.

6. Security within each individual unit is important to maintaining the Crime Prevention Through Environmental Design principles.

a. Each unit shall have a 180 degree viewer (peephole) on the front entry door.

b. Each unit shall have a minimum 1-inch deadbolt throw on the front entry door.

a. All windows and sliding glass doors are shall be secured with a locking device. A secondary locking device, such a thumb-turn lock should be provided to residents.

b. All windows and doors shall have screens.

7. All storm water best management practices (BMPs) outlined in the Storm Water Management Plan must be installed and operational to the satisfaction of the Director of Development Services. Failure to maintain a required BMP will subject property owners and/or the Homeowners Association to civil penalties.

8. All light fixtures shall be designed and adjusted to reflect light downward, away from any road or street, and away from any adjoining premises, and shall otherwise conform to the requirements of Title 17 of the Santee Municipal Code.

SECTION 4: The terms and conditions of this Development Review Permit DR2016-2 shall be binding upon the permittee and all persons, firms and corporations having an interest in the property subject to this Development Review Permit DR2016-2 and the heirs, executors, administrators, successors and assigns of each of them, including municipal corporations, public agencies and districts.

SECTION 5: This Development Review Permit DR2016-2 expires on August 8, 2021 at 5:00 p.m. unless prior to that date a Final Map has been recorded pursuant to Tentative

Map TM2016-1, or unless a time extension for obtaining such approval of the Final Map is approved as provided by the Santee Subdivision Ordinance. 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 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 exaction 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: 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 "San Diego County Clerk" 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 9: 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:

NOES:

ABSENT:

APPROVED:

_____

RESOLUTION NO. _____

JOHN W. MINTO, MAYOR

ATTEST:

_____

ANNETTE ORTIZ, CITY CLERK