Addendum to Adopted Mitigated Negative Declaration for the Lantern Crest Ridge II Project Santee, California

Prepared for

City of Santee
10601 Magnolia Avenue
Santee, CA 92071

Prepared by

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RECON Number 9103
January 6, 2022

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APPENDICES

CITY OF SANTEE
ADDENDUM TO ADOPTED MITIGATED NEGATIVE DECLARATION

1. Project Title

Lantern Crest Ridge II

2. Lead Agency Name and Address

City of Santee
10601 Magnolia Avenue
Santee, CA 92071

3. Contact Person and Phone Number

Michael Coyne
Associate Planner
City of Santee
(619) 258-4100 x160
mcoyne@CityofSanteeCa.gov

4. Project Location

Sunset Trail, Santee, CA 92071
Assessor's Parcel Number 384-142-04-00

5. Project Applicant/Sponsor's Name and Address

Michael Grant
Development Contractor, Inc.
110 Town Center Parkway
Santee, CA 92071

6. General Plan Designation

Existing: Medium High Density Residential (R-14)
Proposed: Medium High Density Residential (R-14)

7. Zoning

Existing: Medium High Density Residential (R-14)
Proposed: Medium High Density Residential (R-14)

All reports and documents referenced in this Initial Study are on file with the City of Santee, Department of Development Services, 10601 Magnolia Avenue, Santee, CA 92071. Telephone

Number: (619) 258-4100, ext. 167. A digital copy is available from the City website: http://cityofsanteeca.gov/services/project-environmental-review.

8. Statement of Environmental Findings

An Initial Study was prepared by the City of Santee (City), 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 determined that the project would not have any new impacts not identified in the Mitigated Negative Declaration previously adopted in 2020 for a proposed a senior care facility, and all potential impacts would remain less than significant or mitigated to less than significant.

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

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 Addendum are as follows: City of Santee, Development Services Department, Planning and Zoning Services Division, 10601 Magnolia Avenue, Santee California, Custodian: Michael Coyne, Senior Planner.

9. Previous Environmental Document

The property that is subject to this supplemental review is the same site that was evaluated under the Lantern Crest Ridge II Project (project) Mitigated Negative Declaration adopted by the City Council on September 9, 2020. The previously adopted project proposed a three-story, 46-unit senior care facility, along with four independent senior living units (contained within two duplex villas), for a total of 50 units. The adopted Mitigated Negative Declaration determined that all environmental impacts would be less than significant or mitigated to a level less than significant.

10. Original Project Description

The previously adopted project proposes a three-story, 46-unit senior care facility, along with four independent senior living units (contained within two duplex villas), for a total of 50 units. The project site is approximately 2.74 acres, located in the City of Santee, California, east of State Route 67 (SR-67) and north of Prospect Avenue (Assessor's Parcel Number 384-142-04-00).

The project site is currently accessed via Sunset Trail and Lantern Crest Way on the southern side of the site from Graves Avenue. The western boundary of the project site fronts multi- and single-family residential properties, while the eastern boundary fronts the existing Lantern Crest Ridge Phase I Senior Housing facility, located at 800 Lantern Crest Way. The project would provide a connection to the adjacent Lantern Crest Ridge Phase I building via a covered pedestrian bridge.

The project would require a General Plan Amendment (GPA 2018-1) and zone reclassification (R2018-1) to change the City zoning land use designation from Low Density Residential (R-1A) and Hillside/Limited (HL) to Medium High Density Residential (R-14). Other required project approvals include a Conditional Use Permit (P2017-04). The Conditional Use Permit would permit the proposed development of 50 units of senior care housing and related services on the 2.74-acre project site. The building would be three stories and the units would range in size from 638.5 to 766 square feet.

The common areas within each floor would range in size from 4,463 to 5,747 square feet. The duplex units would be 2,681 square feet each.

The project would also include three biofiltration basins, an on-site access road, and cul-de-sac. The project would provide eleven standard parking spaces, four single car garage parking spaces, and one Americans with Disabilities Act (ADA) compliant parking space. The project includes on-site storm drain improvements, connections to public utility lines and the existing storm drain system along Sunset Trail, and construction of on-site sewer and water lines. The three biofiltration basins are located in the southeastern corner of the property, which would connect to the proposed on-site storm drain system and empty into the existing storm drain system located along Sunset Trail. Pad elevations for the two duplex structures would range from 510.4 feet above mean sea level (AMSL) to approximately 514.6 feet AMSL. The three-story structure pad elevations would range from 516 to 528 feet AMSL.

Access to the project site would be provided via Sunset Trail and Lantern Crest Way from Graves Avenue, and an access road and cul-de-sac would provide vehicular access to the parking spaces and structures. The internal access road, south of the internal cul-de-sac, would consist of a 30-foot-wide driveway, a 4-foot-wide sidewalk, and 19-foot (depth) parking stalls, along with a curb and gutter. The internal cul-de-sac would have a radius of 42 feet. The road to the north of the cul-de-sac would be 20' feet wide and designated as a "Fire Lane." A 65-foot-long firetruck turnaround area at the northern end of the property would be provided. The project would install an ADA compliant pedestrian ramp on the south side of the project site (at site entrance) to allow access to cross Sunset Trail. All internal sidewalk ramps would be ADA accessible.

Due to elevation differences throughout the project site, the project would construct multiple retaining walls. These retaining walls would be specifically located around the entirety of the northern, western and southern edges of the proposed development footprint. Along the eastern edge of the proposed development, a retaining wall would be constructed around the biofiltration area, along the slope between the proposed bridge connecting to the Lantern Crest Phase I building and the internal access road, and along the development footprint of the three-story structure.

The typical landscaping would include trees, accent shrubs, and groundcover consisting of various brush and flower types. All landscaped areas would be mulched to a minimum depth of 4 inches with shredded wood mulch, except for groundcover areas, which would be mulched to a minimum depth of 2 inches. The planting areas would be irrigated with an automatic irrigation system containing a rain-sensing shutoff device, along with a drip irrigation system in small planter areas. All landscaping within the project site would comply with the requirements of the City's Water Efficient Landscape Ordinance. In addition, the project would include a 100-foot minimum horizontal set back of fuel modified defensible space between the proposed structures and the wildland areas located north and east of the project site. The fuel modified defensible space would be comprised of two distinct brush management areas (BMAs); BMA Zone 1 and BMA Zone 2. BMA Zone 1 (first 50 feet extending away from the proposed structures) would consist of permanently landscaped, irrigated, and maintained fire-resistant native plant species. BMA Zone 2 would consist of a hydroseed mix comprised of low-fuel, California-native plant species. The project site has sufficient space to meet the 100-foot fuel modified defensible space requirement between the structure and open space to the north. However, the project site does not contain sufficient area to provide a

100-foot fuel modified defensible space between the proposed structures and open space area to the east. As currently proposed, the site layout would provide 56 feet of space between the structure and the open space to the east. In order to address the reduced fuel modified defensible space, the project would include the construction of a 5-foot fire barrier in the form of a non-combustible wall along the top of the slope along the eastern boundary of the project site, running from the northern edge of the bridge connecting the proposed structure to the Lantern Crest Ridge Phase I structure.

The Padre Dam Municipal Water District (PDMWD) would provide water and sewer service to the project site via the existing public water and sewer main along Sunset Trail. On-site water and sewer connections would be constructed within the internal access road, connecting with the existing 6-inch sewer main and 12-inch water main along Sunset Trail. These utilities would be public and constructed in accordance with PDMWD standards. One fire hydrant would be installed within the project site, located adjacent to the northern portion of the internal cul-de-sac.

11. Revised Project Description

The revised project would remove the two duplexes that would have provided four independent senior living units and increased the number of one-bedroom senior care units within the remaining three-story senior care facility from 46 to 62. This results in a net increase in the number of total residential units from 50 under the previously adopted project to 62 under the revised project.

The revised project would be located within the same approximately 2.74-acre site as the previously adopted project, located in the City of Santee, California, east of SR-67 and north of Prospect Avenue (Assessor's Parcel Number 384-142-04-00). The western boundary of the project site fronts multi- and single-family residential properties, while the eastern boundary fronts the existing Lantern Crest Ridge Phase I Senior Housing facility, located at 800 Lantern Crest Way. The project would provide a connection to the adjacent Lantern Crest Ridge Phase I building via a covered pedestrian bridge. Figure 1 presents the project's regional location, Figure 2 presents the project's specific location on U.S. Geological Survey map, and Figure 3 presents the project location on an aerial photograph. Figure 4 presents the site plan, Figures 5a through 5c present the site elevations, and Figure 6 presents the landscape concept plan.

The revised project would be consistent with the General Plan Amendment (GPA 2018-1) and zone reclassification (R2018-1) approved under the previously adopted project that changed the zoning and land use designation from Low Density Residential (R-1A) and Hillside/Limited (HL) to Medium High Density Residential (R-14). The City would issue a revised Conditional Use Permit that would permit the proposed development of 62 one-bedroom units of senior care housing and related services on the 2.74-acre project site. The building would be three stories and the one-bedroom units would range in size from 600 to 1,310 square feet. The common areas within each floor would range in size from 5,762 to 8,496 square feet. Due to removal of the four independent senior living units (contained within two duplex villas), the total site coverage of the development footprint has been reduced from 28,933 square feet under the previously approved project to 26,402 square feet under the revised project. Conversely, the total square footage of the senior care facility has increased from 54,638 square feet under the previously approved project to 69,459 square feet under the revised project due to the net increase of 12 senior care units. The entire 2.74-acre project site would be graded during construction and converted to developed land.

The revised project would provide 13 standard parking spaces and two ADA-compliant parking spaces. Similar to the previously adopted project, access would be provided via Sunset Trail and Lantern Crest Way from Graves Avenue, and an access road and cul-de-sac would provide vehicular access to the parking spaces and structures. The internal access road, south of the internal cul-de-sac, would consist of a 24-foot-wide driveway, 18-foot (depth) parking stalls, along with a curb and gutter. The internal cul-de-sac would have a radius of 42 feet. The road to the north of the cul-de-sac would be 26 feet wide and designated as a "Fire Lane." Similar to the previously adopted project, the revised project would include the 65-foot-long firetruck turnaround area at the northern end of the property.

The revised project would include one biofiltration basin located in the southwestern corner of the property, which would connect to the proposed on-site storm drain system and empty into the existing storm drain system located along Sunset Trail. Maximum elevation under the revised project would increase to approximately 565 feet above mean sea level (AMSL) compared to 545 AMSL under the previously adopted project.

12. Project Site Existing Conditions and Surrounding Land Use(s)

Existing conditions and surrounding land uses would be the same as under the previously adopted project. The project site is currently undeveloped, consisting of three habitat communities, typical of the Santee scrub and grasslands areas, as well as granitic rock outcroppings. Topography on the site slopes from east to west, with elevations ranging from approximately 580 to 520 feet AMSL along the eastern perimeter of the site, and from 500 to 490 feet AMSL along the western perimeter.

A mixture of existing development and undeveloped land surrounds the project site. To the east and south of the project site lie two existing Lantern Crest Senior Living Facility buildings. The project would connect to the existing Lantern Crest Ridge Phase I building approximately 10 feet to the east of the project site through a covered bridge. The existing Villas at Lantern Crest and the Pointe at Lantern Crest are located immediately to the south of the project site across Sunset Trail. A mix of single- and multi-family apartment complexes is located immediately to the west and southwest across Sunset Trail. The SR-67 and State Route 52 (SR-52) interchange is located approximately 0.15 mile west of the project site. To the north and northeast of the project site is open space habitat, located upon steep slopes. Non-residential uses, including industrial parks, are located west of the project site, which are buffered from the site by the SR-67 and SR-52 interchange and roadways.

13. Other Required Agency Approvals or Permits Required

General Construction Permit (San Diego Regional Water Quality Control Board)

14. New Significant Environmental Effects or Substantially More Severe Environmental Effects Compared to Those Identified in the Previous CEQA Document

The subject areas checked below were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion on the following pages.

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

15. Determination

No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND or MND or previously certified EIR adequately discusses the potential impacts of the project without modification.	
No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND, MND or previously certified EIR adequately discusses the potential impacts of the project; however, minor changes require the preparation of an ADDENDUM.	X

Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND, MND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, all new potentially significant environmental effects or substantial increases in the severity of previously identified significant effects are clearly reduced to below a level of significance through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a SUBSEQUENT MND is required.	
Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, only minor changes or additions or changes would be necessary to make the previous EIR adequate for the project in the changed situation. Therefore, a SUPPLEMENTAL EIR is required.	
Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, a SUBSEQUENT EIR is required.	

M. Coyne

Signature

2/23/2022

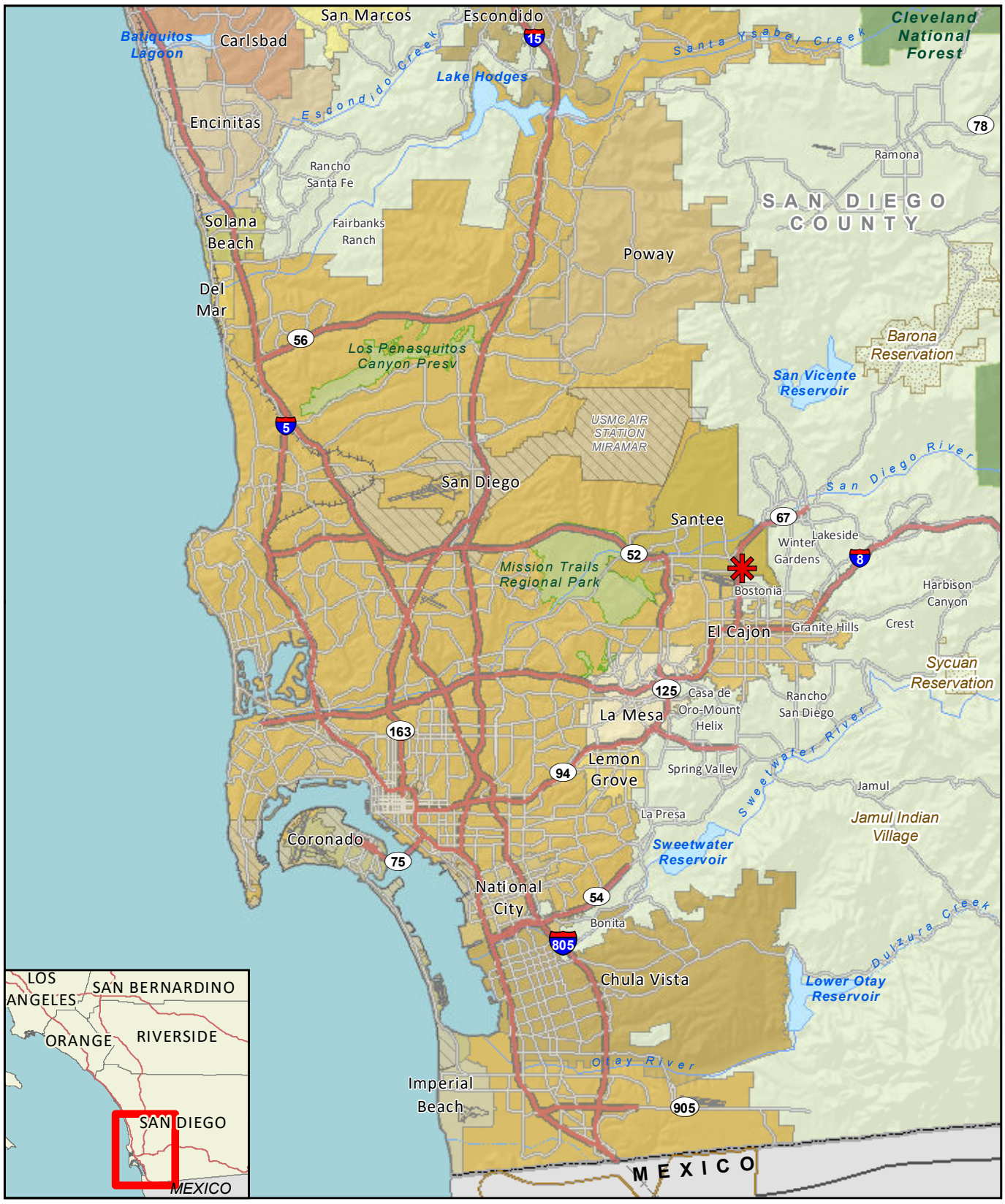
Date

Michael Coyne, Associate Planner

Printed Name and Title

City of Santee

For



Project Location

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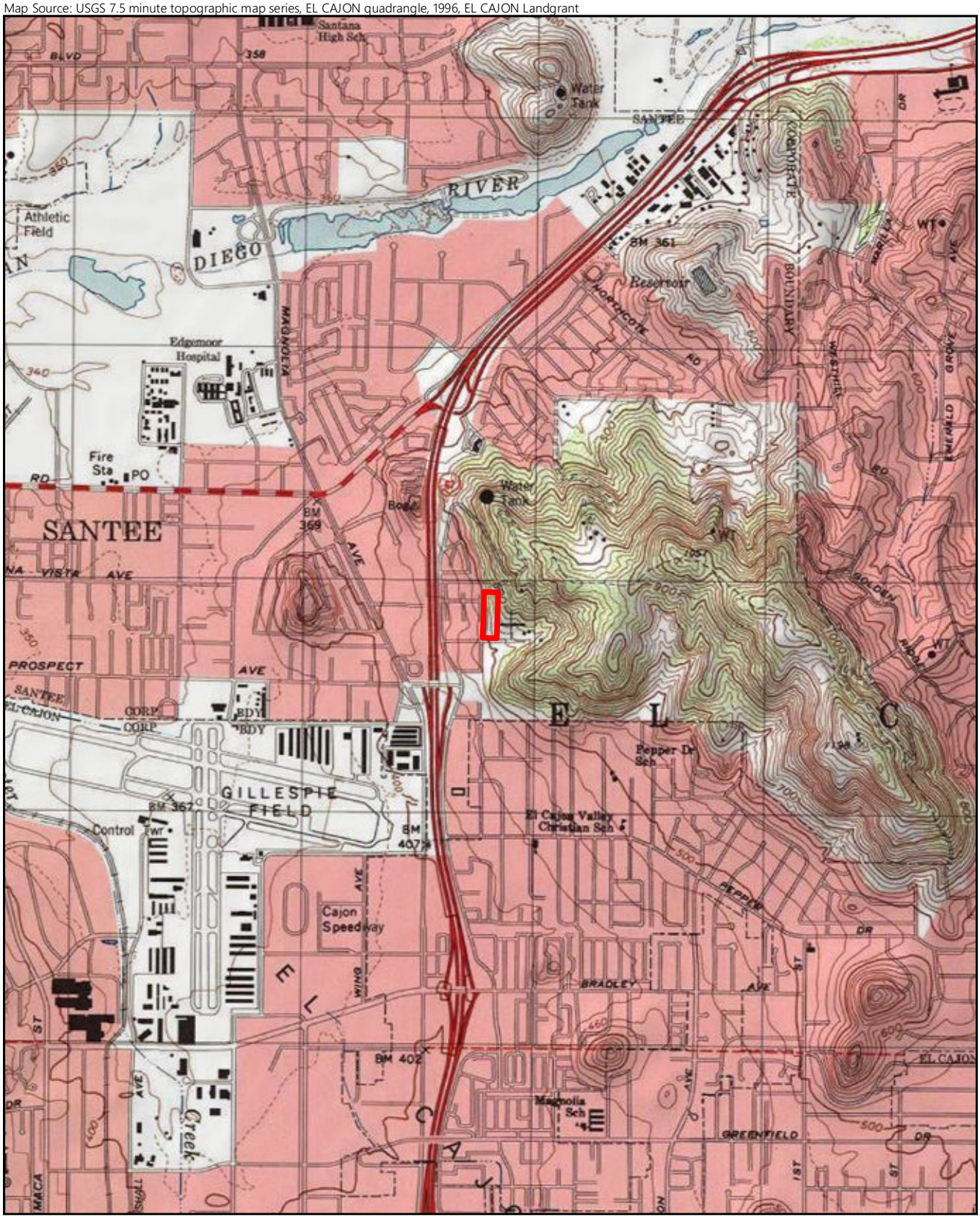
FIGURE 1
Regional Location

Map Source: USGS 7.5 minute topographic map series, EL CAJON quadrangle, 1996, EL CAJON Landgrant



Project Boundary

FIGURE 2
Project Location on USGS Map

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Image Source: NearMap (flown September 2021)

Project Boundary

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FIGURE 3

Project Location on Aerial Photograph

Map Source: REC

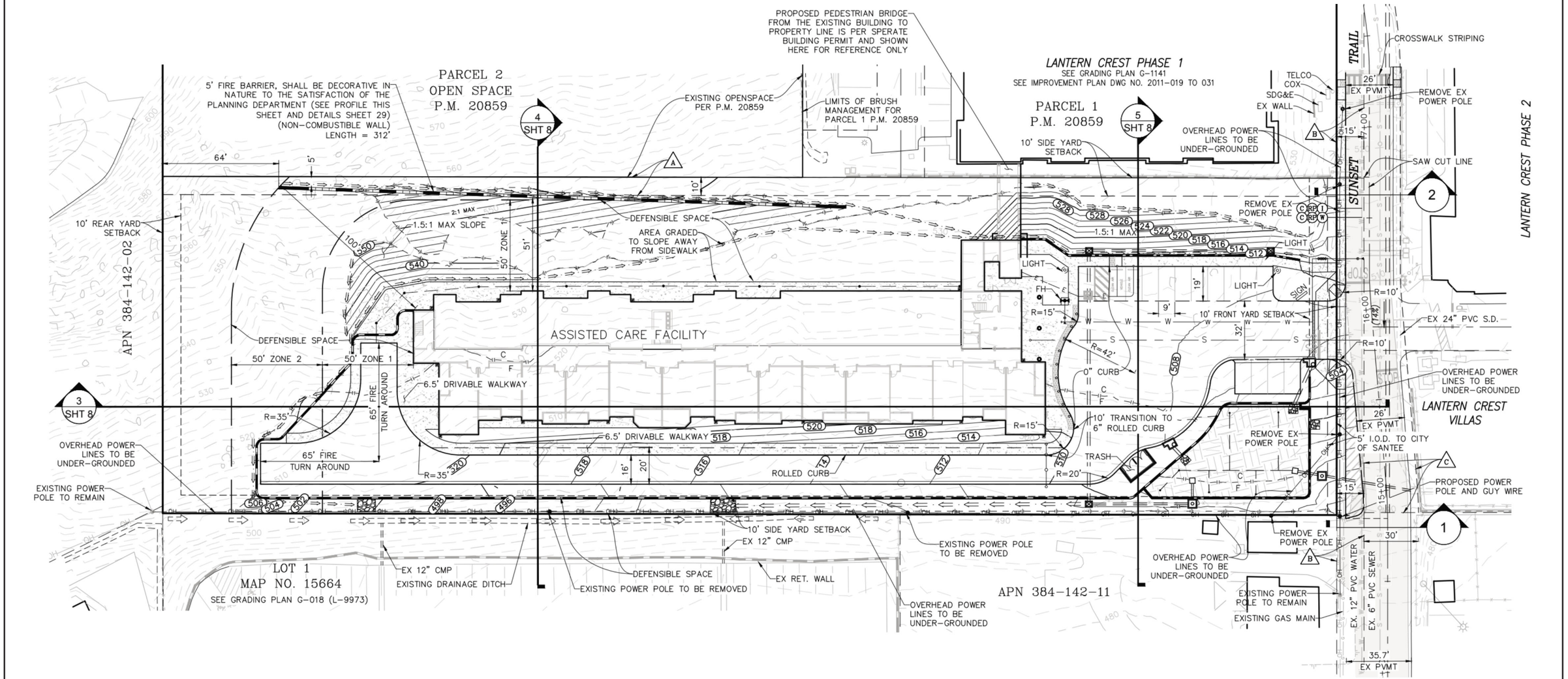

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FIGURE 4
Site Plan

Source: Todd B. Speigel Architects

WEST ELEVATION
PARTIAL A — 1

SCALE: 3/32" = 1'-0"

WEST ELEVATION
PARTIAL B — 2

SCALE: 3/32" = 1'-0"

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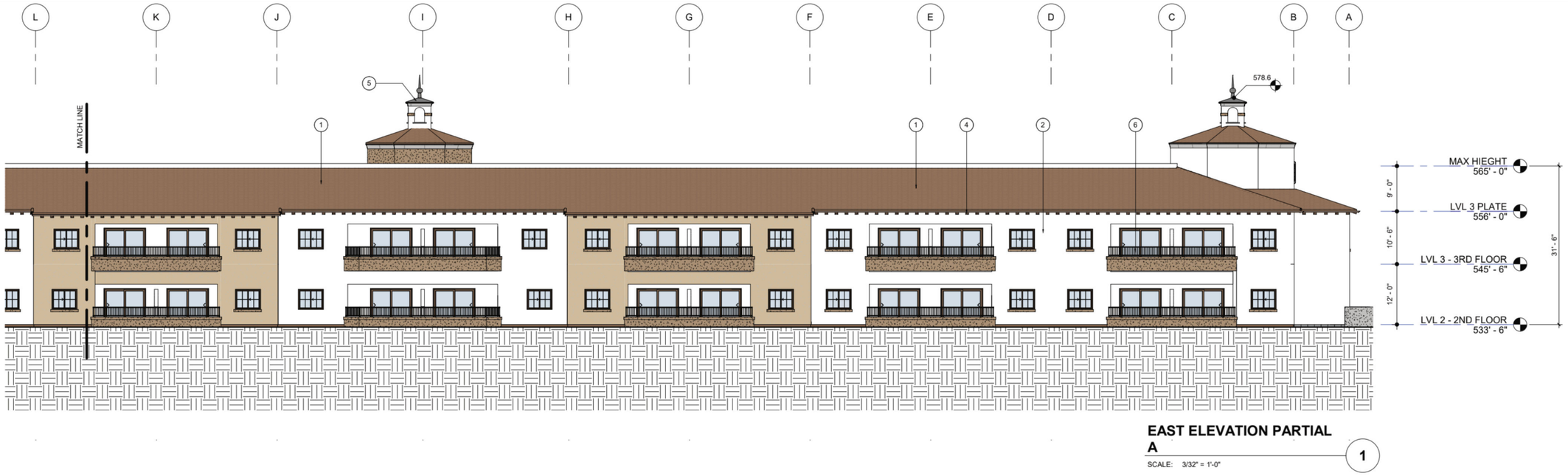
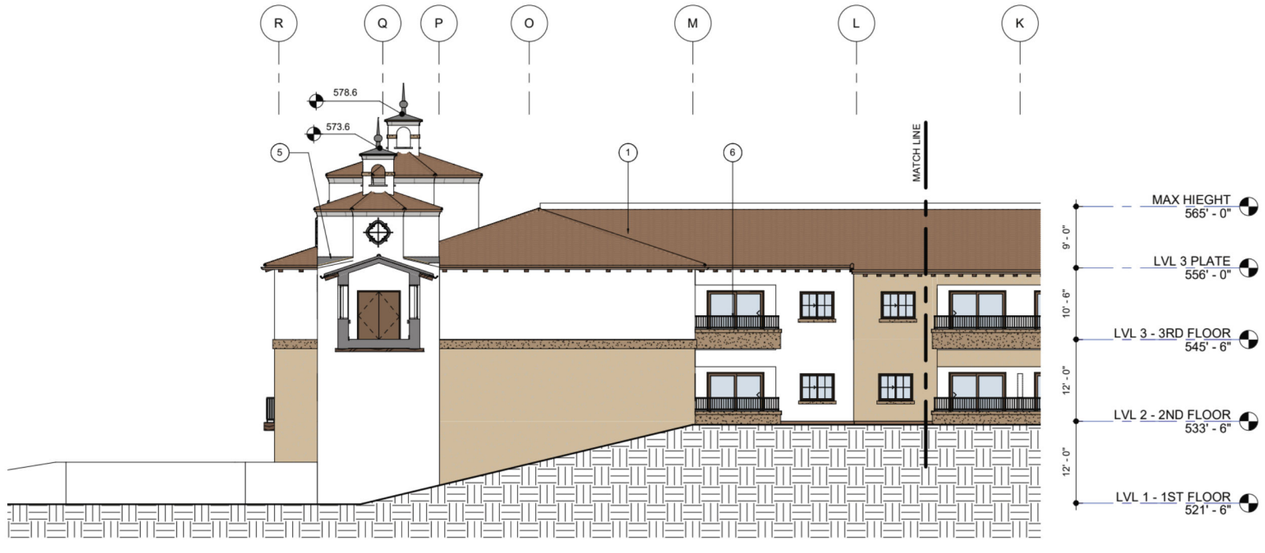
FIGURE 5a
Site Elevation: West

Source: Todd B. Speigel Architects



EAST ELEVATION PARTIAL A — 1

SCALE: 3/32" = 1'-0"



EAST ELEVATION PARTIAL B — 2

SCALE: 3/32" = 1'-0"

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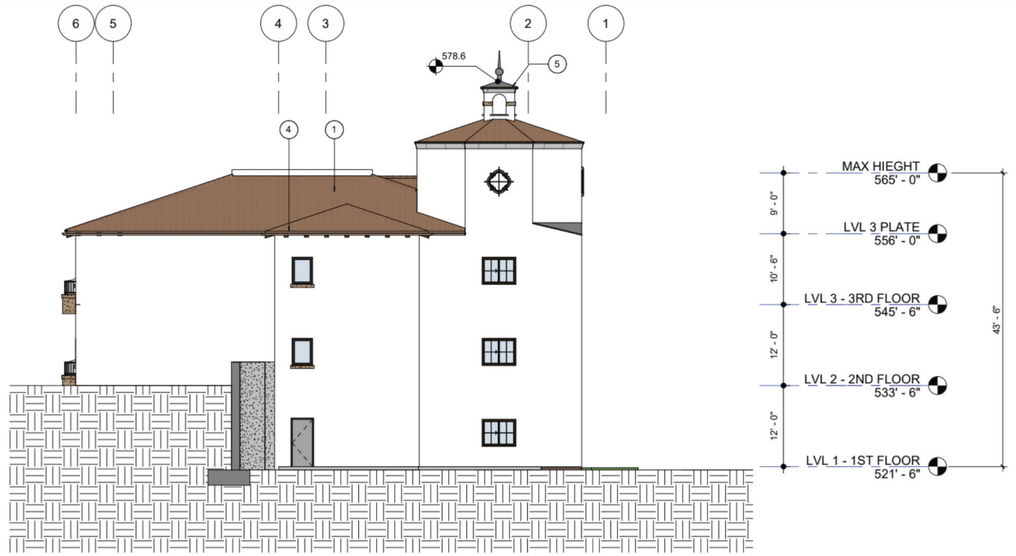
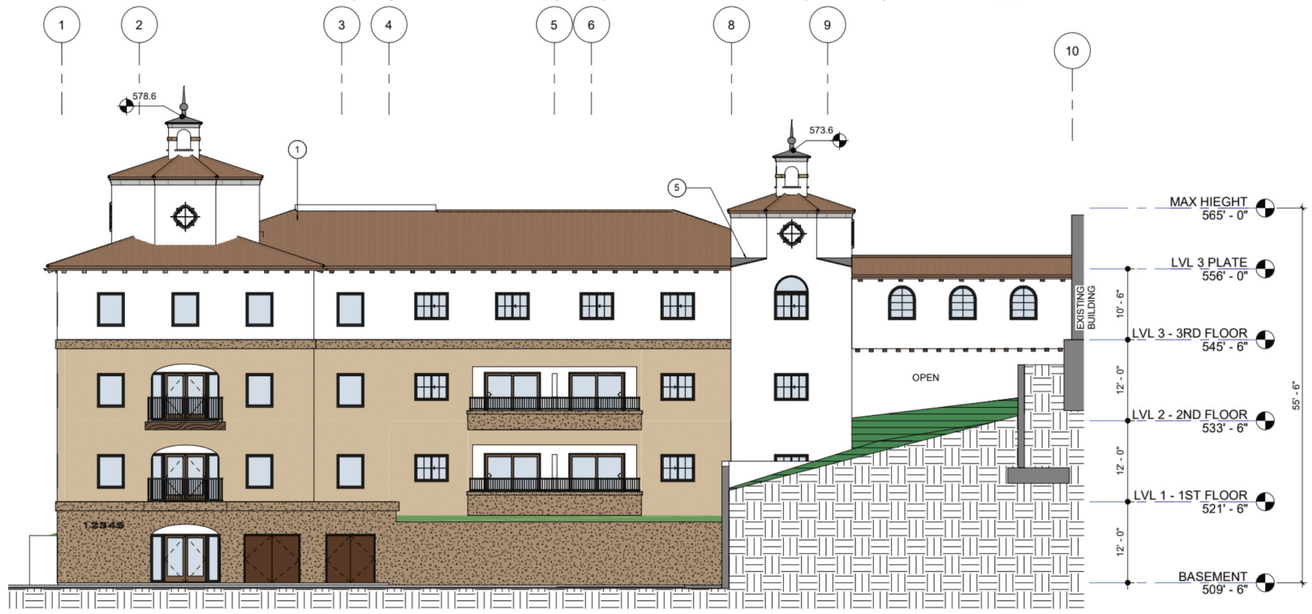
FIGURE 5b
Site Elevation: East

Source: Todd B. Speigel Architects



NORTH ELEVATION 1

SCALE: 3/32" = 1'-0"



SOUTH ELEVATION 2

SCALE: 3/32" = 1'-0"

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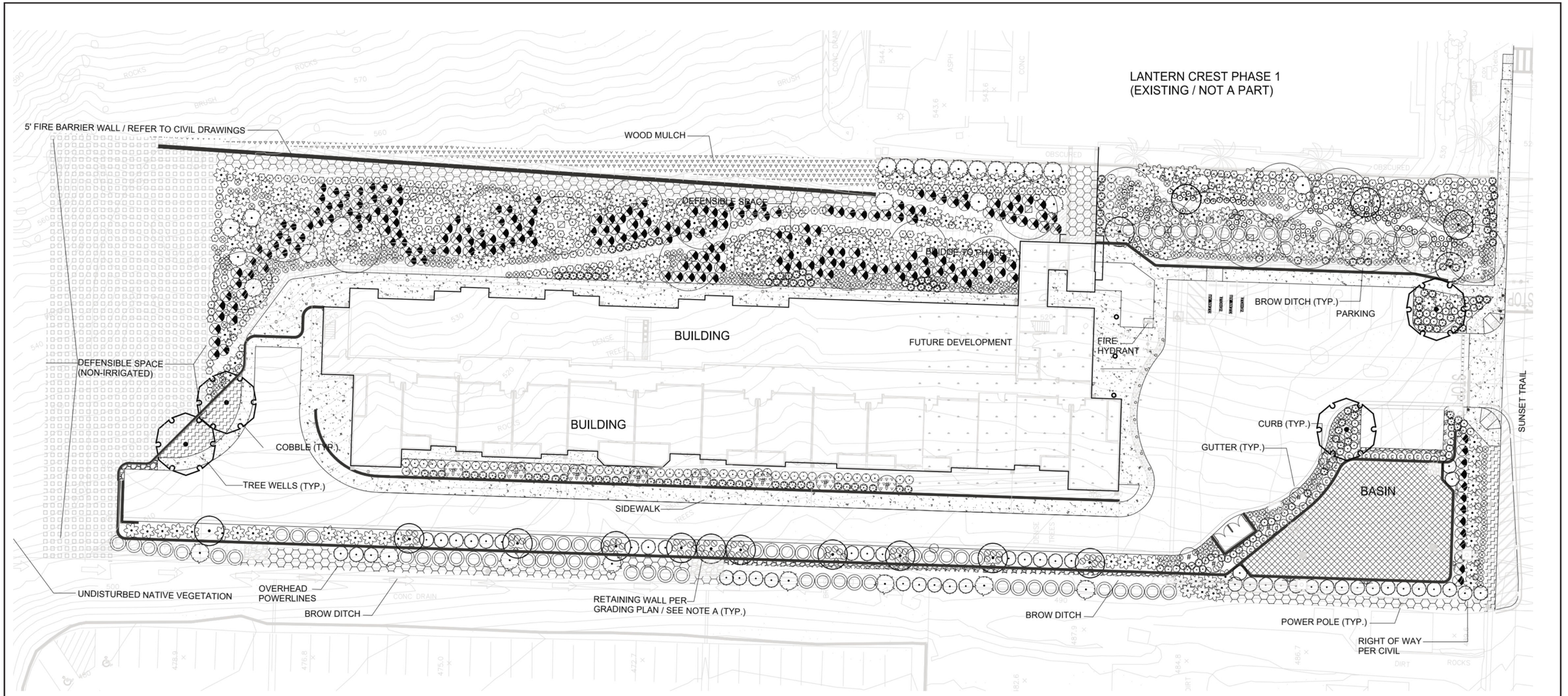
FIGURE 5c
Site Elevation: North and South

Map Source: Gary F. Hoyt Landscape Architecture, Inc.



NOTES:
A. ALL AREAS TO RECEIVE A MIN 4-INCH DEPTH OF SHREDDED WOOD MULCH EXCEPT FOR GROUNDCOVER AREAS WHICH WILL RECEIVE A 2-INCH DEPTH MINIMUM.
B. A BREATHABLE WEED BARRIERS SHALL BE USED IN ALL DRIP LANDSCAPE AREAS.

TREE MITIGATION NOTES

1. THE LANDSCAPE PLAN SHALL INCLUDE 33 COAST LIVE OAKS (QUERCUS AGRIFOLIA) ON THE PROJECT SITE AND/OR ELSEWHERE IN THE CITY AT THE APPLICANTS EXPENSE. THE APPLICANT MUST COORDINATE WITH THE DIRECTOR OF COMMUNITY SERVICES FOR THE REPLACEMENT TREES PLANTED WITHIN THE CITY.

2. THE APPLICANT SHALL INSTALL 19 COAST LIVE OAKS AT LANTERN CREST RIDGE II PRIOR TO FIRST OCCUPANCY. TREE LOCATIONS WILL BE VERIFIED BY COMMUNITY SERVICES STAFF.

0 Feet 50

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FIGURE 6
Landscape Concept Plan

15.1 Aesthetics

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Have a substantial adverse effect 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?	☐	☐	☒	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Sources: Project Plans; City of Santee General Plan (Conservation, Community Enhancement, and Circulation Elements); Santee Municipal Code.

a. No New Impact/No Impact. According to the City's General Plan, open space areas serve as scenic vistas within the City. The revised project would be located within the same 2.74-acre site as the previously adopted project. The project site is situated upon, and located adjacent to portions of open space within a partially undeveloped hillside, and is therefore located within the view corridor of a scenic vista. The open space area within this partially undeveloped hillside can be seen from public viewing points along Sunset Trail, as well as from the SR-52 and SR-67 interchange located 0.15 mile west of the project site, and existing development immediately west and northwest of the project site, due to the elevated landscape associated with the hillside. The relatively flat landscape to the west of the project site allows for distant views of the hillside. Development within the project site could change the visual landscape of the open space/undeveloped hillside area; thus, construction of the revised project could have the potential to affect this scenic vista.

However, the revised project would be constructed between two adjacent existing development projects, one of which (the Lantern Crest Ridge I development) would be integrated with the revised project. Views of the undeveloped hillside from the existing development to the east would be

minimally impeded by the revised project. Maximum elevation under the revised project would increase to approximately 565 feet AMSL compared to 545 AMSL under the previously adopted project. However, this would not result in a substantive change with respect to scenic vistas because the revised project's maximum height of 565 feet AMSL would be very similar to the 560 AMSL feet for the existing and adjacent Lantern Crest Ridge I facility. Therefore, the revised project's increase in height of approximately 20 feet would not be noticeably different in relation to the existing adjacent Lantern Crest Ridge I facility. While the project would encroach into the existing hillside, views of the hillside from public viewing areas, including from the SR-52 and SR-67 interchange and along Sunset Trail, would remain, since the proposed building height would be similar to that of the existing development to the east of the site. Motorists along these roadways and trail users would continue to have views of the open space. Moreover, the project would not impede distant views of mountains or hillsides from viewing areas along Sunset Trail. In addition, the revised project would install landscaping that would visually integrate the project into the surrounding landscape. Therefore, the revised project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant. No new impact would occur.

b. No New Impact/No Impact. The City's General Plan identifies existing scenic resources throughout the City, including the San Diego River and other waterway corridors, undeveloped hillsides and ridgelines, the Santee Town Center, Santee Lakes, Mission Trails Regional Parks, and the San Diego Trolley. There are no designated or eligible state scenic highways within the City of Santee. The closest state scenic highway segment is located along SR-52, which is located approximately 4 miles west of the project site. Development of the project site would not affect the aforementioned scenic resources, nor is the project visible the scenic highway segment. The granitic rock outcroppings and mature trees on the project site are not officially designated as scenic resources and are unremarkable in character. As described in Section 15.5.a below, no historic structural resources have been historically located or are currently located on the project site. Therefore, the revised project would not substantially damage any scenic resources, and impacts would be less than significant. No new impact would occur.

c. No New Impact/No Impact. The existing visual character of the project area is characterized by single- and multi-family residential land uses, senior care facilities, vacant land, and major roadways including Prospect Avenue, as well as SR-52 and SR-67 highways and interchange. The revised project would be consistent with the existing visual character because it would be integrated architecturally and physically (via a connecting pedestrian bridge) with the existing Lantern Crest Ridge Phase I facility that is adjacent to the project site.

The project site is an undeveloped parcel with low-lying vegetation, including both native and non-native vegetation. The southern half of the project site, consisting of a terraced landscape and non-native grassland intermixed with the non-native vegetation, has previously been disturbed. The project site would be developed with a three-story senior care facility, a pedestrian bridge connecting the proposed facility with the existing Lantern Crest Ridge Phase I assisted-living facility on the adjacent parcel, landscaping, and an internal access road, cul-de-sac, and parking spaces that would result in a visual character consistent with surrounding development. Maximum elevation under the revised project would increase to approximately 565 feet AMSL compared to 545 AMSL under the previously adopted project. However, this would not result in a substantive change with respect to visual character because the revised project's maximum height of 565 feet AMSL would be very

similar to the 560 AMSL feet for the existing and adjacent Lantern Crest Ridge I facility. Therefore, the revised project's increase in height of approximately 20 feet would not be noticeably different in relation to the existing adjacent Lantern Crest Ridge I facility.

The site would be graded and developed to follow the existing landform with the site sloping downward from east to west. Construction activities would be limited to the project site and would not affect any of the surrounding parcels. Construction activities would utilize standard equipment, and temporary changes in the visual character of the project site would be similar to those that would occur during construction of similar residential projects.

Post-construction, the proposed retaining walls along the eastern boundary of the structure would be shielded by various trees and shrubs. The retaining walls along the western portion of the project site and structure would be visible from the adjacent properties to the west; however, as shown in the landscaping plan, this retaining wall would also be shielded by various shrubs and trees. The project would incorporate ornamental landscaping throughout the project site that would comply with the City's Water Efficient Landscape Ordinance. The landscape plans developed for the project include trees, accent shrubs, and groundcover consisting of various brush and flower types. Installation of landscaping throughout the project site, in compliance with the City's Water Efficient Landscape Ordinance, would enhance its visual quality. In addition, the project would include a landscape transition area between the existing open space to the north and east of the site, which would include at least 100 feet of brush vegetation, thereby serving as a transition between the developed landscape and the adjacent open space area. Therefore, the revised project would not substantially degrade the existing visual character or quality of the site and its surroundings, and impacts would be less than significant. No new impact would occur.

d. No New Impact/No Impact. Construction of the revised project would be limited to the City's allowable construction hours of 7:00 AM and 7:00 PM and is not anticipated to require lighting. In the event that construction lighting is required, it would be properly shielded to avoid spillover effects.

Like the original approved project, the revised project would include outdoor lighting typical of residential uses. Light spillover, trespass, and potential glare from project lighting are regulated by Section 13.30.030(B) of the Santee Municipal Code. The code requires that all lights and illuminated signs shall be shielded or directed to not cause glare on adjacent properties or motorists. Light associated with additional vehicle trips generated by the project would be similar in character to what is currently generated by vehicles traveling along the existing roadway network after dark. Therefore, the revised project would not Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and impacts would be less than significant. No new impact would occur.

15.2 Agriculture Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and City Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural land and farmland. Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
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?	☐	☐	☒	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☒	☐
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?	☐	☐	☒	☐
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Sources: City of Santee General Plan–Land Use Element; City of Santee Zoning Ordinance; Department of Conservation–Farmland Mapping and Monitoring Program; Department of Conservation–Land Conservation Act Maps

a. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project, which is designated as Grazing Land according to the 2016 San Diego County Important Farmland Map prepared pursuant to the Farmland Mapping and Monitoring Program. The project site does not contain any agricultural operations and has no recent history of agricultural production. Therefore, the revised project would not result in the conversion of agricultural land or any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. No new impact would occur.

b. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. The project site and surrounding properties are not zoned for agricultural uses and are not subject to a Williamson Act contract or an agricultural preserve.

Therefore, the revised project would not conflict with existing zoning for agricultural use or a Williamson Act Contract. No new impact would occur.

c. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project, which does not contain any forest or timberland as defined by Public Resources Code Section 4526 or Government Code Section 51104(g) and is not zoned as forest or timberland. No new impact would occur.

d. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project, which does not contain any forest or timberland as defined by Public Resources Code Section 4526 or Government Code Section 51104(g). No new impact would occur.

e. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. There are no agricultural uses or forestlands on-site or in the vicinity of the project site. Therefore, the revised project would not result in conversion of farmland or forest land. No new impact would occur.

15.3 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:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. 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?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

Sources: Project Description, City of Santee General Plan–Land Use Element; Air Quality Model Results (California Emissions Estimator Model [CalEEMod] Output Files) prepared by RECON Environmental, Inc. (January 4, 2022, Appendix A); San Diego Air Pollution Control District (SDAPCD) Rules 20.1, 20.2, 20.3 (SDAPCD 2016); Office of Environmental Health Hazard Assessment (OEHHA)

Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (OEHHA 2015); California Air Resources Board (CARB) Air Quality and Land Use Handbook (CARB 2005); and University of California, Davis Institute of Transportation Studies Transportation Project-Level Carbon Monoxide Protocol (U.C. Davis Institute of Transportation Studies 1997).

a. No New Impact/No Impact. Following the California Clean Air Act, California was divided geographically into 15 air basins for managing the state air resources on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, have similar ambient air quality. The project site is located within the San Diego Air Basin (SDAB). Stationary sources of air emissions within each air basin are regulated by regional air quality districts, of which the project is located within the jurisdiction of the SDAPCD.

Air districts are tasked with regulating emissions such that air quality in the basin does not exceed national or California ambient air quality standards (NAAQS and CAAQS); where NAAQS and CAAQS represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. NAAQS and CAAQS have been established for six common pollutants of concern known as criteria pollutants, which include ozone, carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), lead (Pb), and respirable particulate matter (particulate matter less than 10 microns [PM_{10}] and less than 2.5 microns [$PM_{2.5}$]).

The SDAB is currently classified as a federal and state non-attainment area for ozone, and as a state non-attainment area for PM_{10}, and $PM_{2.5}$. The SDAPCD prepared an air quality plan, the 2016 Regional Air Quality Strategy (RAQS), to identify feasible emission control measures intended to progress toward attaining NAAQS and CAAQS for ozone. Reducing ozone concentrations is achieved by reducing the precursors to the photochemical formation of ozone (volatile organic compounds and oxides of nitrogen [NO_X]).

The growth forecasting for the RAQS is based in part on the land uses established by local general plans. Thus, if a project is consistent with land use designated in the local general plan, it can normally be considered consistent with the RAQS. Projects that propose a different land use than is identified in the local general plan may also be considered consistent with the RAQS if the proposed land use is less intensive than the current land use designation. For projects that propose a land use that is more intensive than the current zoning designation, detailed analysis is required to assess conformance with the RAQS.

The project site was previously designated as Low Density Residential (R-1A) and Hillside/Limited (HL). The previously approved project included a General Plan amendment (GPA 2018-1) and zone reclassification that changed both designations to R-14 (Medium High Density Residential). These actions increased the allowable unit density to 14 to 22 dwelling units per gross acre throughout the project site. The revised project would be consistent with the recently adopted General Plan and Zoning.

Specifically, the addition of 12 senior care units under the revised project would be consistent with the density allowed under the R-14 (Medium High Density Residential) general plan and zoning designation. Based on information from the Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis (Appendix B-1), the revised project was forecast to generate 165 average daily trips (ADT) compared to 125 ADT under

the previously adopted project.[1] These trips would mostly be associated with employees and visitors. Additionally, as discussed in Section 15.3.b below, emissions under the revised project would not exceed the project-level significance thresholds. Consequently, the revised project would not result in an increase in emissions that are not already accounted for in the RAQS. Therefore, the revised project would not obstruct or conflict with implementation of the RAQS, and impacts would be less than significant. No new impact would occur.

b. No New Impact/No Impact. As discussed in Section 15.3.a above, NAAQS and CAAQS have been established for six criteria pollutants (ozone, CO, SO_2, NO_2, lead, and particulate matter). The City has not adopted air quality significance thresholds for these pollutants, and the SDAPCD does not provide specific numeric thresholds for determining the significance of air quality impacts under the CEQA Guidelines. However, the SDAPCD does specify air quality impact analysis "trigger" levels for criteria pollutant emissions associated with new or modified stationary sources (SDAPCD Rules 20.1, 20.2, and 20.3). The SDAPCD does not consider these trigger levels to represent adverse air quality impacts; rather, if these trigger levels are exceeded by stationary sources associated with a project, the SDAPCD requires an air quality analysis to determine if a significant air quality impact would occur. This analysis uses SDAPCD trigger levels shown in Table 1 as air quality impact screening levels.

Table 1
Air Quality Impact Analysis Trigger Levels

Pollutant	Emission Rate (pounds per hour)	Emission Rate (pounds per day)	Emission Rate (tons per year)
NO_X	25	250	40
SO_X	25	250	40
CO	100	550	100
PM_{10}	--	100	15
Lead	--	3.2	0.6
ROG[1]	--	250	--
$PM_{2.5}$	--	67	10

SOURCE: SDAPCD, Rules 20.1, 20.2, 20.3 (SDAPCD 2016).
[1] The reactive organic gases (ROG) threshold is based on federal General Conformity de minimis levels for ozone precursors.

The project would result in short-term emissions from construction and long-term emissions associated with project operation. Construction and operational emissions associated with the project were modeled using CalEEMod version 2020.4.0 (see Appendix A), which incorporates current air emission data. Planning methods, protocol, modeling methodology, and assumptions are summarized below.

1 The Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis assumed that the project would develop 66 senior care units, which is greater than the 62 senior care units proposed under the revised project. Therefore, this impact analysis is conservative and evaluates a greater number of vehicle trips than would actually occur under the revised project.

Construction Emissions

Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related emissions include the following:

- fugitive dust from grading activities;
- equipment exhaust;
- off-gassing from architectural coatings (paints, etc.) and paving; and
- vehicle trips by workers, delivery trucks, and material-hauling trucks.

Project construction would include one month of grading, one month of constructing forms and pouring concrete, nine months of building construction, and one month to furnish, for a total of 12 months. These phases, along with paving and architectural coatings, were modeled in CalEEMod.

Due to the project changes, emissions were calculated for the revised project. Table 2 shows the total projected construction maximum daily emission levels for each criteria pollutant. The CalEEMod output files for construction emissions for the revised project are contained in Appendix A. Like the originally adopted MND, maximum daily construction emissions would be below significance thresholds for all criteria pollutants.

Table 2
Summary of Maximum Construction Emissions
(pounds per day)

	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Grading	2	17	9	<1	8	4
Form and Pour Concrete	2	15	16	<1	1	1
Building Construction/Furnishing	2	15	16	<1	1	1
Paving	1	9	12	<1	1	<1
Architectural Coatings	11	1	2	<1	<1	<1
Maximum Daily Emissions[1]	**13**	**24**	**29**	**<1**	**8**	**4**
Significance Threshold	*250*	*250*	*550*	*250*	*100*	*67*

SOURCE: Appendix A

[1]Maximum emissions of ROG, NO_X, CO, and SO_X would occur during the simultaneous building construction, paving, and architectural coatings activities and maximum emissions of PM_{10} and $PM_{2.5}$ would occur during the grading activities.

Standard dust control measures would be implemented as a part of project construction in accordance with mandatory SDAPCD rules and regulations. Fugitive dust emissions were calculated using CalEEMod default values, and did not consider the required SDAPCD dust control measures. Thus, the emissions shown in Table 2 are conservative.

Like the originally approved project, the project applicant would implement standard construction measures in order to comply with mandatory SDAPCD rules and regulations (Rules 50, 51, 52, 54, and 55) for controlling emissions from fugitive dust and fumes:

- Water the grading areas a minimum of twice daily to minimize fugitive dust.

- Provide sufficient 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.

- Periodically sweep up dirt and debris spilled onto paved surfaces to reduce re-suspension of particulate matter caused by vehicle movement. Clean approach routes to construction sites of construction-related dirt.

Further, all construction equipment is subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation. This regulation, which applies to all off-road diesel vehicles 25 horsepower or greater, limits unnecessary idling to 5 minutes, requires all construction fleets to be labeled and report to CARB, bans Tier 0 equipment and phases out Tier 1 and 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements.

Therefore, as the revised project construction emissions would be well below these limits and the revised project would implement standard construction measures in order to comply with SDAPCD rules and regulations and CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation, construction emissions would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Therefore, construction of the revised project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, and impacts would be less than significant. No new impact would occur.

Operational Emissions

Operation of the revised project would result in long-term emissions from mobile and area sources. Mobile emissions for the revised project were calculated based on the vehicle type and the trip rate for each land use. Based on information from the Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis (see Appendix B-1), the revised project was forecast to generate 165 ADT compared to 125 ADT under the previously adopted project.[2] Vehicle emission factors and fleet mix were based on regional averages from the CARB Emission Factors 2017 model. Default trip length and vehicle emission factors were used. Area emissions include emissions from the use of landscaping equipment, consumer products (aerosols, cleansers, etc.), and architectural coatings (e.g., paint). Energy emissions are related to the combustion of natural gas. Area and energy sources were calculated based on regional use factors.

Table 3 provides a summary of the operational emissions generated by the revised project. CalEEMod output files for operation of the project are contained in Appendix A.

[2] The Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis assumed that the project would develop 66 senior care units, which is greater than the 62 senior care units proposed under the revised project. Therefore, this impact analysis is conservative and evaluates a greater number of vehicle trips than would actually occur under the revised project.

Table 3 Summary of Maximum Build-out Operational Emissions (pounds per day)						
Emissions Sources	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	2	<1	5	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	<1	1	4	<1	1	<1
Total	**2**	**1**	**9**	**<1**	**1**	**<1**
Significance Threshold	*250*	*250*	*550*	*250*	*100*	*67*
SOURCE: Appendix A Note: Totals may vary due to independent rounding.						

As shown in Table 3, operation of the revised project would not exceed the applicable regional emissions thresholds. Therefore, as operation emissions would be below these limits, operation emissions would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Therefore, operation of the revised project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, and impacts would be less than significant. No new impact would occur.

c. No New Impact/No Impact. A sensitive receptor is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than is the population at large. Examples of sensitive receptor locations in the community include residences, schools, playgrounds, childcare centers, churches, athletic facilities, retirement homes, and long-term health care facilities. Residential and senior care land uses in the vicinity of the revised project are also considered to be sensitive receptors and surround the project site.

Diesel Particulate Matter–Construction

Construction of the revised project would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Construction of the project would result in the generation of diesel exhaust diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities and on-road diesel equipment used to bring materials to and from the project site.

Generation of DPM from construction projects typically occurs in a single area for a short period. According to the OEHHA, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, if the duration of proposed construction activities near any specific sensitive receptor were a year, the exposure would be three percent of the total exposure period used for health risk calculation.

Based on the size of the revised project and the short duration of construction (12 months), DPM generated by project construction is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer for the maximally exposed individual or to generate ground-level concentrations of non-carcinogenic toxic air contaminants that exceed a hazard index greater than 1 for the maximally exposed individual. Additionally, with on-going implementation of

U.S. Environmental Protection Agency (EPA) and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types, the DPM emissions of individual equipment would be substantially reduced over the years as the project construction continues. Further, the project would implement standard construction measures in order to comply with mandatory SDAPCD rules and regulations and CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation. Additionally, the following standard Best Management Practices (BMPs) would be implemented in accordance with mandatory state rules and regulations:

- The construction fleet shall use any combination of diesel catalytic converters, diesel oxidation catalysts, diesel particulate filters and/or utilize California Air Resources Board/U.S. Environmental Protection Agency Engine Certification Tier 3 or better, or other equivalent methods approved by the CARB.
- The engine size of construction equipment shall be the minimum size suitable for the required job.
- Construction equipment shall be properly tuned and maintained in accordance with the manufacturer's specifications.
- Per CARB's Airborne Toxic Control Measure 13 (California Code of Regulations Chapter 10 Section 2485), the applicant shall not allow idling time to exceed 5 minutes unless more time is required per engine manufacturers' specifications or for safety reasons.

Construction would be short-term, construction emissions would be well less than applicable thresholds (see Table 2), and BMPs would be implemented that would further reduce emissions. Therefore, construction of the revised project would not expose sensitive receptors to substantial pollutant concentration, and impacts would be less than significant. No new impact would occur.

Diesel Particulate Matter–Freeway

CARB has provided guidelines for the siting of land uses near heavily traveled roadways. The CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day should be avoided when possible (CARB 2005). The revised project would not place sensitive receptors within 500 feet of a roadway carrying 100,000 vehicles per day. The project site is more than 600 feet east of SR-67 and SR-52. Therefore, once operational, the revised project would not expose sensitive receptors to substantial concentrations of DPM, and impacts would be less than significant. No new impact would occur.

Carbon Monoxide Hot Spots

A CO hot spot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hot spots have the potential to violate state and federal CO standards at intersections, even if the broader basin is in attainment for federal and state levels. The California Department of Transportation (Caltrans) Project-Level Carbon Monoxide Protocol (CO Protocol) screening procedures have been utilized to determine if the project could potentially result in a CO hot spot (U.C. Davis Institute of Transportation Studies 1997). As indicated by the CO Protocol, CO hot spots occur nearly exclusively at signalized intersections operating at level of service (LOS) E or F. Accordingly, the CO Protocol recommends detailed air quality dispersion

modeling for projects that may worsen traffic flow at any signalized intersections operating at LOS E or F.

Due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO. Therefore, more recent screening procedures based on more current methodologies have been developed. The Sacramento Metropolitan Air Quality Management District developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed a screening threshold in 2010, which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. This analysis conservatively assesses potential CO hot spots using the South Coast Air Quality Management District screening threshold of 31,600 vehicles per hour. Based on the Traffic Impact Analysis completed for the previously adopted project, intersection volumes are projected to range from 1,631 to 2,320 vehicles per hour with the project (see Appendix B-2), which would be well below 31,600 vehicles per hour. Therefore, the revised project is not anticipated to result in a CO hot spot, and project impacts related to CO hot spots would be less than significant. No new impact would occur.

d. No New Impact/No Impact. The revised project would develop a senior care facility. This use is not associated with the generation of objectionable odors. During construction, the use of fuels, including diesel, would generate some nuisance odors. Odors generated during construction would be temporary, intermittent, and disperse quickly, and would not affect a substantial number of people. Therefore, the revised project would not result in other emissions such as those leading to odors adversely affecting a substantial number of people, and impacts would be less than significant. No new impact would occur.

15.4 Biological Resources

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Have substantial adverse effects, 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 Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	☐	☐	☒	☐

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced 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 CDFW or USFWS?	☐	☐	☒	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Sources: City of Santee General Plan–Open Space Conservation Element; City of Santee Draft Multiple Species Conservation Program Subarea Plan; Biological Resources Survey Report for the Lantern Crest Ridge II Property prepared by Vincent Scheidt (December 2017; Appendix C); Lantern Crest/Santee Seniors Annual Management Report prepared by J. Whalen Associates, Inc. (2017; Appendix D); and 2017 Annual Report and 2018 Work Plan for the Lantern Crest Open Space Preserve memorandum prepared by Cummings Environmental, Inc. (January 3, 2018; Appendix E).

a. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. The following discussion is based on the Biological Resources Report (see Appendix C) completed for the project as part of the original project approval. The project site contains three habitat communities, including 1.01 acres of Diegan coastal sage scrub, 1.30 acres of non-native grassland, and 0.43 acre of non-native vegetation. As under the previously adopted project, the entire project site would be graded during project construction and converted to developed land. Of these habitat communities, the Diegan coastal sage scrub, which covers the

northern half of the project site, is considered a sensitive vegetation community. The non-native grassland is not considered a sensitive vegetation community; however, it does support sensitive species, and is therefore considered a sensitive biological resource. The non-native vegetation, found primarily on the lower half of the property, is not considered a sensitive vegetation community. One sensitive plant species, the San Diego County viguiera (*Viguiera laciniata*) (CDFW California Rare Plant Ranks 4.3), was observed within the project site. Two sensitive animal species were detected within the project site, the San Diego banded gecko (*Coleonyx variegatus abbotti*) (CDFW Species of Special Concern), and California gnatcatcher (*Polioptila californica*) (Federally-listed Threatened Species; CDFW Species of Special Concern). One California gnatcatcher was observed during a protocol survey conducted in 2017, located within the Diegan coastal sage scrub that exists within the property, which results in the property being considered "occupied" by this federally listed Threatened Species. The project would avoid off-site impacts on the adjoining properties to the north and east by implementing alternative compliance measures in order to meet local brush management requirements.

Impacts to 1.01 acres of Diegan coastal sage scrub and 1.30 acres of non-native grassland would be considered significant. Although development of these vegetation communities would also impact sensitive species, specific, species-based mitigation measures for sensitive species would not be required. Pursuant to California's Natural Community Conservation Planning (NCCP) program, the loss of sensitive species, including San Diego County viguiera, the San Diego banded gecko, and California gnatcatcher, would be compensated for through conservation of off-site habitat. Furthermore, it was determined during a field meeting with Mr. Eric Porter of the USFWS that it is not necessary to secure take authorization from the USFWS for impacts to California gnatcatcher. Implementation of habitat mitigation measures BIO-1 and BIO-2 presented in the MMRP would reduce impacts to sensitive vegetation communities and sensitive species to a level less than significant. No new impact would occur.

Removal of the existing trees/vegetation and development of the project site could result in potential direct impacts to nesting raptors or migratory songbirds associated with the displacement of suitable nesting habitat. This would be considered a significant impact. Implementation of mitigation measure BIO-3 presented in the MMRP would reduce impacts to nesting birds and wildlife nursery sites to a level less than significant. No new impact would occur.

b. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. None of the three vegetation communities identified on the project site qualify as riparian habitat. Therefore, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No new impact would occur.

c. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. The site does not contain any federally protected wetlands, and no wetlands are located within close proximity to the project site. Therefore, the project would not have a substantial adverse effect on state or federally protected wetlands. No new impact would occur.

d. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. The project site is surrounded by developed lands to the west, south, and east, which contain urban uses. While the project site is currently vacant and is adjacent

to vacant lands and an established open space preserve to the north and northeast, this open space area and the project site do not function as a wildlife corridor. The open space preserve is surrounded by single- and multi-family residential development and associated roadways to the east, which inhibits this preserve area from serving as a wildlife corridor. In addition, the project site is physically separated from the San Diego River (a regional wildlife corridor) by approximately one mile, residential and industrial development, as well as SR-52 and SR-67. Therefore, the project would have no impact on wildlife corridors. However, as discussed in Section 15.4.a above, removal of the existing trees/vegetation and development of the project site could result in potential direct impacts to nesting raptors or migratory songbirds associated with the displacement of suitable nesting habitat. This would potentially affect existing native wildlife nursery sites, which would be considered a significant impact. Implementation of mitigation measure BIO-3 presented in the MMRP would reduce impacts to native wildlife nursery sites to a level less than significant. No new impact would occur.

e. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. The City's Urban Forestry Ordinance "sets forth tree-related policies, regulations, and generally accepted standards for planting, trimming, and removing trees on public property and public rights-of-way" (Ord. 561 § 3, 2019). The ordinance identifies native tree species such as coast live oak (*Quercus agrifolia*), canyon live oak (*Quercus chrysolepis*), Englemann oak (*Quercus engelmannii*), and western sycamore as "protected trees." However, there are no native trees located on the project site that would require protection under the City's Urban Forestry Ordinance. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance. No new impact would occur.

f. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. The City does not have an adopted Habitat Conservation Plan; therefore, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan.

In addition, as part of a phased development process for the Lantern Crest Ridge development (which includes the project discussed herein), a Lantern Crest Ridge Open Space Preserve has been established that would permanently conserve a total of 19.31 acres of land as Open Space. The preserve is located in the City of Santee and is part of the development project's boundary. The preserve is located in the Rattlesnake Mountain Subunit of the City's Draft Subarea Plan. The preserve is split into two portions, with one being 12.91 acres and the other 6.40 acres. The project site is located adjacent to the 6.40-acre portion of the preserve. Project lighting on the eastern boundary would be minimized and directed downwards in order to avoid affecting the adjacent 6.40-acre portion of the preserve. The project would not disturb or otherwise intrude upon this previously designated open space preserve. No brush clearing outside of the project boundary would be required. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources. No new impact would occur.

15.5 Cultural Resources

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Cause a substantial adverse change in the significance of an historical resource pursuant to §15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c. Disturb human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Sources: Results of the Archaeological Survey for the Lantern Crest Ridge II Project prepared by RECON Environmental, Inc. (September 17, 2018; Appendix F).

a. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. The term "historic resources" applies to any such resource that is at least 50 years old and is listed or determined eligible for listing in the California Register of Historical Resources. The project site is currently undeveloped. As detailed in the archaeological survey, no historic structural resources have been historically located or are currently located on the project site (see Appendix F). No significant prehistoric or historic cultural resources have been previously recorded within or immediately adjacent to the project area. Therefore, the revised project would not cause a substantial adverse change in the significance of an historical resource pursuant to §15064.5. No new impact would occur.

b. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. An archival records search was conducted by RECON at the South Coastal Information Center at San Diego State University for a one-mile radius buffer from the project site. The record search identified 21 cultural resources identified within one mile of the project site: 16 prehistoric sites/isolates, 4 historic sites, and 1 cultural resource with locational information only. None of the previously recorded sites is located within the project site. The two closest recorded archeological sites, denoted as CA-SDI-25,552 and CA-SDI-6937, are both located approximately 600 feet away from the project site. CA-SDI-25,552 is a Late Prehistoric site consisting of a number of bedrock milling features with artifacts, located southeast of the project site. CA-SDI-6937 is a Late Prehistoric quartz quarry east of the project site. Both sites have been destroyed by previous development.

An archaeological survey of the project site was completed by RECON in April 2018 and is detailed in Appendix F. During the site survey, the project site was inspected for evidence of archaeological materials such as flaked and ground stone tools, ceramics, milling features, and historic features. No prehistoric or historic cultural resources were found during the survey of the project site. The terraced condition of the southern half of the site makes the potential for subsurface prehistoric deposits to

be present very low. In addition, the location of the site on a moderate slope makes it an area of erosion, as opposed to alluvial deposition. Because of this, the potential for subsurface prehistoric deposits in the northern half of the site is also considered very low and the project is unlikely to impact cultural resources. In the unlikely event that archaeological resources are encountered during exposure of subsurface soils, implementation of Mitigation Measures CUL-1 and CUL-2 presented in the MMRP would ensure that ground-disturbing work would be immediately halted in the area and a qualified archaeologist will be retained, which would reduce impacts to a level less than significant. No new impact would occur.

c. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. While there are no formal cemeteries or recorded burials in the vicinity of the project area, prehistoric burials are possible. In the unlikely event that unknown human burials are encountered during project grading and construction, they would be handled in accordance with procedures of the Public Resources Code Section 5097.98, the California Government Code Section 27491, and the Health and Safety Code Section 7050.5. These regulations detail specific procedures to follow in the event of a discovery of human remains. Compliance with these regulations would reduce impacts to a level less than significant. Implementation of Mitigation Measure CUL-3 presented in the MMRP would further reduce impacts to a level less than significant. No new impact would occur.

15.6 Energy

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Sources: Project Description, Energy Use Calculations prepared by RECON Environmental, Inc. (January 4, 2022, Appendix G), Air Quality Model Results (CalEEMod Output Files) prepared by RECON Environmental, Inc. (see Appendix A), Traffic Impact Study (see Appendix B-1), EMFAC 2017 CARB OFF-ROAD Model, CARB Tier 3 In-Use Off-Road Diesel Engine Standards, California Green Building Standards Code (CALGreen) and the California Energy Code (Title 24, Part 6 of the California Code of Regulations).

a. No New Impact/No Impact.

Construction-Related Energy Use

During construction, energy use would occur in two general categories: fuel use from vehicles used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to conduct construction activities. The construction equipment and worker trips required for the project were determined as a part of the Air Quality and Greenhouse Gas (GHG) Modeling prepared for the project (see Appendix A). Heavy-duty construction equipment is usually diesel powered.

As described in Section 15.17a) below, project construction activities would temporarily contribute additional vehicle trips on the local circulation system, and would generate up to 14 daily worker trips during an approximately 12-month period. Deliveries of construction materials would periodically generate up to eight additional vehicle trips. Fuel consumption associated with on-road worker trips and delivery trips were calculated using the total trips, trip lengths calculated in the Air Quality and GHG Modeling, and EMFAC2017 fuel consumption rates (see Appendix G). Fuel consumption associated with on-site construction equipment was calculated using the equipment quantities and phase lengths calculated in the Air Quality and GHG Modeling and CARB OFF-ROAD model (see Appendix G). Off-site and on-site fuel consumption that would occur over the entire construction period is summarized in Tables 4 and 5, respectively.

Table 4
Off-site Construction Vehicle Fuel Consumption

Trip Type	Total Vehicle Miles Traveled	Total Fuel Consumption (gallons)	
		Gasoline	Diesel
Workers	40,975	1,402	9
Deliveries	117	--	20
Total	**41,092**	**1,402**	**29**

Table 5
On-site Construction Equipment Fuel Consumption

Phase	Phase Length (Days)	Equipment	Amount	Total Usage Hours	Total Diesel Fuel Consumption (gallons)
Grading	22	Grader	1	176	697
		Tractors/Loaders/Backhoes	2	308	634
		Rubber Tired Dozer	1	176	898
Form and Pour Concrete	21	Cranes	1	168	581
		Forklifts	2	294	300
		Generator Sets	1	168	599
		Tractors/Loaders/Backhoes	1	126	260
		Welders	3	504	599
Building Construction	218	Cranes	1	1,744	4,386
		Forklifts	2	3,052	3,118
		Generator Sets	1	1,744	6,222
		Tractors/Loaders/Backhoes	1	1,308	2,694
		Welders	3	5,232	6,216

Table 5 On-site Construction Equipment Fuel Consumption					
Phase	Phase Length (Days)	Equipment	Amount	Total Usage Hours	Total Diesel Fuel Consumption (gallons)
Paving	10	Pavers	1	80	225
		Paving Equipment	1	80	196
		Rollers	2	160	279
		Cement and Mortar Mixers	1	80	23
		Tractors/Loaders/Backhoes	1	80	165
Architectural Coatings	97	Air Compressor	1	582	1,251
Total					**29,343**

Consistent with federal requirements, all equipment was assumed to meet CARB Tier 3 In-Use Off-Road Diesel Engine Standards. There are no known conditions in the project area that would require nonstandard equipment or construction practices that would increase fuel-energy consumption above typical rates. Therefore, the revised project would not result in the use of excessive amounts of fuel or other forms of energy during construction, and impacts would be less than significant during construction. No new impacts would occur.

Operation-Related Energy Use

During operation, energy use would be associated with transportation-related fuel use (gasoline, diesel fuel, and electric vehicles), and building-related energy use (electricity and natural gas).

Transportation-Related Energy Use

Buildout of the revised project and occupation by residents would result in transportation energy use. Trips by individuals traveling to and from the project site would result from use of passenger vehicles or public transit. Passenger vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. Public transit would be powered by diesel or natural gas, and could potentially be fueled by electricity. Based on information from the Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis (see Appendix B-1), the revised project was forecast to generate 165 ADT compared to 125 ADT under the previously adopted project.[3] Vehicle emission factors and fleet mix were based on regional averages from the CARB Emission Factors 2017 model. Based on CalEEMod Air Quality and GHG Modeling, the project would generate 442,572 annual vehicle miles traveled (VMT) which equals approximately 1,213 daily VMT. Total gasoline and diesel fuel consumption was calculated using EMFAC2017 fuel consumption rates and fleet data for light duty autos. The results are summarized in Table 6.

[3] The Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis assumed that the project would develop 66 senior care units, which is greater than the 62 senior care units proposed under the revised project. Therefore, this impact analysis is conservative and evaluates a greater number of vehicle trips than would actually occur under the revised project.

Table 6 Vehicle Fuel/Electricity Consumption					
Fuel Type	Daily VMT	Fuel Efficiency (miles per gallon)	Gallons of Fuel per Day	Electric Efficiency (kWh per mile)*	Electric Vehicle kWh per day
Gasoline	1,174	31.31	38	--	--
Diesel	14	46.63	<1	--	--
Electric	24	--	--	3.4	7
TOTAL	**1,213**		**38**		**7**
kWh = kilowatt hour *EMFAC does not provide estimates for energy used by electric vehicles. This data was estimated using existing kWh/mile data and estimates of future electric vehicle efficiencies provided by the Federal Highway Administration.					

An existing bus route is located at the corner of Prospect Avenue and Graves Avenue, an approximate 0.25-mile walk from the project site. This bus route connects to a regional shopping center and trolley transit center located approximately 1.5 miles northwest of the project site. The proximity of regional shopping and local bus routes would help reduce VMT generated by the project. In addition, project fuel consumption would decline over time beyond initial operational year of the project as a result of continued implementation of increased federal and state vehicle efficiency standards. There is no component of the revised project that would result in unusually high vehicle fuel use during operation. As such, operation of the revised project would not create a land use pattern that would result in wasteful, inefficient, or unnecessary use of energy, and impacts would be less than significant. No new impact would occur.

Non-Transportation-Related Energy Use

Non-transportation energy use would be associated with electricity and natural gas. The Renewables Portfolio Standard (RPS) promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by Executive Orders (EOs) S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, SB 2 (1X) codified California's 33 percent RPS goal. SB 350 (2015) increased California's renewable energy mix goal to 50 percent by year 2030. SB 100 (2018) further increased the standard set by SB 350 establishing the RPS goal of 44 percent by the end of 2024, 52 percent by the end of 2027, and 60 percent by 2030. Once, operational, the project would be served by San Diego Gas & Electric (SDG&E). As of 2020, SDG&E had a 39 percent procurement of renewable energy (CPUC 2021).

The California Code of Regulations, Title 24, is referred to as the California Building Code. It consists of a compilation of several distinct standards and codes related to building construction, including plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility, and so on. Of particular relevance to GHG reductions are the California Building Code's energy efficiency and green building standards as outlined below.

Title 24, Part 11 of the California Code of Regulations is CALGreen. Beginning in 2011, CALGreen instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial and low-rise residential buildings, state-owned buildings, schools, and hospitals. It also includes voluntary tiers (I and II) with stricter environmental performance standards

for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory requirements and may adopt CALGreen with amendments for stricter requirements.

The revised project would, at a minimum, be required to comply with the mandatory measures included in the current 2019 Energy Code (California Code of Regulations, Title 24, Part 6) and the 2019 CALGreen standards. The mandatory standards require:

- Solar on single- and multi-family residential buildings
- Outdoor water use requirements as outlined in local water efficient landscaping ordinances or current Model Water Efficient Landscape Ordinance standards, whichever is more stringent;
- Requirements for water conserving plumbing fixtures and fittings;
- 65 percent construction/demolition waste diverted from landfills;
- inspections of energy systems to ensure optimal working efficiency;
- low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards;
- dedicated circuitry to facilitate installation of electric vehicle charging stations in newly constructed attached garages for single-family and duplex dwellings; and
- installation of electric vehicle charging stations for at least three percent of the parking spaces for all new multi-family developments with 17 or more units.

Similar to the compliance reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen operational water reduction requirements must be demonstrated through completion of water use reporting forms for new low-rise residential and non-residential buildings. The water use compliance form must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

Electricity and natural gas service to the project site is provided by SDG&E. Once operational, the proposed residential units would use electricity and natural gas to run various appliances and equipment, including space and water heaters, air conditioners, ventilation equipment, lights, and numerous other devices. Generally, electricity use is higher in the warmer months due to increased air conditioning needs, and natural gas use is highest when the weather is colder as a result of high heating demand. Residential uses would likely require the most energy use in the evening as people return from work. As a part of the Air Quality and GHG Modeling prepared for the project (RECON 2022), CalEEMod was used to estimate the total operational electricity and natural gas consumption associated with the project. Table 7 summarizes the anticipated operational energy and natural gas use.

Table 7 Operational Electricity and Natural Gas Use	
	Total Use
Electricity	238,089 kWh/Year
Natural Gas	451,115 kBTU/Year
kwH = kilowatt hour; kBTU = 1,000 British thermal units	

Buildout of the revised project would result in an increase of operational electricity and natural gas usage when compared to the existing condition. The project would be required to meet the mandatory energy requirements of 2019 CALGreen and the California Energy Code (Title 24, Part 6 of the California Code of Regulations) and would benefit from the efficiencies associated with these regulations as they relate to building heating, ventilating, and air conditioning mechanical systems, water-heating systems, and lighting. The revised project would include solar panels. Further, electricity would be provided to the project by SDG&E, which currently has an energy mix that includes 39 percent renewables and is on track to achieve 60 percent by 2030 as required by RPS. Therefore, there are no project features that would support the use of excessive amounts of energy or would create unnecessary energy waste, or conflict with any adopted plan for renewable energy efficiency, and impacts would be less than significant. No new impact would occur.

b. No New Impact/No Impact. The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and RPS. As discussed in Section 15.6.a above, the project would be required to meet the mandatory energy requirements of 2019 CALGreen and the 2019 California Energy Code. Therefore, the revised project would not conflict with or obstruct implementation of CALGreen and the California Energy Code, or with SDG&E's implementation of RPS, and impacts would be less than significant. No new impact would occur.

15.7 Geology and Soils

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Directly or indirectly cause 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?	☐	☐	☒	☐
(ii) Strong seismic ground shaking?	☐	☐	☒	☐

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
(iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
(iv) Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Source(s): Report of Geotechnical Investigation Lantern Crest Ridge II prepared by Group Delta Consultants, Inc. (Appendix H-1); Geotechnical Investigation Addendum prepared by Group Delta Consultants, Inc. (Appendix H-2); Geotechnical Investigation Addendum #2, Group Delta Consultants, Inc., August 19, 2019 (Appendix H-3); City of Santee General Plan–Safety Element; City of Santee Municipal Code. Preliminary Geologic Map of the El Cajon 30' x 60' Quadrangle, California (Todd 2004); City of Santee General Plan–Conservation Element; City of Santee Municipal Code; and County of San Diego Guidelines for Determining Significance, Paleontological Resources (County of San Diego 2009).

a(i). No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. No known Alquist-Priolo Earthquake Fault Zones or active faults (i.e., faults that exhibit evidence of ground displacement during the last 11,000 years) traverse the project site. There is an unnamed fault located approximately 1.5 miles southwest of the site, but is labeled as inactive, potentially active, or activity unknown. The nearest known active fault is part of the Rose Canyon fault zone, located approximately 14 miles west of the site. In addition, other major active faults within a 60-mile radius of the project site include the San Jacinto Fault and the Elsinore

Fault, both located to the northeast of the project site. Because the project site is within a seismically active region, it could be subject to moderate to strong ground shaking. All earthwork would be conducted in accordance with the City's grading guidelines, the current California Building Codes, and the specifications outlined in the updated geotechnical investigation (see Appendix H-1). Therefore, the revised project would not cause potential substantial adverse effects involving rupture of a known earthquake fault or strong seismic ground shaking, and impacts would be less than significant. No new impact would occur.

a(ii). No New Impact/No Impact. Refer to Response 15.7.a(i). No new impact would occur.

a(iii). No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. The project site is underlain by granitic rock and has been weathered into a silty fine to coarse sand where it has been decomposed to intensely weathered, as well as variable amounts of fresh granitic rock fragments. In addition, the site contains several outcrops of unweather granitic rock, boulders and core stones, which indicate an irregular surface of hard crystalline bedrock across the site. The weathered rock has a relative density ranging from dense to very dense.

Covering the granitic rock is colluvium soil, extending up to depths of four feet below the surface. The colluvium soil consists of reddish brown to brown silty sand with variable amounts of gravel, cobble, and boulder-sized rock fragments. The colluvium soil has a loose relative density, and has a low expansion potential. However, expansive clayey soils may be locally present in some of the colluvium. No groundwater was encountered during boring tests of the site, which extended up to a depth of eight feet.

The Report of Geotechnical Investigation (see Appendix H-1) determined that the potential for soil liquefaction and its secondary effects is very low because the project site is underlain by granitic rock and groundwater was not encountered during boring tests of the site. Additionally, the revised project must comply with the recommendations of the geotechnical investigation required pursuant to Municipal Code 15.58.120, which would ensure removal of unsuitable soils and proper fill and compaction. Therefore, the revised project would not cause potential substantial adverse effects involving seismic-related ground failure, including liquefaction, and impacts would be less than significant. No new impact would occur.

a(iv). No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. No landslides have been observed or documented within the project site. Relatively steep rock slopes are present to the east of the project site, but appear to be stable and the risk for slope failure is low. However, outcrops of hard rock and large boulders are located on these existing slopes to the east of the project site, which may have the potential to fall downslope during periods of heavy rain or a seismic event. Implementation of Mitigation Measure GEO-1 presented in the MMRP would reduce impacts associated with landslides and/or rockfall to a level less than significant. No new impact would occur.

b. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. The revised project would not result in substantial erosion or loss of topsoil, because the project site does not contain steep slopes, and the applicant would be required to prepare a landscape plan and/or erosion control plan per Municipal Code Sections

15.58.130 and 15.58.140. The landscape plan and/or erosion control plan would include measures that prevent erosion by minimizing runoff that can potentially carry soil off-site. Therefore, the revised project would not result in substantial soil erosion or loss of topsoil, and impacts would be less than significant. No new impact would occur.

c. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. Implementation of Mitigation Measure GEO-1 presented in the MMRP would reduce impacts associated with potential geologic hazards related to landslide, lateral spreading, subsidence, liquefaction, or collapse to a level less than significant–see 15.7.a(iv). No new impact would occur.

d. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. The Geotechnical Investigation included geologic borings up to a depth of approximately eight feet (see Appendix H-1). Soils were found to have low potential for expansion. This is consistent with the General Plan's hazard zone classification for the project site, which is considered to have a very low potential for expansion.

The Geotechnical Investigation determined that expansive clayey soils have the potential to be present in some of the colluvium located within the project site (see Appendix H-1). Per the recommendations of the Geotechnical Investigation, all colluvium in development areas would be excavated and replaced as properly compacted fill. Additionally, the revised project would comply with the recommendations of the Geotechnical Investigation as required pursuant to Municipal Code Section 15.58.120. Therefore, the revised project would not create substantial direct or indirect risks to life or property associated with expansive soil, and impacts would be less than significant. No new impact would occur.

e. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. Implementation of the revised project would not require a septic tank or alternative wastewater disposal system. The revised project would be served by existing public sewers within the PDMWD. No new impact would occur.

f. No New Impact/No Impact. The project site geology is described as generally consisting of colluvium soil to an approximate depth of four feet, which covers a layer of granitic rock at depths ranging from one to eight feet below grade, underlain by Granitoid rocks. As stated in the County of San Diego, Guidelines for Determining Significance Paleontological Resources (2009), granitic rock is considered to have no potential for producing fossil remains, and therefore have no paleontological resource potential. Therefore, the revised project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and impacts would be less than significant. No new impact would occur.

15.8 Greenhouse Gas Emissions

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Sources: Sources: Climate Change Scoping Plan (CARB 2008); CARB 2017 Scoping Plan Update; 2019 California Energy Code; Air Quality Model Results (CalEEMod Output Files) prepared by RECON Environmental, Inc. (January 4, 2022, Appendix A); CEQA and Climate Change, Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act (California Air Pollution Control Officers [CAPCOA] 2008); CalEEMod User's Guide Version 2016.3.2. (CAPCOA 2017); and Initial Study for the Sustainable Santee Plan (LSA 2017).

a. No New Impact/No Impact. The City adopted the Sustainable Santee Plan on January 8, 2020, which provides guidance for the reduction of GHG emissions within the City. The Sustainable Santee Plan provides policy direction and identifies actions the City and community will take to reduce GHG emissions consistent with State goals and targets. State GHG emissions reduction targets proposed and/or codified by EO S-3-05, AB 32, EO B-30-15, and SB 32 include achieving 1990 emission levels by 2020 (which the state has achieved); 40 percent below 1990 levels by 2030; and 80 percent below 1990 levels by 2050. The Sustainable Santee Plan would also work to achieve a per-capita GHG emission level by 2030 in conformance with SB 32 and the CARB 2017 Scoping Plan.

The Sustainable Santee Plan Project Consistency Checklist (Checklist) is intended to be a tool for development projects to demonstrate consistency with the Sustainable Santee Plan, which is a qualified GHG emissions reduction plan in accordance with CEQA Guidelines Section 15183.5. The Checklist has been developed as part of the Sustainable Santee Plan implementation and monitoring process and supports the achievement of individual GHG reduction measures as well as the City's overall GHG reduction goals. Additionally, the Checklist supports the City's sustainability goals and policies that encourage sustainable development and aim to conserve and reduce the consumption of resources, such as energy and water, among others. Projects that meet the requirements of the Checklist are considered consistent with the Sustainable Santee Plan and would have a less than significant contribution to cumulative GHG impacts (i.e., the project's incremental contribution to cumulative GHG effects is not cumulatively considerable), pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b).

The original project application was deemed complete by the City on September 24, 2019, and therefore the original project was not subject to the Sustainable Santee Plan. GHG impacts associated

with the original project were analyzed using a CAPCOA screening level threshold of 900 metric tons of carbon dioxide equivalent. However, the revised project is subject to the requirements of the Sustainable Santee Plan. Therefore, GHG impacts associated with the revised project were analyzed by determining consistency with the Sustainable Santee Plan through completion of the Checklist.

The project-specific Checklist is included in Appendix I. The project would be consistent with the existing Medium High Density Residential (R-14) General Plan and land use zoning designations, and therefore would be consistent with the land use assumptions used in the Sustainable Santee Plan. As demonstrated in the Checklist, the project would implement all applicable GHG reduction measures related to energy efficiency, solid waste, and clean energy required by the City's Sustainable Santee Plan. Specifically, the project would be consistent with the following goals:

- Increase Energy Efficiency (Goal 2): The project would implement all feasible and applicable CALGreen Tier 2 Building Standards. The CALGreen Tier 2 measures that would be implemented by the project are related to planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The project would also include a solar photovoltaic (PV) system. Refer to the Checklist in Appendix I.

- Decrease GHG Emissions through a Reduction in VMT (Goal 6): Access to the project site would be provided via Sunset Trail and Lantern Crest Way from Graves Avenue, and an access road and cul-de-sac would provide vehicular access to the parking spaces and structures. Sunset Trail terminates east of the project site. The internal access road, south of the internal cul-de-sac, would consist of a 24-foot-wide driveway and 18-foot (depth) parking stalls, along with a curb and gutter. The internal cul-de-sac would have a radius of 42 feet. The project would install an ADA compliant pedestrian ramp on the south side of the project site (at site entrance) to allow access to cross Sunset Trail. All internal sidewalk ramps would be ADA accessible. The project would provide a connection to the adjacent Lantern Crest Ridge Phase I building via a covered pedestrian bridge.

- Electric Vehicles (Goal 7): The project would include 15 parking spaces, and of those two (13 percent) would be electric vehicle parking spaces.

- Solid Waste (Goal 9): The project would reduce waste at landfills by providing on-site recycling storage per CALGreen. The project would also implement a construction waste management plan.

- Clean Energy (Goal 10): The project would include the installation of a solar PV system.

Based on the project's consistency with the City's Sustainable Santee Plan demonstrated in the Checklist, the project's contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable. Therefore, the revised project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, and impacts would be less than significant. No new impacts would occur.

b. No New Impact/No Impact. As described in Section 15.8(a) above, the project would be consistent with the existing General Plan and land use zoning designations, and therefore would be consistent with the land use assumptions used in the Sustainable Santee Plan. As demonstrated in the Checklist, the project would implement all applicable GHG reduction measures related to energy efficiency, solid waste, and clean energy required by the City's Sustainable Santee Plan. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant. No new impact would occur.

15.9 Hazards and Hazardous Materials

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Emit hazardous emissions or handle 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?	☐	☐	☒	☐
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 or excessive noise for people residing or working in the project area?	☐	☐	☒	☐

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Sources: Project Description, City of Santee General Plan–Safety Element; California Department of Toxic Substances Control–EnviroStor Database; State Water Resources Control Board–Geotracker Database; Gillespie Field Airport Land Use Compatibility Plan (ALUCP; Airport Land Use Commission 2010); Santee Municipal Code (Chapter 15.20.040); Santee Fire Department; Phase I Environmental Site Assessment (ESA) prepared by CERES Corp. (Parcel #384-142-04-00 (May 3, 2017; Appendix J); Federal Aviation Administration Letter of Determination of No Hazard to Air Navigation (April 2, 2018; Appendix K); and AM&M Proposal for Lantern Crest Ridge II, Firewise2000, Inc., (June 27, 2018; Appendix L).

a. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. Construction of the revised project would involve standard grading and construction activities that require temporary use of fuels and other hazardous materials. The use and handling of materials associated with the construction of the project would follow all applicable federal, state, and local regulations, including California Occupational Safety and Health Administration, Caltrans, and the California Department of Environmental Health Hazardous Materials Division. The revised project would comply with all applicable state and local regulations for hazardous materials and waste management during project construction.

Operation of the project may involve the use of small amounts of solvents and cleaners that are not acutely hazardous. However, such materials are ubiquitous and product labeling identifies appropriate handling and use of these materials. Use of common household hazardous materials are typical of residential uses and are not associated with generation of significant hazards to the public or the environment. Therefore, the revised project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials, and impacts would be less than significant. No new impact would occur.

b. No New Impact/No Impact. The revised project is limited to a senior care facility that would not include uses that would not result in foreseeable upset and accident conditions from the release of hazardous materials into the environment. As described in Section 15.8a above, operation of the project may involve the use of small amounts of solvents and cleaners that are not acutely hazardous. The project would be designed and constructed consistent with applicable safety regulations that would prevent the introduction of accident conditions. Therefore, the project would not 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, and impacts would be less than significant. No new impact would occur.

c. No New Impact/No Impact. The nearest school is Pepper Drive Elementary School located approximately 0.4 mile east of the project site. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No new impact would occur.

d. No New Impact/No Impact. A Phase I ESA was prepared for the project, and is included as Appendix J. According to the Phase I ESA, the project site has been undeveloped since as early as 1928. Furrowing on the southern half of the property was observed in aerial photographs dated as early as 1953, which suggest that a small agricultural operation may have been located on this portion of the project site in the 1950s and 1960s. However, no evidence of the storage of hazardous materials was observed as occurring within the project site.

The Phase I ESA determined that the project site is not identified on the California Department of Toxic Substances Control, Hazardous Waste and Substances Site List compiled pursuant to Government Code Section 65962.5. In addition, the adjoining properties were not referenced on any regulatory agency lists. According to the Phase I ESA, there has been no documentation or other evidence found that would suggest the past use of underground or aboveground storage tanks within the project site.

There are two nearby sites referenced on regulatory agency lists, one of which is located at 8731 Graves Avenue, located adjacent to the northwest corner of the project site, and is listed on HAZNET as a facility that generated 58.99 tons of asbestos-containing waste in 2004. Other pertinent information was not included in the listing. The second site is located at 1103 Calabria Street, located approximately 1.0 mile northeast of the project site, and is listed on HAZNET as a facility that generated 0.42 ton of an unspecified aqueous solution and 0.37 ton of an unspecified organic liquid mixture in 2007. Other pertinent information was not included in the listing. There are numerous other sites listed on various agency lists within one-half mile of the project site; however, based on the location of these facilities and the regulatory status, the sites do not represent a significant environmental concern on the subject property.

In addition, the nearest leaking underground storage tank is located at 8641 Magnolia Avenue, approximately 0.25 mile west of the project site, and is listed on San Diego County Site Assessment and Mitigation Program and Leaking Underground Storage Tank list as a facility that has been assigned an unauthorized release case by the County Department of Environmental Health. The case was opened in July 1999, and involved impact to the soils within the site by diesel fuel. This case was closed by the Department of Environmental Health on January 15, 2002, and is too distant from the project site to pose a significant environmental concern to the project site. Therefore, the revised project would not 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, and impacts would be less than significant. No new impact would occur.

e. No New Impact/No Impact. The Gillespie Field Airport is approximately 0.5 mile west of the project site. The ALUCP for Gillespie Field Airport was adopted in January 2010 and amended in December 2010. The project site is located within the Airport Influence Area, Review Area 1 of the Gillespie Field Airport (ALUCP Exhibit III-5) and within Safety Zone 4 (Outer Approach/Departure Zone), as identified in the Gillespie Field ALUCP Safety Compatibility Policy Map (ALUCP Exhibit III-2). The

Federal Aviation Administration (FAA) conducted an aeronautical study for the previously adopted project (see Appendix K), which resulted in a determination that the previously adopted project would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. The FAA is currently reviewing the revised project, and it is anticipated that the increase in 20 feet from 545 AMSL to 565 AMSL would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Once the FAA makes a determination, the project applicant would be required to file an FAA Form 7460-2 Notice of Actual Construction or Alteration within 5 days after the construction reaches its greatest height. Therefore, the revised the project would not result in a safety hazard or excessive noise for people residing or working in the project area, and impacts would be less than significant. No new impact would occur.

f. No New Impact/No Impact. The project site is located in an existing developed area with access to major roadways that would allow for emergency evacuation. The Santee Fire Department has reviewed the project and determined adequate emergency access is available to the project site. Therefore, the revised project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant. No new impact would occur.

g. No New Impact/No Impact. Wildland fires present a significant threat in Santee, particularly in the summer months when temperatures are high and precipitation is limited. Areas in the City that are particularly susceptible to fires are designated as "very high hazard" or "high hazard" areas and are delineated on the Very High Fire Hazard Severity Zones for Local Responsibility Areas as recommended by the California Department of Forestry and Fire Protection. The project site is identified within an area considered a "non-very high fire hazard severity zone." However, the project site is located within a Wildland Urban Interface area, which requires the project to comply with certain fire protection requirements set forth in the City's Municipal Code. (Municipal Code, Title 15, Chapter 15.20). These requirements include the provision of 100 feet of fuel modified defensible space between the proposed structures and the wildland area, and the use of non-combustible building materials. The fuel modified defensible space is composed of two brush management areas, BMA Zone 1 and BMA Zone 2. BMA Zone 1 would consist of permanently landscaped, irrigated and maintained ornamental plantings. BMA Zone 2 would consist of low-growing, fire resistant shrubs and ground covers, including dwarf coyote brush and wood mulch.

The project site does not contain sufficient area to provide a 100-foot fuel modified defensible space between the proposed structures and open space area to the east. Therefore, the project proposed an alternate method of fire protection (Appendix L). The project would provide 56 feet of space between the structure and the open space to the east. In order to address the reduced fuel modified defensible space, the project would include the construction of a 5-foot fire barrier in the form of a non-combustible wall along the top of the slope along the eastern boundary of the project site, running from the northern edge of the bridge connecting the proposed structure to the Lantern Crest Ridge Phase I structure. Construction of this fire barrier wall as part of the revised project would minimize the potential exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, and impacts would be less than significant.

15.10 Hydrology and Water Quality

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner, which would:	☐	☐	☒	☐
i. result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
iii. 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; or	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Sources: Project Description and Site Plan, General Plan–Conservation and Safety Element; Regional Water Quality Control Board Basin Plan; Storm Water Quality Management Plan (SWQMP) for Lantern Crest Ridge II prepared by REC Consultants, Inc. (July 2019; Appendix M); CEQA Drainage Study for Lantern Crest Ridge Addition prepared by REC Consultants, Inc., (November 8, 2021; Appendix N); Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM); and Report of Geotechnical Investigation Lantern Crest Ridge II prepared by Group Delta Consultants, Inc. (June19, 2017; see Appendix H-1).

a. No New Impact/No Impact. The project site is located in the San Diego Hydrologic Unit (907) and Lower San Diego River Watershed (907.12) (see Appendix M). Runoff from the project site and from the adjacent hill to the northeast travels via overland flows and/or is conveyed via ditch/pipe to the southwest towards one of three discharge points located along the western boundary of the project site. Runoff that reaches the two northernmost discharge locations is then conveyed via pipeline through the development to the south and then to the south towards Graves Avenue. Runoff that reaches the discharge point located on the southwest corner of the project site is directed via pipeline to Graves Avenue to the south. Runoff then enters the public storm drain system. This system transports the runoff under SR-67 to Magnolia Avenue; it subsequently heads north and ultimately discharges into the San Diego River. The existing onsite drainage generates approximately 9.66 cubic feet per second (cfs) for the 100-year storm event. The San Diego River is a 303(d) impaired water body polluted by enterococcus, fecal coliform, total dissolved solids, toxicity, bacteria, and heavy metals.

According to the San Diego Basin Plan, the beneficial uses identified for the San Diego River include agricultural supply; industrial service supply; contact water recreation; non-contact water recreation; commercial and sport fishing; preservation of biological habitats of special significance; wildlife habitat; rare, threatened, or endangered species; marine habitat; migration of aquatic organisms; spawning, reproduction, and/or early development; and shellfish harvesting.

The revised project would not adversely affect any beneficial uses of the San Diego River because the project would treat storm water on-site to ensure pollutants do not adversely affect receiving waters by incorporating site design and structural best management practices (BMPs). The proposed site design/structural BMPs includes the collection of the on-site surface water throughout the property by overland flow, curb/gutter, and brow ditches, which would be directed into one biofiltration basins located in the southwest corner of the property. The biofiltration basin would capture and treat the collected runoff. Flows would then discharge via two outlet structures, with one discharging an existing concrete browditch and the other discharging into a proposed storm drain that flows into the existing storm drain system in Sunset Trails. The basin would include a riser structure that would act as a spillway such that peak flows could be safely discharged to the receiving storm drain system. Therefore, operation of the revised project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant. No new impact would occur.

With incorporation of the biofiltration basin, potential surface water pollutants generated on-site would be collected and filtered. Additionally, the project would incorporate construction and post-construction BMPs in compliance with the City's Storm Water Management and Discharge Control Ordinance (Chapter 13.42). For example, BMPs employed during the construction phase would

include fiber rolls, street sweeping and vacuuming, and storm drain inlet protection. Therefore, construction of the revised project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant. No new impact would occur.

b. No New Impact/No Impact. The revised project would obtain its water supply from the PDMWD and would not use groundwater supply for any purpose. Additionally, the proposed land uses would not be associated with activities known to degrade groundwater. Thus, the project would not deplete or degrade groundwater supplies. The revised project would construct rooftops, driveways, and sidewalks that would slightly increase the amount of impermeable surfaces on-site by 1.27 acres. However, water would continue to infiltrate through 0.29 acre of the post-construction development footprint that would remain pervious, as well as 1.18 acres of the project parcel that would remain undeveloped. Furthermore, water would continue to infiltrate through undeveloped land east of the project site and throughout the groundwater basin. Therefore, the revised project would not substantially decrease groundwater supplies or interfere with groundwater recharge, and impacts would be less than significant. No new impact would occur.

c(i). No New Impact/No Impact. The runoff generated on-site currently drains from the east across the undeveloped lot, draining towards the southwest and west from the adjacent hillside to the east of the project site. Runoff from the project site drains into one point of compliance (POCs), which is an existing curb inlet located along Graves Avenue to the east of the site. In the existing condition, the 100-year storm event peak flow rate is 98.04 cfs.

Prior to discharging from the site, first flush runoff will be treated by the biofiltration basin BMP in accordance with standards set forth by the Regional Water Quality Control Board and the City of Santee BMP Design Manual (see Appendix N). Should there be a blockage in the receiving storm drain and/or outlet structure, the emergency outlet is the lowest curb inlet which then conveys flows to Graves Avenue as in existing conditions.

Implementation of the stormwater management system would reduce 100-year storm event peak flow rate from 98.04 cfs to 97.92 cfs. Therefore, the revised project would not substantially alter the drainage pattern of the site or the surrounding area in a manner that could result in substantial erosion, and impacts would be less than significant. No new impact would occur.

c(ii). No New Impact/No Impact. The project site is undeveloped and consists of approximately 2.74 acres of existing pervious area. In the post-project condition, approximately 1.27 acres of the property would consist of impervious surfaces, which would have the potential to increase runoff and peak flows on-site. However, as described in Section 15.10.c(i) above, the revised project would reduce peak flows in the post-project condition. Therefore, the project would not alter the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner that would result in flooding. Therefore, the revised project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, and impacts would be less than significant. No new impact would occur.

c(iii). No New Impact/No Impact. As described in Section 15.10.c(i) above, the revised project would reduce peak flows in the post-project condition, and thereby reduce the amount of runoff being

discharged into the existing storm water drainage system. As described in Section 15.10.c(i) above, the project would incorporate construction and post-construction BMPs in compliance with the City's Storm Water Management and Discharge Control Ordinance (Chapter 13.42). The proposed site design/structural BMPs includes the collection of the on-site surface water throughout the property by overland flow, curb/gutter, and brow ditches, which would be directed into one biofiltration basin located in the southwest corner of the property that would capture and treat the collected runoff. Therefore, the revised project would not generate runoff that would exceed the capacity of storm water drainage systems and would not provide substantial sources of polluted runoff, and impacts would be less than significant. No new impact would occur.

c(iv). Reduced Impact. Review of Figure 8-1 of the General Plan Safety Element determined that the project site is not located within the 100-year floodplain. As described in Section 15.10.c(i) above, the project would reduce peak flows during the 100-year storm event from 98.04 cfs to 97.92 cfs, and thereby reduce the potential for flooding. Therefore, the revised project would not impede of redirect flood flow. No new impact would occur.

d. No New Impact/No Impact. As discussed in Section 15.10.c(iv), the project site is not within the 100-year floodplain. The project site, along with the rest of the City, is located in the San Diego river valley. Reservoirs upstream of the project site include the San Vicente, El Capitan, and Lake Jennings. Figure 8-2 of the General Plan Safety Element delineates the areas potentially subject to inundation in the event of failure of each dam. The project site is outside the potential inundation areas. The project site is located approximately 17 miles inland from the coast, at approximately 500 feet AMSL. The risk of tsunami is negligible due to the distance from the ocean and high elevation. There would be no risk from a seiche, as the site is not located near a large body of water, such as a lake. Therefore, the revised project would not risk the release of pollutants due to project inundation associated with flood hazards, tsunami, or seiche zones. No new impact would occur.

e. No New Impact/No Impact. As described in Section 15.10.c(i) above, the project would reduce peak flows in the post-project condition. The project would not be subject to substantial erosion or siltation because both construction and operational BMPs would be employed to control potential erosion and siltation by retaining storm water and capturing runoff that may carry silt or other pollutants. Typical construction BMPs include silt fencing, fiber rolls, and sweeping. Post-construction BMPs are detailed in response 15.10.a, which includes one biofiltration basin. Therefore, the revised project would not generate substantial amounts of runoff that would conflict with or obstruct implementation of a water quality control plan, and impacts would be less than significant. No new impact would occur.

Although the project would increase impermeable surfaces, this slight increase of 1.27 acres would not substantially interfere with groundwater recharge. Therefore, the revised project would not conflict with or obstruct a sustainable groundwater management plan, and impacts would be less than significant. No new impact would occur.

15.11 Land Use and Planning

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Physically divide an established community?	☐	☐	☒	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Sources: Project Description; City of Santee General Plan–Land Use Element; City of Santee Draft Multiple Species Conservation Program Subarea Plan 2006; Lantern Crest/Santee Seniors Annual Management Report prepared by J. Whalen Associates, Inc. (2017; see Appendix D); 2017 Annual Report and 2018 Work Plan for the Lantern Crest Open Space Preserve memorandum prepared by Cummings Environmental, Inc. (January 3, 2018; see Appendix E); and Parking Analysis for the Proposed Lantern Crest Ridge II Senior Living Assisted and Memory Care Development prepared by (Darnell and Associates (April 9, 2019; Appendix N).

a. No New Impact/No Impact. The revised project would result in the construction of a three story, 62-unit senior care facility within an urban environment. The revised project would be accessed via Sunset Trail and Lantern Crest Way on the southern side of the site from Graves Avenue. The western boundary of the project site is adjacent to multi- and single-family residential land uses, while the eastern boundary of the site is adjacent to the Lantern Crest Ridge I Senior Housing facility. The revised project would be integrated into the existing Lantern Crest Ridge I Senior Housing facility through an enclosed bridge that will link the project to the adjacent facility, thereby improving community connectivity. Therefore, the revised project would not physically divide an established community, and impacts would be less than significant. No new impact would occur.

b. No New Impact/No Impact. The previously adopted project included a General Plan amendment (GPA 2018-1) and zone reclassification that changed both designations to R-14 (Medium High Density Residential). These actions increased the allowable unit density to 14 to 22 dwelling units per gross acre throughout the project site. The addition of 12 senior care units under the revised project would be consistent with the density allowed under the R-14 (Medium High Density Residential) general plan and zoning designation.

As outlined in the Land Use Element of the General Plan, approval of higher densities is a discretionary action based on several criteria including compliance with specific goals, objectives and policies, adverse impacts to public facilities, consideration of environmental constraints, compatibility with community character, etc. The revised project is not within a Specific Plan Area, is adjacent to public facilities, and, as outlined in this Mitigated Negative Declaration Addendum, would not result in significant unavoidable impacts. Adjacent occupied properties contain residential uses and are designated either R14 (Medium High Density Residential), west of the project site, or R22 (High

Density Residential), east and south of the project site. Therefore, the revised project proposes uses that would be compatible with the character of surrounding residential uses and the proposed density would be consistent with the surrounding area. No conflicts with any General Plan policies have been identified and the revised project would assist with implementation of policies that support provision of housing for seniors, including Housing Element Policy 4.1 "Continue to support and actively market shared housing as an affordable housing option for seniors."

In addition, a parking analysis was completed for the previously adopted project (see Appendix O). The parking analysis assessed the combined parking demand for the project and the associated Lantern Crest Ridge I development. The parking analysis determined the combined parking demand for the previously adopted project and Lantern Crest Ridge I by multiplying the number of units (126) by the peak parking demand ratio (0.375), plus four parking spaces for the proposed duplexes, which equaled 51 parking spaces. Multiplying the new total number of units under the revised project and Lantern Crest Ridge I (135 units) by the peak parking demand ratio (0.375) determined that new total parking demand would equal 51 spaces. The revised project would add 15 parking spaces, while the Lantern Crest Ridge I development contains an existing 38 spaces, for a total of 53 parking spaces, thereby exceeding the parking requirement of 51 parking spaces and complying with Chapter 13.24 of the Santee Municipal Code. Therefore, the revised project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant. No new impact would occur.

15.12 Mineral Resources

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Source: City of Santee General Plan–Conservation Element.

a. No New Impact/No Impact. As discussed in the General Plan Conservation Element, known mineral resources in Santee include sand, gravel, and crushed rock, which are collectively referred to as aggregate. These resources have been identified within the floodplain of the San Diego River. The revised project would be located within the same 2.74-acre site as the previously adopted project. The project site is not located in the floodplain of the San Diego River and therefore has no known mineral resources. Additionally, the project site is located within a developed area surrounded by

residential uses that would preclude the type of extraction operations typically associated with aggregate minerals (i.e., large-scale pits or quarries). As a result, extraction of mineral resources is not a viable use of the site. Therefore, the revised project would not 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. No new impact would occur.

b. No New Impact/No Impact. The project site is not delineated as a mineral resource recovery site on any land use plans. No new impact would occur.

15.13 Noise

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or 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 area to excessive noise levels?	☐	☐	☒	☐

Sources: City of Santee General Plan–Noise Element; Santee Municipal Code; Technical Noise Supplement (Caltrans 2013); Gillespie Field Airport Land Use Compatibility Plan (ALUC 2010); and Noise Modeling Results (SoundPLAN Output Files) prepared by RECON Environmental, Inc. (January 4, 2022; Appendix P).

a. No New Impact/No Impact. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and, therefore, may cause general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment. Decibels (dB) are the standard unit of measurement of the sound pressure generated by noise sources and are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale for earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the noise energy would result in a 3 dB decrease.

The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-weighted scale, which approximates the frequency response of the average young ear when listening to most ordinary everyday sounds, was devised. Noise levels using A-weighted measurements are written as dB(A). It is widely accepted that the average healthy ear can barely perceive changes of 3 dB(A) (increase or decrease) and that a change of 5 dB(A) is readily perceptible. An increase of 10 dB(A) is perceived as twice as loud, and a decrease of 10 dB(A) is perceived as half as loud (Caltrans 2013).

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used for this study are the equivalent noise level (L_{eq}), the maximum noise level, and the 24-hour day-night average noise level (L_{DN}).

The L_{eq} is the equivalent steady-state noise level in a stated period of time that is calculated by averaging the acoustic energy over a time period; when no period is specified, a 1-hour period is assumed. The maximum noise level is the highest sound level occurring during a specific period.

The L_{DN} is a 24-hour equivalent sound level. The L_{DN} calculation applies an additional 10 dB(A) penalty to noise occurring during the night, between 10:00 PM and 7:00 AM The increase for certain times is intended to account for the added sensitivity of humans to noise during the evening and night.

Construction Noise

Noise level limits for construction activities are established in Section 5.04.090 of the Santee Municipal Code. These limits state that a notice must be provided to all owners and occupants within 300 feet of the project site if the construction equipment has a manufacturer's noise rating of 85 dB and operates at a specific location for 10 consecutive workdays.

In addition, Section 5.04.090 of the Santee Municipal Code states that no construction equipment is permitted before 7:00 AM or after 7:00 PM on Mondays through Saturdays and all times on Sundays and holidays.

Construction noise would be generated by diesel engine-driven construction equipment used for site preparation and grading; removal of existing structures and pavement; loading, unloading, and placing materials and paving. Diesel engine-driven trucks also would bring materials to the site and remove the spoils from excavation.

Construction equipment with a diesel engine typically generates maximum noise levels from 80 to 90 dB(A) L_{eq} at a distance of 50 feet (FHWA 2006). During excavation, grading, and paving operations, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non-equipment tasks, such as measurement. Although maximum noise levels may be 80 to 90 dB(A) at a distance of 50 feet during most construction activities, hourly average noise levels from the grading phase of construction would be 82 dB(A) L_{eq} at 50 feet from the center of construction activity when assessing the loudest pieces of equipment working simultaneously. As the entire project site would be graded, the acoustic center of the construction activity was modeled as the center of the project site.

A single-family residence is located at the southwestern project boundary approximately 220 feet from the center of construction. A construction noise level of 82 dB(A) L_{eq} at 50 feet would attenuate to 69 dB(A) L_{eq} at 220 feet. Multi-family uses are located west and northwest of the project site. The nearest building (the residential use located west of the project site) is approximately 170 feet from the center of construction. A construction noise level of 82 dB(A) L_{eq} at 50 feet would attenuate to 71 dB(A) L_{eq} at 170 feet. The Lantern Crest Ridge I senior facility is located east of the project site, approximately 140 feet from the center of construction. A construction noise level of 82 dB(A) L_{eq} at 50 feet would attenuate to 73 dB(A) L_{eq} at 140 feet. All other residential uses are located at greater distances from the project site. Therefore, noise levels at the adjacent residential uses are anticipated to not exceed 75 dB(A) 8-hour average equivalent noise level [$L_{eq(8h)}$]. However, because of the close proximity of sensitive receptors, mitigation measure NOS-1 presented in the MMRP is recommended, which would ensure impacts would be mitigated to a level less than significant. No new impact would occur.

On-Site Traffic Noise

The Noise Element of the City's General Plan establishes noise compatibility standards for various land uses. The project proposes a senior housing facility. The Noise Element land use category closest to the proposed use is Nursing Homes, which are compatible with noise levels up to 65 L_{DN} (Figure 7-3, Noise/Land Use Compatibility Guide, of the Noise Element).

Noise level predictions and contour mapping were developed using noise modeling software, SoundPlan Essential, version 4.1 (Navcon Engineering 2018). The main sources of vehicle traffic noise in the vicinity of the project are Graves Avenue, SR-52, SR-67, and the freeway ramps. For the purpose of the future traffic noise compatibility analysis, the noisiest conditions are represented as the maximum LOS C traffic volume. This represents a condition where the maximum number of vehicles are using the roadway at the maximum speed. LOS A and B categories allow full travel speed but do not have as many vehicles, while LOS E and F have a greater number of vehicles, but due to the traffic volume travel at reduced speeds, thus generating less noise.

Traffic noise levels were calculated based on the peak-hour traffic volumes, which is approximately 10 percent of the average daily traffic volume. Typically, the peak-hour noise level is equivalent to the community noise equivalent level. The vehicle classification mixes were obtained from Caltrans truck count data. Caltrans does not include separate counts of buses or motorcycles. Therefore, one percent of the automobiles were modeled as buses, and one percent were modeled as motorcycles.

Table 8 summarizes the vehicle traffic parameters used for modeling on-site noise levels.

Table 8 Traffic Parameters							
			Vehicle Mix (percent)				
Roadway	Peak Hour Volume	Speed (mph)	Autos	Medium Trucks	Heavy Trucks	Buses	Motor-cycles
Graves Avenue	900	35	91.0	4.2	2.8	1.0	1.0
SR-52 Eastbound Westbound	 3,760 3,760	65	95.4	2.0	0.6	1.0	1.0
SR-67 – North of Prospect Avenue Northbound Southbound	 3,760 3,760	65	91.0	4.2	2.8	1.0	1.0
SR-67 – South of Prospect Avenue Northbound Southbound	 6,768 5,640	65	91.0	4.2	2.8	1.0	1.0
Ramps SR-52 Eastbound to SR-67 Southbound SR-52 Eastbound to SR-67 Northbound SR-67 Northbound to SR-52 Westbound SR-67 Southbound to SR-52 Westbound	 3,760 3,760 3,760 3,760	50	91.0	4.2	2.8	1.0	1.0
Sources: Caltrans 2016; San Diego Association of Governments 2018; City General Plan Circulation Element.							

Noise level contours were modeled at the first-floor level. Noise levels were also modeled at the western property line closest to the roadways at first- through third-floor levels. Modeled noise levels do not account for shielding provided by intervening barriers and structures or topography, and therefore this analysis provides a conservative assessment. Future vehicle traffic noise levels are summarized in Table 9. SoundPLAN data are contained in Appendix P.

Table 9 Vehicle Traffic Noise Levels (L_{DN})			
Location	First Floor	Second Floor	Third Floor
Western Property Line – 105 feet north of Sunset Trail	60	64	65
Western Property Line – 215 feet north of Sunset Trail	60	63	65
Western Property Line – 320 feet north of Sunset Trail	60	63	65
Western Property Line – 430 feet north of Sunset Trail	60	63	65
Western Property Line – 535 feet north of Sunset Trail	60	63	65
SOURCE: Appendix P			

As shown, traffic noise levels would be 65 L_{DN} or less across the entire project site. Therefore, exterior noise impacts would be less than significant. No new impact would occur.

The interior noise compatibility level for noise sensitive areas, including residential uses, is 45 L_{DN}. Standard wood frame construction would achieve an exterior-to-interior noise reduction of 25 dB(A) (Federal Highway Administration [FHWA] 2011). Thus, because exterior noise levels are projected to

be less than 65 L_{DN}, interior noise levels would be less than 45 L_{DN}. Therefore, interior noise impacts would be less than significant. No new impact would occur.

Off-Site Traffic Noise

Existing ambient noise levels in the vicinity of the project are dominated by vehicle traffic on area roadways. Existing noise levels on the project site were measured on April 17, 2018. Measured ambient noise levels on the project site ranged from 61 to 62 dB(A) L_{eq}.

The revised project was forecast to generate 165 ADT compared to 125 ADT under the previously adopted project.[4] The revised project would generate additional vehicle traffic on Graves Avenue. However, the revised project would not substantially alter the vehicle classifications mix on local or regional roadways, nor would the project alter the speed on an existing roadway or create a new roadway. Thus, the primary factor affecting off-site noise levels would be increased traffic volumes. Off-site traffic noise was modeled using the FHWA Traffic Noise Prediction Model algorithms and reference levels. The revised project would generate 40 more ADT when compared to the original project. Off-site traffic noise associated with the original project was modeled for an opening year of 2018. For an equal comparison, off-site traffic noise associated with the revised project was also calculated using an opening year of 2018 and adding 40 ADT to the opening day with project condition. Traffic noise levels were calculated at 50 feet from the centerline of the affected roadways to determine the noise level increase associated with the project. The model uses various input parameters, such as traffic volumes and vehicle mix, distribution, and speed. For modeling purposes, "hard" ground conditions were used for the analysis since the hard site provides the most conservative impact assessment. Traffic volumes were obtained from the Traffic Impact Study prepared for the original project (see Appendix B-2). Opening day (2018) and cumulative traffic volumes and noise levels with and without the revised project are shown in Table 10. Modeled noise levels do not account for shielding provided by intervening barriers and structures. Noise level calculations are contained in Appendix P.

Table 10
Graves Avenue Traffic Noise Level with and without Project

Roadway Segment	Opening Day (2018)	Opening Day (2018) + Project	Opening Day (2018) + Cumulative	Opening Day (2018) + Cumulative + Project
Graves Avenue				
Traffic Volume	14,809	14,887	15,297	15,365
Noise Level (L_{DN})	69	69	69	69
SOURCE: Appendix P				

As shown, the revised project would not result in a measurable increase in ambient noise levels. The increase in noise levels due to the revised project would not be a perceptible increase in the ambient noise environment. Therefore, the traffic generated by the revised project would not result in a

[4] The Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis assumed that the project would develop 66 senior care units, which is greater than the 62 senior care units proposed under the revised project. Therefore, this impact analysis is conservative and evaluates a greater number of vehicle trips than would actually occur under the revised project.

significant ambient noise increase at adjacent off-site receptors, and impacts would be less than significant. No new impact would occur.

On-Site Generated Noise

On-site generated noise is regulated by the City's Municipal Code, Title 5 Health and Safety, Chapter 5.04 Noise Abatement and Control. Section 5.04.040 of the Santee Municipal Code states that "it is unlawful for any person to make, continue, or cause to be made or continued, within the limits of the City, any disturbing, excessive or offensive noise which causes discomfort or annoyance to reasonable persons of normal sensitivity residing in the area." Section 5.04.040 also provides the following requirements for heating, ventilation, and air conditioning (HVAC) units:

> 4. Heating and Air Conditioning Equipment and Generators.
>
> a. It is unlawful for any person to operate or allow the operation of any generator, air conditioning, refrigeration or heating equipment in such manner as to create a noise disturbance on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit.
>
> b. All generators, heating, air conditioning, or refrigeration equipment are subject to the setback and screening requirements in this code.

Operational noise sources after construction would include vehicles arriving and leaving and landscape maintenance machinery, and would be similar to noise sources from adjacent land uses. With the exception of rooftop HVAC units, none of these noise sources would have the potential to produce excessive noise or result in a substantial permanent increase in existing noise level. HVAC units would be on the rooftop within a mechanical well, and would be screened in accordance with the Section 5.04.040 requirements above. It is not known at this time which manufacturer, brand, or model of unit or units would be selected for use in the project. For the purposes of this analysis, to determine what general noise levels the HVAC units would generate, it was assumed that each unit would generate noise levels similar to a 5-ton Carrier Model 38 HD50VG-A HVAC unit. The 38 HDR50VG-A units have a sound power level of 75 dB(A) which is equivalent to 68 dB(A) L_{eq} at 3 feet.

Property line noise levels due to rooftop HVAC units were modeled using SoundPLAN. The modeling results are summarized in Table 11. SoundPLAN data is contained in Appendix P. As shown, property line noise levels would range from 33 to 43 dB(A) L_{eq}. Noise at this level would not be considered a noise disturbance. Therefore, the revised project would not generate on-site noise that would exceed City noise limits, and impacts would be less than significant. No new impact would occur.

Table 11 On-site Generated Noise Levels	
Location	Noise Level [dB(A) L_{eq}]
Southwest corner of property	36
Western property line	37
	40
	41
	41
	38
Northwest corner of property	37
Northern property line	36
Northeast corner of property	38
Eastern property line	39
	42
	43
	39
	33
Southeast corner of property	36
Southern property line	36
SOURCE: Appendix P	

b. No New Impact/No Impact. Construction operations have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and damage to nearby structures at the highest levels. Vibration perception would occur at structures, as people do not perceive vibrations without vibrating structures.

Project construction equipment used during site grading and excavation would have the greatest potential to generate vibrations that would affect nearby residential land uses. Construction equipment would include loaded trucks, an excavator, as well as a dozer or loader. Vibration levels from these pieces of equipment would generate vibration levels with a peak particle velocity (PPV) ranging from 0.035 to 0.089 inches per second (in/sec) PPV at the nearest residence. Human reaction to vibration is dependent on the environment the receiver is in as well as individual sensitivity. For example, vibration outdoors is rarely noticeable and generally not considered annoying. Typically, humans must be inside a structure for vibrations to become noticeable and/or annoying. Based on several federal studies the threshold of perception is 0.035 in/sec PPV, with 0.24 in/sec PPV being a distinctly perceptible (Caltrans 2013). Neither cosmetic nor structural damage of buildings occurs at levels below 0.1 in/sec PPV. Consequently, construction vibration levels would be below the distinctly perceptible threshold. Therefore, the revised project would not expose persons to or generate excessive groundborne vibration or groundborne noise, and impacts would be less than significant. No new impact would occur.

c. No New Impact/No Impact. The property is located within the Airport Influence Area, Review Area 1 of the Gillespie Field Airport. However, the project site is located outside the ALUCP noise contours for the Gillespie Field Airport. As a result, the revised project would not expose people to excessive noise levels from airport noise, and impacts would be less than significant. No new impact would occur.

15.14 Population and Housing

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Induce substantial unplanned 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)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Sources: Project Description; City of Santee General Plan–Land Use Element; and San Diego Association of Governments Data Surfer.

a. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. The revised project would increase the number of senior care units to 62 compared to 50 under the previously adopted project. As described in Section 15.3.a above, the proposed senior facility would serve seniors who have previously been living independently in the region and require assisted living and health care support. Therefore, the revised project is anticipated to accommodate approximately 62 persons already living in the region. Per the SANDAG Series 13 growth forecast, the population within the City was estimated to be 59,497 in 2020, and is estimated to increase by 4,315 people to 63,812 in 2035. As such, the approximately 62 non-senior residential uses left vacant by the relocation of seniors to the proposed senior facility would serve to help accommodate anticipated population growth as projected by SANDAG. While the project would be located in a vacant lot, it would not require any new infrastructure that would accommodate or encourage new development. As described in Section 15.3.a above, project construction would last 12 months and would not affect population growth. Therefore, the revised project would not induce substantial unplanned population growth in an area, and impacts would be less than significant. No new impact would occur.

b. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project, which is vacant. Therefore, the project would not displace any existing people or housing. No new impact would occur.

15.15 Public Services

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
(i) Fire protection?	☐	☐	☒	☐
(ii) Police protection?	☐	☐	☒	☐
(iii) Schools?	☐	☐	☒	☐
(iv) Parks?	☐	☐	☒	☐
(v) Other public facilities?	☐	☐	☒	☐

Sources: Santee School District and Grossmont Union High School District School Facility Letters (Appendix Q); City of Santee General Plan; City of Santee Fire Department; San Diego County Sheriff's Department; Santee School District website, http://www.santeesd.net/; City of Santee Community Services Department http://www.ci.santee.ca.us/Index.aspx?page=28; and Fire and Rescue Mutual Aid Operations (County of San Diego 2014).

a(i). No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. The City operates two fire stations: one located at 8950 Cottonwood Avenue and the other at 9130 Carlton Oaks Drive. The City's Fire Department response time goal is to provide an average maximum initial response time of no more than six minutes, with an average maximum response time of no more than ten minutes for supporting paramedic transport units 90 percent of the time. The project site is located approximately 1.4 roadway miles from the nearest fire station on Cottonwood Avenue. Based on a review by the Santee Fire Department, existing fire services are available to serve the revised project and no new facilities would be needed to accommodate the additional 12 senior care units. A fire hydrant and water utility lines would be installed within the project site, which would serve the revised project. Additionally, the City is a member of the San Diego County (central zone) for Fire and Rescue Mutual Aid Operations. Each participating member has a mutual aid agreement with each other to provide paramedic and fire protection services in the event that additional fire-fighting units are required. Therefore, the revised project would not result in the need for new or altered fire protection facilities, and impacts would be less than significant. No new impact would occur.

a(ii). No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. Police protection for the project area is provided by the San Diego County Sheriff's Department under contractual agreement with the City and operating out of the Santee Substation at 8811 Cuyamaca Street. The average priority call response time for general law enforcement within the City is 8.2 minutes and the average for traffic law enforcement is 7.5 minutes. Appropriate staffing levels for law enforcement personnel are evaluated at every contract renewal. The addition of 12 senior care units under the revised project would not affect police response times to the site. Therefore, the revised project would not result in the need for new or altered police protection facilities, and impacts would be less than significant. No new impact would occur.

a(iii). No New Impact/No Impact. The revised project would increase the number of senior care units to 62 compared to 50 under the previously adopted project. The 62 senior care units that would not serve families with school-aged children. Therefore, the revised project would not generate a new student population that would increase demand for school services. Pursuant to Government Code Section 65995 et seq., the project proponent would be required to pay applicable school fees before a construction permit is issued. Therefore, the project would not result in the need for new or altered school facilities. No new impact would occur.

a(iv). No New Impact/No Impact. The revised project would be required to pay park-in-lieu fees that would fund City public park facilities based on forecasted City-wide park demand The addition of 12 senior care units would not substantively increase demand for parkland and recreational services compared to the previously adopted project. Therefore, the revised project would not result in the need for new or altered park facilities, and impacts would be less than significant. No new impact would occur.

a(v). No New Impact/No Impact. All public facilities discussed in Section 15.15.a(i). through a(iv). are available to serve the project. No other required public facilities have been identified. The 62 senior care units proposed by the revised project would serve seniors who have previously been living independently in the region, and thereby provide additional health care services within the City. Therefore, the revised project would not affect existing public facilities related to health care services. No new impact would occur.

15.16 Recreation

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. 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?	☐	☐	☒	☐

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Source: City of Santee Community Services Department, http://www.ci.santee.ca.us/Index.aspx?page=28; and Project Description.

a. No New Impact/No Impact. The addition of 12 senior care units would not adversely affect existing City park facilities or create the need for new park facilities because the increase in use would be minimal in relation to the availability of parkland in the City and surrounding area. Therefore, the project would not 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, and impacts would be less than significant. No new impact would occur.

b. No New Impact/No Impact. The revised project does not include the provision of recreational facilities or require the construction or expansion of recreational facilities. No new impact would occur.

15.17 Transportation

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

Sources: Project Description; Project Description, Analysis Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis

prepared by Darnell and Associates (December 9, 2021; see Appendix B-1); Santee Fire Department; ALUC 2010; City of Santee General Plan–Mobility and Safety Elements; San Diego Metropolitan Transit System website (https://www.sdmts.com/); and FAA Letter of Determination of No Hazard to Air Navigation (April 2, 2018; Appendix K); and Lantern Crest Ridge II Assisted Living Construction Traffic prepared by Darnell and Associates (October 31, 2019; Appendix R).

a. No New Impact/No Impact. The revised project would be located within the same 2.74-acre site as the previously adopted project. Access to the project site would be provided via Sunset Trail, Lantern Crest Way, and Graves Avenue from Prospect Avenue and SR-67. Graves Avenue is a north-south collector street that provides access between Sunset Trail and Prospect Avenue. The following discussion is based on information from the Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis (see Appendix B-1).

The revised project was forecast to generate 165 ADT compared to 125 ADT under the previously adopted project.[5] Trips under the revised project would include 7 AM and 14 PM peak-hour trips.

Appendix B-1 compared the revised project to Institute of Traffic Engineers (ITE) Guidelines for Transportation Impact Studies in the San Diego Region dated May 2019. Based on ITE Guidelines, projects that are consistent with the Land Use and Transportation Elements of the General Plan, generate fewer than 1,000 ADT, generate fewer than 110 AM Peak hour trips, and generate fewer than 20 PM Peak hour trips to any existing on or off ramps are not required to prepare a transportation analysis. The revised project would be consistent with the existing land use designation and would generate fewer ADT than the ITE Guidelines thresholds listed above. The project is not required to prepare a transportation analysis, and the revised project would not generate enough ADT to impact the circulation network. Therefore, operation traffic volumes generated by the revised project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, and impacts would be less than significant. No new impact would occur.

Construction activities would temporarily contribute additional vehicle trips on the local circulation system, and would generate up to 14 daily trips during an approximately 12-month period (see Appendix R). Deliveries of construction materials would periodically generate up to eight additional vehicle trips, which would result in a maximum of up to 22 trips per day. This maximum of 22 construction trips per day would be less than 165 operational trips per day that were forecasted for the revised project and determined to be less than significant. Therefore, construction traffic volumes generated by the revised project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, and impacts would be less than significant. No new impact would occur.

[5] The Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis assumed that the project would develop 66 senior care units, which is greater than the 62 senior care units proposed under the revised project. Therefore, this impact analysis is conservative and evaluates a greater number of vehicle trips than would actually occur under the revised project.

b. No New Impact/No Impact. Appendix B-1 compared the revised project to ITE Guidelines for Transportation Impact Studies in the San Diego Region dated May 2019. Based on ITE Guidelines, projects that generate fewer than 1,000 ADT are not required to prepare a Vehicle Miles Traveled (VMT) Analysis, and impacts are presumed to be less than significant. The revised project would generate fewer than 1,000 ADT and is not required to prepare a VMT Analysis. Therefore, the revised project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and impacts would be less than significant. No new impact would occur.

c. No New Impact/No Impact. The revised project would be accessed from Sunset Trail and Lantern Crest Way and would construct an internal access road and cul-de-sac, along with a 65-foot-long firetruck turn around area, as under the previously adopted project. The revised project would not result in changes to the existing traffic patterns or roadway design along Sunset Trail. Therefore, the revised project would not substantially increase hazards due to a geometric design feature or incompatible use, and impacts would be less than significant. No new impact would occur.

d. No New Impact/No Impact. The revised project has been reviewed by the City's Fire Chief and determined to be consistent with all applicable policies. The internal access road would be constructed to a curb-to-curb width of at least 16 feet to allow for fire truck access. In addition, the site would include a firetruck turnaround area at the northern end of the internal access road to a total of 65 feet from the centerline of the turnaround. Therefore, the revised project would not result in inadequate emergency access, and impacts would be less than significant. No new impact would occur.

15.18 Tribal Cultural Resources

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. 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)?	☐	☐	☒	☐

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
ii. 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☒	☐

Source(s): Results of the Archaeological Survey for the Lantern Crest Ridge II Project prepared by RECON Environmental, Inc. (September 17, 2018; see Appendix F).

a. No New Impact/No Impact. Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Public Resources Code Section 5020.1. As discussed in Sections 15.5.a and 15.5.b, the project site does not support any historic or cultural resources. In accordance with SB 18 and AB 52, the Native American Heritage Commission was notified of the project on August 29, 2018 and the tribes were notified of the project on September 12, 2018 and June 19, 2019. On September 28, 2018, the City received a letter from the Viejas Band of Kumeyaay Indians requesting that sacred site be avoided with adequate buffer zones, compliance with NEPA, CEQA, and NAGPRA, and contacting the Viejas Band of Kumeyaay Indians on any changes or inadvertent discoveries.

The revised project would be located within the same 2.74-acre site as the previously adopted project. As discussed in Section 15.5.b 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 through CUL-3 presented in the MMRP would ensure that any 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. Through consultation with the City, the Viejas Band of Kumeyaay Indians concurred that implementation of Mitigation Measures CUL-1 through CUL-3 would satisfactorily reduce impacts on unknown tribal cultural resources to a level less than significant. No new impact would occur.

15.19 Utilities and Service Systems

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provided 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?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Sources: City of Santee, General Plan, Conservation Element; Public Service Availability Forms from the Padre Dam Municipal Water District, (May 4, 2017 Appendix S); Santee Municipal Code; Project Site Plan; County of San Diego Countywide Five-Year Review Report of the Countywide Integrated Waste Management Plan (September 2012); Storm Water Quality Management Plan (SWQMP) for Lantern Crest Ridge II prepared by REC Consultants, Inc., (July 2019; see Appendix M); CEQA Drainage Study for Lantern Crest Ridge Addition prepared by REC Consultants, Inc. (November 8, 2021; see Appendix N); and Padre Dam Municipal Water District website (http://www.padredam.org/).

a. No New Impact/No Impact. Public Facility Availability Forms were completed documenting that PDMWD has adequate water and sewer capacity to serve the previously adopted project (Appendix S). The addition of 12 senior care units under the revised project would not adversely affect PDMWD

water supply or wastewater treatment capacity. Existing water and sewer facilities are available adjacent to the site, and improvements would be limited to extension of pipelines onto the project site. Consequently, potential impacts associated with proposed improvements have been considered within this environmental document. Therefore, the revised project would not require relocation or construction of new or expanded water or wastewater treatment facilities that would cause significant environmental effects, and impacts would be less than significant. No new impact would occur.

As discussed in Section 15.10.a and 15.10.c(i), the project would construct three on-site storm water biofiltration basins and would not change the existing off-site runoff pattern. All on-site facility construction would be consistent with the City's Storm Water Management and Discharge Control Ordinance (Chapter 13.42) and engineering standards, and the project would reduce peak flows compared to existing condition. These storm water facilities would be located within the project footprint. Consequently, potential impacts associated with construction of these storm water facilities have been considered within this environmental document. Therefore, the revised project would not require construction of new storm water drainage facilities or expansion of existing facilities, and impacts would be less than significant. No new impact would occur.

Existing energy and telecommunication facilities are available adjacent to the site, and improvements would be limited to extensions onto the project site. Consequently, potential impacts associated with these energy and telecommunication connections have been considered within this environmental document. Therefore, the project would not require relocation or construction of new or expanded electric power, natural gas, or telecommunication services facilities, and impacts would be less than significant. No new impact would occur.

b. No New Impact/No Impact. A Public Facility Availability Form was completed documenting that PDMWD has adequate water supplies available to serve the previously adopted project (see Appendix S). The addition of 12 senior care units under the revised project would not adversely affect PDMWD water supply. Therefore, adequate water supply would be available to serve the revised project, and impacts would be less than significant. No new impact would occur.

c. No New Impact/No Impact. A Public Facility Availability Form was completed documenting that PDMWD has adequate wastewater treatment capacity available to serve the previously adopted project. The addition of 12 senior care units under the revised project would not adversely affect PDMWD wastewater treatment capacity. Therefore, adequate wastewater treatment capacity would be available to serve the revised project, and impacts would be less than significant. No new impact would occur.

d. No New Impact/No Impact. City Municipal Code Section 13.38.060 requires that a minimum of 65 percent by weight of construction and demolition debris be diverted from landfills through recycling, reuse, and diversion programs. The project would develop a construction and demolition debris management plan demonstrating how the project would comply with the City Municipal Code diversion requirements prior to issuance of a building or demolition permit.

Solid waste generated by the revised project that cannot be recycled would be sent to area landfills. Based on the Five-Year Review Report of the County Integrated Waste Management Plan for the County of San Diego, remaining capacity at area landfills would be adequate to handle the revised project's solid waste disposal needs. Most of the solid waste collected in the City is disposed of at

the Sycamore Sanitary Landfill, which has remaining capacity through the year 2054. Other landfills that handle waste from San Diego and Santee include the Miramar Landfill and the Otay Landfill, which have remaining capacity. Therefore, the revised project would be served by landfill(s) with sufficient permitted capacity, and impacts would be less than significant. No new impact would occur.

e. No New Impact/No Impact. The revised project would comply with the City's construction and demolition recycling ordinance (Santee Municipal Code Section 13.38.060) and Solid Waste Ordinance #3239-A, which are consistent with state solid waste and recycling regulations requiring a minimum of 65 percent of the project's construction and demolition be diverted from the landfills. Therefore, the revised project would comply with applicable management and reduction statutes and regulations related to solid waste, and impacts would be less than significant. No new impact would occur.

15.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

a. No New Impact/No Impact. As described in Section 15.9.f, the project site is located in an existing developed area with access to major roadways that would allow for emergency evacuation. The Santee Fire Department has reviewed the revised project and determined adequate emergency access is available to the project site. Therefore, the revised project would not substantially impair an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant. No new impact would occur.

b. No New Impact/No Impact. As described in Section 15.9.g, the project site is identified within an area considered a "non-very high fire hazard severity zone." However, the project site is located within a Wildland Urban Interface area, which requires the project to comply with certain fire protection requirements set forth in the City's Municipal Code. (Municipal Code, Title 11, Chapter 11.18). Although the project site does not contain sufficient area to provide a 100-foot fuel modified defensible space between the proposed structures and open space area to the east (56 feet is available), the project's design includes a 5-foot fire barrier in the form of a non-combustible wall along the top of the slope along the eastern boundary of the project site, running from the northern edge of the bridge connecting the proposed structure to the Lantern Crest Ridge Phase I structure. The construction of this fire barrier wall as part of the project design would minimize the potential exposure of people or structures to a significant risk of loss, injury or death involving wildland fires. Therefore, the revised project would not expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, and impacts would be less than significant. No new impact would occur.

c. No New Impact/No Impact. As described in Section 15.19.a, above, the revised project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. Additionally, the revised project would not require construction or maintenance of any other infrastructure facilities. Therefore, the revised project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk, and impacts would be less than significant. No new impact would occur.

d. No New Impact/No Impact. As described in Section 15.9.g, the project site is not within the 100-year or 500-year flood hazard area, and is located outside the potential inundation areas delineated on Figure 8-2 of the General Plan Safety Element. Furthermore, the project site is generally flat and surrounded by an urban environment Therefore, the revised project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No new impact would occur.

15.21 Mandatory Findings of Significance

Does the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b. 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 futures projects)?	☐	☐	☒	☐
c. Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a. No New Impact/No Impact. As described in Section 15.4.a above, implementation of mitigation measures BIO-1 and BIO-2 would reduce impacts to sensitive vegetation communities and sensitive species to a level less than significant, and implementation of mitigation measure BIO-3 would reduce impacts to nesting birds and wildlife nursery sites to a level less than significant. As described in Section 15.5.a above, the project would not impact any historical resources. As described in Section 15.5.b above, implementation of mitigation measures Implementation of Mitigation Measures CUL-1 and CUL-2 would reduce potential impacts on unknown archaeological resources to a level less than significant. As described in Section 15.5.c above, implementation of Mitigation Measure CUL-3 would further reduce impacts related to human remains to a level less than significant. No new impact would occur.

b. No New Impact/No Impact. In addition to evaluation of potential project-specific effects, this evaluation considered the project's potential for incremental effects that may be cumulatively considerable when viewed in connection with the effects of past, current, or probable future projects in the area. Cumulative projects in the project area are shown in Table 12.

Table 12
Cumulative Project List

Project	Location	Description	Status
Fanita Ranch	Northern edge of City	Master Plan Residential Community (approx. 2,949 residences)	Approved
RiverView	RiverView Parkway	128-detached condominium units	Under Construction
Walker Trails	Magnolia Ave., north of State Route 52 and west of State Route 67	Specific Plan Amendment for 83 residences at the RCP Block & Brick site.	Under Construction
Slope Street Estates	South side of Slope Street	11 single-family units	Application Under Review
Gas Station/ Car Wash	Mission Gorge Road and West Hills Parkway	New gas station with renovated convenience market	Approved
Parkside	Eastern Terminus of Mast Boulevard	128 condominium units	Application under review
Caribbean project	East side of Caribbean Way	42 condominium units	Under Construction
Tyler Street Subdivision	Southern terminus of Tyler Street	14 single-family units	Application under review
Gas Station	Cuyamaca Street and Prospect Avenue	New gas station, convenience market and car wash	Approved
Coffee shop and mini- market	Graves Avenue and Prospect Avenue	New coffee shop and mini market	Approved
Palm Tree Homes	Prospect Avenue and Our Way	4 single-family detached homes	Application Under Review
Pinnacle Peak	Mission Gorge Road	113 condominium units	Under Construction
Lantern Crest III	Graves Avenue	113 congregate care units	Under Construction
Carlton Oaks Country Club	Inwood Drive	232 condominium units, 53 single-family residences, assisted living, hotel, and restaurant expansion	Application Under Review
Palazzo Villas	West side of Olive Lane	8 condominium units	Approved
Atlas View	Atlas View and Prospect Avenue	11 condominium units	Application Under Review
Prospect Estates II	North of Prospect Avenue, east of Marrokal Lane	38 attached condominiums and 15 single-family residences	Approved
D'Lazio	Fanita Drive	20 condominium units	Under Construction
Woodside Terrace	Woodside Terrace	4 single-family units	Under Construction
E Heaney Circle	Carlton Oaks	10 townhomes	Approved
Mission Greens	Buena Vista Drive and Mission Greens	40 condominium units	Under Construction
Robinson Lane	Robinson Lane near Caribbean Drive	10 condominium units	Under Construction
SOURCE: City of Santee, Department of Development Services			

As discussed in this environmental document, all impacts would be mitigated to a level less than significant. Air quality is a regional issue and the cumulative study area for air quality impacts encompasses the SDAB as a whole. Therefore, the cumulative analysis addresses regional air quality plans and policies, such as the RAQS, as well as the project's contribution to a net increase of any

criteria pollutant for which the SDAB is listed as a non-attainment area. As described in Section 15.3.a, the project would not be significantly different from the growth projections of the General Plan, and would not result in an increase in emissions than are already accounted for in the RAQS. As described in Section 15.4.a, implementation of mitigation measures BIO-1 and BIO-2 would reduce impacts to sensitive vegetation communities and sensitive species to a level less than significant, and implementation of mitigation measure BIO-3 would reduce impacts to nesting birds and wildlife nursery sites to a level less than significant. This mitigation would be consistent with the requirements of the NCCP. Projects that comply with the NCCP would not result in a significant cumulative impact for biological resources. Cumulative projects listed in Table 18 would also be required to comply with the NCCP and mitigate for impacts to biological resources as necessary. Climate change is, by its nature, a cumulative issue. As described in Section 15.8.b, the project would not conflict with the applicable plans developed to reduce GHG emissions at the regional level. As described in Section 15.13.a, potential impacts associated with noise would be mitigated to a level less than significant. Due to the varied schedules and for construction of cumulative projects listed in Table 18, it is unlikely construction activities would overlap, thereby avoiding significant cumulative noise impacts on sensitive receptors. The impact analysis presented in Section 15.17.a is cumulative in nature, which determined that the project would not result in a cumulative traffic impact to the Graves Avenue roadway segment. Cumulative projects listed in Table 18 would also be required to conduct cumulative traffic impact analyses and implement mitigation as necessary to reduce cumulative impacts to a level less than significant. All other project impacts were determined to be less than significant, and due to the limited scope of the project would result in cumulatively considerable impacts. No new impact would occur.

c. No New Impact/No Impact. As discussed throughout this document, no hazardous conditions on the project site or in the surrounding area were identified that could adversely affect human beings. It is not anticipated that demolition or construction activities would create conditions that would significantly directly or indirectly impact human beings. Development of the project site would comply with all State and City regulations that would ensure the building is safe and designed to protect future occupants. The project would not result in any substantial adverse effects on human beings directly or indirectly, and impact would be less than significant. No new impact would occur.

16.0 Mitigation, Monitoring, and Reporting Program

Section 21081.6 of the CEQA Guidelines requires that a Mitigation, Monitoring, and Reporting Program (MMRP) be adopted upon certification of an EIR or adoption of an MND to ensure that the mitigation measures are implemented. The MMRP specifies the mitigation for the project, when in the process the mitigation measure should be accomplished, and the entity responsible for implementing and/or monitoring the mitigation. Public Resources Code Section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. After analysis, potentially significant impacts requiring mitigation were identified for biological resources, cultural resources, geology and soils, and noise. The MMRP is presented below in Table 13.

Table 13 Mitigation, Monitoring, and Reporting Program			
Mitigation Measure	Timing of Verification	Responsible for Verification	Status/Date/ Initials
Biological Resources			
BIO-1: Diegan Coastal Sage Scrub Habitat Prior to grading permit issuance, the applicant shall secure no less than 2.02 acres of Diegan coastal sage scrub habitat (at a 2:1 mitigation ratio) at the Willow Road Conservation Bank, which is fully endowed to provide a non-wasting funding source that pays for management, and is protected with a Conservation Easement (CE) over the entire property. If the Willow Road Conservation Bank were unavailable, the applicant would secure no less than 2.02 acres of Diegan coastal sage scrub habitat (at a 2:1 mitigation ratio) at another location approved by the City, CDFW, and USFWS that would be similarly subject to perpetual conservation with a recorded CE and require a non-wasting endowment to fund management in perpetuity.	Prior to Construction	City of Santee/ Qualified Biologist	
BIO-2: Non-Native Grassland Habitat Prior to grading permit issuance, the applicant shall secure no less than 1.30 acres of non-native grassland habitat (at a 1:1 mitigation ratio) at the Willow Road Conservation Bank, which is fully endowed to provide a non-wasting funding source that pays for management, and is protected with a Conservation Easement (CE) over the entire property. If the Willow Road Conservation Bank were unavailable, the applicant would secure no less than 2.02 acres of Diegan coastal sage scrub habitat (at a 2:1 mitigation ratio) at another location approved by the City, CDFW, and USFWS that would be similarly subject to perpetual conservation with a recorded CE and require a non-wasting endowment to fund management in perpetuity.	Prior to Construction	City of Santee/ Qualified Biologist	
BIO-3: Nesting Birds and Wildlife Nursery Sites To remain in compliance with the California Fish and Game Code 3503, 3503.5, 3511, and 3513, no direct impacts shall occur to any nesting birds, their eggs, chicks, or nests during the spring/summer migratory songbird breeding season, defined as from 15 February to 31 August of each year. Limiting activities to the non-breeding season will minimize chances for the incidental take of migratory songbirds or raptors. If vegetation removal activities were to occur during the songbird breeding season, a qualified biologist shall conduct a preconstruction nesting survey within the limits of disturbance and within 300 feet of the limits of disturbance where feasible, including within the Diegan coastal sage scrub adjacent to the project site. This survey must occur no more than three days prior to any site activities to ensure compliance with the standard seasonal restrictions. The preconstruction nesting survey would need to be repeated if construction is not initiated within three days following completion of the survey. If	Prior to and during Construction	City of Santee/ Qualified Biologist	

Table 13 Mitigation, Monitoring, and Reporting Program			
Mitigation Measure	Timing of Verification	Responsible for Verification	Status/Date/ Initials
active nests or nesting behaviors are detected, construction must be delayed until such time as nesting is complete. The results of the survey shall be provided in a report to the City Planning Department, for concurrence with the conclusions and recommendations.			
Cultural Resources			
CUL-1: Archaeological Monitoring If during grading or construction activities, unanticipated 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) and the Viejas Band of Kumeyaay Indians. 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.	During Construction	City of Santee/ Qualified Archaeologist	
CUL-2: Tribal Cultural Monitoring 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.	During Construction	City of Santee/ Qualified Archaeologist	

Table 13 Mitigation, Monitoring, and Reporting Program			
Mitigation Measure	Timing of Verification	Responsible for Verification	Status/Date/ Initials
CUL-3: Human Remains 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.	During Construction	City of Santee/ Qualified Archaeologist	
Geology and Soils			
GEO-1: Geotechnical/Geological Engineering Recommendations Prior to any ground-disturbing construction activities, the project applicant shall incorporate the recommendations of the geotechnical/geological engineering studies prepared by GEOCON, Inc. into project plans related to the 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 on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.	Prior to Construction	City of Santee/ Contractor	
Noise			
NOS-1: Construction Noise Prior to issuance of any grading permit(s) for the project, the project applicant or its contractor(s) shall ensure that: • All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. • Construction noise reduction methods such as shutting off idling equipment, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools,	Prior to Construction	City of Santee/ Contractor	

Table 13 Mitigation, Monitoring, and Reporting Program			
Mitigation Measure	Timing of Verification	Responsible for Verification	Status/Date/ Initials
rather than diesel equipment, shall be used where feasible. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive noise receivers. • During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors. • The project shall be in compliance with the City's Noise Abatement and Control Ordinance such that construction shall occur on the weekdays (Monday through Friday) and Saturday between the hours of 7:00 AM to 7:00 PM and a notice of construction shall be mailed to all owners and occupants within 300 feet of the project site no more than 10 days before the start of construction. Construction hours, allowable workdays and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners and residents to contact the job superintendent. In the event that the City receives a complaint regarding construction noise, appropriate corrective actions shall be implemented and a report of the action provided to the reporting party.			

17.0 Checklist References

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