



Initial Study/Mitigated Negative Declaration for the County Animal Shelter San Diego County, California

Prepared for
County of San Diego
Department of General Services
5560 Overland Avenue, Suite 410
San Diego, CA 92123-1239

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County of San Diego

DEPARTMENT OF GENERAL SERVICES

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December 15, 2020

CEQA Initial Study - Environmental Checklist Form (Based on the State CEQA Guidelines, Appendix G)

1. Title:

County Animal Shelter

2. Lead agency name and address:

County of San Diego, Department of General Services
5560 Overland Avenue, Suite 410
San Diego, CA 92123-1239

3. Contact: Melanie Tylke, Environmental Project Manager

Phone number: (858) 694-8934

E-mail: Melanie.Tylke@sdcounty.ca.gov

4. Project location:

The proposed County Animal Shelter (project) is located north of Riverview Parkway and west of North Magnolia Avenue on County of San Diego (County)-owned land that lies within the boundaries of the city of Santee (City) (assessor's parcel number [APN] 381-050-69-00). Specifically, the project site is located within, and surrounded by land uses within, the City's Town Center Specific Plan Amendment area. The Specific Plan Amendment area established the physical and design framework for the development of approximately 154 acres of County-owned land within the City's 706-acre Town Center Specific Plan area.

Figure 1 shows the regional location of the project, while Figure 2 shows the project location on an aerial photograph.



5. Project Applicant name and address:

County of San Diego, Department of General Services
5560 Overland Avenue, Suite 410
San Diego, CA 92123-1239

6. City of Santee General Plan
Land Use: Town Center Specific Plan

7. City of Santee Zoning
Zoning: Town Center Specific Plan

8. Description of project:

Project Background

The County of San Diego Department of Animal Services (DAS) provides animal-related law enforcement, sheltering, medical, and pet adoption services to the unincorporated areas of San Diego County. Currently, the County DAS owns and operates two animal shelter facilities in the San Diego region: one located in the community of Bonita (Bonita Shelter) and the other in the city of Carlsbad (Carlsbad Shelter). The proposed project would replace the existing Bonita Shelter located at 5821 Sweetwater Road, Bonita, California. The proposed project would be constructed to meet the County DAS current and projected needs for the County. The proposed project would provide animal services in a modern facility and would have the capacity for the transfer of all the Bonita Shelter animals and services, including all livestock. The Carlsbad Shelter, which was redeveloped and expanded in 2005, would remain open and all other services and functions would remain unchanged.

Proposed Project

The County proposes the construction of an approximately 24,000-square-foot animal shelter on vacant, undeveloped County-owned land within the boundaries of the city of Santee (the southern portion of APN 381-050-69-00). As shown in Figure 3, the project would consist of four separate buildings with an internal, secure and open courtyard, an outdoor livestock area, an activity yard, a staff parking lot, and a public parking lot. The two parking lots would have separate driveways for ingress and egress from Riverview Parkway. The four buildings would contain medical facilities, administration areas, including a small community room, and boarding areas for dogs, cats, rabbits, and other small animals. Off-site improvements would include sidewalk, curb and gutter improvements along Riverview Parkway. Construction is anticipated to begin in November 2021 and end in January 2023.

Accessibility

Access to the project site would be from Interstate 8 (I-8), State Route 52 (SR-52), State Route 67 (SR-67), and State Route 125 (SR-125), as well as major arterial roadways and public transportation services. The nearest trolley station (Santee Town Center) is located

approximately 1.5 miles southwest of the project site and the nearest bus stop is located at the intersection of Riverview Parkway and North Magnolia Avenue, approximately 528 feet southeast of the project site.

Two unsignalized vehicular driveways would be constructed along Riverview Parkway to provide access to the proposed facility and two proposed parking lots. One driveway would be accessible to the general public, while the other driveway would be accessible to staff, contractors, deliveries, and livestock drop-off. Parking would consist of 28 staff spaces and 58 public spaces.

The proposed buildings would achieve a minimum in Leadership in Energy and Environmental Design (LEED) Silver designation, while also reaching a higher level of sustainability with a zero-net energy (ZNE) performance. The proposed project would include “green” building elements constructed in accordance with California’s Title 24 Building Energy Efficiency Standards. An environmental design feature would include, but would not be limited to, photovoltaic solar panels and electric vehicle charging stations.

Development of the proposed project would include the provision of utility infrastructure, specifically storm water drains, sewer, water, electricity, natural gas, and telecommunications. The infrastructure for the proposed project would tie into the existing utility lines within Riverview Parkway and would be upgraded as necessary to accommodate the proposed development.

Landscaping would consist of a mix of trees, shrubs, and ground cover and comply with the County of San Diego’s Landscape Ordinance and Water Efficient Landscape Design Manual. The proposed project would include bioretention swales to reduce runoff into drainage facilities.

All current County DAS shelter hours of operation are from 9:30 a.m. to 5:30 p.m. Tuesday through Sunday and adoption hours close at 4:00 p.m. All County DAS animal shelters are closed to the public on Mondays and County holidays. The shelter hours for the proposed project would remain unchanged from the current shelter hours at the existing Bonita and Carlsbad shelters.

9. Surrounding land uses and setting:

The project site currently consists of a vacant, undeveloped lot with an elevated building pad. Based on reconnaissance and review of site topography, the proposed structural improvement area is generally flat at an approximate elevation of 351 feet above mean sea level (amsl; Construction Testing & Engineering, Inc. 2020).

Land uses surrounding the project site include the following: residential subdivisions to the southeast of North Magnolia Avenue; residential mobile homes to the east of North Magnolia Avenue; Las Colinas Detention and Reentry Facility to the immediate south, on the south side of Riverview Parkway; and undeveloped land and the San Diego River to the west and north.

In a regional context, the project site is located within the city of Santee and east of the unincorporated community of Lakeside. The project site is located approximately 14 miles northeast of downtown San Diego, 16 miles east of the Pacific Ocean, and just north of the city of El Cajon. The project site is located within the San Diego River watershed, which is a long triangular-shaped area of about 440 square miles draining to the San Diego River, which flows to the Pacific Ocean.

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

It is important to note that a County project located in a city generally is not subject to regulation by the City. For example, a City’s zoning and building ordinances do not apply to a County project located in the city. A City’s General Plan does not apply to a County project located in the city. Other City ordinances, even though enacted specifically to regulate a County, have also been found not to apply to a County project located in the city.

Consequently, because the proposed project is a County project, it is exempt from the City’s ordinances and General Plan. However, even though Government Codes do not require the County to abide by City ordinances, the proposed project would be consistent with many of the City’s ordinances.

The County of San Diego would serve as Lead Agency for the project and would be responsible for approving the environmental document. The County would also be required to approve applicable grading plans and issue building permits to ensure coverage under the General Construction Permit before construction begins.

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

YES NO

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED


The environmental factors checked below would be potentially affected by this project and involve at least one impact that is a “Potentially Significant Impact” or a “Less Than Significant With Mitigation Incorporated,” as indicated by the checklist on the following pages.

- | | | |
|---|--|--|
| <input type="checkbox"/> <u>Aesthetics</u> | <input type="checkbox"/> <u>Agriculture and Forest Resources</u> | <input type="checkbox"/> <u>Air Quality</u> |
| <input checked="" type="checkbox"/> <u>Biological Resources</u> | <input checked="" type="checkbox"/> <u>Cultural Resources</u> | <input type="checkbox"/> <u>Energy</u> |
| <input type="checkbox"/> <u>Geology & Soils</u> | <input type="checkbox"/> <u>Greenhouse Gas Emissions</u> | <input checked="" type="checkbox"/> <u>Hazards & Hazardous Materials</u> |
| <input type="checkbox"/> <u>Hydrology & Water Quality</u> | <input type="checkbox"/> <u>Land Use & Planning</u> | <input type="checkbox"/> <u>Mineral Resources</u> |
| <input type="checkbox"/> <u>Noise</u> | <input type="checkbox"/> <u>Population & Housing</u> | <input type="checkbox"/> <u>Public Services</u> |
| <input type="checkbox"/> <u>Recreation</u> | <input type="checkbox"/> <u>Transportation</u> | <input checked="" type="checkbox"/> <u>Tribal Cultural Resources</u> |
| <input type="checkbox"/> <u>Utilities & Service Systems</u> | <input type="checkbox"/> <u>Wildfire</u> | <input type="checkbox"/> <u>Mandatory Findings of Significance</u> |

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- On the basis of this Initial Study, Department of General Services finds that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- On the basis of this Initial Study, Department of General Services finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- On the basis of this Initial Study, Department of General Services finds that the proposed project **MAY** have a significant effect on the environment, and a **SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT** is required.



Signature

December 15, 2020

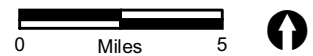
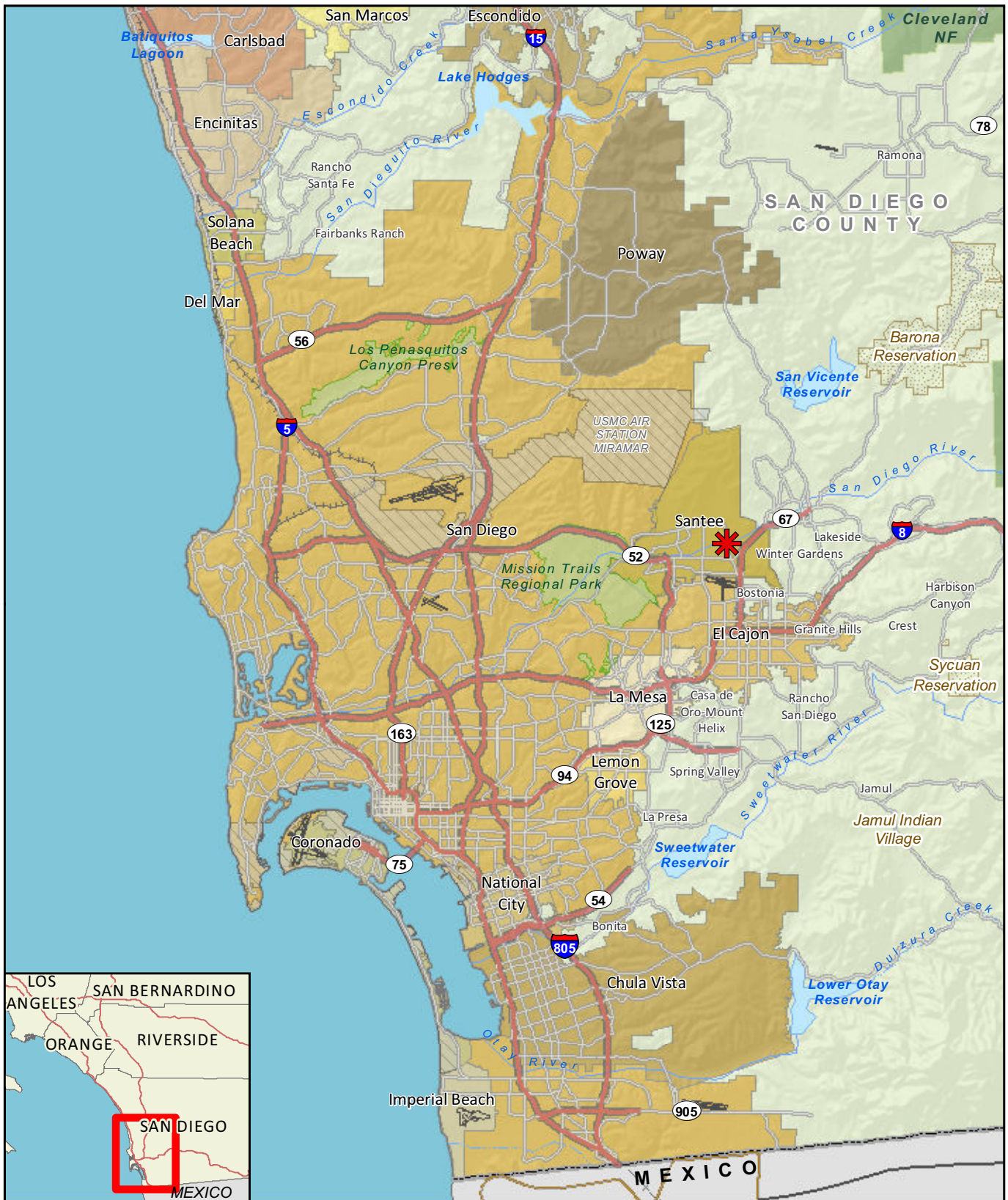
Date

Marko Medved

Printed Name

Director

Title




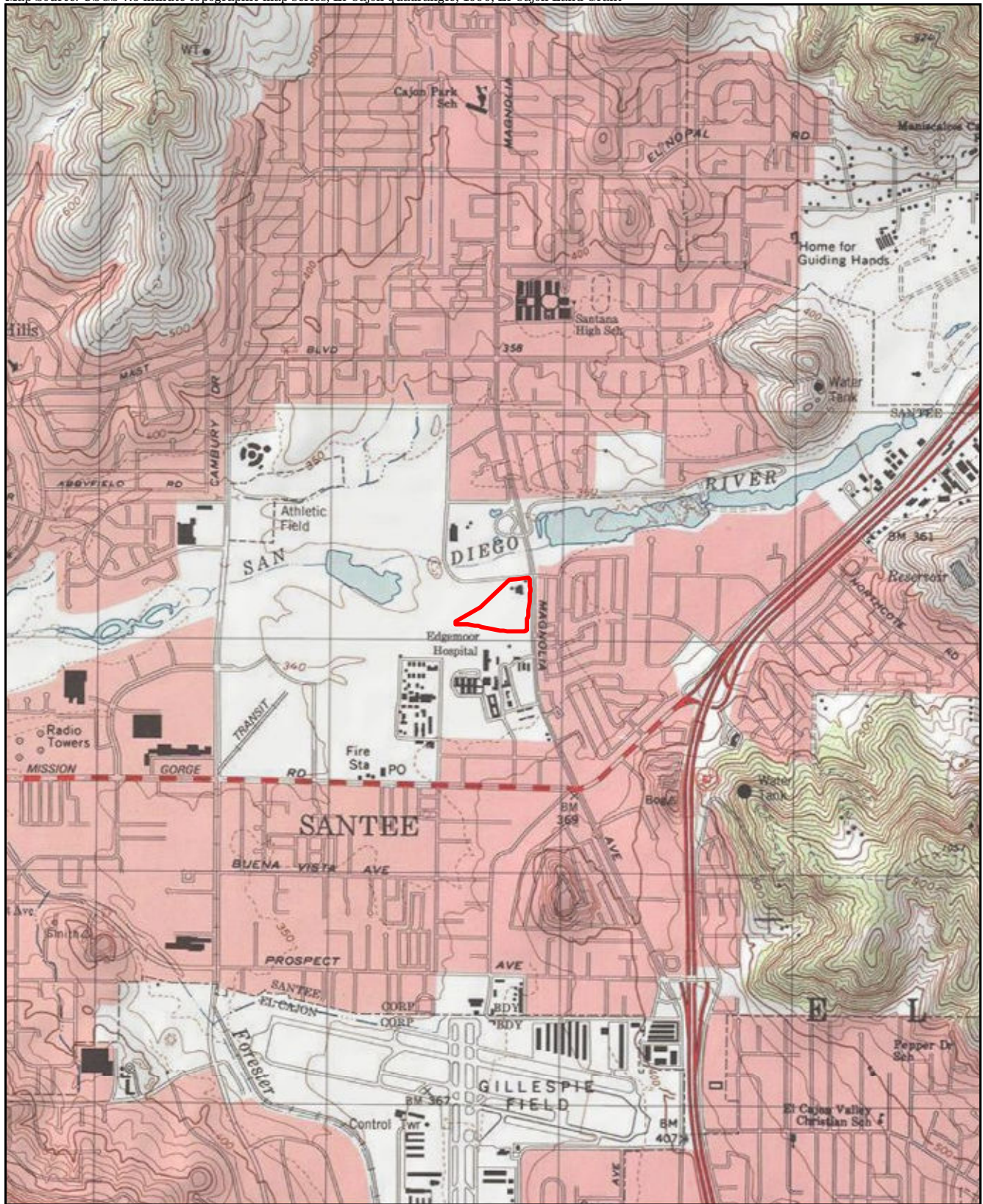
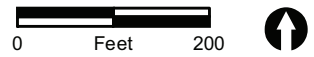
 Project Location

FIGURE 1
Regional Location



 Project Boundary

FIGURE 2
Project Location on USGS Map



- Project Boundary
- Site Plan

INSTRUCTIONS ON EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, Less Than Significant With Mitigation Incorporated, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less Than Significant With Mitigation Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

I. AESTHETICS

Would the project:

a) Have a substantial adverse effect on a scenic vista?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

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

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

Less than Significant Impact: Land uses surrounding the project site include residential subdivisions to the southeast of North Magnolia Avenue and residential mobile homes to the east of North Magnolia Avenue. Directly south of the project site is the Las Colinas Detention Facility (LCDF). North and west of the project site is the San Diego River and undeveloped land.

Although the City of Santee General Plan 2000-2020 (City of Santee 2003) identifies the San Diego River corridor as a scenic resource, there are no recognized scenic vistas in the project vicinity. The proposed project would not exceed one story. Additionally, views from residential homes to the east of North Magnolia Avenue and the project site are shielded by an existing wall. Therefore, the project would not adversely affect a scenic vista and impacts would be less than significant.

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

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

State scenic highways refer to those highways that are officially designated by the California Department of Transportation (Caltrans) as scenic (Caltrans - California Scenic Highway Program). Generally, the area defined within a State scenic highway is the land adjacent to and

visible from the vehicular right-of-way. The dimension of a scenic highway is usually identified using a motorist’s line of vision, but a reasonable boundary is selected when the view extends to the distant horizon. The scenic highway corridor extends to the visual limits of the landscape abutting the scenic highway.

No Impact: According to the City’s General Plan 2000-2020 Community Enhancement Element, the City does not have any officially designated State Scenic Highways within its boundaries (City of Santee 2003). However, immediately to the west within the City of San Diego, SR-52 was designated as a scenic highway from Santo Road to Mast Boulevard, through Mission Trails Regional Park, in 2016. The City’s Community Enhancement Element also acknowledges that SR-67 and SR-52 eastward from Mission Trails Regional Park to its junction with SR-125 merit consideration for a State Scenic Highway designation, although these segments are not officially designated at this time. It is noted that the project site is located nearly one mile north of SR-52 and that views are blocked by intervening topography and development. It is also noted that the extension of SR-52 from SR-125 to SR-67 was completed in 2011, eight years following the adoption of the City’s General Plan 2000-2020.

In addition to the lack of site visibility from a scenic highway, no scenic resources are on-site, and none have been identified by the Santee General Plan 2000-2020 or City Town Center Specific Plan as occurring in the vicinity. As such, implementation of the proposed project would not cause substantial damage to scenic resources, and therefore no impacts would result.

c) 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 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?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The project site currently consists of an undeveloped lot with an elevated building pad. Based on reconnaissance and review of site topography, the proposed structural improvement area is generally flat at an approximate elevation of 351 feet amsl (Construction Testing & Engineering, Inc. 2020). The proposed project would not exceed one story. Additionally, residential homes to the east of North Magnolia Avenue and the project site are shielded by an existing wall.

The project is located within the Town Center Zone per the City Zoning Map and future development in this area is governed by the City Town Center Specific Plan. As is noted above, no scenic resources have been identified by the Santee General Plan 2000-2020 or City Town Center Specific Plan as occurring in the vicinity. Therefore, the project would not degrade the existing visual character or quality of public views of the site and its surroundings and would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.

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

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Existing lighting sources include outdoor lighting for the LCDF, streetlights located along roadways adjacent to the project site, and lighting from residential homes to the east of the project site. The proposed project would have different areas requiring different light levels for safety and security purposes. These areas would include the parking lots, walkways and courtyards.

Santee Municipal Code Section 17.24.030(A) and (B) regulates outdoor lighting for parking areas. These code sections read as follows:

Lights provided to illuminate any parking facility or paved area shall be designed to reflect away from residential uses and motorists. It is the intent to maintain light standards in a low-profile design and to be compatible with the architectural design. Light standards shall not exceed fifteen feet in overall height from the finished grade of the parking facility except that light standards up to twenty-five feet in height may be permitted if it is determined by the Director that the size of the parking area and site design warrant a taller light standard. Illumination onto adjacent properties shall comply with the Performance Standards contained in Chapter 17.30 of this Title.

All public parking areas shall be adequately lighted. All lighting shall be designed and adjusted to reflect away from any road or street, and away from any adjoining premises. All lights and illuminated signs shall be shielded or directed so as to not cause glare on adjacent properties or to motorists.

While the City’s code does not apply to the proposed project, the lighting in the proposed project’s parking lots would be consistent with the standards in the code.

Because the parking lot lighting would comply with the standards of the City’s Municipal Code, and all outdoor lighting would be downward directed and fully shielded, the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, impacts would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or local Importance (Important Farmland), as shown on the maps prepared pursuant to the Farmland Mapping

and Monitoring Program of the California Resources Agency, or other agricultural resources, to non-agricultural use?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The California Department of Conservation (DOC), Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to provide consistent, timely, and accurate data for identifying California’s agricultural land resources. According to the DOC California Important Farmland Finder (2020), the northern portion of the parcel is designated as urban and built up land and the southern portion (project area) is designated as farmland of local importance. A portion of the project area appears to have been used for agriculture from 1953 through at least 1980 (Nationwide Environmental Title Research LLC 2020). Furthermore, the City of Santee land use designation and zoning of the project site is Town Center Specific Plan. The project site is intended for the development of County Public Services and would be consistent with the Town Center Specific Plan. In addition, the land surrounding the project site is either designated for Town Center development or park and open space uses. There are no agriculturally zoned lands located within the project site or its surrounding vicinity.

Since the project has not been utilized for farmland since at least 1980 and there are no agriculturally zoned lands located within the project site or its surrounding vicinity, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide or local Importance (Important Farmland) and impacts would be less than significant.

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

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The City of Santee land use designation and zoning of the project site is Town Center Specific Plan. The project site is intended for the development of County Public Services and would be consistent with the Town Center Specific Plan. In addition, the land surrounding the project site is either designated for Town Center development or park and open space uses. There are no agriculturally zoned lands located within the project site or its surrounding vicinity.

The California Legislature passed the Williamson Act in 1965 to preserve agricultural and open space lands by discouraging premature and unnecessary conversion to urban uses. As defined by the DOC (2020), an agricultural preserve must consist of no less than 100 acres. The proposed project would be located on the southern portion of APN 381-050-69-00, which is 10.58 acres. Since the project site is not within an agricultural preserve, it is not eligible for a Williamson Act Contract. Therefore, no impacts would result from the implementation of the proposed project.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: Public Resources Code Section 12220(g) defines forestland as land that can support a 10 percent native tree cover (any species) under natural conditions that allows for biodiversity, water quality, recreation, and other public benefits. Public Resources Code Section 4526 defines timberland as land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Government Code Section 51104(g) defines timberland zoned Timberland Production as land that has been zoned, devoted to, and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses. The County does not contain land that has been specifically designated for forestland, timberland, or timberland production. In addition, the project is consistent with existing zoning and a rezone of the property is not proposed. Therefore, project implementation would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland production zones.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: Please see the response to II(c) above. Development of the proposed project would not result in the conversion of land that qualifies as forestland per the Public Resources Code Section 12220(g) definition above. In addition, the project is not located in the vicinity of offsite forest resources. No impacts would occur.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: Please see responses II(a) through II(d) above. Since the project has not been utilized for farmland since at least 1980 and there are no agriculturally zoned lands located within the project site or its surrounding vicinity, development of the proposed project would not result in the conversion of Important Farmland or other agricultural resources to non-agricultural use, or conversion of forest land to non-forest use. Therefore, impacts would be less than significant.

III. AIR QUALITY

Would the project:

a) Conflict with or obstruct implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

An Air Quality Report, dated May 6, 2020, was prepared by RECON Environmental, Inc. for the proposed project and can be found as Appendix A.

Project consistency is based on whether the project would conflict with or obstruct implementation of the RAQS and/or applicable portions of the SIP, which would lead to increases in the frequency or severity of existing air quality violations.

Less than Significant Impact: The RAQS is the applicable regional air quality plan that sets forth the San Diego Air Pollution Control District’s (SDAPCD) strategies for achieving the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The San Diego Air Basin (SDAB) is designated a non-attainment area for the federal and state ozone standard. Accordingly, the RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the standards for ozone. The two pollutants addressed in the RAQS are reactive organic gases (ROG) and oxides of nitrogen (NO_x), which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and growth create challenges in controlling emissions and, by extension, to maintaining and improving air quality. The RAQS was most recently adopted in 2016.

The growth projections used by the SDAPCD to develop the RAQS emissions budgets are based on the population, vehicle trends, and land use plans developed in general plans and used by the San Diego Association of Governments (SANDAG) in the development of the regional transportation plans and sustainable communities strategy. As such, projects that propose development that is consistent with the growth anticipated by SANDAG’s growth projections and/or the General Plan would not conflict with the RAQS. In the event that a project would propose development that is less dense than anticipated by the growth projections, the project would likewise be consistent with the RAQS. In the event a project proposes development that

is greater than anticipated in the growth projections, further analysis would be warranted to determine if the project would exceed the growth projections used in the RAQS for the specific subregional area.

The project site is located within, and is surrounded by land uses within, the City’s Town Center Specific Plan Amendment area. The project site land use designation and zoning is Town Center Specific Plan. The Specific Plan Amendment area established the physical and design framework for the development of approximately 154 acres of County-owned land within the City’s 706-acre Town Center Specific Plan area. The project site is intended for the development of County Public Services and would be consistent with the Town Center Specific Plan. Additionally, the project would not result in regional growth anticipated by SANDAG’s growth projections as it would replace the existing Bonita Shelter. Further, the project would not result in construction or operational emissions in excess of the applicable significance thresholds for all criteria pollutants. The project would, therefore, not result in an increase in emissions that are not already accounted for in the RAQS. Thus, the project would not obstruct or conflict with implementation of the RAQS. Impacts would be considered less than significant.

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?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Construction Impacts

A project is determined to have a significant direct air quality impact if the project exceeds any of the following thresholds:

- 250 pounds per day (lbs/day) of NO_x or 75 lbs/day of volatile organic compound (VOC);
- carbon monoxide (CO) that exceeds a one-hour concentration of 20 parts per million (ppm) or an eight-hour average of 9 ppm, or 550 lbs/day of CO;
- 55 lbs/day of 2.5-micron particulate matter (PM_{2.5}); or
- Increases the ambient 2.5-micron particulate matter (PM₁₀) concentration by 5 micrograms per cubic meter (µg/m³) or 100 lbs/day of PM₁₀.

Operational Impacts

Operational emissions are subject to the same significance thresholds as those described in subchapter 4.2.1.1 of the Air Quality Report (see Appendix A). Operational impacts are determined to have a significant direct air quality impact if the project exceeds the County’s Screening Level Thresholds (SLTs).

Less than Significant Impact:

Construction Impacts

Construction emissions associated with development of the project were quantified using CalEEMod. These emissions include exhaust from construction equipment, fugitive dust from vehicle trips, fugitive dust from grading, and off-site vehicle exhaust from on-road vehicles. Construction emissions were modeled using project-specific construction information when available. Where project-specific information was not available, default settings contained in CalEEMod were used to estimate construction emissions.

Construction activities would be subject to several control measures per the requirements of the County, SDAPCD rules, and California Air Resources Board (CARB) Airborne Toxic Control Measures (ATCM). The following required control measures have been incorporated into the calculations of construction emissions.

- Per the County’s Standard Mitigation and Project Design Consideration Grading, Clearing and Watercourses Ordinance Section 87.428, the applicant shall implement one or more of the following measures during all grading activities:
 - Water actively disturbed surfaces three times a day.
 - Apply non-toxic soil stabilizers to inactive, exposed surfaces when not in use for more than 3 days. Non-toxic soil stabilizers should also be applied to any exposed surfaces immediately (i.e., less than 24 hours) following completion of grading activities if the areas would not be in use for more than 3 days following completion of grading.
 - Remove soil track-out from paved surfaces daily or more frequently as necessary.
 - Minimize the track-out of soil onto paved surfaces by installation of wheel washers.
- Per SDAPCD Rule 67, the applicant shall use regulated coatings for all architectural coating activities.
- Per CARB’s ATCM 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.

Emissions due to project construction were calculated using the methodology and parameters discussed in the Air Quality Report (see Appendix A). Table 1 shows the total projected construction maximum daily emission levels for each criteria pollutant.

| TABLE 1 SUMMARY OF WORST-CASE CONSTRUCTION EMISSIONS (pounds per day) | | | | | | |
|--|-----------|-----------------|------------|-----------------|------------------|-------------------|
| | Pollutant | | | | | |
| | ROG | NO _x | CO | SO _x | PM ₁₀ | PM _{2.5} |
| Site Preparation | 4 | 41 | 22 | <1 | 20 | 12 |
| Grading | 2 | 25 | 16 | <1 | 8 | 4 |
| Building Construction/Architectural Coatings | 5 | 20 | 20 | <1 | 1 | 1 |
| Paving | 1 | 11 | 15 | <1 | 1 | 1 |
| Maximum Daily Emissions | 5 | 41 | 22 | <1 | 20 | 12 |
| <i>County Screening Level Thresholds</i> | <i>75</i> | <i>250</i> | <i>550</i> | <i>250</i> | <i>100</i> | <i>55</i> |

SOURCE: Appendix A

As shown in Table 1 maximum construction emissions would be less than the County's SLTs for all criteria pollutants. Construction emissions would therefore result in a less than significant impact.

Operational Impacts

Operational emissions associated with the project were quantified using CalEEMod and the methodology summarized in Appendix A. These emissions include mobile and area sources. Daily operational emissions are summarized in Table 2.

| TABLE 2 SUMMARY OF PROJECT OPERATIONAL EMISSIONS (pounds per day) | | | | | | |
|--|------------------|-----------------------|-----------|-----------------------|------------------------|-------------------------|
| | Pollutant | | | | | |
| | ROG | NO_x | CO | SO_x | PM₁₀ | PM_{2.5} |
| Area Sources | 1 | <1 | <1 | <1 | <1 | <1 |
| Energy Sources | <1 | <1 | <1 | <1 | <1 | <1 |
| Mobile Sources | 1 | 3 | 9 | <1 | 3 | 1 |
| Total | 1 | 3 | 9 | <1 | 3 | 1 |
| <i>County Screening Level Thresholds</i> | 75 | 250 | 550 | 250 | 100 | 55 |
| SOURCE: Appendix A. | | | | | | |

As shown in Table 2, the project's daily operational emissions would not exceed the SLTs for any pollutant and, therefore, would result in a less than significant impact.

Cumulative Impacts

The project would not have a significant direct impact on air quality with regard to emissions of PM₁₀, PM_{2.5}, NO_x, or VOC. However, per the guidelines outlined in the Air Quality Report, a project may still have a cumulatively considerable impact on air quality if the emissions, in combination with the emissions of concern from other proposed projects are in excess of the SLTs.

With regard to past and present projects, the background ambient air quality, as measured at the monitoring stations maintained and operated by the SDAPCD, measures the concentrations of pollutants from existing sources. Past and present project impacts are therefore included in the background ambient air quality data.

As part of the preparation of the project's Traffic Impact Analysis, the traffic engineer consulted with the City to develop a list of cumulative projects within the City. Of the projects in the cumulative list, five projects that are not currently under construction were identified within one mile of the project site: Cornerstone, Karl Strauss, Walker Trails, Village Run Homes, and Lantern Crest Ridge Phase II. For the purposes of determining potential cumulative construction emission impacts, CalEEMod was used to calculate the total emissions due to the simultaneous construction of these cumulative projects. The results are shown in Table 3.

| TABLE 3 MAXIMUM DAILY CUMULATIVE CONSTRUCTION EMISSIONS (pounds per day) | | | | | | |
|---|------------------|-----------------------|-----------|-----------------------|------------------------|-------------------------|
| | Pollutant | | | | | |
| | ROG | NO_x | CO | SO_x | PM₁₀ | PM_{2.5} |
| Cumulative Projects | 27 | 46 | 31 | <1 | 20 | 12 |
| Proposed Project | 5 | 41 | 22 | <1 | 20 | 12 |
| Total | 31 | 87 | 53 | <1 | 41 | 24 |
| <i>County Screening Level Thresholds</i> | 75 | 250 | 550 | 250 | 100 | 55 |
| SOURCE: Appendix A. | | | | | | |

As shown, should all projects proposed within one mile of the project site be constructed simultaneously, total construction emissions would be less than the project-level SLTs. It should be noted that although construction activities from cumulative projects may overlap, it is unlikely that all would occur at the same time and that the maximum daily emissions associated with each project would occur on the same day. This is, therefore, a conservative analysis. Further, any cumulative projects would also need to comply with SDAPCD Rules for dust control and construction equipment, which would further reduce the likelihood of a cumulatively considerable construction air quality impact. Therefore, project construction is not anticipated to result in a cumulatively significant impact on air quality.

The project would not conflict with or obstruct implementation of the RAQS and would not result in operational emissions that exceed the County’s screening-level thresholds. Additionally, as discussed in the Air Quality Report, the project would not cause an intersection to operate at or below LOS E or create a CO hotspot that would result in a cumulatively considerable net increase of CO. Therefore, cumulative impacts would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The County Guidelines for Determining Significance state that CO hotspots “have been found to occur only at signalized intersections that operate at or below LOS E with peak-hour trips for that intersection exceeding 3,000 trips.” CO hotspot analysis are required for projects that would site receptors within 500 feet of a signalized intersection operating at or below LOS E or cause intersections with peak-hour trips exceeding 3,000 to operate at or below LOS E.

Projects that would result in exposure to toxic air contaminants (TAC) resulting in a maximum incremental cancer risk greater than 1 in 1 million without application of best available control technology for toxics or a threshold of 10 in 1 million for project’s implementing best emission-control technologies or a health hazard index greater than one would be considered as having a potentially significant impact.

Less than Significant Impact:Construction Impacts*Carbon Monoxide*

Roadway segments and intersections are rated by a level of service (LOS) standard developed as a professional industry standard to determine area traffic impacts. LOS designations range from A to F, with LOS A representing the best operating conditions (i.e., free-flow) and LOS F representing the worst operating conditions (i.e., heavily congested with high delays). For roadway segments, LOS is based on traffic volume and roadway capacity. For intersections, LOS is based on vehicle delay. The generally accepted regionwide goal is LOS D (or better).

Localized CO concentration is a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and meteorological conditions. The SDAB is a CO maintenance area under the federal Clean Air Act. This means that SDAB was previously a non-attainment area and is currently implementing a 10-year plan for continuing to meet and maintain air quality standards. As a result, ambient CO levels have declined significantly.

The Traffic Impact Analysis evaluated three intersections in the study area: Mast Boulevard and Magnolia Avenue, Riverview Parkway and Magnolia Boulevard, and Mission Gorge Road and Magnolia Avenue. All other intersections are outside the Traffic Impact Analysis study area and would not be impacted by the project. According to the Transportation Impact Analysis, these intersections currently operate at LOS D or better (Linscott, Law & Greenspan [LLG] 2020). Construction-related traffic would not degrade the LOS at any study intersection to LOS E or worse. Additionally, construction trips are estimated to be well below the 3,000 vehicle trips per day used by the County as a screening level for hot spot analysis and, therefore, are not required to be analyzed. Thus, construction-related traffic is not expected to impact local intersections or cause an exceedance of the County's guidelines for assessing impacts to sensitive receptors. This impact would be less than significant.

Toxic Air Contaminants—Diesel Particulate Matter

Construction of the project would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Project construction would result in the generation of diesel particulate matter (DPM) emissions from the use of off-road diesel construction equipment required for site grading and earthmoving, trenching, asphalt paving, and other construction activities. Other construction-related sources of DPM include material delivery trucks and construction worker vehicles; however, these sources are minimal relative to construction equipment. Not all construction worker vehicles would be diesel-fueled and most DPM emissions associated with material delivery trucks and construction worker vehicles would occur off-site.

For the purposes of this analysis, PM₁₀ exhaust emissions from CalEEMod were used to estimate the DPM emission factor due to construction and the maximum 1-hour DPM concentration was calculated using AERSCREEN. Based on the CalEEMod calculations for project construction, the project would result in a total of 0.1264 tons of PM₁₀ exhaust, which was converted to an emission rate of 0.0036 grams per second over a one-year period. While varying the number of days would affect the per day emission rate, it does not affect the resulting

annual exposure effects used for the risk assessment. Based on AERSCREEN modeling results, the maximum 1-hour ground-level DPM concentration from construction activities would be $0.060 \mu\text{g}/\text{m}^3$. This was converted to an annual average concentration of $0.048 \mu\text{g}/\text{m}^3$ using a conversion factor of 0.08 (U.S. Environmental Protection Agency [U.S. EPA] 1992). The resulting annual concentration was used in the equations discussed in detail in Section 3.2.1 of the Air Quality Report (see Appendix A). Using this methodology, it was calculated that the excess cancer risk would be 0.87 in a million. As this excess cancer risk would be less than the County's screening threshold of one in a million without implementation of T-BACT, impacts to sensitive receptors would be less than significant. Additionally, the hazard quotient (HQ) would be 0.0010, which is less than one. Therefore, no non-cancer risks are expected and all health risks are considered less than significant. AERSCREEN and cancer risk calculations are provided in Attachment 3 of the Air Quality Report (see Appendix A).

It should also be noted that 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 reported 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. To comply with this regulation, the project would implement the Best Available Control Technology for Toxics (T-BACT) measures specified in Section 4.4.1.3 of the Air Quality Report (see Appendix A).

Operational Impacts

Carbon Monoxide

As discussed, localized CO concentration is a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and certain meteorological conditions. Following construction of the project, the project-related traffic would contribute vehicle trips on existing and future intersections. The addition of these trips could degrade the LOS of intersections to a level where a CO hot spot could occur. The County's guidelines state that intersections that are likely to result in a CO hot spot would operate at a LOS E or worse and would include peak-hour trips exceeding 3,000 vehicle trips.

The project would generate a total of 522 daily trips. Based on the Transportation Impact Analysis, the project would not result in a signalized intersection to operate at a LOS E or worse (LLG 2020); therefore, it is not anticipated to result in a CO hot spot. Therefore, localized air quality impacts to sensitive receptors would be less than significant.

Toxic Air Contaminants—Diesel Particulate Matter

Once operational, the project would not expose nearby sensitive receptors (i.e., residences) to significant concentrations of DPM. Additionally, the project is not located within 500 feet of a freeway or major roadway that carries more than 100,000 vehicles per day. Therefore, future employees and visitors to the project site would not be exposed to significant concentrations of mobile-source DPM. Therefore, localized air quality impacts to sensitive receptors would be less than significant.

The project would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be considered less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The State of California Health and Safety Code Sections 41700 and 41705, and SDAPCD Rule 51, commonly referred to as public nuisance law, prohibit emissions from any source whatsoever in such quantities of air contaminants or other material, which cause injury, detriment, nuisance, or annoyance to the public health or damage to property. The provisions of these regulations do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals. According to the County's Guidelines for Determining Significance, Air Quality (March 19, 2007), "Odor issues are very subjective by the nature of odors themselves and their measurements are difficult to quantify. As a result, this guideline is qualitative and each project will be reviewed on an individual basis, focusing on the existing and potential surrounding uses and location of sensitive receptors."

Every use and operation shall be conducted so that no unreasonable heat, odor, vapor, glare, vibration (displacement), dust, smoke, or other forms of air pollution subject to SDAPCD standards shall be discernible at the property line of the parcel upon which the use or operation is located.

Therefore, any unreasonable odor discernible at, on, or beyond the property line of the project will be considered a significant odor impact. This criterion includes the exposure of on-site receptors to objectionable odors, in addition to off-site receptors.

Less than Significant Impact: During construction, diesel equipment may generate some nuisance odors. Odors would also be generated during paving activities and during the application of architectural coatings. Sensitive receptors near the project site include residential uses; however, exposure to odors associated with project construction would be short term and temporary in nature.

The CARB Air Quality and Land Use Handbook (CARB 2005) identifies a list of the most common sources of odor complaints received by local air districts. Land uses typically considered associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. The project proposes the development of an animal shelter. Odors may be associated with animals and animal waste; however, the majority of animals would be cared for indoors in enclosures such as cages, runs, and kennels, which would be readily cleaned and disinfected. Outdoor livestock areas would be cleaned daily with all excrement and soiled bedding removed and placed in covered dumpsters, which are emptied twice a week. With proper animal care and facility cleaning, the proposed facility would not be a significant source of odors. Therefore, operation of the project is not expected to generate significant

objectionable odors affecting a substantial number of people, and impacts would be less than significant.

IV. BIOLOGICAL RESOURCES

Would the project:

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

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

A Biological Resources Report dated April 28, 2020, was prepared by RECON Environmental, Inc. for the proposed project and can be found as Appendix B.

Less Than Significant Impact with Mitigation Incorporated: As discussed in the Biological Resources Report, the project would impact habitat used by San Diego black-tailed jackrabbit; however, individual jackrabbits are highly mobile and are expected to be able to avoid construction equipment. Thus, no direct impacts to San Diego black-tailed jackrabbit would occur.

The project would also impact tree-nesting raptors, including Cooper’s hawk, a state species of special concern, which have the potential to nest approximately 250 feet from the project area. This species has potential to be indirectly impacted by construction noise if construction occurs during the tree-nesting raptor breeding season (January 15 to July 15), per the Migratory Bird Treaty Act of 1918 (MBTA), as amended. Although the MBTA is no longer interpreted to protect migratory birds and raptors from incidental take (U.S. Department of the Interior 2017), California Fish and Game Code (CFG) Sections 3503 and 3503.5 still provide such protections. To avoid direct impacts to breeding migratory birds, vegetation removal, brush clearing, grading and all other construction, mitigation measure BIO-1 would require project development to be conducted outside both the general migratory bird breeding season of February 15 to August 31 and tree-nesting raptor breeding season of January 15 to July 15. Implementation of mitigation measure BIO-1 would reduce construction noise impacts during the breeding season to less than significant.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW and USFWS?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact with Mitigation Incorporated: As discussed in the Biological Resources Report and as shown in Table 4, the project would cause direct permanent impacts to two sensitive vegetation communities: disturbed wetland (0.08 acre) and disturbed Diegan coastal sage scrub (2.71 acres). Disturbed wetland occurs in areas permanently or periodically inundated by water, which have been significantly modified by human activity. Although the project site community is disturbed and characterized by non-native species, as a wetland, it is considered a Tier I vegetation community. One area of disturbed wetland occurs in the survey area, at the western end of the graded pad within the development footprint (see Figure 4). The disturbed wetland area appears to have been created as a detention basin at the time the pad was graded. The bottom portion of the basin is dominated by grass poly, with lesser amounts of long-beak filaree (*Erodium botrys*) and Mediterranean schismus (*Schismus barbatus*). Along the perimeter of the basin, dominant species include tamarisk (*Tamarix* sp.), curly dock (*Rumex crispus*), and willow (*Salix* sp.), which was mostly leafless at the time of the survey.

The project would permanently impact 2.71 acres out of the 4.76 acres of potential raptor foraging habitat (Diegan coastal sage scrub – Baccharis dominated and disturbed habitat). This impact represents more than half of the potential raptor foraging habitat on the project site. As this impact exceeds 5 percent of the raptor foraging habitat on the project site, it would be considered significant and would require mitigation.

Permanent impacts to sensitive vegetation communities would require mitigation in the form of enhancement, restoration, and/or creation of habitat; deduction of credits from a County-approved mitigation area; or other off-site preservation. Mitigation measure BIO-2 outlines the required 1:1 ratio of enhancement, restoration, and/or creation of habitat. Implementation of mitigation measure BIO-2 would reduce impacts to Diegan coastal sage scrub to less than significant.

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?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Under Section 404 of the Clean Water Act, the USACE regulates the dredging or discharge of fill material into Waters of the U.S., including wetlands and non-wetland Waters of the U.S. USACE jurisdictional wetlands are defined as those areas that meet all three wetland parameters discussed above. USACE jurisdictional non-wetland waters include vegetated or unvegetated streams, open water, and other aquatic areas with strong hydrology indicators such as the presence of seasonal flows and an ordinary high water mark (OHWM). An OHWM is defined as:

. . . that line on the shore established by the fluctuations of water and indicated by physical characteristics such as [a] clear, natural line impressed on the bank,

shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas (33 Code of Federal Regulations [CFR] Part 328.3).

Areas delineated as non-wetland waters may lack wetland vegetation or hydric soil characteristics. Hydric soil indicators may be missing, because topographic position precludes ponding and subsequent development of hydric soils. Absence of wetland vegetation can result from frequent scouring due to rapid water flow.

Under Sections 1600–1607 of the CFGC, the CDFW regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. In most cases, CDFW jurisdictional areas overlap USACE jurisdictional areas; however, the CDFW also regulates riparian vegetation associated with watercourses, regardless of USACE jurisdiction.

The jurisdiction of the Regional Water Quality Control Board (RWQCB) includes all Waters of the State and all Waters of the U.S. as mandated by both Section 401 of the federal Clean Water Act and the California Porter–Cologne Water Quality Control Act. State waters generally include, but are not limited to, all waters under the jurisdiction of USACE.

Less than Significant Impact: As discussed in the Biological Resources Report and shown on Figure 4, a vernal pool was found 50 feet outside the development impact footprint, and the project would maintain a 50-foot buffer from the vernal pool. The vernal pool would likely be considered a USACE and RWQCB wetland. The vernal pool would likely not be considered a CDFW wetland because it does not support any state-listed plant species. As an existing manufactured slope lies between the vernal pool and the development area, the project would not alter the vernal pool’s watershed.

Additionally, disturbed wetland was located at the western end of the existing graded pad within the development footprint. The disturbed wetland appears to have been created as a detention basin at the time the pad was graded. The disturbed wetland located within the detention basin would not likely be considered a USACE, CDFW, or RWQCB jurisdictional wetland. Therefore, the proposed project would not impact any potential jurisdictional wetlands or waterways and impacts would be less than significant.

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?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The project would not alter the width, continuity, or accessibility of the wildlife corridor along the San Diego River. The project site was historically developed, in agriculture, graded, and the habitat on-site is highly disturbed. As discussed in response IV. a.,

the project would impact habitat used by San Diego black-tailed jackrabbit; however, individual jackrabbits are highly mobile and are expected to be able to avoid construction equipment. Thus, no direct impacts to San Diego black-tailed jackrabbit would occur.

The project would also impact tree-nesting raptors, including Cooper’s hawk which have the potential to nest approximately 250 feet from the project area. This species has potential to be indirectly impacted by construction noise if construction occurs during the tree-nesting raptor breeding season (January 15 to July 15), per the MBTA, as amended. Although the MBTA is no longer interpreted to protect migratory birds and raptors from incidental take (U.S. Department of the Interior 2017), CFGC Sections 3503 and 3503.5 still provide such protections. To avoid direct impacts to breeding migratory birds, vegetation removal, brush clearing, grading and all other construction, mitigation measure BIO-1 would require project development to be conducted outside both the general migratory bird breeding season of February 15 to August 31 and tree-nesting raptor breeding season of January 15 to July 15. Implementation of mitigation measure BIO-1 would reduce construction noise impacts during the breeding season to less than significant. Therefore, project effects on migratory wildlife corridors would be mitigated to a level less than significant.

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

- Potentially Significant Impact
- Less Than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

No Impact: No trees would be removed by the proposed project and there are no applicable tree preservation policies or ordinances. Therefore, no impact would occur.

f) Conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less Than Significant Impact with Mitigation Incorporated: The project occurs on County-owned land within the Town Center Specific Plan area in the City of Santee. Additionally, the project is not located in an area with an adopted habitat conservation plan, as the City of Santee’s Multiple Species Conservation Program (MSCP) is in process and yet to be adopted. Although the project site is not located within the boundaries of the County MSCP Subarea Plan, it is subject to County guidelines and regulations as a public project implemented by the

County. In lieu of an adopted Natural Community Conservation Planning (NCCP document), the project would comply with the County's guidelines and would not conflict with the MSCP Subarea Plan, County Biology Guidelines, or County Biological Mitigation Ordinance. Thus, the project would not affect the subregional process or hinder the value of the site as a preserve.

As stated under IV(a), if vegetation clearing occurs during the breeding season of February 15 to August 31, direct impact could occur to nesting migratory birds protected by the CFGC. Tree-nesting raptors, including Cooper's hawk, have the potential to nest approximately 250 feet from the project area. This species has potential to be indirectly impacted by construction noise if construction occurs during the tree-nesting raptor breeding season (January 15 to July 15), per the MBTA, as amended. To avoid direct impacts to breeding migratory birds, vegetation removal, brush clearing, grading and all other construction, mitigation measure BIO-1 would require project development to be conducted outside both the general migratory bird breeding season of February 15 to August 31 and tree-nesting raptor breeding season of January 15 to July 15. Implementation of mitigation measure BIO-1 would reduce construction noise impacts during the breeding season to less than significant. Although the MBTA is no longer interpreted to protect migratory birds and raptors from incidental take (U.S. Department of the Interior 2017), CFGC Sections 3503 and 3503.5 still provide such protections. The avoidance measures described in mitigation measure BIO-1 would be implemented to prevent killing of any migratory birds or destruction of active migratory bird nests. Therefore, impacts to nesting birds would be reduced to a level less than significant.

Mitigation Measures: Implementation of the following mitigation measures would reduce potential impacts to biological resource to less than significant levels:

MM-BIO-1: To avoid impacts to breeding migratory birds, vegetation removal, brush clearing, grading and all other construction should be conducted outside the general migratory bird breeding season of February 15 to August 31. To avoid indirect noise-related impacts to tree-nesting raptors potentially occurring in the eucalyptus woodland, construction should occur outside the tree-nesting raptor breeding season of January 15 to July 15. If construction must occur during these periods, the following actions would be required:

- A qualified biologist shall conduct a pre-construction clearance survey for nesting migratory birds and raptors within 300 feet of the impact footprint prior to the commencement of construction activities during the respective breeding seasons (February 15 to August 31 for migratory birds, January 15 to July 15 for raptors).
- If the aforementioned birds are not observed nesting within 300 feet of construction, no grading or construction restrictions would be required.
- If nesting birds are found, nests will be noted, and no grading or clearing shall occur within 300 feet of the active nest. Monitoring will occur to ensure that no nest is removed or disturbed until the young have fledged or the nest is no longer active.

- If construction must occur within 300 feet of an active nest, a biologist and acoustical specialist with approval by the County Environmental Project Manager shall determine if temporary sound barriers shall be required or if construction shall be restricted near the nest site to reduce noise levels below an hourly average of 60 A-weighted decibels or ambient, whichever is greater. Any temporary sound barriers must be placed within the impact areas and not in the adjacent habitat.

MM-BIO-2: Permanent impacts to sensitive vegetation communities would require mitigation in the form of deduction of credits from a County-approved mitigation area; or other off-site preservation such as the County’s Mitigation Lands Policy.

- Option 1:** Purchase Mitigation Credits at a San Diego County Conservation Bank with Signed Implementing Agreements with CDFW and USFWS.
- Option 2:** Purchase Mitigation Credits through the County’s Mitigation Lands Policy (Board Policy I-138). Credits shall be located within the same watershed of impact area.

Mitigation requirements are detailed in Table 4.

| TABLE 4 MITIGATION FOR IMPACTS TO SENSITIVE VEGETATION COMMUNITIES (acres) | | | |
|--|-------------|-------------------------------|---------------------|
| Vegetation Community ¹ | Impacts | Mitigation Ratio ¹ | Required Mitigation |
| Tier I | | | |
| Vernal Pool (44000) | - | - | - |
| Disturbed Wetland (11200) | 0.08 | 1:1 | 0.08 |
| Tier II | | | |
| Disturbed Diegan Coastal Sage Scrub – Baccharis dominated (32530) | 2.71 | 1:1 | 2.71 |
| Total | 2.79 | | 2.79 |
| ¹ Mitigation ratios assume mitigation would occur at a site that meets the criteria for Biological Resource Conservation Area (BRCA); if not, a higher mitigation ratio would be applied. | | | |



- | | | |
|---------------------|-----------------------------|-------------------|
| — Site Plan | Vegetation Community | Disturbed Wetland |
| Project Impact Area | Disturbed Baccharis Scrub | Disturbed Habitat |
| Project Boundary | Eucalyptus Woodland | Urban/Developed |
| 100 ft Survey Area | Vernal Pool | |

FIGURE 4
Impacts to Biological Resources

V. CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to 15064.5?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

A Cultural Resources Survey Report, dated November 2, 2020, was prepared by RECON Environmental, Inc. for the proposed project and can be found as Appendix C.

No Impact: As discussed in the Cultural Resources Survey Report, there are no historic-era resources within the project development area. Therefore, no impact would occur.

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

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant with Mitigation Incorporated: On May 8, 2020, RECON sent a letter to the Native American Heritage Commission (NAHC) requesting them to search their Sacred Lands File to identify spiritually significant and/or sacred sites or traditional use areas in the project vicinity. The NAHC was also asked to provide a list of local Native American tribes, bands, or individuals who may have concerns or interests in the cultural resources of the project. The NAHC files indicated that sites have been located within the project area that may be impacted by the project. NAHC recommended contacting the Barona Group of the Capitan Grande, the Ewiiapaayp Band of Kumeyaay Indians, the Viejas Band of Kumeyaay Indians, and Kumeyaay Cultural Repatriation Committee for more information. Pursuant to Public Resources Code Section 21080.3.1 (Assembly Bill 52), consultation was initiated with culturally affiliated tribes. Per the consultation results, mitigation measure CUL-1 would require the County to provide evidence that a County-certified archaeologist (to be on-call) and Native American Kumeyaay monitor have been contracted to implement a Grading Monitoring Program. Implementation of mitigation measure CUL-1 would reduce potential impacts to archaeological resources to a level less than significant.

- c) Disturb any human remains, including those interred outside of *dedicated* cemeteries?
- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: As discussed in the Cultural Resources Survey Report, no human remains were encountered during past grading in the project area. If human remains are discovered during construction of the project, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 5097.98) and State Health and Safety Code (Section 7050.5) would be followed. Therefore, any impacts would be less than significant.

Mitigation Measures: Implementation of the following mitigation measures would reduce potential impacts to cultural resources to less than significant levels:

MM-CUL-1: The County shall provide evidence that a County-certified archaeologist (to be on-call) and Native American Kumeyaay monitor have been contracted to implement a Grading Monitoring Program. The consulting archaeologist shall contract with a Native American Kumeyaay monitor to be involved with the Grading Monitoring Program. A letter of proof indicating that a Native American Kumeyaay Monitor has been contracted shall be prepared by the consulting archaeologist and submitted to the County Director of the Department of General Services.

The Grading Monitoring Program would require both the archaeological and Native American Kumeyaay monitor to attend a pre-construction meeting. Only a Native American Kumeyaay monitor would be required to be present during ground-disturbing activities. In the event that previously unidentified potentially significant cultural resources are discovered, the Native American Kumeyaay monitor shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery until such time that the sensitivity of the resource can be determined. The Native American Kumeyaay monitor shall notify the archaeologist and County Environmental Project Manager to determine if the discovery is a significant resource. Significant archaeological discoveries include intact features, stratified deposits, and human remains. In order to mitigate potential impacts to significant cultural resources, a Monitoring Discovery and Historic Properties Treatment Plan shall be prepared and implemented to the satisfaction of the County Director of Department of General Services. The Monitoring Discovery and Historic Properties Treatment Plan shall apply to the treatment of cultural or historic resources once they are discovered to mitigate potential impacts.

If human remains are discovered, work shall halt in that area and the procedures set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) will be followed. The archaeologist shall contact the County Coroner and the County.

After the completion of grading monitoring, the archaeologist shall complete and submit a final report that documents the results, analysis, and conclusions of the Grading Monitoring Program, to the satisfaction of the Director of Department of General Services. If no significant resources are discovered, a brief letter shall be prepared. If significant resources are discovered, a report with the results of the monitoring and treatment plan shall be prepared. Report or letter shall be submitted to the County Environmental Project Manager.

VI. ENERGY

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The proposed project would result in the use of electricity, natural gas, petroleum, and other consumption of energy resources during both the construction and operation phases of the project; however, the consumption is not expected to be wasteful, inefficient, or unnecessary. During construction, Tier IV certified construction equipment would be utilized during all phases of construction. Tier IV diesel engine standards are the strictest U.S. EPA emissions requirement for off-highway diesel engines. This requirement regulates the amount of PM, or black soot, and NOx that can be emitted from an off-highway diesel engine. Tier IV equipment also runs more efficiently and thus uses less energy resources. In addition, the project would be required to comply with the Construction and Demolition Materials Diversion Ordinance (Sections 68.508 through 68.518 of the County Code of Regulatory Ordinances). The ordinance requires that 90 percent of inerts and 70 percent of all other materials must be recycled from the project. In order to comply with the ordinance, applicants must submit a Construction and Demolition Debris Management Plan and a fully refundable Performance Guarantee prior to building permit issuance. This ultimately would result in less energy use overall as the demolished materials would be reused after recycling.

The proposed project would achieve a minimum in LEED Silver designation, while also reaching a higher level of sustainability with a Zero Net Energy (ZNE) performance. The proposed project would include “green” building elements constructed in accordance with California’s Title 24 Building Energy Efficiency Standards. Other environmental design features would include, but are not limited to, photovoltaic solar panels and electric vehicle charging stations.

Additionally, the project would be designed and constructed in accordance to County of San Diego Board of Supervisors Policy G-15: Design Standards for County Facilities and Property which sets environmental standards that maximize energy efficiency and resource conservation, including energy efficient design to achieve the lowest energy use intensity (EUI) feasible.

Therefore, the construction and operation of the proposed project is not expected to result in the wasteful or inefficient use of energy. Impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: Many of the regulations regarding energy efficiency are focused on increasing the energy efficiency of buildings and renewable energy generation, as well as reducing water consumption and vehicle miles traveled (VMT). As stated in response VI. (a), the proposed project would achieve a minimum in LEED Silver designation, while also reaching a higher level of sustainability with a ZNE performance. The proposed project would include "green" building elements constructed in accordance with California's Title 24 Building Energy Efficiency Standards. Other environmental design features would include, but would not be limited to, photovoltaic solar panels and electric vehicle charging stations. The proposed project would be consistent with several energy reduction policies of the County General Plan, including policies COS-14.1, COS-14.3, and COS-16.2. Additionally, the proposed project would be consistent with sustainable development and energy reduction policies such as policies COS-14.3 and COS-15.4, through compliance with the most recent Title 24 standards at the time of project construction. Therefore, the proposed project would implement energy reduction design features and comply with the most recent energy building standards consistent with applicable plans and policies. Impacts would be less than significant.

VII. GEOLOGY AND SOILS

Would the project:

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? Refer to Division of Mines and Geology Special Publication 42.

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

A Geotechnical Investigation dated February 17, 2020, was performed by Construction Testing and Engineering, Inc. for the proposed project and can be found as Appendix D.

Less than Significant Impact: The project site is located within the seismically active southern California region. According to the Geotechnical Investigation (2020), the site is not located within a local or state-designated earthquake fault zone, no known active fault traces underlie or project toward the site, and no known potentially active fault traces project toward the site. Additionally, the project would comply with all applicable federal, state and local regulations and building standards related to seismic safety, including the California Building Code (CBC) and County-required geotechnical reconnaissance reports and investigations. Therefore, impacts associated with fault rupture would be less than significant.

ii. Strong seismic ground shaking?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Less than Significant Impact: The United States Geological Survey (USGS), with support of State Geological Surveys, and reviewed published work by various researchers, have developed a quaternary fault and fold database of faults and associated folds that are believed to be sources of earthquakes with magnitudes greater than 6.0 that have occurred during the Quaternary period (the past 1.6 million years). The faults and folds within the database have been categorized into four Classes (Class A-D) based on the level of evidence confirming that a Quaternary fault is of tectonic origin and whether the structure is exposed for mapping or inferred from fault related deformational features. Class A faults have been mapped and categorized based on age of documented activity ranging from Historical faults (activity within last 150 years), Latest Quaternary faults (activity within last 15,000 years), Late Quaternary (activity within last 130,000 years), to Middle to Late Quaternary (activity within last 1.6 million years). The Class A faults are considered to have the highest potential to generate earthquakes and/or surface rupture, and the earthquake and surface rupture potential generally increases from oldest to youngest.

The nearest known Class A fault is the Newport-Inglewood-Rose Canyon fault zone, which is approximately 8.4 miles southwest of the site. Therefore, future development associated with the proposed project could expose people or structures to strong seismic ground shaking. However, the CBC includes specific Seismic Hazards Standards for construction within areas of high seismic activity, and the project would be required to comply with the structural parameters set forth within the CBC in order to anticipate and avoid potential impacts associated with seismic ground shaking. Compliance with these structural design requirements would be ensured through the County building permit process. Therefore, impacts associated with strong seismic ground shaking would be less than significant.

iii. Seismic-related ground failure, including liquefaction?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Less than Significant Impact: As stated in the Geotechnical Investigation, import fill material has been previously placed at the site to create a building pad that was observed to range in thickness from approximately 6 to 15 feet. Alluvial soils were observed beneath the fill and extended to depths ranging from approximately 43 to 46 feet below the ground surface (bgs). This alluvial unit was found to be potentially susceptible to seismic settlement. Very dense granitoid rock was observed beneath the alluvial soils. Groundwater was encountered at depths ranging from approximately 16 to 21.5 feet bgs at the time of investigation.

Surface effects associated with liquefaction-related settlement can consist of sand boils, soil strength loss, and associated phenomena. In general, the potential for surface manifestations is related to the continuity and thickness of liquefiable layers compared to depth of overlying non-liquefiable material. The site is considered to be potentially susceptible to liquefaction and seismically induced settlement based on the presence of poorly consolidated soils and relatively shallow depth to groundwater.

Project compliance with all applicable federal, state, and local regulations and building standards related to geologic risks, including the CBC, would reduce impacts associated with seismic-related ground failure, including liquefaction, to a less than significant level.

iv. Landslides?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: According to mapping by Tan (1995), the site is considered only "Marginally Susceptible" to landsliding. Based on the lack of significant slopes or free faces adjacent to the site, the potential for landslides as a result of the project is low. Therefore, impacts associated with landslides would be less than significant.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: Compliance with existing applicable regulations including the National Pollution Discharge Elimination System (NPDES) permit program, CBC, and County Grading Ordinance, would reduce impacts associated with substantial soil erosion or the loss of topsoil to a level less than significant.

The proposed project would be required to comply with the CBC and the County Grading Ordinance, both of which would ensure implementation of appropriate Best Management Practices (BMPs) during grading and construction activities to reduce soil erosion. The County Grading Ordinance requires all clearing and grading activities to be carried out with dust control measures, such as watering, an application of surfactants, shrouding, control of vehicle speeds, paving in access areas, or other measures to reduce erosion from wind. The project would also be required to comply with the NPDES permit program, which requires stormwater pollution prevention plans (SWPPPs) to be prepared and BMPs to be identified for construction sites greater than one acre. Implementation of appropriate BMPs would protect water quality by controlling stormwater runoff and ensuring that the quality of stormwater flows meets the applicable requirements of the RWQCB. Therefore, compliance with all applicable regulations, including the CBC, NPDES, and County Grading Ordinance, would reduce impacts related to substantial soil erosion or the loss of topsoil to a level less than significant.

- 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 an on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: As concluded in the Geotechnical Investigation, import fill material has been previously placed at the site to create a building pad that was observed to range in thickness from approximately 6 to 15 feet. Alluvial soils were observed beneath the fill and extended to depths ranging from approximately 43 to 46 feet bgs. This alluvial unit was found to be potentially susceptible to seismic settlement. Additionally, very dense granitoid rock was observed beneath the alluvial soils which are considered to have a very low potential for subsidence.

Based on the lack of significant slopes or free faces adjacent to the site, lateral spreading as a result of the project is anticipated to be low. The County’s Grading Ordinance also includes requirements to ensure soil stability during grading and construction as well as requirements for any steepening of slopes. Therefore, project compliance with all applicable federal, state, and local regulations and building standards related to geologic risks, including the CBC would reduce impacts associated with seismic-related ground failure, including liquefaction, to a level less than significant.

- 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?
- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: As concluded in the Geotechnical Investigation, based on observed site conditions and the generally granular nature of site soils, the near-surface materials are generally anticipated to exhibit a low expansion potential. Additionally, the proposed project would be required to comply with all applicable federal, state, and local regulations, including the International Building Code and CBC with respect to expansive soils. Therefore, impacts would be less than significant.

- 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?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: The project does not propose the use of septic tanks or alternative waste water disposal systems. All on-site wastewater would be conveyed to Padre Dam Municipal Water District's (PDMWD) system.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: Grading or excavation activities would not penetrate deep enough to encounter paleochannel deposit. Therefore, the project would not result in significant impacts to paleontological resources. Impacts would be less than significant.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

The proposed project is located on County-owned land within the city of Santee. Therefore, the County General Plan land use and zoning designations are not applicable. Since the project site is located within the City of Santee's Town Center Specific Plan Amendment area, greenhouse gases (GHG) resulting from the proposed project were analyzed using the Sustainable Santee Action Plan Consistency and Implementation Tracking Checklist (see Appendix E).

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 Executive Order (EO) S-3-05, Assembly Bill (AB) 32, EO B-30-15, and Senate Bill (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. Based on the baseline GHG inventories and projections, the Sustainable Santee Plan establishes a 2030 GHG emission goal of 3.80 metric tons of carbon dioxide equivalent (MT CO₂E) per service population.

The Sustainable Santee Action Plan Project Consistency Checklist, also adopted by the City of Santee City Council on January 8, 2020, is intended to be a tool for development projects to demonstrate consistency with Santee's Sustainable Santee Action Plan, which is a qualified GHG emissions reduction plan in accordance with CEQA Guidelines Section 15183.5. This checklist has been developed as part of the Sustainable Santee Action Plan implementation and monitoring process and supports the achievement of individual GHG reduction measures as well as the City's overall GHG reduction goals. In addition, this checklist furthers the City's sustainability goals and policies that encourage sustainable development and aims to conserve and reduce the consumption of resources, such as energy and water, among others.

Less than Significant Impact: The proposed project would generate GHG emissions during construction activities through the operation of construction equipment, and during operations directly through mobile sources (i.e., vehicle trips) and area sources (i.e., consumer products, landscaping equipment), and indirectly through electricity consumption and solid waste decomposition.

The proposed project would meet these requirements by achieving a minimum in LEED Silver designation, while also reaching a higher level of sustainability with a ZNE performance. Additionally, the project would include "green" building elements constructed in accordance with California's Title 24 Building Energy Efficiency Standards. Other environmental design features would include, but are not limited to, photovoltaic solar panels and electric vehicle charging stations.

The proposed project would be consistent with the City's Sustainable Santee Action Plan since it meets the requirements of the Sustainable Santee Action Plan Project Consistency Checklist. Therefore, the project would not generate significant greenhouse gas emissions, either directly or indirectly. Impacts would be less than significant.

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

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: As described in the discussion for VIII(a), the project would not generate GHG emissions that would have a significant impact on the environment. The proposed project is consistent with the City's Sustainable Santee Action Plan through implementation of the Sustainable Santee Action Plan Project Consistency Checklist. Thus, the project would also be consistent with emissions reduction targets of Assembly Bill 32 and the Global Warming Solutions Act. The project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs. Therefore, impacts would be less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

A Phase I Environmental Site Assessment (ESA) dated April 2020 was prepared by the Bodhi Group, Inc. for the proposed project and can be found as Appendix F. A Phase II ESA dated July 2020 was prepared by the Bodhi Group, Inc. for the proposed project and can be found as Appendix G.

No Impact: The project proposes the construction of an animal shelter which involves the routine use and storage of hazardous materials. However, the project would not result in a significant hazard to the public or environment because all storage, handling, transport, emission and disposal of hazardous substances would be in full compliance with local, State, and Federal regulations. California Government Code Section 65850.2 requires that no final certificate of occupancy or its substantial equivalent be issued unless there is verification that the owner or authorized agent has met, or is meeting, the applicable requirements of the Health and Safety Code, Division 20, Chapter 6.95, Article 2, Section 25500-25520.

The San Diego County Department of Environmental Health Hazardous Materials Division (DEH HMD) is the Certified Unified Program Agency (CUPA) for San Diego County responsible for enforcing Chapter 6.95 of the Health and Safety Code. As the CUPA, the DEH HMD is required

to regulate hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk management plans. The Hazardous Materials Business Plan is required to contain basic information on the location, type, quantity and health risks of hazardous materials stored, used, or disposed of onsite. The plan also contains an emergency response plan, which describes the procedures for mitigating a hazardous release, procedures and equipment for minimizing the potential damage of a hazardous materials release, and provisions for immediate notification of the HMD, the Office of Emergency Services, and other emergency response personnel such as the local Fire Agency having jurisdiction. Implementation of the emergency response plan facilitates rapid response in the event of an accidental spill or release, thereby reducing potential adverse impacts. Furthermore, the DEH HMD is required to conduct ongoing routine inspections to ensure compliance with existing laws and regulations; to identify safety hazards that could cause or contribute to an accidental spill or release; and to suggest preventative measures to minimize the risk of a spill or release of hazardous substances.

Since the project would be required to adhere to hazardous substances regulations outlined above and the fact that the initial planning, ongoing monitoring, and inspections would occur in compliance with local, State, and Federal regulation, no impacts in regards to hazardous substances would occur.

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?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: As stated above under response IX(a), the proposed project would be required to adhere to hazardous substances regulations and initial planning, ongoing monitoring, and inspections would occur in compliance with local, State, and Federal regulation. In addition, the project does not propose to demolish any existing structures onsite and therefore would not create a hazard related to the release of asbestos, lead based paint or other hazardous materials from demolition activities. Since the project would be required to adhere to hazardous substances regulations and the fact that the initial planning, ongoing monitoring, and inspections would occur in compliance with local, State, and Federal regulation, no impacts in regards to the release of hazardous material into the environment would occur.

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

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No impact: Santana High School is located approximately 0.9 mile northeast of the proposed project site, which is more than one-quarter mile away. In addition, the project would not create a significant hazard to the public or the environment because it does not propose the storage, use, transport, emission, or disposal of hazardous substances, nor are hazardous substances proposed or currently in use in the immediate vicinity. Additionally, as stated above under response IX(a), the proposed project would be required to adhere to hazardous substances regulations and initial planning, ongoing monitoring, and inspections would occur in compliance with local, State, and Federal regulation. Project adherence to these required regulations would ensure no impacts regarding hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would occur.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, or is otherwise known to have been subject to a release of hazardous substances and, as a result, would it create a significant hazard to the public or the environment?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input checked="" type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Less Than Significant Impact with Mitigation Incorporated: As discussed in the Phase I ESA, historical aerial photographs indicate that the project site and adjacent properties were historically occupied by agricultural rows from as early as 1949 to sometime before 1979. The Phase I ESA identified two recognized environmental conditions (RECs) within the project site; undocumented fill soil from an unknown source and the historical presence of agricultural crops.

Additionally, a computerized, environmental database search was performed by Environmental Data Resources, Inc. on March 16, 2020. The project site was not listed in the American Society for Testing and Materials standard environmental databases searched; however, several facilities were listed in the vicinity of the project site, including adjacent properties to the south (9065 Edgemoor Drive and 451 Riverview Parkway) and to the north (9631 North Magnolia Avenue). Furthermore, the project site was not listed on the GeoTracker database.

Subsequently, a Phase II ESA was completed by the Bodhi Group Inc. and can be found as Appendix G. The Phase II ESA was completed to test the undocumented fill soil for potential contamination that may have been present prior to import of soil to the site and the underlying soil at the original grade (pre-fill) for potential contamination from former agricultural use. The undocumented fill does not require special handling if reused on-site based on the detected concentrations of metals, volatile organic compounds, and organochlorine pesticides below the Tier 1 environmental screening levels and human health screening levels. If the soil is disposed off-site, the County would handle the soil in accordance with applicable regulations regarding soil reuse and disposal. While the results of the Phase II ESA are generally considered representative of the site soil conditions, the possibility of encountering soil contamination cannot

be entirely discounted. Implementation of mitigation measure HAZ-1 would require the contractor performing subsurface work to be alert for evidence of soil contamination (staining, odor, debris) and if soil contamination is observed, work shall stop until sampling and analysis can determine the course of action. Therefore, implementation of HAZ-1 would reduce potential impacts regarding potential soil contamination to a level less than significant.

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

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project site is located approximately 2.9 miles northeast from Gillespie Field and is located outside of the existing Airport Land Use Compatibility Plan (ALUCP) for Gillespie Field. Also, the project does not propose construction of any structure equal to or greater than 150 feet in height, constituting a safety hazard to aircraft and/or operations from an airport or heliport. Therefore, the project will not constitute a safety hazard or excessive noise for people residing or working in the project area.

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

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Applicable emergency response plan requirements are set forth by the County of San Diego Office of Emergency Services. The Office of Emergency Services coordinates emergency response at the local level in the event of a disaster, including fires. Emergency response coordination is generally facilitated by the Operational Area Emergency Operations Center as well as local responding agencies.

Access to the project site would be from I-8, SR-52, SR-67, and SR-125, as well as major arterial roadways and public transportation services. Construction of the proposed project would not block or create high-traffic on major roadways which would otherwise be used for emergency response. Therefore, impacts would be less than significant.

Mitigation Measure: Implementation of the following mitigation measure would reduce potential impacts to hazards and hazardous materials to less than significant levels:

MM-HAZ-1: During any subsurface work, the contractor shall be alert for evidence of soil contamination (staining, odor, debris) and if soil contamination is observed, the

contractor shall stop work and the contamination shall be addressed by a qualified environmental professional in accordance with all applicable state and federal requirements.

X. HYDROLOGY AND WATER QUALITY

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation
- No Impact
- Incorporated

Discussion/Explanation:

Less than Significant Impact: Construction and demolition activities could result in erosion leading to sediment-laden discharges to nearby water resources. Sediment transport to drainages and the nearby San Diego River to the north of the project area could result in degradation to water quality. Similarly, fuels, oils, lubricants, and other hazardous substances used during construction could be released and impact surface and groundwater. Following the completion of project construction, runoff from impervious surfaces could carry pollutants to the San Diego River through the City of Santee’s MS4 storm drain facility. The City’s SUSMP Manual identifies: oils, grease, pesticides, fertilizers, nutrients, heavy metals, organic compounds, oxygen demanding substances, bacteria, and trash as pollutants that could potentially be generated by implementation of the proposed project.

The Lower San Diego River is classified as a 303(d) listed water body for fecal coliforms, low dissolved oxygen, phosphorus, and total dissolved solids. Transport of nutrients (i.e., sediment, pesticides, fertilizers) during either the construction or post construction phase of the project to the San Diego River could reduce dissolved oxygen, increase phosphorous concentrations, and increase total dissolved solids. The release of sediment and other deleterious substances from the project site can be controlled through the use of appropriately selected erosion and sediment control devices. Without proper management of sediment and pollutants, the project could violate water quality standards. However, project design features including preparation of a SWPPP and the identification of site-specific BMPs during and post construction would ensure the project would not violate water quality standards or waste discharge requirements, or substantially degrade water quality, and impacts would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation
- No Impact
- Incorporated

Discussion/Explanation:

No Impact: The project would obtain its water from the PDMWD, which obtains water from imported water sources. The project would not use groundwater for any purposes, including irrigation, domestic, or commercial demands. In addition, the project does not involve operations that would interfere substantially with groundwater recharge including, but not limited to the following: the project does not involve regional diversion of water to another groundwater basin; or diversion or channelization of a stream course or waterway with impervious layers, such as concrete lining or culverts, for substantial distances (e.g., 1/4 mile). These activities and operations can substantially affect rates of groundwater recharge. Therefore, no impacts would occur.

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 siltration on- or off-site;

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: The proposed project would introduce impervious surfaces consisting of sidewalks, rooftops, asphalt driveways, and parking in an area that was previously partly permeable ground. Impervious surfaces, such as those mentioned above, intercept rainfall and convey flow that would otherwise naturally infiltrate into the soil. Proposed landscaping would consist of a mix of trees, shrubs, and ground cover and comply with County of San Diego’s Landscape Ordinance and Water Efficient Landscape Design Manual. Furthermore, the project would include bioretention swales to reduce runoff into drainage facilities. Therefore, impacts would be less than significant.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: The proposed project would introduce impervious surfaces consisting of sidewalks, rooftops, asphalt driveways, and parking in an area that was previously partly permeable ground. Impervious surfaces, such as those mentioned above, intercept rainfall and convey flow that would otherwise naturally infiltrate into the soil. Although the project would increase impervious surfaces, surface water would infiltrate onsite through infiltration basins in accordance with standards set forth by the RWQCB and the County of San Diego’s BMP Design

Manual. Thus, the project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Impacts would be less than significant.

(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

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: The proposed project design would result in a net decrease of peak flow discharged from the project site than when compared to existing conditions. All storm water quality requirements for the project would be in accordance with standards set forth by the RWQCB and the County of San Diego’s BMP Design Manual. Additionally, the City of Santee has established drainage fees, which are typically collected upon issuance of a building permit for projects within City limits. While the County is not required to obtain a building permit from the City, the County shall pay a fee based on City’s development impact fee worksheet. The County shall pay the fee before the start of construction. Project compliance with the RWQCB, the County’s BMP Design Manual, and payment of fees would reduce impacts associated with stormwater drainage systems to less than significant.

(iv) Impede or redirect flood flows?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: The entire project site is located within the Federal Emergency Management Agency (FEMA) 100-year floodplain for the San Diego River (FEMA 2020). In addition, the project site is located within the City’s special flood hazards inundated by 100-year flood zone as identified in the City’s Flood Drainage Prevention Ordinance. The proposed project design would increase the existing project site elevation to be above the existing 100-year flood elevation of the San Diego River. Additionally, the project would not be subject to substantial erosion or siltation because 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). Therefore, the potential to impede or redirect flood flows would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Less than Significant Impact: The entire project site is located within the FEMA 100-year floodplain for the San Diego River. In addition, the project site is located within the City of Santee's special flood hazards inundated by 100-year flood zone as identified in the City's Flood Drainage Prevention Ordinance. The proposed project design would increase the existing project site elevation to be above the existing 100-year flood elevation of the San Diego River. Therefore, the potential to release pollutants during a flood hazard would be less than significant.

Due to the distance of the project from the Pacific Ocean, a tsunami would not likely affect the project area. Similarly, there are no confined waterbodies where seiches would be expected and the proposed project is not situated near any steep hillsides or soils subject to mudslides. Therefore, no impacts from tsunamis, seiches, or mudflows are anticipated.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Less than Significant Impact: The proposed project design would result in a net decrease of peak flow discharged from the project site than when compared to existing conditions. Prior to discharging the project site, all runoff from the developed portions of the project site would be in accordance with standards set forth by the RWQCB and the County of San Diego's BMP Design Manual. The project would not be subject to substantial erosion or siltation because 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). BMPs employed during construction include vegetation stabilization planting; hydraulic stabilization hydroseeding; bonded fiber matrix or stabilized fiber matrix; physical stabilization erosion control blanket; standard lot perimeter protection, silt fencing, gravel and sand bags; storm drain inlet protection; stabilized construction entrances, street sweeping and vacuuming; material delivery and storage; spill prevention and control; concrete waste management; solid waste management; sanitary waste management and hazardous waste management to ensure erosion or siltation does not occur on- or off-site. Therefore, the project would not generate substantial amounts of runoff that would conflict with or obstruct implementation of a water quality control plan.

Although the project would increase impervious surfaces, surface water would infiltrate on-site through infiltration basins in accordance with standards set forth by the RWQCB and the

County's BMP Design Manual. Thus, the project would not substantially interfere with groundwater recharge and, therefore, would not conflict with or obstruct a sustainable groundwater management plan. As discussed above, the proposed project would be required to comply with the project-specific Drainage Study, Storm Water Quality Management Plan, SWPPP to ensure compliance with applicable water quality control and sustainable groundwater management plans. Compliance with these plans would result in less than significant impacts.

XI. LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: No residential uses are currently established on the proposed project site. The project would not physically divide an established community because the project would replace the existing Bonita Shelter facility with the construction of an approximately 24,000-square-foot animal shelter. No impact would occur.

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?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: The City of Santee land use designation and zoning of the project site is Town Center Specific Plan. The project site is intended for the development of County Public Services and would be consistent with the Town Center Specific Plan, as the proposed public services are an animal shelter which is considered a commercial use which is allowed office park overlay zone. Additionally, the project would not result in regional growth anticipated by SANDAG's growth projections as it would replace the existing Bonita Shelter facility. Therefore, impacts would be less than significant.

XII. MINERAL RESOURCES

Would the project:

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

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The DOC Mineral Lands Classification Map (1982) identifies the project site as being within the MRZ-3 zone. Lands classified MRZ-3 are areas of undetermined mineral resource significance. Since the project site is not zoned for mining purposes, extraction of mineral resources is not a viable use of the site. Therefore, impacts would be less than significant.

- 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?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: As discussed in the City’s 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 project site is located in the floodplain of the San Diego River and, therefore, may contain known mineral resources. However, the project site is located on County-owned land and is adjacent to residential uses. As a result, extraction of mineral resources is not a viable use of the site. Therefore, impacts would be less than significant.

XIII. NOISE

Would the project result in:

- 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?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

A Noise Technical Report, dated May 6, 2020, was prepared by RECON Environmental, Inc. for the proposed project and can be found as Appendix H.

Less than Significant Impact:

Operation

The primary noise sources on-site would be barking dogs and heating, ventilation, and air conditioning (HVAC) equipment. The adjacent residential properties are located within the city and are not subject to County standards. However, the City Municipal Code does not provide property line noise level limits for operational sources. For informational purposes, the noise sensitive (single-family residential) property line noise levels shown in Table 13 of the Noise Technical Report were compared to County standards. The daytime and nighttime Noise Ordinance limits for single-family residential uses are 50 and 45 A-weighted decibels average noise level [dB(A) L_{eq}], respectively. Daytime noise levels would range from 38 to 50 dB(A) L_{eq} at the adjacent residential uses, and nighttime noise levels would range from 28 to 30 dB(A) L_{eq} . Noise levels would not exceed the County’s property line noise level limits for single-family residential uses. Therefore, impacts would be less than significant.

Construction

Construction noise levels are not anticipated to exceed a maximum noise level of 85 dB(A) maximum sound level (L_{max}) or an average hourly noise level of 75 dB(A) L_{eq} at the adjacent properties. Although the existing adjacent residences would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary. Additionally, no construction activities would occur between 7:00 p.m. and 7:00 a.m. on Mondays through Saturdays or at any time on Sundays or holidays. As construction activities associated with the project would comply with noise level limits and time restrictions from the County’s Noise Ordinance and the time restriction of the City’s Municipal Code, temporary increases in noise levels from construction activities would be less than significant.

Impulsive Noise

No operational impulsive noise sources are proposed as part of the project. Additionally, it is not anticipated that any impact hammering or pile driving would be required for project construction. Therefore, impulsive noise impacts would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact:

Operation

No operational components of the project include significant groundborne noise or vibration sources and no significant vibrations sources currently exist, or are planned, in the project area. Thus, no significant groundborne noise or vibration impacts would occur with the operation of the proposed project, and operational impacts would be less than significant.

Construction

On-site construction equipment that would cause the most noise and vibration would be associated with site grading. Vibration levels would exceed County-recommended Caltrans thresholds within 120 feet of large bulldozers and 80 feet of loaded trucks but would be below the threshold for a small bulldozer as close as 17 feet from the equipment. The closest structures to the project site are the residences east of Magnolia Avenue. These residences are located at least 150 feet from the project boundary, and separated from the project site by North Magnolia Avenue. Given the distance between proposed construction activities and the closest structures, groundborne vibration impacts would be less than significant.

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 project area to excessive noise levels?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less Than Significant Impact: The project site is located approximately 2.9 miles northeast from Gillespie Field and is located outside of the existing ALUCP for Gillespie Field. Therefore, impacts would be less than significant.

XIV. POPULATION AND HOUSING

Would the project:

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)?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: The proposed project does not include the construction of any new homes. The project would replace the existing Bonita Shelter facility with the construction of an approximately 24,000-square-foot animal shelter. Parking would consist of 28 staff spaces and 58 public spaces in order to accommodate day-to-day business. Since the project would replace an existing facility in the County, implementation of the project would not directly or indirectly induce substantial population growth in the area. Therefore, impacts would be less than significant.

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

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: No housing exists on the project site. The project would replace the existing Bonita Shelter facility with the construction of an approximately 24,000-square-foot animal shelter. Therefore, the project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur.

XV. PUBLIC SERVICES

Would the project:

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

i. Fire protection?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The City of Santee operates two fire stations: one located at 8950 Cottonwood Avenue and the other at 9130 Carlton Oaks Drive. The project site is located approximately 0.8 mile from the nearest fire station on Cottonwood Avenue. A fire hydrant and water utility lines would be installed within the project site, which would serve the project. Additionally, the project site is on County-owned land and the City is a member of the San Diego

County (central zone) 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. The City’s Fire Department response time goal is to provide an average maximum initial response time of no more than 6 minutes, with an average maximum response time of no more than 10 minutes for supporting paramedic transport units 90 percent of the time. Thus, service levels to the project site would be adequate and no new facilities would be required. Impacts would be less than significant.

ii. Police protection?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The San Diego County Sheriff’s Department (SDSD) is the chief law enforcement agency in San Diego County. SDSD is the fourth largest sheriff’s department in the U.S, has a service area of approximately 4,200 square miles, and serves a population of over 870,000 people. Police protection for the project area is provided by the SDSD 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 project would replace the existing Bonita Shelter facility located at 5821 Sweetwater Road, Bonita, California. The project would be constructed to meet the County DAS current and projected needs for the County. As a result, the project would not necessitate new police facilities. Impacts would be less than significant.

iii. Schools?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project consists of the construction of an approximately 24,000-square-foot animal shelter. As such, the project is not expected to generate a new student population, of which the Santee School District or Grossmont Union High School District would be required to accommodate. No impact would occur.

iv. Parks?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project consists of the construction of an approximately 24,000-square-foot animal shelter. The site design includes an open courtyard, a fenced outdoor livestock area, and a fenced activity yard. Animals kept at the proposed shelter would not utilize public park facilities. As a result, the project would not increase the demand for parkland. No impact would occur.

i. Other public facilities?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: The project consists of the construction of an approximately 24,000-square-foot animal shelter which would be open to the public and is considered a public facility by the County of San Diego. The project would provide animal services including an outdoor livestock area, an activity yard, medical facilities, and boarding areas for dogs, cats, rabbits, and other small animals. The project would not result in impacts to other public facilities. No impact would occur.

XVI. RECREATION

Would the project:

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: The project consists of the construction of an approximately 24,000-square-foot animal shelter. The site design includes an open courtyard, a fenced outdoor livestock area, and a fenced activity yard. Animals kept at the proposed shelter would not utilize public park facilities. As a result, 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. No impact would occur.

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

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project does not include the provision recreational facilities or require the construction or expansion of recreational facilities. No impact would occur.

XVII. TRANSPORTATION

Would the project:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation: A Traffic Impact Analysis, dated August 19, 2020, was prepared by LLG for the proposed project and can be found as Appendix I.

Less than Significant Impact: There are no roadways/intersections in the project study area within the County, and therefore, City of Santee significance criteria was utilized. The City uses the regionally adopted SANTEC/Institution of Transportation Engineers (ITE) Guidelines for the purposes of traffic impact analysis. The project trip generation was calculated using the trip rates based on ITE Trip Generation Manual 10th Edition for the San Diego Region. The category of “Animal Hospital/Veterinary Clinic” was utilized. A rate of 21.50 trips per day was utilized. The total project is calculated to generate approximately 516 average daily traffic (ADT) with 88 AM peak hour trips (59 inbound/29 outbound) and 85 PM peak hour trips (34 inbound/51 outbound).

The nearest bus stop is located at the intersection of Riverview Parkway and North Magnolia Avenue, approximately 530 feet southeast of the project site. The nearest trolley station (Santee Town Center) is located approximately 1.5 miles southwest of the site. Mission Gorge Road has sidewalks which are separated from the street and designed along landscaped corridors. On some parts of Magnolia Street, sidewalks are provided along both sides of the roadway. Sidewalks are partially provided on both sides of the street on Mast Boulevard. On Riverview Parkway sidewalks are present on both sides of the roadway.

Access to the site is proposed via two parking lots which would have separate driveways for ingress and egress from Riverview Parkway. The City of Santee Mobility Element does not specify whether a parkway is 2 lanes or 4 lanes for any of the Santee “Parkway” classified roadways. The project site is also located within and is surrounded by land uses within the City’s Town Center Specific Plan Amendment area. The Specific Plan Amendment area established

the physical and design framework for the development of approximately 154 acres of County-owned land within the City's 706-acre Town Center Specific Plan area. The Specific Plan indicates Riverview Parkway is to ultimately be built as a 4-lane roadway.

Because Riverview Parkway would remain a dead end cul-de-sac with the construction of the project, and because the existing two-lane roadway has sufficient capacity for the projected increase in ADT, the buildout of Riverview Parkway to the ultimate 4-lane roadway configuration would not be warranted at this time. Therefore, the project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities and impacts would be less than significant.

b) Would the project conflict or be consistent with CEQA Guidelines section 15064.3, subdivision (b)?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

Section 15064.3 of the CEQA Guidelines details new regulations, effective statewide July 1, 2020 that sets forth specific considerations for evaluating a project's transportation impacts. The project is located within the County of San Diego, directly adjacent to the City of Santee. The County of San Diego has published guidelines dated June 2020, which include guidance on calculating VMT analyses. The City of Santee does have published guidelines, but utilizes the SANTEC/ITE Guidelines for Traffic Impact Studies (2000). County guidelines include screening criteria that are utilized to determine if a VMT analysis is necessary. One category is "Local Serving Public Facilities" defined as public facilities that serve the local community or public facilities that are a passive use. Local serving public facilities would redistribute trips and would not create new trips. Thus, trips are generally shortened as longer trips from a regional facility are redistributed to the local serving public facility. The proposed animal shelter is a locally serving public facility and is therefore screened out from requiring further VMT analysis.

Page 4.3 of the ITE Guidelines states that if a project generates less than 1,000 ADT (and is consistent with the General Plan), a VMT analysis is not necessary. Since the project generates 516 ADT and is consistent with the Santee General Plan, according to the ITE Guidelines, a VMT analysis is not required. Therefore, under both sets of guidelines, a VMT analysis is not necessary.

No Impact: The City of Santee does not have significance criteria for conducting VMT analysis. For this reason and since the County of San Diego, the lead agency, has approved criteria, County VMT criteria was utilized. As described in the Traffic Impact Analysis and the County's Transportation Study Guidelines (2020a), the project falls under the "locally serving public facility" and is therefore screened out from needing to conduct a VMT analysis. Further, page 4.3 of the ITE Guidelines states that if a project generates less than 1,000 ADT (and is consistent with the General Plan), a VMT analysis is not necessary. Since the project generates 516 ADT and is consistent with the Santee General Plan, according to the ITE Guidelines, a VMT analysis

is not required. Therefore, under both sets of guidelines, the project is screened out from needing to provide VMT analysis, and no impact would occur.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

No Impact: Access to the site is proposed via two parking lots which would have separate driveways for ingress and egress from Riverview Parkway. The project does not include any curves or dangerous intersections that would directly or cumulatively increase hazards due to a geometric design feature or incompatible uses. Therefore, no impact would occur.

d) Result in inadequate emergency access?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: Access to the site is proposed via two parking lots which would have separate driveways for ingress and egress from Riverview Parkway. The project trip generation was calculated using the trip rates based on ITE Trip Generation Manual 10th Edition for the San Diego Region. The category of "Animal Hospital/Veterinary Clinic" was utilized. A rate of 21.50 trips per day was applied utilized. The total project is calculated to generate approximately 516 ADT with 88 AM peak hour trips (59 inbound/29 outbound) and 85 PM peak hour trips (34 inbound/51 outbound). Based on the relatively low trip generation, sufficient access is provided. Therefore, impacts regarding emergency access would be less than significant.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

- a) Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code Section 21074 as either a site, feature, place, or 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), or

- 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 Resources Code Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant with Mitigation Incorporated: On May 8, 2020, RECON sent a letter to the NAHC requesting them to search their Sacred Lands File to identify spiritually significant and/or sacred sites or traditional use areas in the project vicinity. The NAHC was also asked to provide a list of local Native American tribes, bands, or individuals who may have concerns or interests in the cultural resources of the project. The NAHC files indicated that sites have been located within the project area that may be impacted by the project. NAHC recommended contacting the Barona Group of the Capitan Grande, the Ewiiapaayp Band of Kumeyaay Indians, the Viejas Band of Kumeyaay Indians, and Kumeyaay Cultural Repatriation Committee for more information. Pursuant to Public Resources Code Section 21080.3.1 (Assembly Bill 52), consultation was initiated with culturally affiliated tribes. Per the consultation results, mitigation measure CUL-1 would require the County to provide evidence that a County-certified archaeologist (to be on-call) and Native American Kumeyaay monitor have been contracted to implement a Grading Monitoring Program. Implementation of mitigation measure CUL-1 would reduce potential impacts to archaeological resources to a level less than significant.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

- a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The proposed project does not include new or expanded water or wastewater treatment facilities or the construction of such facilities. Electric power, natural gas, and telecommunications would be provided by existing facilities near the proposed project site. Therefore, impacts would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project would extend water lines on site via in Riverview Parkway and potable water would be supplied by PDMWD. The PDMWD serves all of the city of Santee, the northwesterly portion of El Cajon and the communities of Lakeside and Alpine. Currently the PDMWD serves over 12,975 accounts to a population of more than 130,000. PDMWD’s potable water is purchased from the San Diego County Water Authority which in turn purchases water from the Water Metropolitan District of Southern California. Water is also obtained from the Helix Water District. Aside from the installation of the new water line on-site, no new potable water facilities or expansion of existing facilities would be required as a result of this project, and impacts would be less than significant.

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

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: Wastewater treatment for the project site would be provided by the PDMWD and Lakeside Sanitation District. The projected increase in wastewater would not exceed the current capacity of existing treatment facilities. The proposed project’s demand would not necessitate the construction of new wastewater treatment facilities or expansion of existing facilities. Therefore, the project would have a less than significant impact on wastewater treatment facilities.

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?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: Solid waste generated by the proposed project that cannot be recycled would be sent to area landfills. And with the transfer of the Bonita Shelter operations

from the existing Bonita location to the proposed Santee location, there would not be a net increase in the generation of solid waste by project operation.

Based on the 2017 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 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. As a result, the project would be served by landfill(s) with sufficient permitted capacity and impacts would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

- Potentially Significant Impact
- Less than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

Less than Significant Impact: Implementation of the project would generate solid waste through operational use and project construction. All solid waste facilities, including landfills, require solid waste facility permits to operate. In San Diego County, the County Department of Environmental Health, Local Enforcement Agency issues solid waste facility permits with concurrence from the California Integrated Waste Management Board (CIWMB) under the authority of the Public Resources Code (Sections 44001-44018) and California Code of Regulations Title 27, Division 2, Subdivision 1, Chapter 4 (Section 21440 et seq.). There are five permitted active landfills in San Diego County with remaining capacity. Therefore, there is sufficient existing permitted solid waste capacity to accommodate the project's solid waste disposal needs.

Additionally, the project would comply with Sections 68.511 through 68.520 of the San Diego County Code of Regulatory Ordinances (2020b) that establish the Construction and Demolition (C&D) Debris Diversion Program. The C&D Diversion Program is intended to increase diversion of C&D from landfills, conserve landfill capacity, extend the useful life of local landfills, support construction and demolition project compliance with waste diversion requirements of the state green building standards, and avoid potential consequences to the County if it fails to comply with state waste diversion requirements. As a result, the project would comply with all federal, state, and local statutes related to solid waste. Impacts would be less than significant.

XX. WILDFIRE

Would the project:

- a) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The California Department of Forestry and Fire Protection (CAL FIRE) has mapped areas with significant fire hazards in the county through its Fire and Resource Assessment Program. The proposed project is not mapped within a moderate, high or very high fire hazard severity zone. Therefore, the project would not expose people or structures to a significant risk of loss involving wildfires. Impacts would be less than significant.

- b) Substantially impair an adopted emergency response plan or emergency evacuation plan?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The proposed project is not located in a moderate, high or very high fire hazard severity zone. The project site would be serviced by Fire Station 4, located approximately 0.8 roadway miles south on Cottonwood Avenue. Additionally, the project site is on County-owned land and 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 project would not substantially impair an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

- c) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentration from a wildfire or the uncontrolled spread of a wildfire?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The project site is not located within a moderate, high or very high fire hazard severity zone. The project would be required to meet applicable fire measures such as fire sprinklers, fire hydrants, fire alarm system, fire apparatus access, access road requirements, emergency access, and fire clearing around all structures. Implementation of applicable fire measures would reduce any wildfire related impacts to less than significant.

d) 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?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: The project site is not located within a moderate, high, or very high fire hazard severity zone. The project would be required to meet applicable fire measures such as fire sprinklers, fire hydrants, fire alarm system, fire apparatus access, access road requirements, emergency access, and fire clearing around all structures. No installation or maintenance of associated infrastructure, such as roads, fuel breaks, or emergency water sources, power lines or other utilities would be required for the project. Therefore, impacts would be less than significant.

e) Expose people or structure to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: Based on the lack of significant slopes or free faces adjacent to the site, the potential for landslides as a result of the project is low. The proposed project design would increase the existing project site elevation to be above the existing 100-year flood elevation of the San Diego River. Therefore, the potential to impede or redirect flood flows would be less than significant.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

- 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?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant With Mitigation Incorporated: The proposed project has the potential to impact nesting birds and Diegan coastal sage scrub. Implementation of mitigation measures BIO-1 and BIO-2 identified in the Mitigation Monitoring and Reporting Program below would reduce project impacts to a level less than significant. Refer to Section IV, Biological Resources, for additional details.

Pursuant to Public Resources Code Section 21080.3.1 (Assembly Bill 52), consultation was initiated with culturally affiliated tribes. Per the consultation results, mitigation measure CUL-1 would require the County to provide evidence that a County-certified archaeologist (to be on-call) and Native American Kumeyaay monitor have been contracted to implement a Grading Monitoring Program. Implementation of mitigation measure CUL-1 would reduce potential impacts to archaeological resources to a level less than significant, Refer to Section V, Cultural Resources and Section XVIII, Tribal Cultural Resources for additional details.

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

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The proposed project would be consistent with the City’s Sustainable Santee Action Plan through implementation of the Sustainable Santee Action Plan Project Consistency Checklist.

In addition, the project would not consist of cumulative traffic impacts since the project is screened out from needing to provide VMT analysis as discussed in Section XVII.

Transportation. Therefore, cumulative impacts resulting from the project would be less than significant.

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

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact:

In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings were considered in the response to certain questions in sections I. Aesthetics, III. Air Quality, VII. Geology and Soils, IX. Hazards and Hazardous Materials, X. Hydrology and Water Quality, XIII. Noise, XIV. Population and Housing, and XVII. Transportation. As a result of this evaluation, there is no substantial evidence that there are adverse effects on human beings associated with this project. Impacts would be less than significant.

MITIGATION MONITORING AND REPORTING PROGRAM INCORPORATED INTO THE PROJECT

The following Mitigation Monitoring and Reporting Program (MMRP) identifies measures that specifically apply to this project.

BIOLOGICAL RESOURCES

MM-BIO-1: In accordance with the Migratory Bird Treaty Act, potential nesting vegetation (i.e., trees, shrubs, ground cover, etc.) supporting raptors shall be avoided during the nesting season. To avoid direct impacts to breeding migratory birds, vegetation removal, brush clearing, grading and all other construction should be conducted outside the general migratory bird breeding season of February 15 to August 31. To avoid indirect noise related impacts to tree-nesting raptors potentially occurring in the eucalyptus woodland should occur outside the tree-nesting raptor breeding season of January 15 to July 15. If construction must occur during these periods, the following actions would be required:

- A qualified biologist shall conduct a pre-construction clearance survey for nesting migratory birds and raptors within 300 feet of the impact footprint prior to the commencement of construction activities during the respective breeding seasons (February 15 to August 31 for migratory birds, January 15 to July 15 for raptors).
- If the aforementioned birds are not observed nesting within 300 feet of construction, no grading or construction restrictions would be required.
- If nesting birds are found, nests will be noted, and no grading or clearing shall occur within 300 feet of the active nest. Monitoring will occur to ensure that no nest is removed or disturbed until the young have fledged or the nest is no longer active.
- If construction must occur within 300 feet of an active nest, a biologist and acoustical specialist with approval by the County Environmental Project Manager shall determine if temporary sound barriers shall be required or if construction shall be restricted near the nest site to reduce noise levels below an hourly average of 60 A-weighted decibels or ambient, whichever is greater. Any temporary sound barriers must be placed within the impact areas and not in the adjacent habitat.

MM-BIO-2: Permanent impacts to sensitive vegetation communities would require mitigation in the form of deduction of credits from a County-approved mitigation area; or other off-site preservation such as the County's Mitigation Lands Policy.

- a. **Option 1:** Purchase Mitigation Credits at a San Diego County Conservation Bank with Signed Implementing Agreements with CDFW and USFWS.

- b. Option 2:** Purchase Mitigation Credits through the County’s Mitigation Lands Policy (Board Policy I-138). Credits shall be located within the same watershed of impact area.

Mitigation requirements are detailed below.

| MITIGATION FOR IMPACTS TO SENSITIVE VEGETATION COMMUNITIES | | | |
|--|-------------|-------------------------------|---------------------|
| (acres) | | | |
| Vegetation Community ¹ | Impacts | Mitigation Ratio ¹ | Required Mitigation |
| Tier I | | | |
| Vernal Pool (44000) | - | - | - |
| Disturbed Wetland (11200) | 0.08 | 1:1 | 0.08 |
| Tier II | | | |
| Disturbed Diegan Coastal Sage Scrub – Baccharis dominated (32530) | 2.71 | 1:1 | 2.71 |
| Total | 2.79 | | 2.79 |
| ¹ Mitigation ratios assume mitigation would occur at a site that meets the criteria for Biological Resource Conservation Area (BRCA); if not, a higher mitigation ratio would be applied. | | | |

CULTURAL RESOURCES

MM-CUL-1: The County shall provide evidence that a County-certified archaeologist (to be on-call) and Native American Kumeyaay monitor have been contracted to implement a Grading Monitoring Program. The consulting archaeologist shall contract with a Native American Kumeyaay monitor to be involved with the Grading Monitoring Program. A letter of proof indicating that a Native American Kumeyaay Monitor has been contracted shall be prepared by the consulting archaeologist and submitted to the County Director of the Department of General Services.

The Grading Monitoring Program would require both the archaeological and Native American Kumeyaay monitor to attend a pre-construction meeting. Only a Native American Kumeyaay monitor would be required to be present during ground-disturbing activities. In the event that previously unidentified potentially significant cultural resources are discovered, the Native American Kumeyaay monitor shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery until such time that the sensitivity of the resource can be determined. The Native American Kumeyaay monitor shall notify the archaeologist and County to determine if the discovery is a significant resource. Significant archaeological discoveries include intact features, stratified deposits, and human remains, In order to mitigate potential impacts to significant cultural resources, a Monitoring Discovery and Historic Properties Treatment Plan shall be prepared and implemented to the satisfaction of the County Director of Department of General Services. The Monitoring Discovery and Historic Properties Treatment Plan shall apply to the treatment of cultural or historic resources once they are discovered.

If human remains are discovered, work shall halt in that area and the procedures set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) will be followed. The archaeologist shall contact the County Coroner and the County.

After the completion of grading monitoring, the archaeologist shall complete and submit an appropriate final report that documents the results, analysis, and conclusions of all phases of the Grading Monitoring Program, to the satisfaction of the Director of Department of General Services. If no significant resources are discovered, a brief letter shall be prepared. If significant resources are discovered, a report with the results of the monitoring and treatment plan shall be prepared.

HAZARDS AND HAZARDOUS MATERIALS

MM-HAZ-1: During any subsurface work, the contractor shall be alert for evidence of soil contamination (staining, odor, debris) and if soil contamination is observed, the contractor shall stop work and the contamination shall be addressed by a qualified environmental professional in accordance with all applicable state and federal requirements. and the contamination shall be addressed in accordance with all applicable state and federal requirements.

REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST

All references to federal, state, and local regulation are available on the Internet. For federal regulation refer to <http://www4.law.cornell.edu/uscode/>. For state regulation refer to www.leginfo.ca.gov. For County regulation refer to www.amlegal.com. All other references are available upon request.

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2020b Biological Resources Report for the County Animal Shelter Project, San Diego County, California. April 28

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2020b Construction and Demolition Debris Recycling Ordinance.

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