



Draft
City of Santee Housing Element
Rezone Program Implementation PEIR
SCH #2021100263

June 17, 2022





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Prepared for
City of Santee
Development Services Department
10601 Magnolia Avenue
Santee, CA 92071

Prepared by
RECON Environmental, Inc.
3111 Camino del Rio North, Suite 600
San Diego, CA 92108
P 619.308.9333

RECON Number 9705
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E:	Noise Model Calculations
F:	Service Letters
G:	Transportation Impact Study

List of Abbreviations/Acronyms

°C	degrees Celsius
°F	degrees Fahrenheit
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACM	asbestos-containing materials
ADA	Americans with Disabilities Act
AFY	acre-feet per year
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMI	Area Median Income
APS	Alternative Planning Strategy
ASP	Active Santee Plan
ASTM	American Society of Testing and Materials
Authority	San Diego County Regional Airport Authority
AWP	Advanced Water Purification
Basin Plan	Water Quality Control Plan for the San Diego Basin
BAU	business as usual
BMP	best management practice
C&D	construction and demolition
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
Cal EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
Cal-OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations

CH ₄	Methane
City	City of Santee
CMP	Congestion Management Plan
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO ₂	carbon dioxide
County	County of San Diego
CPUC	California Public Utilities Commission
CRHR	California Register of Historic Resources
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dB(A)	A-weighted decibel
DEH	Department of Environmental Health
DIF	Development Impact Fee
DOT	U.S. Department of Transportation
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
du/ac	dwelling unit per acre
DWR	Department of Water Resources
EIR	environmental impact report
EO	Executive Order
EOP	Emergency Operations Plan
EPCRA	Emergency Planning and Community Right-to-Know Act
ESA	Environmental Site Assessment
ESA	Endangered Species Act
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FRAP	Fire and Resource Assessment Program
FTA	Federal Transit Authority
GHG	greenhouse gas
GIS	geographic information system
GP	General Plan
GSA	Groundwater Sustainability Agencies
GUHSD	Grossmont Union High School District
GWP	global warming potential
H&SC	Health and Safety Code
HCD	Housing and Community Development
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan

HMBP	Hazardous Materials Business Plan
HMD	Hazardous Materials Division
HVAC	heating, ventilation, and air conditioning
I-5	Interstate 5
IID	Imperial Irrigation District
in/sec	inch per second
JRMP	Jurisdictional Runoff Management Plan
JURMP	Jurisdictional Urban Runoff Management Plan
kWh	kilowatt per hour
LBP	lead-based paint
lbs	pounds
LCS	lead containing surfaces
L _{dn}	day-night equivalent level
L _{eq}	hourly equivalent sound level
LID	low impact development
LOS	Level of Service
LRA	Local Responsibility Area
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MCAS	Marine Corps Air Station
MERV	minimum efficiency reporting value
Metropolitan	Metropolitan Water District
MHMP	Multi-Jurisdictional Hazard Mitigation Plan
MHPA	Multiple Habitat Planning Area
MMRP	Mitigation Monitoring and Reporting Program
MMT CO ₂ E	million metric tons of carbon dioxide equivalent
mpg	miles per gallon
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSCP	Multiple Species Conservation Program
MT CO ₂ E	metric tons of carbon dioxide equivalent
MTS	Metropolitan Transit Services
MWh	megawatt hour
N ₂ O	nitrogen dioxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Planning
NEHRP	National Earthquake Hazards Reduction Program
NFIP	National Flood Insurance Program
NHTSA	National Highway Traffic Safety Administration
NOP	Notice of Preparation
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System

NRHP	National Register of Historic Places
O&M	operation and maintenance
OES	Office of Emergency Services
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
Pb	lead
PCB	polychlorinated biphenyls
PDMWD, District	Padre Dam Municipal Water District
PEIR	Program Environmental Impact Report
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
PPV	peak particle velocity
PRC	Public Resources Code
project	City of Santee Housing Element Rezone Program Implementation
RAQS	Regional Air Quality Strategy
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act
RHNA	Regional Housing Needs Allocation
RMP	Risk Management Program
ROG	reactive organic gases
RPS	Renewable Portfolio Standard
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAFE	Safer Affordable Fuel-Efficient
SANDAG	San Diego Association of Governments
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCH	State Clearinghouse
SCIC	South Coastal Information Center
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDCL	San Diego County Library
SDCWA	San Diego County Water Authority
SDG&E	San Diego Gas & Electric
SDRWQCB	San Diego Regional Water Quality Control Board
SDWA	Safe Drinking Water Act
SEMS	Standardized Emergency Management System
SFD	Santee Fire Department
SFHA	Special Flood Hazard Area
SGMA	Sustainable Groundwater Management Act

SIP	State Implementation Plan
SMARA	Surface Mining and Reclamation Act
SMC	Santee Municipal Code
SO ₂	sulfur dioxide
SR	State Route
SREE	Source Reduction and Recycling Element
SSD	Santee School District
STC	sound transmission class
STIP	State Transportation Improvement Program
SWP	State Water Project
SWPPP	storm water pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TAC	toxic air contaminants
TCM	Transportation Control Measures
TCSP	Town Center Specific Plan
TDM	Transportation Demand Management
TIS	Transportation Impact Study
TMDL	total maximum daily loads
TRU	transport refrigeration units
U.S. EPA	United States Environmental Protection Agency
U.S.C	United States Code
UBC	Uniform Building Code
UDC	Unified Disaster Council
UFC	Uniform Fire Code
USACE	United States Army Corps of Engineers
USC	United States Code
USFWS	United States Fish and Wildlife Service
UST	underground storage tank
UWMP	Urban Water Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compounds
WMA	Watershed Management Area
WQIP	Water Quality Improvement Plan
WRF	Water Recycling Facility
WSA	Water Supply Assessment
WUIA	wildland-urban interface area
WUIA	Wildland Urban Interface Areas

S.0 Executive Summary

S.1 Project Overview

This summary provides a brief synopsis of: (1) the proposed project, (2) the results of the environmental analysis contained within this Program Environmental Impact Report (PEIR), (3) the major areas of controversy and issues to be resolved by decision-makers, and (4) the alternatives to the project that were considered. This summary does not contain the extensive background and analysis found in the document. Therefore, the reader should review the entire document to fully understand the project and its environmental consequences.

S.1.1 Project Location and Setting

Located in southern California, the City of Santee (City) is an incorporated city within the county of San Diego and is roughly 18 miles east of downtown San Diego. The City is surrounded by the incorporated city of El Cajon on the south and southeast, the city of San Diego on the west and northwest, and the county of San Diego on the east and northeast. There are 25 housing sites considered by the project for rezone potential. These 25 sites are a subset of the Housing Element Sites Inventory included in Appendix C of the City's 6th Cycle Housing Element and detailed in Table 3-2. These housing sites, coupled with two sites on located on Graves Avenue (which are not housing sites but included in the analysis herein) are collectively referred to as the Rezone Sites.

Regional access to the City is provided via State Routes (SR) 52, 67, and 125, as well as through numerous arterials and local streets. .

S.1.2 Project Objectives

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15124, the following primary objectives support the purpose of the project, assist the Lead Agency in developing a reasonable range of alternatives to be evaluated in this report, and ultimately aid decision-makers in preparing findings and overriding considerations, if necessary. The purpose of the project is to address the housing needs and objectives of the City and to meet the requirements of state law. The project has the following objectives:

1. Implement Program 9 of the 6th Cycle 2021-2029 Housing Element to provide for the opportunity for future residential development on various sites throughout the City as identified by the Sites Inventory, with a density range of 30 to 36 dwelling units per acre (du/ac) on selected sites.
2. Also consistent with Program 9 and Program 10 of the 6th Cycle 2021-2029 Housing Element, provide a minimum of 25 acres to be rezoned (within 18 months of Housing Element adoption) to permit multi-family housing by right (without discretionary action) and to meet the requirements of Government Code 65583.2, including but not limited to a minimum density of 20 units per acre.

3. Maintain adequate housing sites for all income groups throughout the eight-year planning period.
4. Minimize potential land use compatibility conflicts associated with the proposed change to existing land use designations and zoning.
5. Increase the City's overall housing capacity and capability to accommodate housing as required per the certified Housing Element for the 2013-2012 housing cycle.

S.1.3 Project Description

The City adopted its 6th Cycle Housing Element on July 14, 2021 which covers the planning period from April 15, 2021 to April 15, 2029. The City of Santee Housing Element Rezone Program Implementation (project) includes the implementation of both Programs 9 and 10 of the 6th Cycle Housing Element. These programs and associated implementation actions are described further below. Housing Element Program 9 of the 6th Cycle Housing Element commits the City to evaluate the 25 housing sites included in the project's Rezone Sites and implement rezones as appropriate to achieve adequate housing capacity. Housing Element Program 10 of the 6th Cycle Housing Element allows by-right approval of housing development where the project proponent voluntarily includes 20 percent of the units as affordable to lower income households. The last component of the project is to rezone two properties located on Graves Avenue.

S.2 Summary of Significant Effects and Mitigation Measures that Reduce or Avoid the Significant Effects

Table S-1, located at the end of this section, summarizes the significant and less than significant effects identified during the environmental analysis completed for the project. Table S-1 also includes a mitigation framework to reduce the significant environmental effects, with a conclusion as to whether the impact has been mitigated to below a level of significance. The mitigation measures listed in Table S-1 are also discussed within each relevant section in Chapter 4.0.

S.3 Issues to be Addressed

The Notice of Preparation (NOP) was distributed on November 15, 2021, for a 30-day public comment period. In addition, a public scoping meeting was held on Wednesday, November 3, 2021 from 6:00 to 8:00 p.m. at the City of Santee Council Chambers, 10601 Magnolia Avenue, Santee, CA 92071. The NOP, comment letters, and transcription of the scoping meeting comments are included in this EIR as Appendix A. Potentially significant impacts on the following environmental issues are analyzed in detail in the PEIR:

- 4.1 Aesthetics
- 4.2 Air Quality
- 4.3 Biological Resources
- 4.4 Cultural Resources and Tribal Cultural Resources

- 4.5 Geology/Soils
- 4.6 Greenhouse Gas Emissions
- 4.7 Hazards and Hazardous Materials
- 4.8 Hydrology and Water Quality
- 4.9 Land Use and Planning
- 4.10 Noise
- 4.11 Population and Housing
- 4.12 Public Services and Recreation
- 4.13 Transportation
- 4.14 Utilities and Service Systems
- 4.15 Wildfire

S.4 Issues to be Resolved by the Decision-Making Body

Issues to be resolved include how to reduce programmatic significant, unavoidable adverse environmental impacts associated with the project to the maximum extent feasible while achieving project objectives, through adoption of mitigation measures and/or alternatives to the project identified in this PEIR.

S.5 Project Alternatives

To fully evaluate the environmental effects of projects, CEQA mandates that alternatives to the project be analyzed. Section 15126.6 of the CEQA Guidelines requires the discussion of “a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project” and the evaluation of the comparative merits of the alternatives. The alternatives discussion is intended to “focus on alternatives to the project or its location, which are capable of avoiding or substantially lessening any significant effects of the project,” even if these alternatives would impede to some degree the attainment of the project objectives.

The PEIR addresses two project alternatives: the No Project (No Rezone) Alternative and the Reduced Project Alternative. Alternatives to the proposed project are evaluated in full in Chapter 9.0 of this document.

S.5.1 No Project (No Rezone) Alternative

Under the No Project Alternative, development within the City would proceed pursuant to the adopted General Plan and zoning map, which would have lesser overall residential development potential and would not include implementation of the 6th Cycle Housing Element Programs 9 and 10. Zoning changes at the Rezone Sites would not be contemplated and existing zoning would remain in place. Existing zoning at the Rezone sites is shown in Chapter 3.0, Table 3-2. The No Project Alternative would not consider adoption of rezones necessary to achieve the City’s Regional Housing Needs Allocation (RHNA).

This alternative would not satisfy the project objectives stated in Chapter 3.0, Project Description, and restated above because buildout of the No Project Alternative would not provide enough residential units to meet RHNA targets, nor would it implement Housing Element programs.

S.5.2 Reduced Project Alternative

The Reduced Project Alternative would remove Rezone Sites 1 through 10 (refer to Table 3-2 and Figure 3-2a) from consideration for future rezone actions and associated residential development. Rezone Sites 1 through 10 would retain the existing Low-Density Residential (R-1A) zoning designation.

Removal of these 10 Rezone Sites would reduce the potential for development of approximately 124 residential units at these sites. However, the Reduced Project Alternative would still allow for adoption of rezones up to approximately 1,821 residential units, which would exceed the 1,209 units needed through rezones to accommodate the City's RHNA allocation. Therefore, the Reduced Project Alternative would ultimately result in development of an adequate amount of new residential options; however, a subset of the rezone sites that could be developed would be eliminated. All other aspects of the project would remain the same, including adoption of Housing Element Program 9, Housing Element Program 10, and rezoning of the Graves Avenue Parcels.

This alternative would ultimately result in development of the same number of residential units on all other Rezone Sites besides Rezone Sites 1 through 10. This alternative would incrementally reduce impacts associated with aesthetics, biological resources, cultural and tribal cultural resources, hazards and hazardous materials, and wildfire. This alternative would result in the same level of impacts related to air quality, geology, GHG, hydrology and water quality, land use, noise, population and housing, public services and recreation, transportation, and utilities and service system. As under the project, impacts associated with air quality, GHG, noise, and transportation would remain significant and unavoidable.

S.5.3 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) requires an EIR to identify the environmentally superior alternative. If the No Project Alternative is the environmentally superior alternative, the EIR must identify an environmentally superior alternative from the other alternatives. The project itself may not be identified as the environmentally superior alternative.

The Reduced Project Alternative would be the environmentally superior alternative because it would incrementally reduce significant impacts associated with aesthetics, biological resources, cultural and tribal cultural resources, hazards and hazardous materials, and wildfire compared to the project. However, none of the potentially significant impacts of the project would be completely avoided. Although this alternative would provide less flexibility for potential rezone sites, the Reduced Project Alternative would ultimately result in development of the same number of residential units as the project based on the ultimate selection of sites to be rezoned. The Reduced Project Alternative would meet most project objectives, although it would provide slightly less flexibility for implementation of rezoning adequate to meet the City's remaining RHNA allocation of 1,209 units (objective 5).

**Table S-1
Summary of Environmental Impacts**

Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
4.1 Aesthetics			
Would the project have a substantial adverse effect on a scenic vista?	For ministerial and discretionary development of Rezone Sites, the requirement for Development Review consistent with Municipal Code Chapter 13.08 would ensure consistency with General Plan policies and applicable design and development review requirements including supplemental development regulations from the Town Center Specific Plan. The Development Review process would ensure that future development would not degrade scenic vistas and views. Impacts for both ministerial and discretionary development on Rezone Sites would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than significant
Would the project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway?	For both ministerial and discretionary development of the Rezone Sites, adherence to the requirement for development review consistent with Municipal Code Chapter 13.08 would ensure consistency with General Plan policies and applicable design and development review requirements including supplemental development regulations from the Town Center Specific Plan. Application of these regulatory requirements would ensure that future development would not degrade scenic resources. Impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than significant
In non-urbanized areas, would the project 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 points)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Adherence to regulatory requirements including Development Review consistent with Municipal Code Chapter 13.08 implementation and Town Center Specific Plan development regulations would ensure that future development would not substantially degrade scenic resources. Impacts for both ministerial and discretionary development on Rezone Sites would be less than significant for all sites except Sites 20A and 20B. Future development at the Rezone Sites in proximity to the Polo Barn could result in significant impacts to visual character and quality (Impact VIS-1).	Refer to CUL-1.	Less than significant
Would the project create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	Adherence to regulatory requirements would ensure that future development would not create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the project areas. Impacts related to light and glare at Rezone Sites would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than significant
4.2 Air Quality			
Would the project conflict with or obstruct implementation of the applicable air quality plan i.e., the San Diego RAQS?	Future development at the Rezone Sites would result in an increase in development and an increase in traffic generation over what would occur under buildout of the adopted zoning and land use designations and would therefore result in an increase in anticipated air emissions. Therefore, buildout of the project would exceed the assumptions used to develop the RAQS, resulting in a significant impact (Impact AQ-1).	The project would be inconsistent with the RAQS because buildout of the Rezone Sites would exceed the population estimates assumed for the RAQS. This impact is based on plan inconsistency only as emissions with the project would not exceed stated thresholds. As a result, no mitigation measures are available that would reduce impacts associated with inconsistency with the RAQS.	The inconsistency with the RAQS would remain until the RAQS are revised and incorporate the growth projections with the project. Impacts would remain significant and unavoidable.
Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Construction and operational emissions associated with the individual Rezone Sites (both by-right and discretionary development) would be less than the applicable project-level screening thresholds for all criteria pollutants. Therefore, project-level impacts for each individual Rezone Site would be less than significant. However, the scale and extent of construction activities associated with buildout of the Rezone Sites may result in some instances where future development would occur simultaneously and would cumulatively exceed the relevant thresholds. Therefore, cumulative construction-related regional air quality impacts would be potentially significant (Impact AQ-2). Operation of the project would result in a cumulatively considerable net increase in emissions compared to the emissions that would occur under existing land use designations.	Construction: MM-AQ-1: The City shall require project applicants to identify the measures that would be taken at the construction site to reduce construction-related criteria air pollutants such that they do not exceed the SDAPCD screening thresholds. Based on typical construction emissions, implementation of the following measures would be sufficient to reduce air pollutant emissions during construction: <ul style="list-style-type: none"> Requiring fugitive dust control measures that exceed SDAPCD's Rules 52, 54, and 55 such as: Requiring use of non-toxic soil stabilizers to reduce wind erosion. 	Construction: Construction time frames and equipment for site-specific development projects are not available at this time, and there is a potential for multiple development projects to be constructed at one time, resulting in significant construction-related emissions. Therefore, despite adherence to mitigation measure MM-AQ-1,

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Summary of Environmental Impacts

Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
	<p>At the program level, because the project would conflict with implementation of the RAQS, air quality impacts related to the cumulative net increase in criteria pollutants would be significant (Impact AQ-1).</p>	<ul style="list-style-type: none"> • Applying water every four hours to active soil-disturbing activities. • Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. <p>Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) emission limits, applicable for engines between 50 and 750 horsepower.</p> <p>Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. Limiting nonessential idling of construction equipment to no more than five consecutive minutes.</p> <p>Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating materials can be found on the SCAQMD's website at: http://www.aqmd.gov/prdas/brochures/SuperCompliant_AIM.pdf.</p> <p>Operation: In regard to operational emissions, measures included as part of the Sustainable Santee Plan, such as expansion of the pedestrian and bicycle networks, installation of electric vehicle charging stations, and solar photovoltaics requirements, would also reduce criteria air pollutants within the City. However, because the project would exceed the growth projections used to develop the RAQS, no mitigation measures are available that would reduce impacts below the screening thresholds.</p>	<p>impacts associated with criteria pollutants during construction would remain significant and unavoidable.</p> <p>Operation: Because the significant air quality impact stems from an inconsistency between the project and the adopted land use plan upon which the RAQS is based, impacts would remain significant and unavoidable.</p>
<p>Would the project expose sensitive receptors to substantial pollutant concentrations?</p>	<p>Buildout of the project would not result in a CO hot spot. Additionally, construction and operation of future development would not result in the exposure of sensitive receptors to TACs from construction activities, stationary sources, or mobile sources. Impacts would be less than significant.</p>	<p>Impacts would be less than significant. No mitigation is required.</p>	<p>Less than significant</p>
<p>Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?</p>	<p>Emissions from construction equipment, such as diesel exhaust, and volatile organic compounds (VOCs) from architectural coatings and paving activities may generate odors; however, these odors would be temporary, intermittent, and not expected to affect a substantial number of people. Additionally, noxious odors would be confined to the immediate vicinity of construction equipment. By the time such emissions reach a receptor (e.g., people in residential units, day care centers, schools, nursing homes), they would be diluted to well below any level of air quality concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor producing materials. Therefore, construction would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people, and impacts would be less than significant.</p>	<p>Impacts would be less than significant. No mitigation is required.</p>	<p>Less than significant</p>

**Table S-1
Summary of Environmental Impacts**

Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
	Once operational, future development implemented under this alternative would include residential and associated retail uses that are generally not a source of objectionable odors. Impacts would be less than significant.		
4.3 Biological Resources			
<p>Would the project 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 CDFW or USFWS?</p>	<p>While the project does not specifically propose activities such as grading or construction that would have the potential to displace sensitive species, future development within the Rezone Sites could have the potential to directly or indirectly impact sensitive species through such activities. Direct impacts to sensitive plant and wildlife species could potentially result from the removal of occupied habitat within undeveloped or substantially unimproved sites through grading and other land development activities. Additionally, indirect impacts to sensitive plant or wildlife species could also result from excess noise, lighting, or runoff generated during project construction.</p> <p>Future development at the Rezone Sites would result in significant impacts, as follows:</p> <ul style="list-style-type: none"> • Direct and/or indirect impacts to sensitive plants and sensitive wildlife within Rezone Sites 1, 2, 3, 4, 5, 8, 10, 15, 16A, 16B, 18, 19, 20A, 20B, and 35 would be potentially significant (Impact BIO-1). • Direct and/or indirect impacts to least Bell's vireo within Rezone Sites 16A, 17, 18, and 35 would be potentially significant (Impact BIO-2). • Direct and/or indirect impacts to coastal California gnatcatcher within Rezone Sites 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 16A, 16B, 17, and 35. would be potentially significant (Impact BIO-3). <p>Direct impacts to migratory or nesting birds within all Rezone Sites would be potentially significant (Impact BIO-4).</p>	<p>MM-BIO-1: Applications for future development, where the City has determined a potential for impacts to sensitive biological resources, shall be required to comply with the following mitigation measure.</p> <p>a) Prior to issuance of any construction permit or any earth-moving activities, a site-specific general biological resources survey shall be conducted to identify the presence of any sensitive biological resources, including any sensitive plant or wildlife species. A biological resources report shall be submitted to the City to document the results of the biological resources survey. The report shall include: (1) the methods used to determine the presence of sensitive biological resources; (2) vegetation mapping of all vegetation communities and/or land cover types; (3) the locations of any sensitive plant or wildlife species; (4) an evaluation of the potential for occurrence of any listed, rare, and narrow endemic species; and (5) an evaluation of the significance of any potential direct or indirect impacts from the proposed project. If suitable habitat for sensitive species is identified based on the general biological survey, then focused presence/absence surveys shall be conducted in accordance with applicable resource agency survey protocols and incorporated into the biological resources report. If potentially significant impacts to sensitive biological resources are identified, project-level grading and site plans shall incorporate project design features to avoid or minimize direct impacts on sensitive biological resources to the extent feasible, and the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance, where feasible. Mitigation measures shall be consistent with the standards contained in Section 5.3 of the 2018 Draft Santee Subarea Plan, and projects shall be required to obtain all necessary permits to ensure compliance with applicable federal, state, and local regulations, such as the Federal and State Endangered Species Acts.</p> <p>b) Environmentally Sensitive Areas (ESAs) shall be identified in the biological resources report and avoided to the maximum extent practicable. In areas near or adjacent to ESAs (i.e., natural habitats and vegetation, wetlands, wildlife areas, wildlife corridors), the biological resources report will consider the following measures:</p>	<p>Implementation of the mitigation framework including MM-BIO-1, MM-BIO-2, MM-BIO-3, and MM-BIO-4 would reduce potentially significant impacts to sensitive plants and sensitive wildlife to a level that is less than significant.</p>

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Summary of Environmental Impacts

Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
		<p><i>Avoidance of Environmentally Sensitive Areas.</i> In areas near or adjacent to Environmentally Sensitive Areas, construction limits shall be clearly demarcated using highly visible barriers (such as silt fencing), which shall be installed under the supervision of a qualified biologist prior to the commencement of work. Construction personnel shall strictly limit their activities, vehicles, equipment, and construction materials to the project footprint, including designated staging areas, and routes of travel. The construction areas shall be limited to the minimal area necessary to complete the proposed project. The fencing shall remain in place until the completion of all construction activities and shall be promptly removed when construction is complete.</p> <p><i>Biological Monitoring.</i> A qualified biological monitor shall conduct construction monitoring of all work conducted within/adjacent to environmentally sensitive areas during all vegetation removal and ground-disturbing activities such as staging and grading, for the duration of the proposed project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat outside the project footprints and to survey for sensitive wildlife species. When vegetation removal and ground-disturbing activities are not occurring, as-needed monitoring at the project sites shall occur.</p> <p><i>Worker Environmental Awareness Program.</i> In areas near or adjacent to Environmentally Sensitive Areas, a qualified biologist shall conduct a Worker Environmental Awareness Program (WEAP) training session for project and construction personnel prior to the commencement of work. The training shall include a description of the species of concern and their habitats, the general provisions of the Endangered Species Acts (FESA and CESA), the penalties associated with violating the provisions of the acts, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries.</p> <p><i>Best Management Practices.</i> During future project construction activities, the following best management practices (BMPs) shall be implemented:</p> <ul style="list-style-type: none"> • All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities shall occur in developed or designated non-sensitive upland habitat 	

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Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
		<p>areas. The designated upland areas shall be located to prevent runoff from any spills from entering Waters of the US.</p> <ul style="list-style-type: none"> • A construction Storm Water Pollution Prevention Plan (SWPPP) and a soil erosion and sedimentation plan shall be developed (where requirements are met) to minimize erosion and identify specific pollution prevention measures that shall eliminate or control potential point and nonpoint pollution sources onsite during and following the project construction phase. The SWPPP shall identify specific BMPs during project construction to prevent any water quality standard exceedances. In addition, the SWPPP shall contain provisions for changes to the plan such as alternative mechanisms, if necessary, during project design and/or construction to achieve the stated goals and performance standards. • Trash shall be stored in closed containers so that it is not readily accessible to scavengers and shall be removed from the construction site on a daily basis. • Water quality shall be visually monitored by the biological monitor to ensure that no substantial increases in turbidity occur during construction. • All relevant natural resource permits and authorizations shall be obtained from appropriate agencies (i.e., USACE, RWQCB, and CDFW) prior to the initiation of construction activities. Permit conditions contained within the permits and authorizations shall be employed throughout the duration of the project. • Hydrologic connectivity shall be maintained within drainages during the duration of construction. Brush, debris material, mud, silt, or other pollutants from construction activities shall not be placed within drainages and shall not be allowed to enter a flowing stream. • Dust control measures shall be implemented by the contractor to reduce excessive dust emissions. Dust control measures shall be carried out at least two times per day on all construction days, or more during windy or dry periods, and may include wetting work areas, the use of soil binders on dirt roads, and wetting or covering stockpiles. • No pets shall be allowed in, or adjacent to, the project sites. • Rodenticides, herbicides, insecticides, or other chemicals that could potentially harm wildlife or native plants shall 	

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Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
		<p>not be used near or within Environmentally Sensitive Areas within or near the roadway segments.</p> <ul style="list-style-type: none"> • Construction equipment shall be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site during the course of construction. • The cleaning of equipment will occur at least 300 feet from ESA fencing • <i>Use of Native Plants.</i> All project-related planting and landscaping shall not use plants listed on California Invasive Plant Council (Cal-IPC). Locally native plants shall be used near open space and native areas to the greatest extent feasible. <p>MM-BIO-2: Applications for future development, wherein the City has determined a potential for impacts to least Bell's vireo, shall be required to comply with the following mitigation framework.</p> <p>Prior to issuance of a permit for grading or vegetation removal, USFWS protocol surveys for least Bell's vireo shall be required should project construction occur within 300 feet of riparian habitat during the breeding season (April 10 to July 31). If least Bell's vireo are identified during the protocol surveys, then noise attenuation measures shall be required to ensure that noise levels from construction do not exceed a 60 dB(A) hourly average per hour at the edge of the riparian habitat or to the ambient noise level if it exceeds 60 dB(A) prior to construction. Construction noise monitoring shall be required to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average unless an analysis completed by a qualified acoustician shows that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat.</p> <p>MM-BIO-3: Applications for future development, where the City has determined a potential for impacts to coastal California gnatcatcher, shall be required to comply with the following mitigation framework.</p> <p>Prior to issuance of a permit for grading or vegetation removal, USFWS protocol surveys for coastal California gnatcatcher shall be required where project construction is proposed within 300 feet of coastal sage scrub or chaparral habitat during the breeding season (March 1 through August 15). If coastal California gnatcatcher are identified during the protocol surveys, then noise attenuation measures shall be required to ensure that noise levels from</p>	

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Summary of Environmental Impacts

Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
		<p>construction do not exceed a 60 dB(A) hourly average per hour at the edge of the coastal sage scrub or chaparral habitat or to the ambient noise level if it exceeds 60 dB(A) prior to construction. Construction noise monitoring shall be required to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average unless an analysis completed by a qualified acoustician shows that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat.</p> <p>MM-BIO-4: Applications for future development, where the City has determined a potential for impacts to mature trees and/or native vegetation suitable for nesting birds, shall be required to comply with the following mitigation framework. If any construction commences during the bird breeding season, a preconstruction survey for nesting birds shall occur within three days prior to construction activities by an experienced avian biologist. The survey shall occur within all suitable nesting habitat within the project impact area and a minimum 250-foot buffer (or as otherwise mandated by wildlife agencies [CDFW and USFWS]). If nesting birds are found, an avoidance area shall be established, in consultation with the wildlife agencies as appropriate, by a qualified biologist around the nest until a qualified avian biologist has determined that young have fledged or nesting activities have ceased. The project site shall be re-surveyed if there is a lapse in construction activities for more than 3 days.</p>	
<p>Would the project have a substantial adverse effect on any sensitive natural community identified in local or regional plans, policies, and regulations or by CDFW or USFWS?</p>	<p>While the project does not specifically propose vegetation removal, future development of the Rezone Sites could have the potential to directly impact sensitive vegetation communities through such activities. Sensitive vegetation communities which exist or have the potential to exist at Rezone Sites include coastal sage scrub, non-native grasslands, and wetland/riparian. These communities are considered sensitive due to their limited occurrence and ability to support diverse and sensitive species.</p> <p>At this program level of analysis, there are no project-specific development plans available for review that would allow for site-specific identification of sensitive vegetation communities and/or determination of avoidance. Future development would proceed based on the timing and proposed designs of individual property owners. Therefore, at this program level of review, Direct impacts to sensitive vegetation communities within Rezone Sites 1, 2, 3, 4, 5, 8, 10, 15, 16A, 16B, 17, 18, 19, 20A, 20B, and 35 would be potentially significant (Impact BIO-5).</p>	<p>Refer to MM-BIO-1.</p> <p>MM-BIO-5: Prior to issuance of any grading or removal of sensitive vegetation communities, the applicant shall provide evidence to the City that replacement habitats have been preserved in accordance with the mitigation ratios in the 2018 Draft Santee Subarea Plan. The required acreages and types of replacement habitat shall be included as a note on the grading plans and the City shall require evidence of satisfaction prior to grading. Replacement habitats may be in the form of a dedicated easement, proof of purchase of mitigation credits, or other method of conservation. The applicant shall additionally implement all feasible avoidance and minimization measures to protect habitats remaining on-site.</p>	<p>Implementation of the mitigation framework including MM-BIO-1 and MM-BIO-5 would reduce potentially significant impacts to sensitive vegetation communities to a level that is less than significant</p>
<p>Would the project have a have a substantial adverse effect on wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	<p>While the project does not specifically propose alteration of a known or potential jurisdictional water or wetland, future development of the Rezone Sites have the potential to directly or indirectly impact jurisdictional waters or wetlands by vegetation removal and/or grading activities associated with development.</p>	<p>MM-BIO-6: Applications where the City has determined a potential for impacts to jurisdictional waters and wetlands, shall be required to comply with the following mitigation framework. Prior to issuance of any construction permit or any earth-moving activities, a site-specific general biological resources survey (BIO-1) shall be conducted to identify the presence of any sensitive biological resources, including</p>	<p>Implementation of the mitigation framework including MM-BIO-6 would reduce potentially significant impacts to on-site jurisdictional waters and wetlands to a level that is less than significant</p>

**Table S-1
Summary of Environmental Impacts**

Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
	<p>Because the biological resource assessment associated with Rezone Sites are based on secondary source information rather than site-specific field surveys, specific impacts would be refined for individual projects. Site-specific analysis and determination of feasibility of avoidance is not possible at this program level of review due to the absence of any project specific development proposals. At the time development is proposed and where the potential for jurisdictional waters or wetlands may be present, a formal wetland delineation would be required in conjunction with future project applications to identify the precise boundaries of jurisdictional resources. While it is possible that specific projects may be able to avoid wetland resources through project design, at this program level of analysis, there are no project-specific development plans that would allow for site-specific identification of wetland resources or jurisdictional waters.</p> <p>Future development would proceed based on the timing and proposed designs of individual property owners which is unknown at this time. Therefore, impacts to jurisdictional waters and wetlands within Rezone Sites 1, 2, 3, 4, 5, 8, 10, 16A, 16B, 17, 18, 20A, and 35) would be potentially significant (Impact BIO-6).</p>	<p>any wetlands. Should any potential jurisdictional waters or wetlands be identified on-site during the general biological resources survey, then a jurisdictional wetlands delineation shall be conducted following the methods outlined in the USACE's 1987 Wetlands Delineation Manual and the Regional Supplement to the Corps of Engineers Delineation Manual for the Arid West Region. The limits of any wetland habitats on-site under the sole jurisdiction of CDFW shall also be delineated, as well as any special aquatic sites that may not meet federal jurisdictional criteria but are regulated by the RWQCB.</p> <p>Avoidance measures based on project-level grading and site plans shall be incorporated into the project design to minimize direct impacts to jurisdictional waters consistent with federal, state, and City guidelines. Unavoidable impacts to wetlands shall be minimized to the maximum extent practicable and would be subject to alternatives and mitigation analyses consistent with U.S. Environmental Protection Agency 404(b)(1) findings and procedures under the USACE's permit process. Unavoidable impacts would require the in-kind creation of new wetland of the same type lost, at a ratio determined by the applicable regulatory agencies that would prevent any net loss of wetland functions and values. Wetland creation on-site or within the same wetland system shall be given preference over replacement off-site or within a different system. The City shall also control use and development in surrounding areas of influence to wetlands with the application of buffer zones. Buffer widths shall be 50 to 200 feet from the edge of the wetland/riparian habitat, unless the applicant demonstrates that a buffer of lesser width would protect the resources of the wetland based on site-specific information related to construction and operation. Use and development within buffer areas shall be limited to minor passive recreational uses with fencing, desiltation or erosion control facilities, or other improvements deemed necessary to protect the habitat, to be located in the upper (upland) half of the buffer when feasible wetlands and buffers shall be permanently conserved or protected through the application of an open space easement or other suitable device.</p> <p>Additional requirements apply for development along the San Diego River to implement Draft Subarea Plan Section 5.3.4. Specifically, wherever development is proposed in or adjacent to riparian habitats along the main stem San Diego River, the riparian area and other wetlands or associated natural habitats located on the project site shall be designated as biological open space and incorporated into the preserve, including recordation of an</p>	

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Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
		<p>easement to ensure their protection in perpetuity. In addition, a minimum 100-foot biological buffer shall be established for upland habitats, beginning at the outer edge of riparian vegetation. Within the 100-foot biological buffer, no new development shall be allowed, and the area shall be managed for natural biological values as part of the preserve system. In the event that natural habitats do not cover the 100-foot buffer area at the time of the proposed action, habitats appropriate to the location and soils shall be restored as a condition for the proposed action. In most cases, coastal sage scrub vegetation shall be the preferred habitat to restore within the biological buffer.</p>	
<p>Would the project 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?</p>	<p>The Rezone Sites are primarily restricted by developed land. Although Rezone Sites 10, 16A, 16B, 18, and 35 are bounded, in part, by undeveloped land, they do not meet the criteria for a wildlife movement corridor as they are restricted by roads and other development. Additionally, they are not identified as a wildlife movement corridor in the Draft Santee Subarea Plan.</p> <p>A portion of Rezone Sites 17 and 18 contain areas associated with the San Diego River and its tributaries. While the Draft Santee Subarea Plan identifies the San Diego River as a regionally significant wildlife movement corridor; the Subarea Plan anticipated development of Rezone Sites 17 and 18. Retention of the river corridor outside of these sites would be consistent with the Subarea Plan assumptions for wildlife movement. Any potential impacts to wetland and riparian habitats within Rezone Sites 17 and 18 would be required to comply with State and Federal requirements for wetland avoidance; however, at this level of review impacts to wetland could occur. Application of the mitigation measures to both ministerial and discretionary development projects would ensure impacts to wildlife corridors would be reduced or avoided to a level that would be less than significant.</p>	<p>Refer to MM-BIO-6.</p>	<p>Implementation of the mitigation framework including MM-BIO-6 would reduce potentially significant impacts to migratory wildlife to a level that is less than significant.</p>
<p>Would the project conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state HCP?</p>	<p>The project would not conflict with an adopted HCP, NCCP, or any other approved local, regional, or state HCP. All future projects (discretionary and by-right) would be required to address sensitive species and vegetation communities identified in the Draft Santee Subarea Plan, and therefore impacts associated with conflicts with an adopted HCP, NCCP, or any other approved local, regional, or state HCP would be less than significant.</p>	<p>Impacts would be less than significant. No mitigation is required.</p>	<p>Less than significant</p>
<p>Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	<p>The project does not propose any activities that would conflict with local policies or ordinances protecting biological resources. Future development, discretionary or by-right, would not conflict with the City's adopted regulations pertaining to trees or natural watercourses. All future projects within the Rezone Sites would be required to adhere to these policies and regulations; therefore, impacts would be less than significant.</p>	<p>Impacts would be less than significant. No mitigation is required.</p>	<p>Less than significant</p>
4.4 Cultural and Tribal Cultural Resources			
<p>Would the project result in a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?</p>	<p>While the project does not specifically propose alteration of a known historic resource, it can be assumed that future development within the Rezone Sites could have the potential to directly or indirectly impact resources through such activities. The Rezone Sites have the potential to contain buildings or structures that may be 50 years of age or older at the time of future development and, therefore, may need to be evaluated for historical significance. Direct impacts to historical resources could potentially result from the physical demolition, destruction, relocation, or alteration of potential historic resources within the project areas.</p>	<p>MM-CUL-1: Applications for future development of project areas, wherein the City Development Services Director has determined a potential for impacts to historical resources, shall be required to comply with the following mitigation framework:</p> <p>a) Prior to the issuance of any permit for a future development project, the age and original structural integrity and context of any buildings/structures occurring on the project areas shall be</p>	<p>Implementation of the mitigation framework including mitigation measure MM-CUL-1 would reduce potentially significant impacts to historic resources to a level that is less than significant.</p>

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Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
	<p>Policies 8-1 and 12.1 of the City General Plan (2003) are aimed at the protection of historic buildings. As future projects are planned, they must adhere to these policies and regulations through application of requirements for development review. However, because site-specific details of specific projects are not known at this program-level of analysis including project footprints, project designs, and timelines for development, impacts to historic resources would be considered potentially significant (Impact CUL-1).</p>	<p>verified. A staff level evaluation is required in conjunction with the development permit application to verify the age and original structural integrity of all on-site structures.</p> <p>b) For any building/structures in excess of 50 years of age having its original structural integrity intact, a qualified professional historian may be required to determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in CEQA Guidelines Section 15064.5. A historical resource report shall be prepared by a Secretary of Interior's Standard Historic Architect or Architectural Historian and submitted by the project applicant to the City and shall include the methods used to determine the presence or absence of historical resources, identify potential impacts from the proposed project, evaluate the significance of any historical resources, and identify mitigation measures.</p> <p>c) Future development at Rezone Site 20 shall be required to obtain the services of Secretary of Interior's Standard Historic Architect or Registered Architectural Historian to submit a report to the City demonstrating how development adjacent to the Polo Barn would adhere to Secretary of Interior Standards for the Treatment of Historic Properties and standards and guidelines prescribed by the State Office of Historic Preservation to ensure indirect impacts are avoided. Development on Site 20 is not subject to items (a) and (b) above as the Polo Barn is already known to be a significant historical site.</p>	
<p>Would the project result in a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; religious uses or tribal cultural resources?</p>	<p>While the project does not specifically propose alteration of the known archaeological resource or ground-disturbing activities such as grading or excavation, future development within the Rezone Sites would have the potential to directly or indirectly impact undiscovered subsurface archaeological resources that have not been evaluated. Policies 8-1 and 8.2 of the City General Plan (2003) are aimed at the protection of prehistoric sites.</p> <p>As future projects are planned, they would be required to adhere to these policies and regulations through a discretionary review of a ministerial development review process. Additionally, for certain environmental documents, AB 52 requires early consultation with culturally affiliated tribes in the area that request consultation. However, because site-specific details are not known at this program-level of analysis, potential impacts to archaeological resources or tribal cultural resources would be significant (Impact CUL-2).</p>	<p>MM-CUL-2: Applications for future development, wherein the City Development Services Director has determined a potential for impacts to subsurface archaeological resources, shall be required to comply with the following mitigation framework:</p> <p>Prior to the issuance of any permit for future development consistent with the project, and if the project has not been surveyed within the last five years, an archaeological survey shall be conducted by a qualified archaeologist to evaluate the presence of archaeological resources and the need for project impact mitigation by preservation, relocation, or other methods. The archaeological survey shall include a records search at the South Coastal Information Center branch of the California Historical Research Information System, to determine if previously recorded prehistoric or historic archaeological resources exist on the housing site. In addition, the Native American Heritage Commission should be</p>	<p>Implementation of the mitigation framework including MM-CUL-2 and MM-CUL 3 would reduce potentially significant impacts to surface and subsurface archaeological resources to a level that is less than significant.</p>

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Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
		<p>contacted to perform a Sacred Lands File Search. An archaeological resource report detailing the results of the record search, Sacred Lands Search, and the field survey of the project area shall be submitted by the project applicant to the City. The report shall include the methods used to determine the presence or absence of archaeological resources, identify potential impacts from the proposed project, and evaluate the significance of any archaeological resources identified. If potentially significant impacts to an identified archaeological resource are identified, the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance, which could include avoidance as the preferred method, a data recovery program, and/or construction monitoring. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure. Reports shall be submitted to the South Coastal Information Center upon finalization.</p> <p>CUL-3: Applications for future development wherein the City Development Services Director or a site specific report has determined a potential for discovery of buried archaeological resources shall be required to comply with the following mitigation framework for archaeological and Native American construction monitoring:</p> <p>Prior to issuance of a grading permit, the City's Project Planner at the City must verify that the requirements for archaeological and Native American construction monitoring have been noted on the construction documents.</p> <p>The applicant must provide written verification to the City Project Planner stating that a Secretary of Interior's Standards qualified archaeologist and Native American monitor have been retained by the owner/applicant to implement construction monitoring.</p> <p>The qualified archaeologist and Native American monitor shall be invited to attend the pre-construction meeting with the contractor and any subcontractors to describe the goal of construction monitoring.</p> <p>Archaeological and Native American monitors shall be present during ground-disturbing activities (grubbing, demolition of foundations, grading, trenching) that have the potential to unearth unknown subsurface archaeological deposits or Tribal cultural resources. If archaeological or Tribal cultural resources are discovered, both monitors may halt or divert ground-disturbing</p>	

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		<p>activities within 50 feet to allow for a determination of the resource's potential significance. The qualified archaeologist shall notify the City Project Planner of the discovery. Isolates and non-significant deposits shall be minimally documented in the field. Significant archaeological discoveries include intact features, stratified deposits, previously unknown archaeological sites, and human remains.</p> <p>If a significant discovery is made, the qualified archaeologist shall prepare a data recovery plan in consultation with the Native American monitor to submit for approval by the City Project Planner. The plan shall be implemented using professional archaeological methods. Construction ground disturbing activities, including grubbing, grading, and trenching, would be allowed to resume after the completion of the recovery of an adequate sample and recordation of the discovery.</p> <p>All cultural material collected during the monitoring and data recovery program shall be processed and curated at a San Diego facility that meets federal standards per 36 CFR Part 79 unless the tribal monitors request the collection.</p> <p>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 qualified archaeologist shall contact the County Coroner.</p> <p>After the completion of the monitoring, an appropriate report shall be prepared by project archaeologist. If no significant cultural resources are discovered, a brief letter to City Project Planner and South Coastal Information Center shall be prepared by the project archaeologist. If significant cultural resources are discovered, a report with the results of the monitoring and data recovery (including the interpretation of the data within the research context) shall be prepared by project archaeologist, reviewed by a Native American representative, and submitted to the City Project Planner and South Coastal information Center.</p>	
<p>Would the project result in the disturbance of any human remains, including those interred outside of formal cemeteries?</p>	<p>There are no known burial sites or cemeteries within the vicinity of the Rezone Sites. Therefore, it is not expected that human remains would be disturbed as a result of construction of the project areas.</p> <p>In the unlikely event that human remains are discovered, then the provisions set forth in California PRC Section 5097.98 and state Health and Safety Code Section 7050.5 would be implemented in consultation with the assigned Most Likely Descendant as identified by the NAHC. No further construction activities would be permitted until the coroner is contacted,</p>	<p>Impacts would be less than significant. No mitigation is required.</p>	<p>Less than significant</p>

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	as well as any applicable Native American tribes. The City shall be required to comply with the California Native American Graves Protection and Repatriation Act (2001), the federal Native American Graves Protection and Repatriation Act (1990), as well as AB 52 early consultation requirements. As regulations are in place to treat any inadvertent uncovering of human remains during grading, impacts to human remains would be less than significant.		
4.5 Geology/Soils			
<p>Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> • Rupture of a known earthquake fault, • Strong seismic ground shaking, • Seismic-related ground failure, including liquefaction, • Landslides? <p>or</p> <p>Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</p>	<p>Fault Rupture: The City's General Plan Safety Element policies are implemented through Section 11.40.130 of the City's Municipal Code which specifies that a preliminary soils engineering report must be submitted with the application for a grading permit. A preliminary geological investigation and report is required for all land development projects designated as Group I or Group II as defined in the Safety Element. In addition, conformance to building construction standards for seismic safety within the Uniform Building Code (UBC) would ensure that new structures would be able to withstand seismic events within the City. Therefore, adherence to General Plan Safety Element policies, the City's Municipal Code, and the UBC would ensure that future development within the Rezone Sites would not cause substantial adverse effects associated with fault rupture, and impacts would be less than significant.</p> <p>Ground Shaking: The project would increase the allowable number of people and structures that could be exposed to ground shaking during a seismic event. However, future development, whether discretionary or by-right, would be required to comply with General Plan Safety Element policies and the City's Municipal Code requirements described in Section 4.5.5.1.a above. In addition, conformance to building construction standards for seismic safety within the UBC would ensure that new structures would be able to withstand seismic events within the City. Therefore, adherence to General Plan Safety Element policies, the City's Municipal Code, and the UBC would ensure that future development within the Rezone Sites would not cause substantial adverse effects associated with ground shaking, and impacts would be less than significant.</p> <p>Liquefaction and Landslide: All future development, whether discretionary or by-right, would be required to comply with the General Plan Safety Element policies and the City's Municipal Code requirements described in Section 4.5.5.1.a. In addition, conformance to building construction standards for seismic safety within the UBC would ensure that new structures would be able to withstand seismic events within the City. Therefore, adherence to Safety Element policies, the Municipal Code, and the UBC would ensure that future development within the Rezone Sites would not cause substantial adverse effects associated with liquefaction or landslide, and impacts would be less than significant.</p>	Impacts would be less than significant. No mitigation is required.	Less than significant
Would the project result in substantial soil erosion or the loss of topsoil?	Measures implemented to avoid or reduce erosion and sedimentation effects are discussed in Section 4.8, Hydrology and Water Quality. Short-term erosion and sedimentation impacts would be addressed through conformance with the NPDES and associated Municipal Code requirements (Title 9, Chapter 9.06 Stormwater Management and Discharge Control). These regulations require erosion and sedimentation control during construction and implementation of best management practices to avoid erosion and off-site drainage. Therefore, adherence to applicable Municipal Code requirements would ensure that future development would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than significant

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Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
<p>Would the project 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?</p>	<p>Future development, whether discretionary or by-right, within the Rezone Sites would be required to adhere to Municipal Code requirements for project-specific geotechnical reports that would ensure site-specific measures are implemented to ensure safe building construction in areas with expansive soils. These reports would provide guidance for the inclusion of proper site planning, design, and construction measures to avoid unfavorable conditions. Adherence to Municipal Code requirements would ensure that future development would not create substantial direct or indirect risks associated with expansive soils, and impacts would be less than significant.</p>	<p>Impacts would be less than significant. No mitigation is required.</p>	<p>Less than significant</p>
<p>Would the project 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?</p>	<p>Due to the urban and built out nature of the Rezone Sites, there is no expectation that septic tanks or alternative wastewater disposal systems would be part of any future development proposal. No impact would occur.</p>	<p>No Impact would occur. No mitigation is required.</p>	<p>No Impact.</p>
<p>Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<p>Paleontological Resources: Grading into a geologic formation with high or moderate sensitivity has the potential to result in impacts to paleontological resources. At a program level of review, it is not possible to investigate each individual site to determine the depth of geologic formations and identify their associated paleontological sensitivity. For example, while the Rezone Sites are not located on formations with High Sensitivity (Friars and Mission Valley Formation), they could underly formations with moderate sensitivity. If grading were to occur at depths sufficient to disturb a moderate sensitivity 4.0 Environmental Analysis 4.5 Geology/Soils City of Santee Housing Element Rezone Program Implementation PEIR Page 4.5-16 geologic formations with potential paleontological resources, significant impacts could result. Potential impacts to paleontological resources would be significant (Impact GEO-1).</p> <p>Unique Geological Feature: The Rezone Sites are all located within the City either within existing developed sites or vacant sites with some history of disturbance. Unique geologic features have not been identified at any of the sites. Impacts to unique geology would be less than significant.</p>	<p>Paleontological Resources:</p> <p>MM-GEO-1: To address potential impacts to paleontological resources, the City shall review the project application materials including the geotechnical report to determine if project grading has the potential to disturb geologic formations with the potential to contain paleontological resources. If grading depths remain within the organic and soil layers, no monitoring would be required. The City may request information from the applicant such as the depth of grading, geologic formations and paleontological sensitivity in order to determine the potential for impacts. In the event grading may disturb geologic formations with a moderate or high potential to contain paleontological resources, the following monitoring program shall be implemented prior to and during grading operations:</p> <p>Preconstruction Personnel and Repository: Prior to the commencement of construction, a qualified project paleontologist shall be retained to oversee the mitigation program. A qualified project paleontologist is a person with a doctorate or master's degree in paleontology or related field and who has knowledge of the County of San Diego paleontology and documented experience in professional paleontological procedures and techniques. In addition, a regional fossil repository, such as the San Diego Natural History Museum, shall be designated by the City of Santee to receive any discovered fossils.</p> <p>Preconstruction Meeting: The project paleontologist shall attend the preconstruction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues.</p>	<p>With implementation of the mitigation framework including MM-GEO-1 which would reduce potentially significant impacts to paleontological resources to a level that is to less than significant</p>

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Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
		<p>Preconstruction Training: The project paleontologist shall conduct a paleontological resource training workshop to be attended by earth excavation personnel.</p> <p>During-Construction Monitoring: A project paleontologist or paleontological monitor shall be present during all earthwork in formations with moderate to high paleontological sensitivity. A paleontological monitor (working under the direction of the project paleontologist) shall be on site on a full-time basis during all original cutting of previously undisturbed deposits.</p> <p>During-Construction Fossil Recovery: If fossils are discovered, the project paleontologist (or paleontological monitor) shall recover them. In most cases, fossil salvage can be completed in a short period of time. However, some fossil specimens (e.g., a bone bed or a complete large mammal skeleton) may require an extended salvage period. In these instances, the project paleontologist (or paleontological monitor) has the authority to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner.</p> <p>Post-Construction Treatment: Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and cataloged.</p> <p>Post-Construction Curation: Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited in the designated fossil repository.</p> <p>Post-Construction Final Report: A final summary paleontological mitigation report that outlines the results of the mitigation program shall be completed and submitted to the City of Santee within two weeks of the completion of each construction phase of the proposed project. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, inventory lists of cataloged fossils, and significance of recovered fossils.</p>	

4.6 Greenhouse Gas Emissions

<p>Would the project result in GHG emissions that may have a significant impact on the environment?</p>	<p>The adoption of the project would result in an increase in GHG emissions that would exceed the assumption used in development of the Sustainable Santee Plan and would result in an increase in VMT that exceeds the 85 percent thresholds, resulting in a significant impact. Both ministerial and discretionary development implemented under the project would be required to demonstrate compliance with Sustainable Santee Plan through completion of the Consistency Checklist. The project would result in an increase in development and associated emissions not accounted for in the Sustainable Santee Plan and therefore, GHG emissions</p>	<p>MM-GHG-1: For development at Rezone Sites that proceed before an update to the Sustainable Santee Plan is adopted, as detailed in MM-GHG-2, a site-specific GHG analysis is required. The site-specific GHG analysis shall (1) determine whether the project would result in GHG emissions that may have a significant impact on the environment and specifically must demonstrate how the project would reduce emissions to achieve consistency with the State Scoping Plan and</p>	<p>While the City's Consistency Checklist and implementation of MM-TRA-1 would minimize GHG impacts associated with future development at the Rezone Sites, impacts would not be fully mitigated. Therefore, impacts</p>
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Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
	<p>would not be adequately addressed through compliance with Sustainable Santee Plan and GHG emissions associated with the project would be significant (Impact GHG-1).</p>	<p>applicable GHG reduction targets, and (2) the analysis must demonstrate how the project would be consistent with the Sustainable Santee Plan Consistency Checklist in addition to other applicable GHG reduction plans. The site-specific GHG analysis shall be completed to the satisfaction of the City during the permitting process.</p> <p>For development at Rezone Sites that proceed after the Sustainable Santee Plan is adopted as detailed in MM-GHG-2, only project consistency with the Sustainable Santee Plan Consistency Checklist is required.</p> <p>MM-GHG-2: Within one year of adoption of the rezone program, the City shall prepare an update to the Sustainable Santee Plan to incorporate the additional emissions that would result from development at the rezone sites as part of the baseline inventory. The updated Sustainable Santee Plan shall determine GHG emission reduction targets consistent with the current Scoping Plan, based on the updated inventory and provide any necessary updates to the Consistency Checklist.</p> <p>Refer to MM-TRA-1.</p>	<p>associated with GHG emissions would remain significant and unavoidable.</p>
<p>Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs?</p>	<p>The project would be consistent with goals and policies from the 2017 Scoping Plan, 2021 Regional Plan/SCS, and Sustainable Santee Plan; however, because the project would result in an increase in development not accounted for in the Sustainable Santee Plan emission inventories and the project would result in significant VMT impacts, the project would conflict with GHG emissions reduction plans and impacts would be significant (Impact GHG-2).</p>	<p>Refer to MM-GHG-1 and MM-GHG-2.</p>	<p>While implementation of the mitigation framework including MM-GHG-1 and MM-GHG-2 would minimize future development's inconsistency with GHG related plans, policies, and regulations, impacts would not be fully mitigated. Therefore, impacts associated with consistency with plans, policies, or regulations adopted for the purpose of reducing the emission of GHGs would remain significant and unavoidable.</p>
<p>4.7 Hazards and Hazardous Materials</p>			
<p>Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? or</p>	<p>Routine Use, Transport, Disposal: With proper use and disposal of hazardous materials as required by state, regional, and local regulations, the project would not result in hazardous or unhealthful conditions within or in proximity to the Rezone Sites. Compliance with all applicable regulations would ensure impacts associated with use, transport and disposal of hazardous materials would be less than significant.</p>	<p>MM-HAZ-1: Applications for future development in the Rezone Sites, wherein the City has determined a potential for impacts to known and unknown hazardous materials sites, shall be required to comply with the following mitigation framework. Future projects shall be required to identify potential conditions, which require further regulatory oversight and demonstrate compliance based on the following measures prior to issuance of any permits.</p>	<p>Implementation of the mitigation framework including MM-HAZ-1 would reduce potentially significant impacts associated with the accidental release of unknown hazardous materials during future</p>

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Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
<p>Would the project 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?</p> <p>or</p> <p>Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>	<p>Accidental Release: Future redevelopment or construction activities within the Rezone Sites may pose hazards to the public or the environment through the disturbance of existing contaminated soils, groundwater, or hazardous building materials. Grading and excavation activities could disturb soils and cause contaminants below ground to become airborne. Excavation below the groundwater table or dewatering could also bring construction workers in contact with contaminants through skin contact, ingestion, or inhalation. During construction, workers also could be exposed to hazardous materials during demolition of buildings. Numerous structures within the Rezone Sites were constructed prior to 1978. Demolition of buildings built prior to 1978 may expose workers to ACMs or LBPs. Inhalation of asbestos-containing dust may cause acute or chronic toxicity. Although, there are regulations and standards in place to protect against the accidental release of asbestos and lead-based paints and other hazardous materials during demolition, there could be potentially unknown sources of hazardous materials surface or subsurface hazardous materials on development sites that may be subject to a release during development. Therefore, Impacts associated with the accidental release of hazardous materials during future buildout of the Rezone Sites would be potentially significant (Impact HAZ-1).</p> <p>Emissions Near a School: None of the Rezone Sites are within 0.25 mile of an existing school and consultation with and notification to the Santee School District would not be required. Therefore, impacts would be less than significant.</p>	<p>a) A Phase I Environmental Site Assessment (ESA) shall be completed in accordance with American Society of Testing and Materials (ASTM) Standards. If hazardous materials are identified requiring remediation, a Phase II ESA and remediation effort shall be conducted in conformance with federal, state, and local regulations.</p> <p>b) If the Phase II ESA identifies the need for remediation, then the following shall occur prior to the issuance of grading permits:</p> <ol style="list-style-type: none"> 1. The applicant shall retain a qualified environmental engineer to develop a soil and/or groundwater management plan to address the notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances (soil, groundwater). The qualified environmental consultant shall monitor excavations and grading activities in accordance with the plan. The plans shall be approved by the City prior to development of the site. 2. The applicant shall submit documentation showing that contaminated soil and/or groundwater on proposed development parcels have been avoided or remediated to meet cleanup requirements established by appropriate local regulatory agencies (Regional Water Quality Control Board [RWQCB]/DTSC/DEH) based on the future planned land use of the specific area within the boundaries of the site (i.e., commercial, residential), and that the risk to human health of future occupants of these areas therefore has been reduced to below a level of significance. 3. The applicant shall obtain written authorization from the appropriate regulatory agency (RWQCB/DTSC/DEH) confirming the completion of remediation. A copy of the authorization shall be submitted to the City to confirm that all appropriate remediation has been completed and that the proposed development parcel has been cleaned up to the satisfaction of the regulatory agency. In the situation where previous contamination has occurred on a site that has a previously closed case or on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the DEH shall be notified of the proposed land use. 4. All cleanup activities shall be performed in accordance with all applicable federal, state, and local laws and regulations, and required permits shall be secured prior to commencement of construction to the satisfaction of the City and compliance with applicable regulatory agencies 	<p>construction would be reduced to a level that is less than significant.</p>

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		such as but not limited to the City of Santee Municipal Code.	
Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	None of the Rezone Sites are listed as hazardous materials sites pursuant to Government Code Section 65962.5 (Cortese List). Therefore, it is not expected that grading, excavation, or construction activities would result in the release of hazardous materials associated with contaminated soils or underground tanks. Therefore, the program would not result in conditions leading to any reasonably foreseeable upset or accident involving the release of hazardous materials. Impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than significant
For a project located within an ALUCP or, where such plan has not been adopted, within two miles of a public airport or public use airport, or a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<p>A portion of the City is located within the AIA of Gillespie Field. As required by state law, the proposed action has been referred to the ALUC for determination of consistency with the Gillespie Field and MCAS Miramar ALUCPs due to the proposed adoption of zoning changes within the AIA of each airport.</p> <p>All future development, whether discretionary or by-right located within the Gillespie Field AIA would be reviewed to ensure that design features are incorporated into the site plan to address identified aircraft safety and noise hazards, consistent with General Plan Policy 7.1. Additionally, as applicable, site-specific land use proposals within the AIA would be routed to the ALUC for a compatibility determination as part of the site-specific development review. Conformance with City and ALUCP regulations would ensure that future development within the Rezone Sites located within the Gillespie Field and MCAS Miramar AIA would be compatible with all safety measures and design guidelines. Impacts associated with airport hazards would be less than significant.</p>	Impacts would be less than significant. No mitigation is required.	Less than significant
Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	The project does not propose any changes in the City's existing circulation network, and no land uses are proposed that would impair implementation of or physically interfere with the City's emergency response plan, evacuation routes; or conflict with any of the Multi-Jurisdictional Hazard Mitigation Plan's specific hazard mitigation goals, objectives, and related potential actions. Specifically, the Multi-Jurisdictional Hazard Mitigation Plan requires each jurisdiction to develop and publish evacuation procedures that are published and available to the public. The City provides educational materials related to emergency preparedness. All residents of the City have access to the materials as well as included in all Community Emergency response Team training and information. Furthermore, applications for all future projects within the Rezone Sites, whether discretionary or by-right, would be reviewed and approved by the Santee Fire Department prior to issuance of building permit. Therefore, buildout of the Rezone Sites would not conflict with emergency response, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than significant
Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas, within brush fire management zones, or where residences are intermixed with wildlands?	The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with state Housing Element Law. Future development located within the VHFHSZ would be required to adhere to California Fire Code Title 19, Division 1, Section 3.07(b), requiring a minimum 30-foot brush clearance around structures for fire safety. City General Plan policies 4.2 through 4.13 provide guidance for the minimization of fire hazards including ensuring adequate response times, setting standards for emergency access, structural standards, other planning design measures required to be considered in all new development. Additionally, future discretionary projects would require review by the Building Official/Fire Marshal. Adherence to fire code	Impacts would be less than significant. No mitigation is required.	Less than significant

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	regulations and General Plan policies would ensure impacts associated with risk of wildland fires would be less than significant.		
4.8 Hydrology/Water Quality			
<p>Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.</p> <p>or</p> <p>Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</p>	<p>While development of the Rezone Sites has the potential to increase the amount of pollutants discharged into surface waters, all future development, whether discretionary or by right, would be subject to federal, state, and local regulations aimed at controlling water quality impacts. Therefore, potential water quality impacts resulting from buildout of the Rezone Sites would be less than significant.</p>	<p>Impacts would be less than significant. No mitigation is required.</p>	<p>Less than significant</p>
<p>Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.</p> <p>or</p> <p>Would the project substantially degrade groundwater quality or obstruct implementation of a sustainable groundwater management plan?</p>	<p>The project does not propose the construction of new housing or other development. Development at the Rezone Sites would occur on a project-by-project basis, resulting in redevelopment of existing developed sites that have existing impervious surfaces; a few sites, however, are currently vacant with pervious surfaces that would allow for groundwater infiltration. Both redevelopment and new development on vacant sites would be required to comply with applicable stormwater management requirements which focuses on retention and infiltration of waters on-site. Redevelopment within the Rezone Sites with existing development would not result in a substantial change in impervious surfaces as these sites already support some level of development. Additionally, development at all Rezone Sites would be required to comply with City General Plan policies and regulations that prioritize infiltration and treatment of stormwater and generally require increased on-site infiltration and higher standards of water quality protection compared to water quality standards that would have been implemented on existing developed sites. While the City does not have a groundwater management plan as one is not required for the City's groundwater basins under the Sustainable Groundwater Management Act, the project would not obstruct implementation of ongoing sustainable use of the City's groundwater resources as the City is not dependent on groundwater (City of Santee 2003b). Therefore, the project would not substantially interfere with groundwater recharge such that the project would impede sustainable groundwater management of the basin.</p>	<p>Impacts would be less than significant. No mitigation is required.</p>	<p>Less than significant</p>
<p>Would the project 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:</p> <ul style="list-style-type: none"> i) result in a substantial erosion or siltation on- or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or 	<p>While development of the Rezone Sites has the potential to alter drainage patterns or increase stormwater runoff resulting in increased erosion, and otherwise impact the existing drainage system, all future development would be subject to federal, state, and local regulations aimed at reducing polluted stormwater and avoiding overloading the City's drainage system. Both ministerial and discretionary development would be required to adhere to regulatory requirements including City Stormwater Ordinance which includes requirements for the elimination or reduction of stormwater runoff. Impacts associated with drainage patterns and stormwater runoff would be less than significant.</p>	<p>Impacts would be less than significant. No mitigation is required.</p>	<p>Less than significant</p>

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Summary of Environmental Impacts**

Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows.			
In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation.	Future development of the Rezone Sites would be required to conform to applicable federal, state, and City regulatory standards to effectively avoid and/or address potential impacts associated with development in 100-year flood zones. Rezone Sites are not within an area anticipated to be adversely affected by a tsunami. Impacts related to flood hazards would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than significant
4.9 Land Use and Planning			
Would the project physically divide an established community?	None of the Housing Sites would require any new major infrastructure or improvements that could physically divide an established community. Therefore, the project would not physically divide an established community, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than significant
Would the project 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 impact?	Impacts associated with policy consistency for future development at the Rezone Sites would be less than significant, except with respect to compatible density. The potential for future development within the Rezone Sites to exceed the density limits for the corresponding airport safety zone is a potentially significant impact (Impact LU-1).	No feasible mitigation is available to reduce the potential conflict between the allowable density within the airport safety zones and the proposed Rezone Sites.	Because there is no feasible mitigation is available to reduce the potential conflict between the allowable density within the airport safety zones and the proposed Rezone Sites impacts would remain significant and unavoidable.
4.10 Noise			
Would the project result in 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?	<p>a. Vehicle Traffic Noise Increase in Ambient Noise: Buildout of the project would result in a significant noise increase over existing ambient noise levels at nine of the analyzed roadway segments. The Noise Element contains Policies 2.2 and 2.3 that requires new development to mitigate the noise impact to existing uses resulting from new development. Possible noise-reduction measures would include retrofitting older homes with new window and door components with higher sound transmission class (STC) ratings. However, for existing uses, it cannot be determined whether the existing structures contain adequate attenuation to reduce interior noise to the 45 dB(A) Ldn standard nor what measures would be required to retrofit these structures. Therefore, impacts associated with increases in ambient noise levels to existing sensitive land uses would be potentially significant (Impact NOS-1).</p> <p>Land Use Compatibility: Future development at the Rezone Sites could expose sensitive receivers to exterior noise levels that exceed 65 CNEL. Exterior noise levels are projected to exceed 65 dB(A) Ldn at the following Rezone Sites: Sites 1 through 10, Sites 17 and 18, Sites 20A and 20B, Site 24, Site 25, and Site 29. Therefore, impacts to sensitive receivers from exterior noise levels from vehicle traffic at these Rezone Sites would be significant (Impact NOS-2).</p> <p>Regarding interior noise, as required by the CCRs (see Section 4.10.2.1), future ministerial and discretionary projects would be required to demonstrate that interior noise levels would be reduced to 45 dB(A) Ldn or less. Therefore, vehicle traffic noise affecting building interiors would be less than significant.</p> <p>b. Stationary Noise</p>	<p>a. Vehicle Traffic Noise Increase in Ambient Noise: There is no feasible mitigation to available to determine the adequacy of existing structure's ability to attenuation interior noise levels,</p> <p>Land Use Compatibility: The following mitigation measure would address potentially significant impacts related to land use compatibility criteria associated with future development within the Rezone Sites.</p> <p>MM-NOS-1: Applications for future development, where the City has determined a potential for land use compatibility impacts related to vehicle traffic, shall be required to comply with the following mitigation measure: Prior to the issuance of a permit to develop at the Rezone Sites, the City shall assess whether proposed noise-sensitive receivers or associated noise-sensitive exterior use areas would be subject to transportation noise levels that potentially conflict with policies established in the City General Plan. Based on the analysis herein, the following sites are anticipated to require implementation of this measure: Sites 1 through 10, Sites 17 and 18, Sites 20A and 20B, Site 24, Site 25, and Site 29. Where noise levels would potentially conflict with City policies, the City shall require preparation of a noise technical analysis by a qualified professional that demonstrates (1) noise levels would not exceed the City's General</p>	<p>a. Vehicle Traffic Noise Increase in Ambient Noise: Impacts to existing sensitive land uses due to the increase in ambient noise levels associated with buildout of the Rezone Sites would remain significant and unmitigated.</p> <p>Land Use Compatibility: Implementation of the mitigation framework including MM-NOS-1, would reduce potentially significant impacts associated with transportation noise sources to a level that is less than significant.</p> <p>b. Stationary Noise Less than significant.</p> <p>c. Construction Noise Implementation of the mitigation framework including mitigation measure MM-NOS-2 would reduce potentially significant impacts associated with construction noise</p>

Table S-1
Summary of Environmental Impacts

Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
	<p>The City requires that noise from new stationary sources comply with the requirements of the City's Noise Abatement and Control Ordinance, which provides general noise regulations, prohibits disturbing, excessive or offensive noises, and places noise limitations on motorized equipment and loading and unloading operations. Noise Abatement and Control Ordinance requirements would reduce nuisances to sensitive land uses. With enforcement of the Noise Abatement and Control Ordinance, noise impacts associated with stationary sources of noise would be less than significant.</p> <p>c. Construction Noise Construction activities associated with any individual development may occur near noise-sensitive receptors and noise disturbances may occur. Without project-specific information to evaluate potential construction noise impacts and specific distances to sensitive receptors, impacts are considered significant at this programmatic level of review (Impact NOS-3).</p>	<p>Plan Noise Element compatibility guidelines, or (2) noise levels which already exceed the levels considered compatible for that use are not increased by 3 dB or more. In lieu of detailed analysis, the City will accept information demonstrating that noise reduction techniques have been incorporated that would reduce noise levels at exterior use areas consistent with City standards Noise reduction techniques may include site design (including building orientation) that provides noise barriers free of gaps and obstructs line-of-sight between the source and receiver, and has a weight of at least 2 pounds per square foot, or other noise reduction technique as applicable.</p> <p>b. Stationary Noise Impacts would be less than significant. No mitigation is required.</p> <p>c. Construction Noise MM-NOS-2: The City shall review applications for future development to determine applicability of a Construction Noise Best Management Plan. An applicant may provide site-specific noise generation information demonstrating that construction activities will not exceed 75 dB at the nearest sensitive receptor. If this site-specific information is not provided, a construction best management plan shall be required when the construction site is located within 150 feet of a sensitive receptor. The criteria of 150 feet is provided as a screening tool for use by the City, based on an average construction noise level of 83 dB, attenuating to 75 dB at 150 feet.</p> <p>Construction Noise Best Management Practice Plan</p> <p>Where applicable based on the criteria provided above, the City shall require preparation and implementation of a best management practice plan that demonstrates how noise levels would be minimized to comply with the time of day restrictions and notification requirements of Santee Municipal Code Section 5.04.090.</p> <p>Noise reduction measures can include, but are not limited to, the following:</p> <ol style="list-style-type: none"> 1. Construction equipment with a manufacturer's noise rating of 85 dB(A) L_{max} or greater may only operate at a specific location for 10 consecutive workdays. If work involving such equipment would involve more than 10 consecutive workdays, a notice must be provided to all property owners and residents within 300 feet of the site no later than 10 days before the start of construction. The notice must be approved 	<p>to a level that is less than significant.</p>

Table S-1
Summary of Environmental Impacts

Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
		<p>by the City and describe the proposed project and the expected duration of work and provide a point of contact to resolve noise complaints.</p> <ol style="list-style-type: none"> 2. Idling times for noise-generating equipment used in demolition, construction, site preparation, and related activities shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes. 3. Demolition, construction, site preparation, and related activities within 100 feet from the edge of properties with existing, occupied noise-sensitive uses shall incorporate all feasible strategies to reduce noise exposure for noise-sensitive uses, including: <ul style="list-style-type: none"> • Provide written notice to applicable noise-sensitive land uses at least two weeks prior to the start of each construction phase of the construction schedule; • Ensure that construction equipment is properly maintained and equipped with noise control components, such as mufflers, in accordance with manufacturers' specifications; • Re-route construction equipment away from adjacent noise-sensitive uses; • Locate noisy construction equipment away from surrounding noise-sensitive uses; • Use sound aprons or temporary noise enclosures around noise-generating equipment; • Position storage of waste materials, earth, and other supplies in a manner that will function as a noise barrier for surrounding noise-sensitive uses; • Use the quietest practical type of equipment; • Use electric powered equipment instead of diesel or gasoline engine powered equipment; • Use shrouding or shielding and intake and exhaust silencers/mufflers; and • Other effective and feasible strategies to reduce construction noise exposure for surrounding noise-sensitive uses. 4. For construction of buildings that require the installation of piles, an alternative to installation of piles by hammering shall be used where sensitive receptors are located within 150 feet. This could include the use of augured holes for cast-in place piles, installation through vibration or hydraulic insertion, or another low-noise technique. 	

**Table S-1
Summary of Environmental Impacts**

Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
<p>Would the project result in generation of excessive groundborne vibration or ground borne noise levels?</p>	<p>Construction details, locations, and equipment for future project-level developments under the project are not known at this time but may cause vibration impacts. Impacts related to vibration associated with future development within the Rezone Sites would be potentially significant (Impacts NOS-4).</p>	<p>MM-NOS-3: Applications for future development, where the City has determined a potential for vibration impacts in relation to sensitive receptors, shall be required to comply with the following mitigation measure:</p> <p>Prior to the issuance of a permit to develop at the Rezone Sites, the City shall determine whether the construction process will require equipment or activities that may result in vibration, such as pile driving. For projects requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. These distances are based on reference vibration levels generated by pile drivers and vibratory rollers and standard vibration propagation rates as published by the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual (FTA 2018). This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving, and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.</p>	<p>Implementation of the mitigation framework including MM-NOS-3 would reduce potentially significant impacts associated with groundborne vibration to level that is less than significant.</p>
<p>Would the project be 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, and expose people residing or working in the area to excessive noise levels?</p>	<p>Gillespie Field Airport and MCAS Miramar are located in the vicinity of the City. Gillespie Field is located outside the City limits, within the adjacent City of El Cajon, and lands adjacent to the western boundary of the northern portion of the City are part of MCAS Miramar. Figure 4.10-3 shows the Gillespie Field and MCAS Miramar noise contours. As shown, the Rezone Sites are located outside the aircraft noise contours. Therefore, the project would not expose people to significant aircraft noise levels. Impacts would be less than significant.</p>	<p>Impacts would be less than significant. No mitigation is required.</p>	<p>Less than significant</p>
<p>4.11 Population/Housing</p>			
<p>Would the project 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)?</p>	<p>The project would facilitate land use changes in the City that would allow the City to achieve their housing goals. The project would further implement state requirements to allow for ministerial approvals of certain housing projects that include an affordable component, which would facilitate and encourage construction of housing in the City. The project would not induce substantial unplanned population growth as all rezones are located within existing developed areas with access to services, roadways, and utilities. Therefore, the project would not induce unplanned population growth, and impacts would be less than significant.</p>	<p>Impacts would be less than significant. No mitigation would be required.</p>	<p>Less than significant</p>

**Table S-1
Summary of Environmental Impacts**

Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
<p>Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?</p>	<p>Future redevelopment within Rezone Sites that support residential land uses would have the potential to displace some people and housing through demolition of existing residential structures. However, for each home that would be removed, more housing units would be provided in its place which would accommodate more people and ensure no net loss of housing. Therefore, impacts would be less than significant.</p>	<p>Impacts would be less than significant. No mitigation would be required.</p>	<p>Less than significant</p>
4.12 Public Services and Recreation			
<p>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p> <ul style="list-style-type: none"> • Fire Protection; • Police Protection; • Schools; • Parks/Recreational Facilities • Other Public Facilities? 	<p>Fire Protection: Future discretionary and/or by-right development within the Rezone Sites would not directly result in sufficient demand to require construction of new fire facilities. While each incremental housing development would pay DIF toward anticipated fire facility needs, the project would not warrant construction of a new facility at this time. Construction of any future fire facilities would be evaluated under a separate environmental review and approval. Project impacts associated with construction of fire protection facilities would be less than significant.</p> <p>Police Protection: Future discretionary and/or by-right development within the Rezone Sites would not directly result in sufficient demand to require construction of new police facilities, since each incremental housing development would pay DIF toward anticipated facility needs, and the City's police department would be involved in the development review process. Construction of any future police facilities would be evaluated under a separate environmental review and approval. Project impacts associated with construction of police facilities would be less than significant.</p> <p>Schools: Development within the Rezone Sites would not directly result in sufficient demand to require construction of new school facilities, based on the capacity at existing schools and the fact that future housing development would be required to pay its SB 50 share as required by the SSD and GUHSD toward anticipated facility needs. Construction of any future school facilities would under a separate environmental review and approval. Payment of GUHSD fees consistent with SB 50 and would ensure that impacts associated with construction of schools would be less than significant.</p> <p>Other Public Facilities: Development within the Rezone Sites would not directly result in sufficient demand to require construction of new library facilities, since each incremental housing development would pay its fair share toward anticipated library facility needs. Construction of any future library facilities would under a separate environmental review and approval. Project impacts associated with construction of libraries would be less than significant.</p>	<p>Impacts would be less than significant. No mitigation is required.</p>	<p>Less than Significant</p>
<p>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?</p>	<p>Development within the Rezone Sites would not directly result in sufficient demand to require construction of new park facilities, since each incremental housing development would pay its fair share toward anticipated park needs. Construction of any future parks would be under a separate environmental review and approval. Impacts associated with park and recreation facilities would be less than significant.</p>	<p>Impacts would be less than significant. No mitigation is required.</p>	<p>Less than significant</p>

Table S-1
Summary of Environmental Impacts

Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
<p>or</p> <p>Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</p>			
4.14 Transportation			
<p>Would the project conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?</p>	<p>Ministerial and discretionary development at the Rezone Sites would adhere to an engineering and policy review that would ensure consistency with applicable policies related to transit, roadway, bicycle, and pedestrian facilities. Therefore, the project would not conflict with a plan, ordinance, or policy addressing the circulation system, and impacts would be less than significant.</p>	<p>Impacts would be less than significant. No mitigation is required.</p>	<p>Less than significant</p>
<p>Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?</p>	<p>Future development of the Rezone Sites in conjunction with the project would change the Citywide VMT efficiency to 18.7 compared to 20.5 under the Base Year (2016), representing a slight increase in VMT efficiency with the project. However, this VMT efficiency of 18.7 with the project represents 98 percent of the citywide average, which exceeds the VMT significance threshold. Therefore, projected VMT per capita with the project would exceed the 85 percent threshold representing a significant impact (Impact TRA-1).</p>	<p>MM-TRA-1: The City shall require implementation of applicable Mobility Element Policies that would support VMT reductions for individual projects. Specifically, the City shall require that future projects are compliant with Mobility Element Policies 9.1 through 9.5, which encourage the use of Transportation Demand Management (TDM) strategies, such as ride sharing programs, flexible work schedule programs, and incentives for employees to use transit. Additionally, alternative transportation modes, such as walking, cycling and public transit are encouraged to reduce peak hour vehicular trips, save energy, and improve air quality. Sample TDM measures that may be applied at the project-level are provided below:</p> <ul style="list-style-type: none"> • Increase mixed-use development • Increase transit accessibility • Provide pedestrian network improvement along project frontage • Provide bicycle network improvement along project frontage • Provide bicycle parking and bike lockers • Implement subsidized or discounted transit passes • Provide rider-sharing programs • Implement commute trip reduction marketing • Implement school pool program • Implement bike-sharing or micro mobility program • Provide local shuttle to connect visitors to different attractions throughout the City <p>Additional measures can be found in the California Air Pollution Control Officers Association Quantifying Greenhouse Gas Mitigation Measures report (http://www.aqmd.gov/docs/defaultsource/ceqa/handbook/capcoa-quantifying-greenhouse-gas-mitigation-measures.pdf). Mitigation measures should be consistent with the City's Active Transportation Plan.</p>	<p>While implementation of the mitigation framework including MM-TRA-1, VMT impacts associated with future development at the Rezone Sites, impacts would be reduced but not be fully mitigated. Therefore, impacts associated with VMT would remain significant and unavoidable.</p>
<p>Would the project substantially increase hazards due to a geometric design feature (e.g.,</p>	<p>The project does not propose any changes to the existing roadway network. Future site-specific development would be designed consistent with established roadway design</p>	<p>Impacts would be less than significant. No mitigation is required.</p>	<p>Less than significant</p>

**Table S-1
Summary of Environmental Impacts**

Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	standards. Therefore, the project would not substantially increase hazards, and impacts would be less than significant.		
Would the project result in inadequate emergency access?	The project does not propose any changes to the existing roadway network. Access for future site-specific development to the existing roadway network would be configured consistent with established roadway design standards that would allow for emergency access. The City would continue to implement the Santee Emergency Operations Plan to ensure adequate emergency access within the City. Therefore, the project would not result in inadequate emergency access, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
4.14 Public Utilities			
Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	The Rezone Sites are located within existing developed areas with access to utility infrastructure and no major upgrades or expansions to Citywide infrastructure is anticipated to serve the project's water, wastewater, stormwater or other utility needs. Although it is anticipated that future projects would require localized utility extensions or improvements. Any localized connections would be evaluated as part of each site-specific development proposal. All projects whether discretionary or ministerial would be reviewed for conformance with local regulations and adherence to General Plan policies; however, physical impacts associated with localized utility infrastructure improvements and relocations associated with the future development of the Rezone Sites are not known at this program level. Therefore, impacts associated with utility improvements would be a potentially significant impact (Impact UTIL-1).	See MM-VIS-1, MM-AQ-1, MM-BIO-1 through MM-BIO-6, MM-CUL-1 through MM-CUL-3, MM-GEO-1, MM-GHG-1 and MM-GHG-2, MM-HAZ-1, MM-NOS-1 through MM-NOS-3, and MM-TRA-1.	Implementation of the mitigation framework including MM-VIS-1, MM-AQ-1, MM-BIO-1 through MM-BIO-6, MM-CUL-1 through MM-CUL-3, MM-GEO-1, MM-GHG-1 and MM-GHG-2, MM-HAZ-1, MM-NOS-1 through MM-NOS-3, and MM-TRA-1 would reduce potentially significant impacts associated with expansion of utility facilities to a level that is less than significant.
Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Future residential projects anticipated in the Rezone Sites would be required to adhere to state and local water conservation and efficiency measures. Based on the water efficiency of multi-family development and existing regulations that require new construction to be water efficient future development consistent with the proposed rezones would affect the ability of PDMWD to plan for adequate water supplies within the City during normal, dry, and multiple dry years. Impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
Would the project 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?	Future development at the Rezone Sites is located within existing developed areas with access to utility infrastructure. No development is proposed as part of the project; however, it is anticipated that future projects would generate wastewater that would add to the providers existing commitments. Based on the PDMWD existing facility capacity and expansion plans for the Ray Stoyer WRF in addition to the water efficiency of multi-family residential development, the project would not result in a determination by the wastewater treatment provider that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. All projects whether discretionary or ministerial would be reviewed for conformance with local regulations and adherence to General Plan policies. Therefore, through regulatory conformance, impacts associated with the adequacy of infrastructure and capacity related to wastewater services would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
Would the project 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?	Future development at the Rezone Sites is located within existing developed areas with access to solid waste disposal services. No development is proposed as part of the project; however, it is anticipated that future projects would result in an increased in solid waste generation. Solid waste requirements associated with the future development of the Rezone Sites would be evaluated upon submittal of project specific development plans. All projects whether discretionary or ministerial would be reviewed for conformance with state and local	Impacts would be less than significant. No mitigation is required.	Less than Significant

**Table S-1
Summary of Environmental Impacts**

Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
<p>or</p> <p>Would the project comply with federal, state, or local management and reduction statutes and regulations related to solid waste?</p>	<p>regulations and adherence to General Plan policies. Therefore, through regulatory conformance, impacts associated with the solid waste disposal and capacity would be less than significant.</p>		
4.15 Wildfire			
<p>Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?</p>	<p>The project does not propose any changes in the City's existing circulation network, and no land uses are proposed that would impair implementation of or physically interfere with the City's emergency response plan, evacuation routes, or conflict with any of the MHMP specific hazard mitigation goals, objectives, and related actions. Therefore, buildout of the Rezone Sites and Graves Avenue Rezone Sites would not conflict with emergency response, and impacts would be less than significant.</p>	<p>Impacts would be less than significant. No mitigation is required.</p>	<p>Less than Significant</p>
<p>Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?</p>	<p>Future development located within the VHFHSZ would be required to adhere to California Fire Code Title 19, Division 1, Section 3.07(b), requiring a minimum 30-foot brush clearance around structures for fire safety. Further codified by the City in Municipal Code Chapter 11.18, all new developments, subdivisions, or tracts that are planned in Fire Hazard Severity Zones and/or WUIA shall have a minimum of 100 horizontal feet of "fuel modified" defensible space between structures and wildland areas. City General Plan policies 4.2 through 4.13 provide guidance for the minimization of fire hazards including ensuring adequate response times, setting standards for emergency access, structural standards, other planning design measures required to be considered in all new development. Additionally, future discretionary projects would require review by the Building Official/Fire Marshal. Adherence to fire code regulations and General Plan policies would ensure impacts associated with risk of wildland fires would be less than significant.</p>	<p>Impacts would be less than significant. No mitigation is required.</p>	<p>Less than Significant</p>
<p>Would the project 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?</p>	<p>Future development within the Housing Sites, whether discretionary or by-right, would be required to adhere to all regulatory requirements in place to minimize wildfire hazards including applicable sections of the City fire and building codes, and requirements from the fire chief that would be identified during future building permit reviews. Therefore, buildout of the project would not exacerbate fire risk or result in temporary or ongoing impacts on the environment. Impacts associated with the installation or maintenance of associated infrastructure would be less than significant.</p>	<p>Impacts would be less than significant. No mitigation is required.</p>	<p>Less than Significant</p>
<p>Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?</p>	<p>Development of the Rezone Sites would be required to comply with applicable regulations and policies related to flooding, drainage patterns, and landslides. Therefore, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, and impacts would be less than significant.</p>	<p>Impacts would be less than significant. No mitigation is required.</p>	<p>Less than Significant</p>

Chapter 1

Introduction

This Program Environmental Impact Report (PEIR; State Clearinghouse House [SCH] No. 2021100263) has been prepared to address potential environmental effects associated with the City of Santee (City) 6th Cycle Housing Element Rezone Program (project). The project includes key component parts as follows: (1) implementation of Program 9 of the 6th Cycle Housing Element which commits the City to evaluate rezone sites as appropriate to achieve adequate housing capacity; (2) implementation of Program 10 of the 6th Cycle Housing Element to allow by-right approval of housing development where the project proponent voluntarily includes 20 percent of the units as affordable to lower income households; and (3) rezoning of two properties (not part of the Housing Element Sites Inventory) located on Graves Avenue.

The sites included in the analysis are detailed in Chapter 3.0 and include 25 potential rezone housing sites and the two sites located on Graves Avenue, collectively referred to as the Rezone Sites. Buildout of the project is anticipated to occur over a 20+ year horizon. A detailed description of the project, including the required discretionary approvals, is provided in the Project Description in Chapter 3.0 of this PEIR.

1.1 PEIR Purpose and Legal Authority

1.1.1 PEIR Purpose

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15121, the purpose of this PEIR is to provide public agency decision-makers and members of the public with detailed information about the potential significant environmental effects of the project, possible ways to reduce its significant effects, and reasonable alternatives that would reduce or avoid identified significant effects.

1.1.2 PEIR Legal Authority

This PEIR has been prepared by the City as lead agency, in compliance with the criteria, standards, and procedures of CEQA of 1970 as amended (Public Resources Code, Section 21000 et seq.), and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.).

1.1.2.1 Lead Agency

The City is the lead agency for the project, pursuant to Article 4 (Sections 15050 and 15051) of the CEQA Guidelines. The lead agency, as defined by CEQA Guidelines Section 15367, is the public agency that has the principal responsibility and authority for carrying out or approving a proposed project. As lead agency, the City of Santee Development Services Department conducted a

preliminary review of the project and determined that a PEIR was required. The analysis and findings in this PEIR reflect the independent, impartial conclusions of the City.

1.1.2.2 Responsible and Trustee Agencies

In accordance with CEQA, this PEIR is prepared for review and use by Responsible and Trustee state agencies. Responsible Agencies are defined in CEQA Guidelines Section 15381 as those agencies that have discretionary authority over one or more actions involved with project implementation. Trustee Agencies are defined by CEQA Guidelines Section 15386 as state agencies that have jurisdiction by law over natural resources affected by a project that are held in trust for the people of the state of California.

Responsible/Trustee Agencies for the proposed project include, but are not limited to:

- San Diego County Air Pollution Control District (SDAPCD),
- San Diego Regional Water Quality Control Board (RWQCB),
- California Department of Housing and Community Development (HCD), and
- California Department of Transportation (Caltrans).

The SDAPCD is an agency that regulates sources of air pollution within the County and would be responsible for issuing permits for construction of future projects associated with the Rezone Program. The RWQCB regulates water quality through monitoring of compliance with the regional water quality permit (or "general permit") in accordance with the Clean Water Act Section 401 certification process. The RWQCB would have the responsibility of approving the Notice of Intent to comply with the terms of the general permit to discharge storm water associated with future construction activity allowed by the Rezone Program. The RWQCB would also be a Trustee Agency as it holds regional water quality in its trust through the National Pollutant Discharge Elimination System compliance review process. As a responsible agency, the HCD has stated that through the adoption of the proposed zoning, the City's Housing Element would be in conformance with state law. Additionally, Caltrans is an agency that is responsible for the state highway system, including freeway entrance and exit ramps.

1.2 PEIR Type, Scope, Organization, and Content

1.2.1 Type of PEIR

This EIR has been prepared as a PEIR, as defined in Section 15168 of the CEQA Guidelines. A PEIR is recommended for a series of actions that are related geographically, as logical parts in a chain of contemplated actions, or in connection with the issuance of plans that govern the conduct of a continuing program [per CEQA Guidelines, Section 15168(a)]. The advantages of a PEIR include the ability to provide a more exhaustive consideration of alternatives and cumulative effects than might be possible in a single project-specific PEIR; to avoid duplication of basic policy considerations; and to provide the lead agency with the ability to consider broad program-wide policies and mitigation measures that would apply to specific projects within the overall program [CEQA Guidelines, Section 15168 (b)].

1.2.2 PEIR Scope

The scope of analysis for this PEIR was determined by the City as a result of initial project review, consideration of agency and public comments received in response to the Notice of Preparation (NOP) circulated October 15, 2021, and a scoping meeting held on Wednesday, November 3, 2021. The NOP and letters received in response are included in Appendix A of this PEIR.

Through these scoping activities, the project was determined to have the potential to result in the following significant environmental impacts:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Utilities and Service System
- Wildfire

These issues are evaluated in Chapter 4.0 of this PEIR. Pursuant to CEQA Guidelines Section 15126.6(e)(3)(A), impacts are identified as direct or indirect, short-term or long-term, and assessed on a “plan-to-ground” basis. The “plan-to-ground” analysis addresses the changes or impacts that would result from implementation of the project compared to existing ground conditions. An analysis of the impacts of the project compared to existing adopted plans, a “plan-to-plan” analysis, is presented within Chapter 9.0, Project Alternatives, under the No Project (Adopted Plan) Alternative.

1.2.3 PEIR Organization and Content

1.2.3.1 Organization and Content

The PEIR has been organized in accordance with the most recent CEQA Guidelines. A brief summary of the organization and content of this PEIR is provided below:

- **Executive Summary** provides a brief description of the project, identification of areas of controversy, a summary of the PEIR analysis, and a summary table identifying significant impacts, proposed mitigation measures, and impact level after mitigation. A summary of the project alternatives and a comparison of the potential impacts of the alternatives with those of the project are also included.
- **Chapter 1.0, Introduction** contains an overview of the legal authority, purpose, and intended uses of the PEIR, as well as its scope and organization. It also provides a discussion of the CEQA environmental review process, including opportunities for public involvement.

- **Chapter 2.0, Environmental Setting** provides a description of the project’s regional and local setting including its locational context, existing physical characteristics and land use, available public infrastructure and services, and relationship to other relevant plans.
- **Chapter 3.0, Project Description** provides a detailed description of the project, including background on its development, its main objectives, and key features. The discretionary actions required to implement the project are also described.
- **Chapter 4.0, Environmental Analysis** contains an evaluation of potential impacts for the environmental issues identified in the PEIR scope. Each issue evaluation includes discussion of the existing conditions, including the existing regulatory framework, identification of the thresholds and methodology for determining the significance of impacts, an assessment of potential impacts, and an evaluation of the significance of the impacts in light of the existing regulatory framework and/or new standards proposed in conjunction with the Rezone Program. Where analysis demonstrates that potentially significant impacts could occur, an outline of the regulatory framework, including new project standards is provided and a conclusion regarding the adequacy of the regulatory framework and significance of the impact after consideration of the regulatory framework is stated.
- **Chapter 5.0, Significant Unavoidable Environmental Effects/Significant Irreversible Environmental Changes/Energy** discusses the significant unavoidable or irreversible impacts that would occur with project implementation. This chapter also describes the potentially significant irreversible changes that may be expected with implementation of the project and addresses the use of nonrenewable resources during construction and operations of future development. A discussion related to energy, pursuant to Appendix F of the CEQA Guidelines also is included.
- **Chapter 6.0, Growth Inducement** evaluates the potential for the project to induce economic or population growth, either directly or indirectly, within the project area and region.
- **Chapter 7.0, Cumulative Impacts** identifies the impacts of the project in combination with other planned and future development in the region.
- **Chapter 8.0, Effects Found Not to be Significant** identifies all of the issues determined in the scoping and preliminary environmental review process to be not significant based on CEQA criteria, and briefly summarizes the basis for these determinations.
- **Chapter 9.0, Alternatives** provides a description and comparative analysis of alternatives to the project, including a No Project (Adopted Plan) Alternative and a Reduced Project Alternative. A summary and tabular comparison of the Rezone Program and the alternatives is included in Chapter 9.0. Finally, as required by CEQA Guidelines Section 15126.6(e)(2), the PEIR identifies the environmentally superior alternative.
- **Chapter 10.0, References Cited** lists all of the reference materials cited in the PEIR.
- **Chapter 11.0, Individuals and Agencies Consulted** identifies all of the individuals and agencies consulted during preparation of the PEIR.

- **Chapter 12.0, Certification** identifies all of the agencies, organizations, and individuals responsible for the preparation of the PEIR.
- **Chapter 13.0, Mitigation Monitoring and Reporting Program** documents all the mitigation measures identified in the EIR and required as part of the project.

1.2.3.2 Technical Appendices

Technical appendices, used as a basis for much of the environmental analysis in the PEIR, have been summarized in the PEIR, and are printed under separate cover as part of the PEIR. The technical appendices are available for review at the City of Santee Development Services Department at 10601 Magnolia Avenue, Santee, California 92071.

1.2.3.3 Incorporation by Reference

As permitted by CEQA Guidelines Section 15150, this PEIR has referenced several technical studies and reports. Information from these documents has been briefly summarized in this PEIR, and the relationship to this PEIR described. These documents are included in Chapter 10.0, References Cited, and are hereby incorporated by reference. They are available for review at the City of Santee Development Services Department at 10601 Magnolia Avenue, Santee, California 92071.

1.3 PEIR Intended Use and Review Process

1.3.1 PEIR Intended Use

This document is intended to be used by the City, as lead agency, in evaluating the project and related amendments. In addition, as a PEIR, this document is intended to be used by the City when taking action on subsequent applications for development within the project areas to ensure compliance with applicable regulations and mitigation framework included in this PEIR.

1.3.2 PEIR Process

The PEIR review and certification process occurs in two basic stages. The first stage is the Draft PEIR, which offers agencies and the public the opportunity to comment on the document. The second stage is the Final PEIR, which provides the basis for approving the project.

1.3.2.1 Draft PEIR

In accordance with Sections 15085 and 15087(a)(1) of the CEQA Guidelines and the City's CEQA Supplemental Regulations, upon completion of the Draft PEIR a Notice of Completion is filed with the State Office of Planning and Research and Notice of Availability of the Draft PEIR is issued in a newspaper of general circulation in the area.

The Draft PEIR is distributed for review to the public and interested and affected agencies for the purpose of providing comments "on the sufficiency of the document in identifying and analyzing the

possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated” (Section 15204, CEQA Guidelines).

The Draft PEIR and all related technical studies are available for review during the public review period at the offices of the City of Santee Development Services Department at 10601 Magnolia Avenue, Santee, California 92071. Copies of the Draft PEIR are also available at the following public location:

San Diego County Library
Reference Desk
9225 Carlton Hills Boulevard #17
Santee, CA 92071

The Draft PEIR can be downloaded from the City’s website at:

<https://www.cityofsanteeca.gov/services/project-environmental-review>

1.3.2.2 Final PEIR

Following public review of the Draft PEIR, the City will provide written responses to comments per CEQA Guidelines Section 15088 and will consider all comments in making its decision whether to certify the Final PEIR. Responses to the comments received during public review, associated revisions to the Draft PEIR sections, a Mitigation Monitoring and Reporting Program, Findings of Fact, and a Statement of Overriding Considerations (if applicable for any impacts identified in the Draft PEIR as significant and unmitigated) will be prepared and compiled as part of the Final PEIR. The PEIR identified significant and unavoidable impacts to air quality, greenhouse gas emissions, noise and transportation; therefore, a Findings of Fact and a Statement of Overriding Considerations have been prepared.

The culmination of this process is a public hearing where the City Council will determine whether to certify the Final PEIR as being complete and in accordance with CEQA. The Final PEIR will be available for public review at least 14 days before the decision-making bodies make a recommendation or final determination, in order to provide commenters the opportunity to review the written responses to the PEIR comment letters.

1.3.3 Subsequent Environmental Review

As allowed in CEQA Guidelines Section 15168, Program EIR, future development proposals within the project areas will be reviewed by the City in light of the Final PEIR. The PEIR and subsequent project review process, defined in Section 15168 of the CEQA Guidelines, allows a PEIR to serve as the basis for environmental review of subsequent projects. Sections 15182 and 15183 of the CEQA Guidelines provide additional review guidance for projects proposed in accordance with an adopted specific plan, or consistent with an adopted community plan, general plan, or zoning.

If any future projects within the project areas have potentially significant adverse environmental effects that were not examined in this PEIR, an Initial Study shall be prepared for that project, leading to the preparation of a Negative Declaration, Mitigated Negative Declaration, Focused EIR, or

Supplement to this PEIR. When additional environmental documentation for a new project is necessary, this PEIR may be incorporated by reference to address regional context, secondary effects, cumulative impacts, alternatives, and other factors that apply to the program as a whole.

Chapter 2

Environmental Setting

2.1 Regional Setting

The City of Santee (City) is in the central part of San Diego County, in southern California, approximately 18 miles east of downtown San Diego. The City is bordered by the city of El Cajon on the south and southeast, the city of San Diego on the west and northwest, and the county of San Diego on the east and northeast (Figure 2-1). A United States Geological Survey (USGS) map and an aerial photograph of the City and surrounding area is shown on Figures 2-2 and 2-3, respectively. The City's incorporated boundaries encompass approximately 17 square miles or 10,615 acres.

2.2 Project Location

The City of Santee Housing Element Rezone Program Implementation project (project) is comprised of 25 rezone sites that are part of the Housing Element sites inventory, in addition to two sites located on Graves Avenue, collectively referred to as the Rezone Sites. As discussed in greater detail in Chapter 3.0, Project Description, the Rezone Sites that are the focus of this project and subject to the analysis included in this Program Environmental Impact Report (PEIR) are a subset of the Housing Element Sites Inventory included in Appendix C of the City's 6th Cycle Housing Element, representing those sites that may be rezoned to achieve housing targets. The Rezone Sites are shown on Figures 3-1a through 3-1c (refer to Chapter 3, Project Description).

2.3 Transportation and Access

Regional access to the City is provided via State Routes (SR) SR-52, SR-67, and SR-125, as well as through numerous arterials and local streets. Public transit services in the City are provided by Metropolitan Transit Services (MTS), which includes bus and light rail (Trolley) systems. Refer to Section 4.13, Figure 4.13-1 for the location of transit facilities in relation to the Rezone Sites.

2.4 Existing Land Use

The City is predominantly urbanized and has approximately 58,081 residents as of July 1, 2019 (U.S. Census Bureau 2020). Land uses and transportation patterns are largely established. A variety of land uses, including residential, commercial, office, and industrial land uses exist within the City. Additionally, there are numerous vacant and underutilized sites throughout the City available for development including undeveloped land within the Santee Town Center Specific Plan area (Santee Town Center), located north of Town Center Parkway and East of Cuyamaca Street. As the City is primarily developed, infrastructure, including roads, water, sewer, energy, and communication facilities, is available.

2.5 Rezone Sites

Figures 2-4a through 2-4c show the existing zoning districts for the Rezone Sites. The general existing conditions at each Rezone Site are discussed below. Some sites are grouped together due to their adjacency and common conditions.

2.5.1 Sites 1-10

Sites 1 through 10 are located off Summit Avenue and Summit Crest Avenue, north of SR-52 and northwest of SR-67. The sites are located on a private road and surrounded by both residential and undeveloped land. Refer to Figure 2-5 for an aerial photograph of the sites and Photographs 1 through 6. Table 2-1 identifies the site acreages and existing uses for Sites 1-10.

Site Number	Acres	Existing Use
Site 1	4.65	Nonvacant/Single-Family Residence
Sites 2-5	2.32	Nonvacant/Single-Family Residence
Site 6	1.16	Nonvacant/Single-Family Residence
Site 7	1.15	Nonvacant/Single-Family Residence
Site 8	1.02	Nonvacant/Single-Family Residence
Site 9	1.16	Nonvacant/Single-Family Residence
Site 10	2.32	Nonvacant/Single-Family Residence

2.5.2 Sites 11 and 12

Sites 11 and 12 are accessed from Conejo Road from the south and Carefree Drive from the east. The sites are surrounded by single-family residences and are generally located in the center of the City, north of Mast Boulevard and west of Magnolia Avenue. Both sites are developed with a single-family home on each site. Site 11 is 1.19 acres and Site 12 is 0.86 acre. Refer to Figure 2-6 and Photographs 7 and 8.

2.5.3 Site 15

Site 15 is a 5.26-acre vacant site located north of Mission Gorge Road and west of Town Center Parkway. The site is located within the Santee Town Center, which is primarily developed with large shopping centers and surface parking. North of the site is a Walmart Store and associated parking, to the south of the site is a post office. A home improvement store is located to the west along with residential land uses. To the east are additional commercial buildings and shopping centers east of Town Center Parkway. Refer to Figure 2-7 for an aerial image of the site.

2.5.4 Sites 16A and 16B

Sites 16A and 16B are located just north of Mission Gorge Road and east of Riverview Parkway in the Santee Town Center. The sites are 11.11 acres and 8.61 acres, respectively, and are undeveloped with a history of disturbance and natural vegetation. The area surrounding the sites is primarily developed with Santee Trolley Square immediately west of the site, the Las Colinas Detention Facility to the east, and open space associated with the San Diego River to the north. A portion of Site 16A is located within the Airport Safety Zone 4 as designated in the Gillespie Field Land Use Compatibility Plan (ALUCP). Refer to Figure 2-8 and Photographs 9 and 10.

2.5.5 Sites 17 and 18

Sites 17 and 18 are located just west of Cottonwood Avenue, east of Park Center Drive, and north of the San Diego River. The sites are 22.15 acres and 11.71 acres in size, respectively. Both sites are undeveloped, with some evidence of disturbance. They are surrounded by multiple land uses. To the northwest of Site 17 is open space comprised of a Town Center Community Park including sports fields and parking areas. The San Diego River is located immediately south of Site 17. Just north of Site 18 is the Edgemoor Hospital, to the east is a multi-family residential area, and to the west is Park Center Drive and a natural drainage area that is tributary to the San Diego River. Refer to Figure 2-9 and Photographs 11 through 15.

2.5.6 Site 19

Site 19 is a 2.35-acre vacant site located south of Mast Boulevard, west of North Magnolia Avenue, and east of Park Center Drive. The site is undeveloped with scattered trees. Directly south of the site is the Edgemoor Hospital, land to the north is developed with commercial uses, and to the east are multi-family and single-family residential. Land immediately west of the site is undeveloped with scattered trees. Refer to Figure 2-10.

2.5.7 Sites 20A and 20B

Sites 20A and 20B are located just west of Magnolia Avenue, south of Riverview Parkway, and east of Edgemoor Drive. Site 20A is largely undeveloped with scattered trees and a small accessory building. The Santee Historical Society and Historic Barn is located in a notched-out portion of Site 20A that is not a part of the site (Photograph 16). Sites 20A and 20B are 7.75 acres and 10 acres, respectively. To the west of the sites is the Las Colinas Detention Facility and to the east is a gated manufactured home community for 55 years old and up residents. Site 20B is bordered by single-family residential homes to the south, multi-family residential to the east, and Los Colinas and Riverview Office Park to the west. A portion of the sites is located within the Gillespie Field ALCUP Airport Safety Zone 4. Refer to Figure 2-11 and Photographs 16 through 18.

2.5.8 Site 24

Site 24 is a 4.80-acre site located at 9953 Buena Vista Avenue, immediately north of SR-52, south of Buena Vista Avenue and east of Cuyamaca Street. The site is largely open land with one single-family

home. The area is to the west and the east is developed with single-family residential land uses. Immediately to the north is Buena Vista Avenue and the Hawaiian Village Mobile Home Park. South of the site is SR-52 and an associated California Department of Transportation right-of-way. Refer to Figure 2-12 and Photographs 19 and 20.

2.5.9 Site 25

Site 25 is a 2.93-acre site located at 8801 Olive Lane, north of SR-52 and west of Cuyamaca Street. The site is largely undeveloped with miscellaneous storage buildings and appears to be used for storage of vehicles and trucks. West of the site is Olive Lane and multi-family housing. To the east is a self-storage facility. To the north are single-family residences. To the south are light industrial land uses. The site is in Airport Safety Zone 3. Refer to Figure 2-13 and Photograph 21.

2.5.10 Sites 29 and 30

Site 29 is a 3.25-acre commercial site located at 7737 Mission Gorge Road, just south of Mission Gorge Road in the western portion of the City. Site 29 fronts Mission Gorge Road to the north and Aubrey Glen Drive to the west. It is developed with surface parking and miscellaneous commercial buildings. Just east of Site 29 is Site 30 which is a smaller 1-acre site developed with a single-family home, located at 8714 Starpine Drive. Just west of Site 29 is multi-family housing and a mobile home park. South of Sites 29 and 30 is largely undeveloped with scattered trees and some miscellaneous storage buildings and a single-family residence. North of both sites is a commercial area and surface parking. Refer to Figure 2-14 for an aerial image of Sites 29 and 30, and Photographs 22 through 24 for photos of Site 29.

2.5.11 Site 35

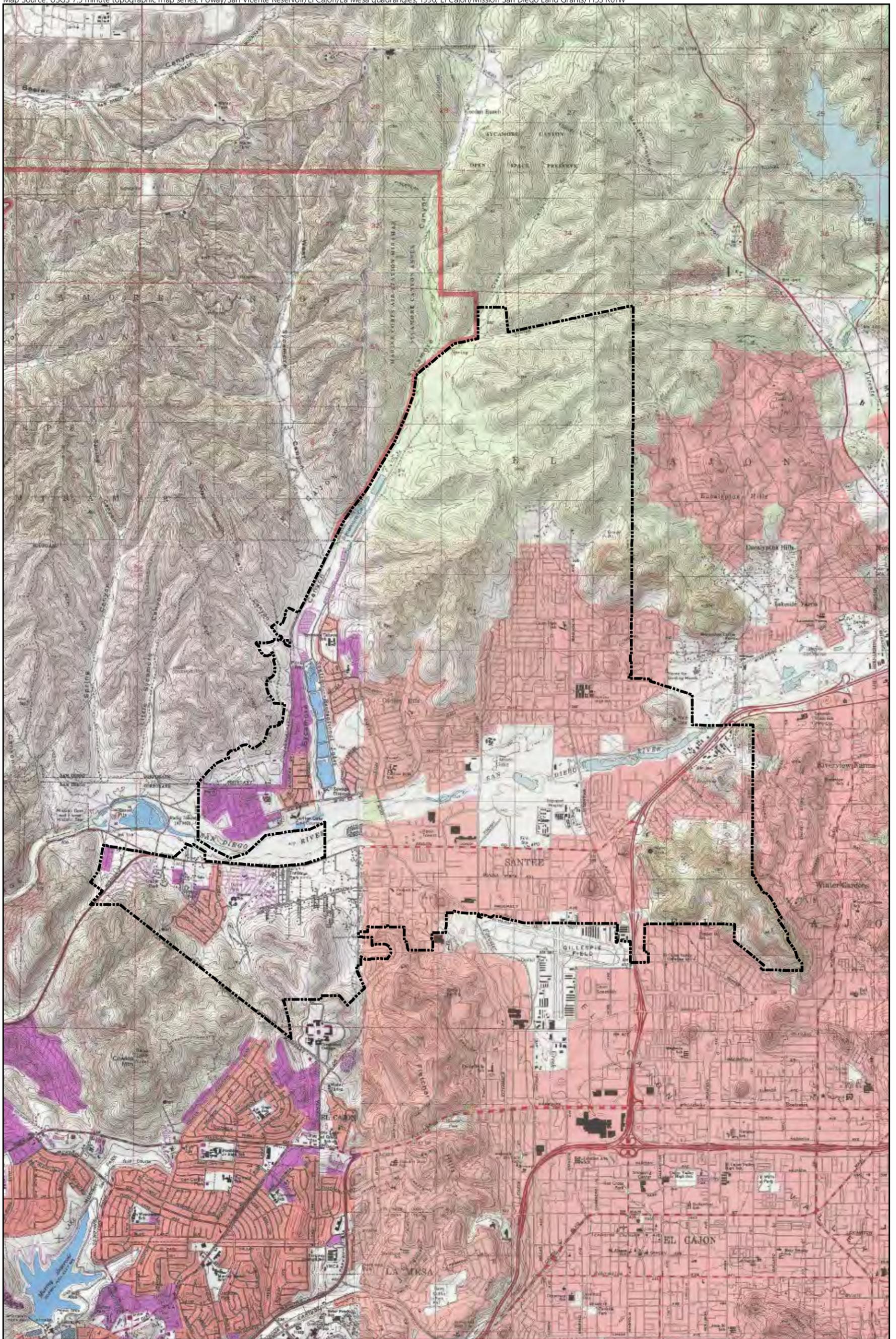
Site 35 is a 14.6-acre portion of a larger 47.45-acre parcel located just south of the terminus of Mast Boulevard in the City. The 14.6-acre portion of the site borders unincorporated County lands in the community of Lakeside. The site is vacant with some disturbance and trails. Lands to the west of the site are protected open space including a water tank site. To the northwest are single-family residential neighborhoods and to the northeast are undeveloped lands. East of the site in Lakeside is vacant land, industrial land, and baseball fields. The San Diego River is directly south of the site. Refer to Figure 2-15 for an aerial image of Site 35.

2.5.12 Graves Avenue Sites

The two Graves Avenue sites are 3.69 and 2.26 acres in size located just east of SR-67 and Graves Avenue, in the southern portion of the City. The sites are completely vacant with evidence of disturbance from mowing and grass management. To the east, both sites are bounded by single-family residential land uses. Directly to the north and south are multi-family residential developments. Gillespie Field is located to the west of the sites across SR-67 and the sites are located in the Gillespie Field ALCUP Airport Safety Zone 4. Refer to see Figure 2-16 and Photographs 25-27.

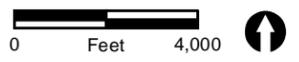
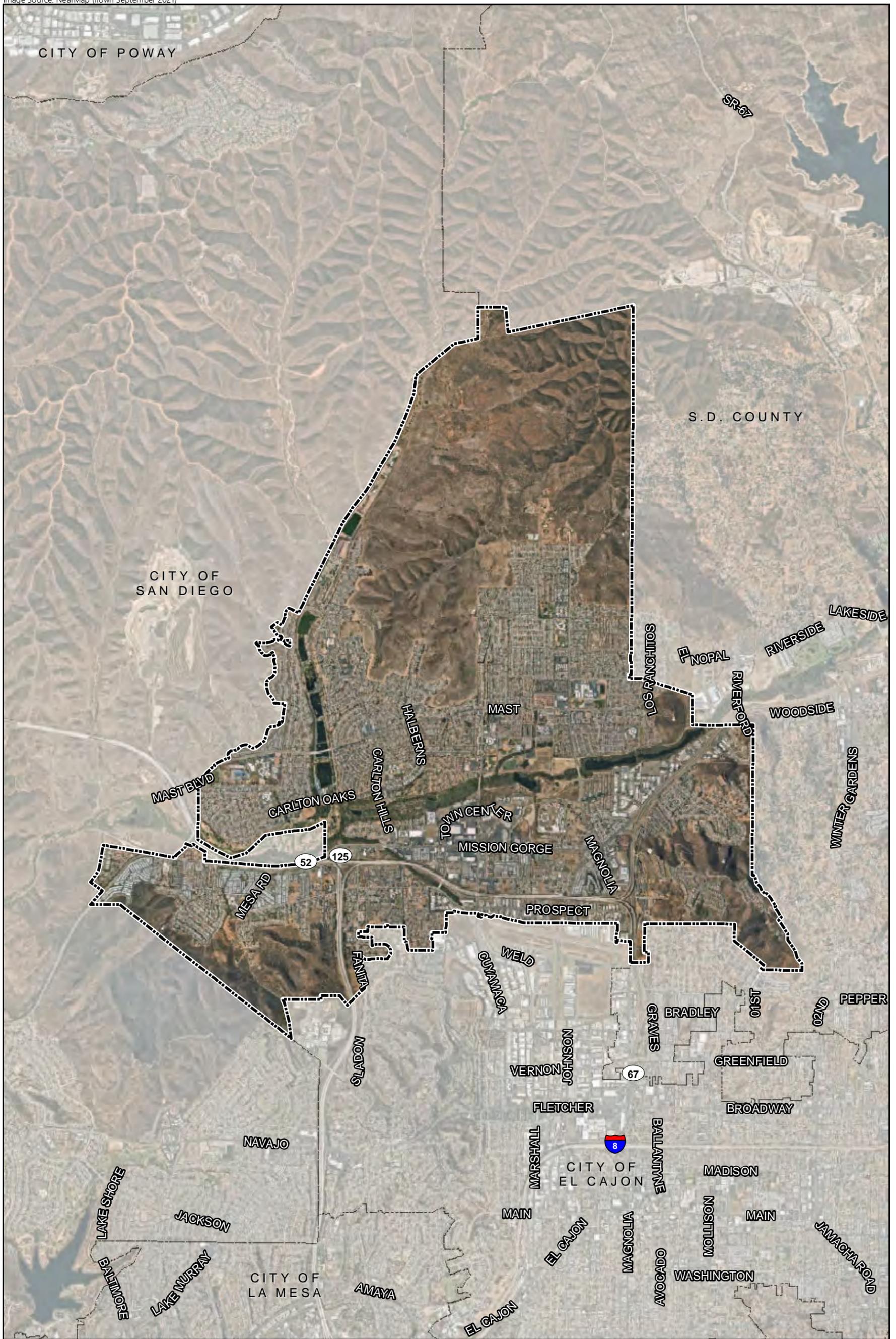


 City of Santee Boundary

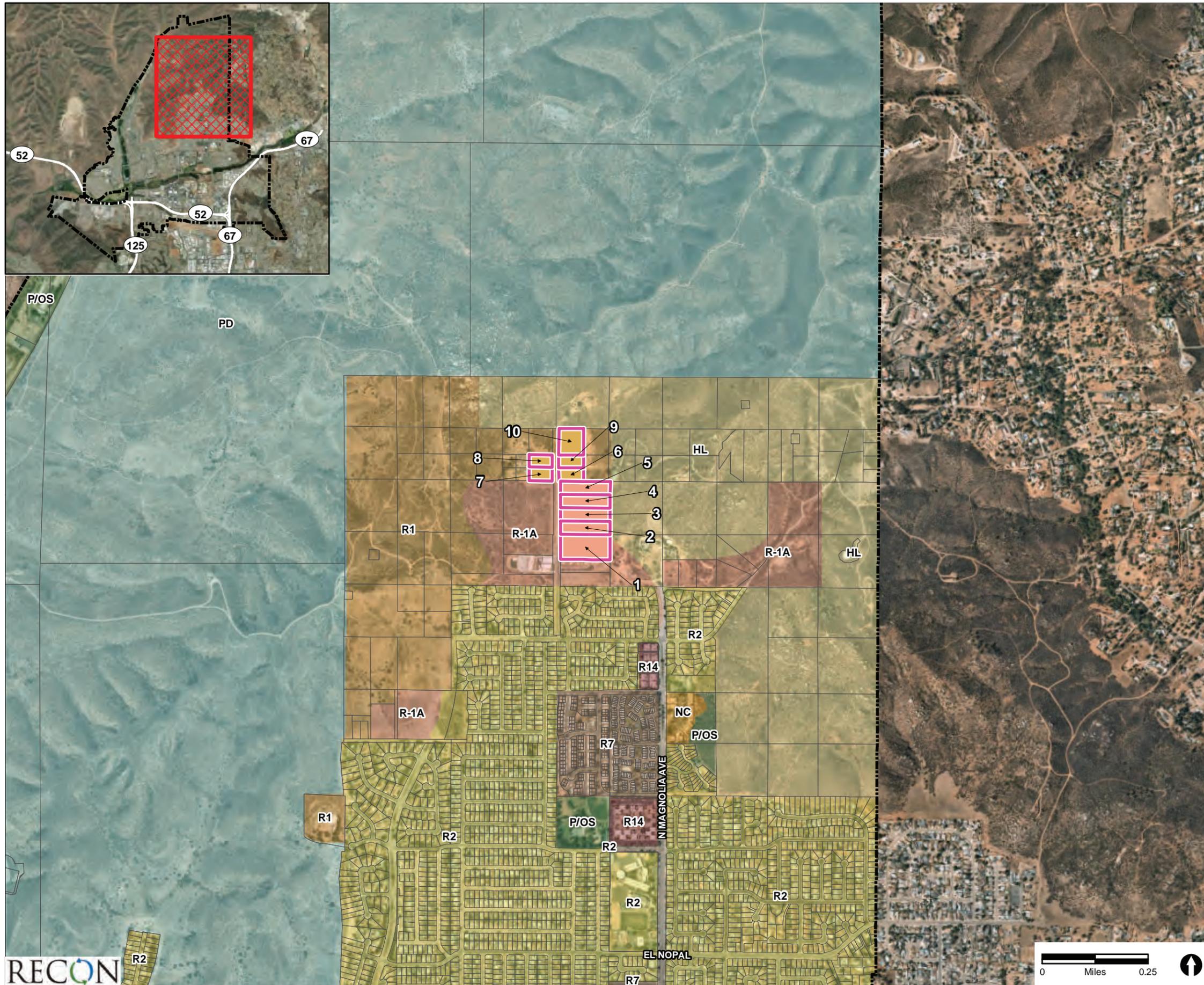


 City of Santee Boundary

FIGURE 2-2
Location of City on USGS Map

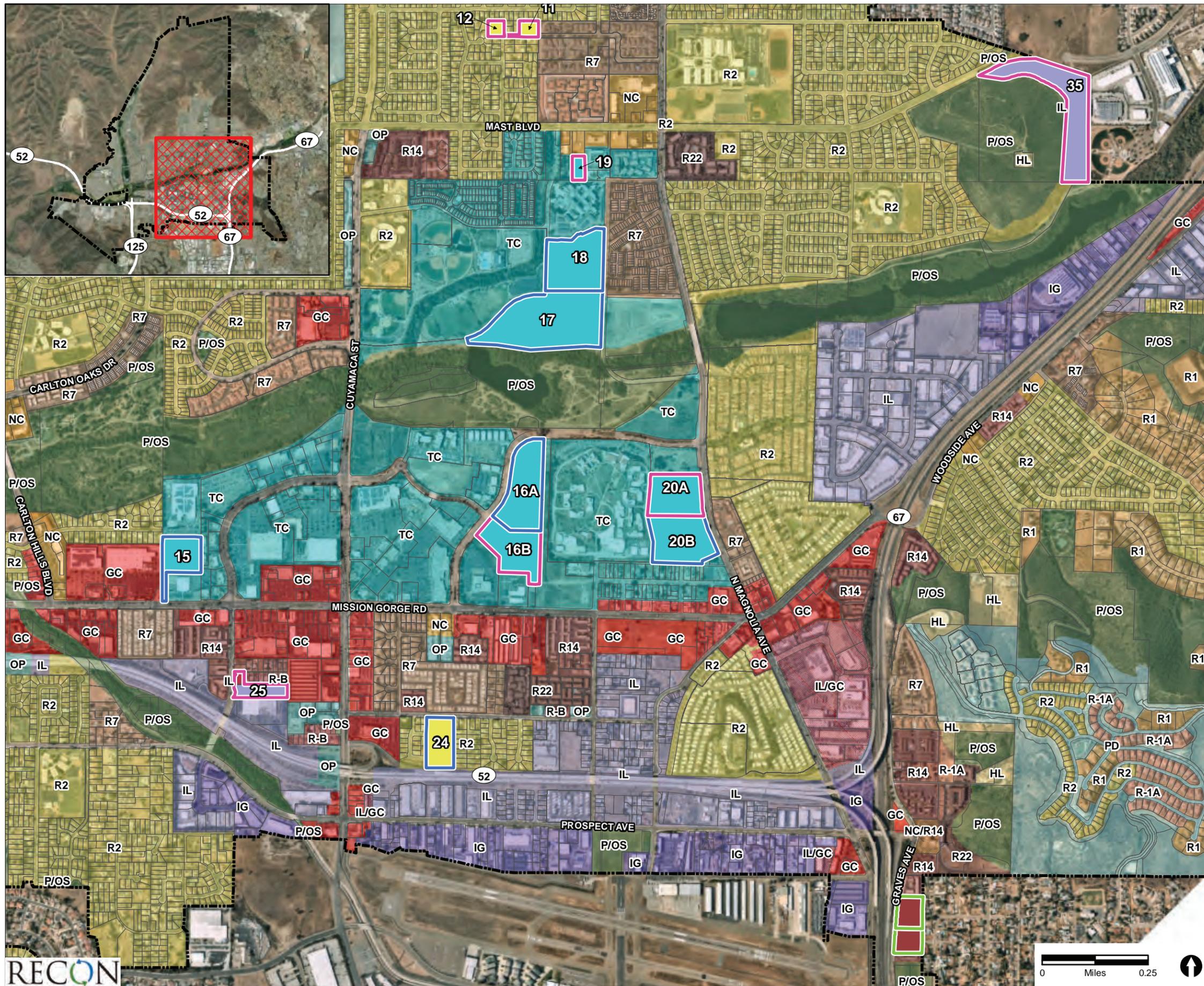


 City of Santee Boundary



- City of Santee Boundary
- Discretionary Development Sites
- Zone Districts**
- HL Hillside/Limited
- R1 Low Density Residential (1-2 dwelling units/gross acre)
- R-1A Low Density Residential (2-4 dwelling units/gross acre)
- R2 Low-Medium Density Residential (2-5 dwelling units/gross acre)
- R7 Medium Density Residential (7-14 dwelling units/gross acre)
- R14 Medium-High Density Residential (14-22 dwelling units/gross acre)
- NC Neighborhood Commercial
- P/OS Park/Open Space
- PD Planned Development

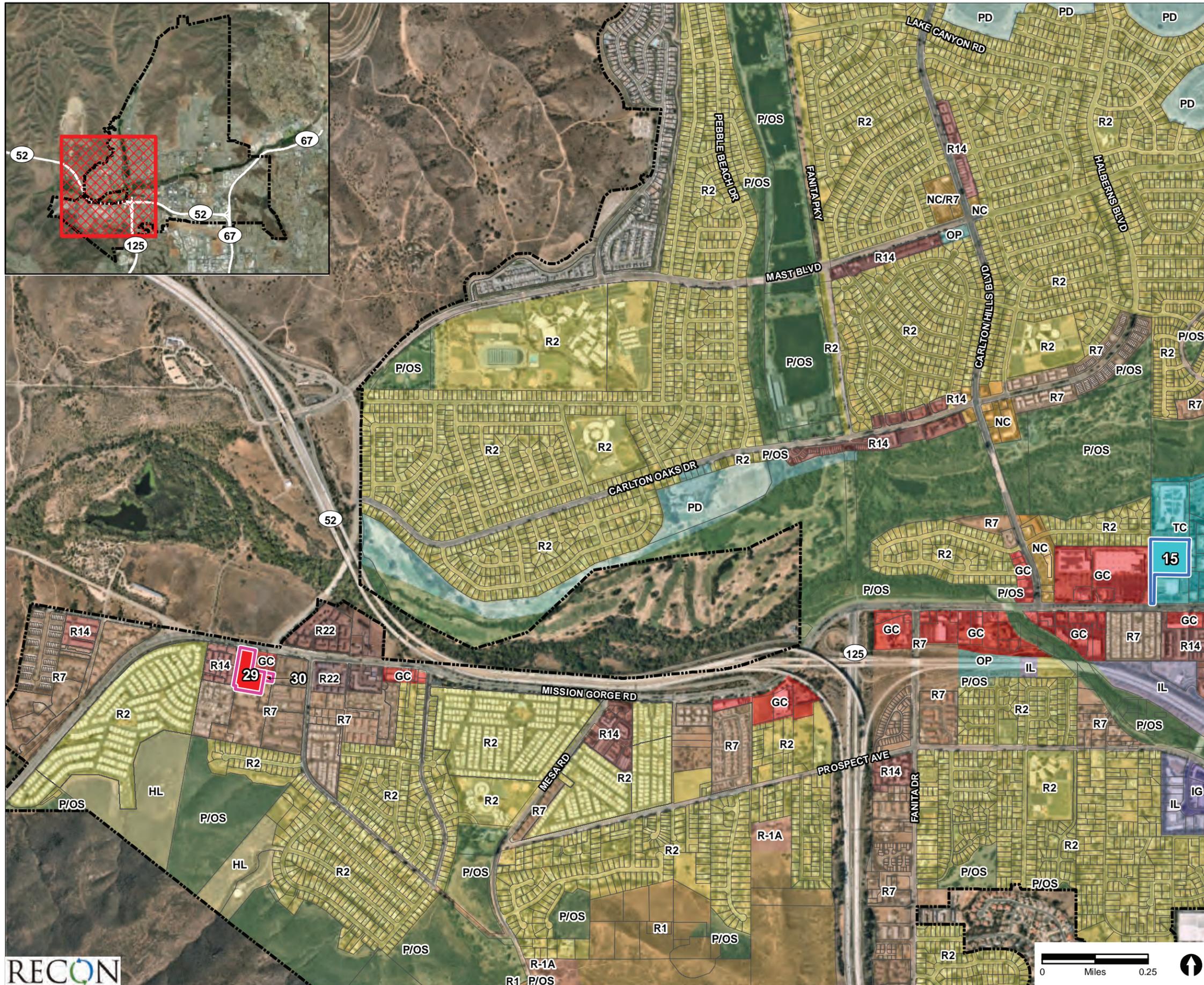
FIGURE 2-4a
 Existing Zone Districts



- City of Santee Boundary
 - Discretionary Development Sites
 - Eligible By-Right Development Sites
 - Graves Avenue Rezone Sites
- Zone Districts**
- HL Hillside/Limited
 - R1 Low Density Residential (1-2 dwelling units/gross acre)
 - R-1A Low Density Residential (2-4 dwelling units/gross acre)
 - R2 Low-Medium Density Residential (2-5 dwelling units/gross acre)
 - R7 Medium Density Residential (7-14 dwelling units/gross acre)
 - R14 Medium-High Density Residential (14-22 dwelling units/gross acre)
 - R22 High Density Residential (22-30 dwelling units/gross acre)
 - TC Town Center
 - R-B Residential/Business
 - OP Office Professional
 - NC Neighborhood Commercial
 - NC/R14 Neighborhood Commercial/Medium-High Density Residential
 - GC General Commercial
 - IL Light Industrial
 - IL/GC Light Industrial/General Commercial
 - IG General Industrial
 - P/OS Park/Open Space
 - PD Planned Development



FIGURE 2-4b
Existing Zone Districts



- City of Santee Boundary
 - Discretionary Development Sites
 - Eligible By-Right Development Sites
- Zone Districts**
- HL Hillside/Limited
 - R1 Low Density Residential (1-2 dwelling units/gross acre)
 - R-1A Low Density Residential (2-4 dwelling units/gross acre)
 - R2 Low-Medium Density Residential (2-5 dwelling units/gross acre)
 - R7 Medium Density Residential (7-14 dwelling units/gross acre)
 - R14 Medium-High Density Residential (14-22 dwelling units/gross acre)
 - R22 High Density Residential (22-30 dwelling units/gross acre)
 - TC Town Center
 - OP Office Professional
 - NC Neighborhood Commercial
 - NC/R7 Neighborhood Commercial/Medium Density Residential
 - GC General Commercial
 - IL Light Industrial
 - IG General Industrial
 - P/OS Park/Open Space
 - PD Planned Development



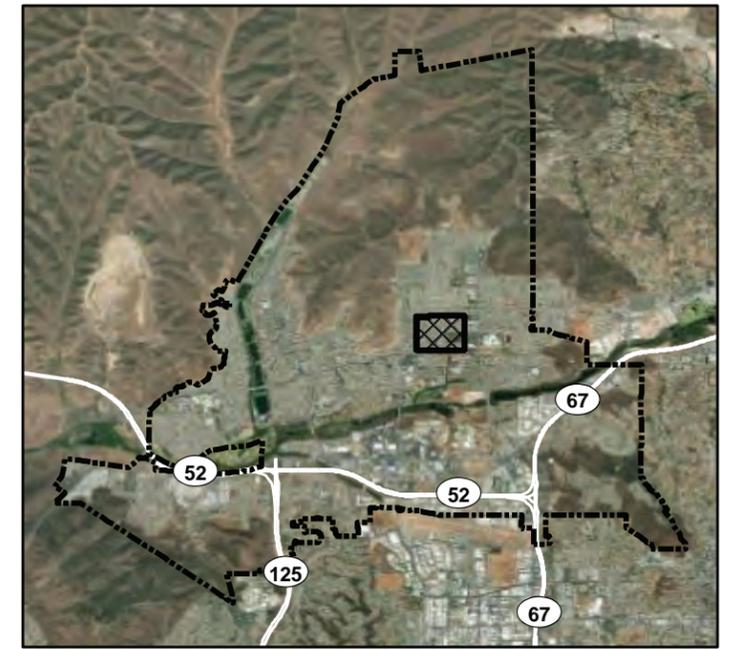
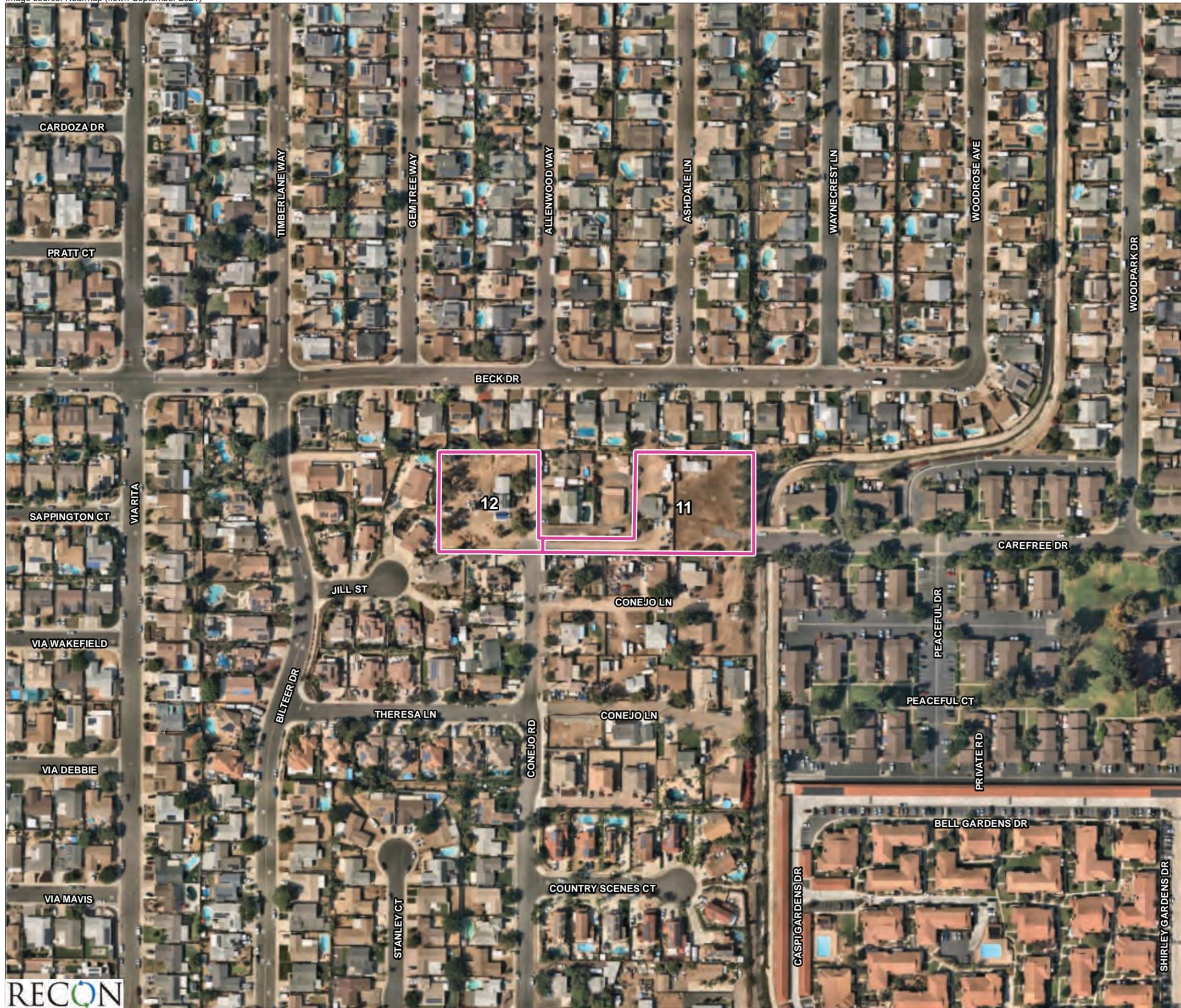
FIGURE 2-4c
Existing Zone Districts



-  City of Santee Boundary
-  Discretionary Development Sites



FIGURE 2-5
Aerial Photo of Rezone
Sites 1 through 10



-  City of Santee Boundary
-  Discretionary Development Sites



FIGURE 2-6
Aerial Photo of
Rezone Sites 11 and 12



-  City of Santee Boundary
-  Eligible By-Right Development Sites



FIGURE 2-7
Aerial Photo of
Rezone Site 15



-  City of Santee Boundary
-  Discretionary Development Sites
-  Eligible By-Right Development Sites



FIGURE 2-8
Aerial Photo of
Rezone Sites 16A and 16B



-  City of Santee Boundary
-  Eligible By-Right Development Sites



FIGURE 2-9
Aerial Photo of
Rezone Sites 17 and 18



-  City of Santee Boundary
-  Discretionary Development Sites



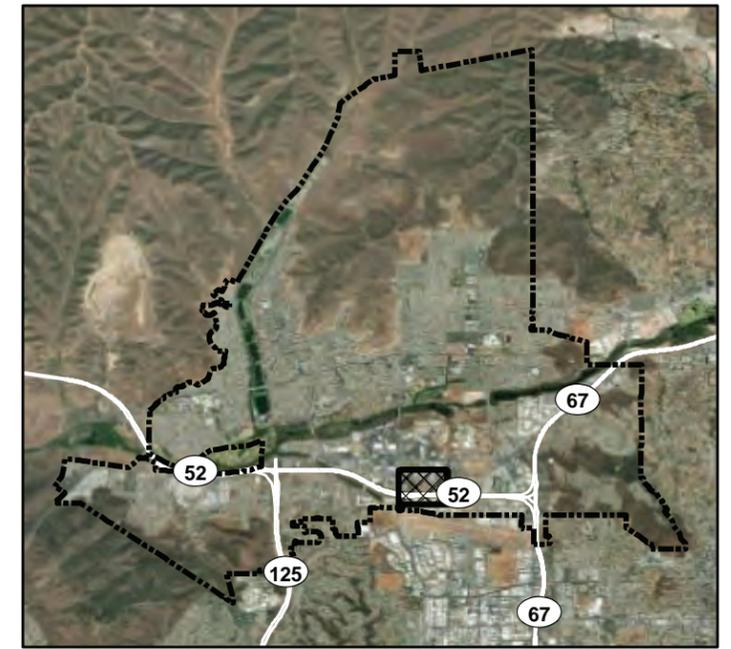
FIGURE 2-10
Aerial Photo of
Rezone Site 19



-  City of Santee Boundary
-  Discretionary Development Sites
-  Eligible By-Right Development Sites



FIGURE 2-11
Aerial Photo of
Rezone Sites 20A and 20B



-  City of Santee Boundary
-  Eligible By-Right Development Sites



FIGURE 2-12
Aerial Photo of
Rezone Site 24



-  City of Santee Boundary
-  Discretionary Development Sites



FIGURE 2-13
Aerial Photo of
Rezone Site 25



-  City of Santee Boundary
-  Discretionary Development Sites



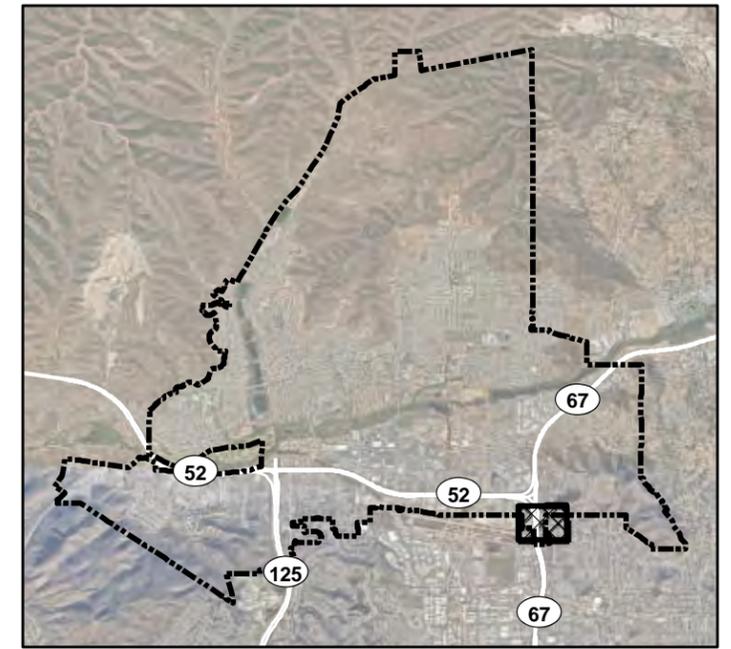
FIGURE 2-14
Aerial Photo of
Rezone Sites 29 and 30



-  City of Santee Boundary
-  Discretionary Development Sites



FIGURE 2-15
Aerial Photo of
Rezone Site 35



-  City of Santee Boundary
-  Graves Avenue Rezone Sites

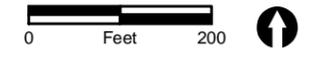


FIGURE 2-16
Aerial Photo of Graves Avenue Sites



PHOTOGRAPH 1
Sites 1-10 Located on Summit Avenue, Looking North



PHOTOGRAPH 2
Sites 1-10 Located on Summit Avenue, Looking East



PHOTOGRAPH 3
Sites 1-10 Located on Summit Avenue, Looking South



PHOTOGRAPH 4
Sites 1-10 Located on Summit Avenue, Looking Southeast



PHOTOGRAPH 5
Sites 1-10 Located on Summit Avenue, Looking Southwest



PHOTOGRAPH 6
Sites 1-10 Located on Summit Avenue, Looking West



PHOTOGRAPH 7
Site 11, Looking East



PHOTOGRAPH 8
Site 12, Looking West



PHOTOGRAPH 9
Sites 16A and 16B, Looking Northeast



PHOTOGRAPH 10
Sites 16A and 16B, Looking Southeast



PHOTOGRAPH 11
Sites 17 and 18, Looking North



PHOTOGRAPH 12
Sites 17 and 18, Looking East



PHOTOGRAPH 13
Sites 17 and 18, Looking Southeast



PHOTOGRAPH 14
Sites 17 and 18, Looking Southwest



PHOTOGRAPH 15
Sites 17 and 18, Looking West



PHOTOGRAPH 16
Sites 20A and 20B, Looking West



PHOTOGRAPH 17
Site 20A, Looking Northwest



PHOTOGRAPH 18
Site 20B, Looking Northwest



PHOTOGRAPH 19
Site 24, Looking South



PHOTOGRAPH 20
Site 24, Looking Southwest



PHOTOGRAPH 21
Site 25



PHOTOGRAPH 22
Site 29



PHOTOGRAPH 23
Site 29, Looking North



PHOTOGRAPH 24
Site 29, Looking Southwest



PHOTOGRAPH 25
Graves Avenue Sites, Looking Southwest



PHOTOGRAPH 26
Graves Avenue Sites, Looking Northeast



PHOTOGRAPH 27
Graves Avenue Sites, Looking East

Chapter 3

Project Description

3.1 Project Background and History

California state law requires each city and county to adopt a general plan for its physical development. A general plan is considered a blueprint for growth and expresses land use goals and policies for land uses in the jurisdiction. A general plan contains several elements, including a Housing Element. The housing element of the general plan is designed to provide a coordinated and comprehensive strategy for promoting the production of safe, decent, and affordable housing within the community. California Government Code Section 65580 states the intent of creating housing elements as follows:

The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every Californian, including farmworkers, is a priority of the highest order.

Per state law, the Housing Element has two main purposes:

- (1) To provide an assessment of both current and future housing needs and constraints in meeting these needs; and
- (2) To provide a strategy that establishes housing goals, policies, and programs.

Housing element law—first enacted in 1969 and significantly strengthened since—mandates that local governments adequately plan to meet the existing and projected housing needs of everyone in the community.

3.1.1 Regional Housing Needs Allocation

The California Department of Housing and Community Development (HCD) is required to prepare a Regional Housing Needs Allocation (RHNA) for each Council of Governments in the state that identifies projected housing units needed for all economic segments based on Department of Finance population estimates. The San Diego Association of Governments (SANDAG) is the Council of Governments for the San Diego region and allocates to the 18 cities and the unincorporated area of San Diego County their fair share of the total RHNA housing needed for each income category. Each local government must demonstrate that it has planned to accommodate all its regional housing need allocation in its housing element. The intent of the process is to promote a mix of unit types, tenure, and affordability in all cities and counties.

SANDAG adopted a Final RHNA based on the HCD determination for the region's "fair share" of statewide forecasted growth through April 15, 2029. Overall, the region needs to plan for an additional 171,685 units. SANDAG has allocated the City of Santee (City) its share of the regional

housing need for the 2021-2029 RHNA period based on a number of factors, including recent growth trends, income distribution, and capacity for future growth. The City was assigned a future housing need of 1,219 units for the 2021-2029 RHNA period, representing 0.7 percent of the total regional housing need. Of the 1,219 units allocated, the City must plan for units affordable to all income levels, specifically: 203 extremely low income, 203 very low income, 200 low income, 188 moderate income, and 425 upper income units (Table 3-1). SANDAG forecasts that the City will grow to 66,313 residents and 23,886 housing units by 2050.

Income Category (% of County AMI)	Number of Units	Percent
Extremely Low (30% or less)*	203	16.7%
Very Low (31 to 50%)	203	16.7%
Low (51 to 80%)	200	16.4%
Moderate (81% to 120%)	188	15.4%
Above Moderate (Over 120%)	425	34.9%
Total	1,219	100.0%
SOURCE: Final Regional Housing Needs Allocation, SANDAG, August 2020. AMI = Area Median Income		

3.1.2 6th Cycle 2021-2029 Housing Element

The City prepared its 6th Cycle Housing Element, adopted by City Council on July 14, 2021 and revised on May 11, 2022, which covers the planning period from April 15, 2021 to April 15, 2029. As the City's main housing policy and planning document, the Housing Element identifies housing needs and constraints, sets forth goals, policies and programs that address these needs and constraints, and plans for projected housing needs for all income levels over an eight-year planning period that coincides with the RHNA prescribed by SANDAG. The 6th Cycle Housing Element consists of five sections and five supporting appendices that cover the following main topics:

- A detailed analysis of the City's demographic, economic, and housing characteristics.
- Identification of governmental and nongovernmental constraints to housing production.
- A summary of resources available for the development, rehabilitation, and preservation of housing.
- Development of objectives, policies, and programs that address housing needs and constraints.
- A review of the City's progress in implementing current housing policies and programs.
- Identification of candidate sites within the City (Sites Inventory) that would be able to accommodate new housing to meet the City's RHNA.
- An analysis of barriers that restrict access to opportunity and identification of measures to counter these barriers (Affirmatively Further Fair Housing).

An essential component of the 6th Cycle Housing Element is the Sites Inventory, which identifies suitable sites throughout the City that can accommodate the required housing capacity set forth by the City's RHNA, which for the 2021-2029 planning period is 1,219 housing units. The Sites Inventory, as included as Appendix C of the 6th Cycle Housing Element, identifies 34 sites throughout the City with the capacity to accommodate the minimum of 1,219 housing units, as detailed above (see Table 3-1).

The 6th Cycle Housing Element includes Program 9, which commits the City to evaluate candidate housing sites and rezone as appropriate to achieve adequate housing capacity. As part of this rezoning, a minimum of 25 acres must be rezoned, within 18 months of the adoption of the Housing Element (which occurred on July 14, 2021), to permit by-right (without discretionary action) multi-family development, consistent with Program 10 of the 6th Cycle Housing Element. These rezone actions, including implementation of a by-right development process for housing that provides qualifying low-income units, are the subject of this Program Environmental Impact Report (PEIR). Buildout of the project is anticipated to occur over a 20+ year horizon.

3.2 Project Objectives

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15124, the following primary objectives support the purpose of the project; assist the Lead Agency in developing a reasonable range of alternatives to be evaluated in this report, and ultimately aid decision-makers in preparing findings and overriding considerations, if necessary. Specifically, the project objectives are as follows:

1. Implement Program 9 of the 6th Cycle 2021-2029 Housing Element to provide for the opportunity for future residential development on various sites throughout the City as identified by the Sites Inventory, with a density range of 30 to 36 dwelling units per acre (du/ac) on selected sites.
2. Also consistent with Program 9 and Program 10 of the 6th Cycle 2021-2029 Housing Element, provide a minimum of 25 acres to be rezoned (within 18 months of Housing Element adoption) to permit multi-family housing by right (without discretionary action) and to meet the requirements of Government Code 65583.2, including but not limited to a minimum density of 20 units per acre.
3. Maintain adequate housing sites for all income groups throughout the eight-year planning period.
4. Minimize potential land use compatibility conflicts associated with the proposed change to existing land use designations and zoning.
5. Increase the City's overall housing capacity and capability to accommodate housing as required per the certified Housing Element for the 2021-2029 housing cycle.

3.3 Project Description

The City of Santee Housing Element Rezone Program Implementation (project) includes key component parts as follows: (1) implementation of Program 9 of the 6th Cycle Housing Element which commits the City to evaluate and implement rezones as appropriate to achieve adequate housing capacity; (2) implementation of Program 10 of the 6th Cycle Housing Element to allow by-right approval of housing development where the project proponent voluntarily includes 20 percent of the units as affordable to lower income households; and (3) rezoning of two residentially zoned properties located on Graves Avenue to a commercial zone for exclusion from the Housing Element Sites Inventory. The sites proposed for rezoning, including 25 sites from the Housing Element and two sites located on Graves Avenue, are collectively referred to as the Rezone Sites. These project elements and the associated implementation actions are described further below.

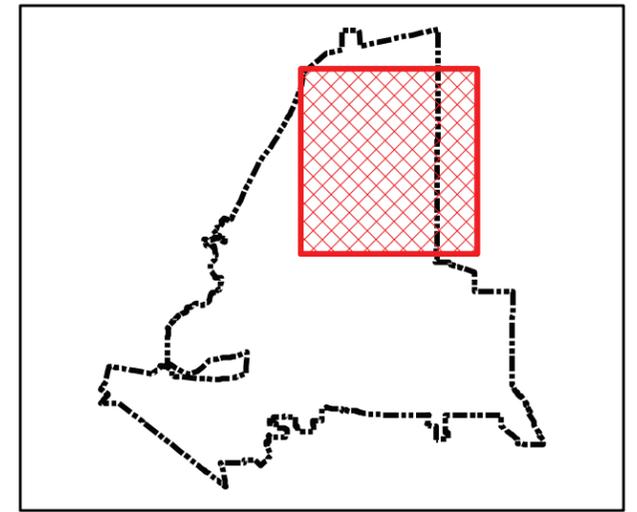
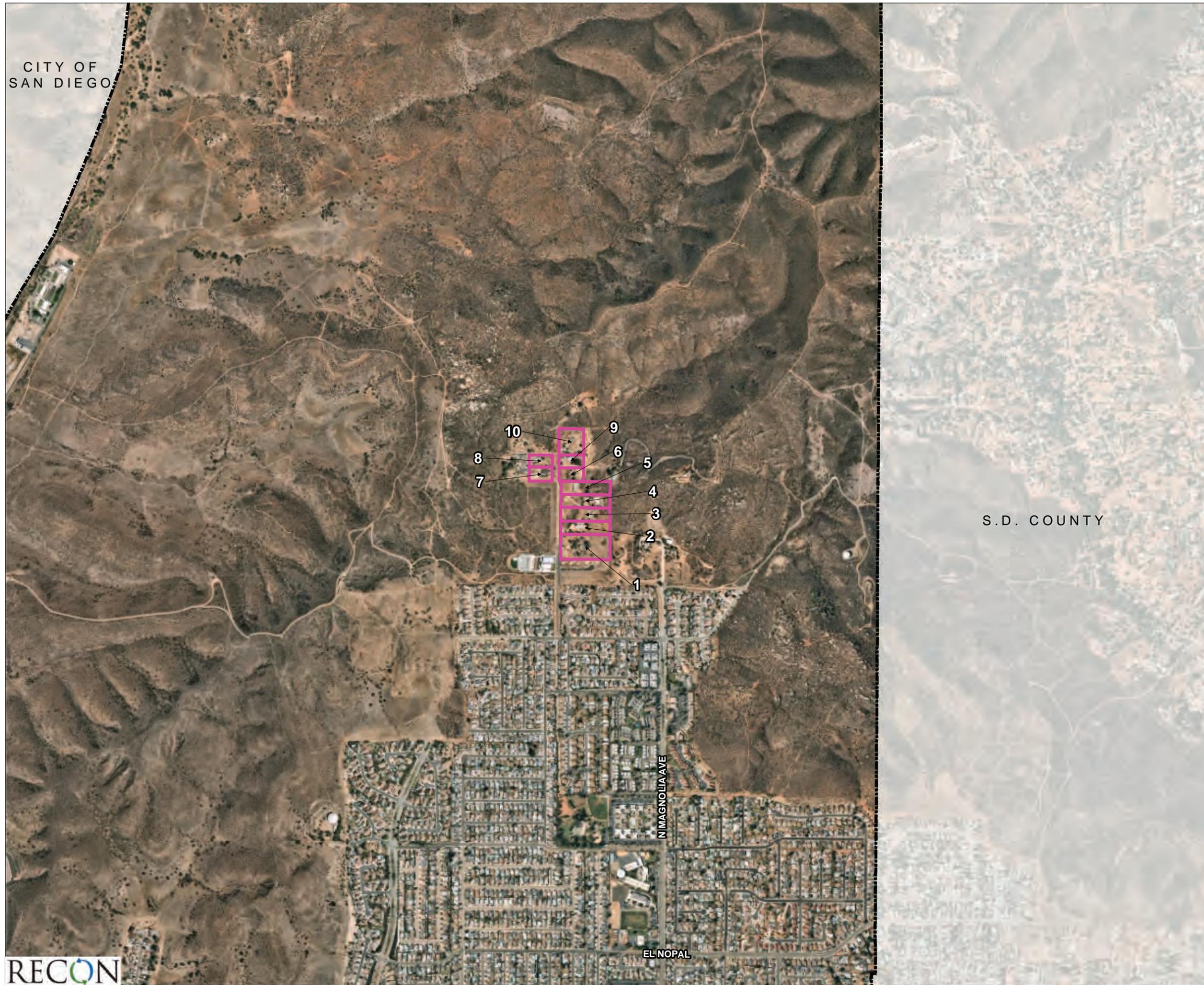
3.3.1 Housing Element Program 9

Rezone Sites proposed to implement Housing Element Program 9 are identified in Table 3-2; specifically, the last column identifies those sites that have been designated as eligible for by-right development. The identified by-right sites consist of four sites which represent the minimum 25 acres of multi-family by-right development sites required under Program 9, and two “reuse” sites. The “reuse sites” are those sites eligible for by-right development because they have appeared in two previous Housing Element Cycles (4th and 5th Cycles). By-right development would be allowed assuming qualifying criteria as stated in the Housing Element are met, including the voluntarily inclusion in development plans of 20 percent of the units as affordable to lower income households.

Sites included in Table 3-2 are a subset of the Sites Inventory included in Appendix C of the 6th Cycle Housing Element, representing the 25 sites the City is considering for rezone potential and referred to herein as Rezone Sites. The Rezone Sites are shown in Figures 3-1a through 3-1c. Each site is differentiated as either a site subject to discretionary development or a site eligible for by-right development as detailed in Table 3-2. Figures 3-2a through 3-2c show the proposed zoning for each of the Rezone Sites.

This PEIR evaluates potential development within the Rezone Sites and no site-specific development or construction plans are available at this time. Future development would occur as market conditions allow, at the discretion of the individual property owners.

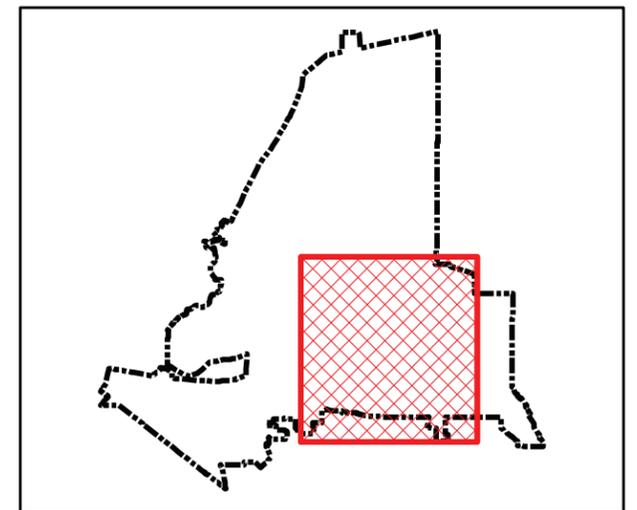
In order to implement the proposed rezones and apply appropriate residential densities at selected sites, the City is modifying the density range of the R-30 (Urban Residential) Zone to allow a residential density range of 30 to 36 dwelling units per acre. Specifically, Town Center Sites 16A and 20B would be designated with the new R-30 Zone, potentially allowing a combined 633 residential units. The Mixed Use Overlay would also be modified and applied to Town Center Sites 16A and 16B, allowing for ground floor commercial and/or ground floor live/work spaces on these sites.



-  City of Santee Boundary
-  Discretionary Development Sites



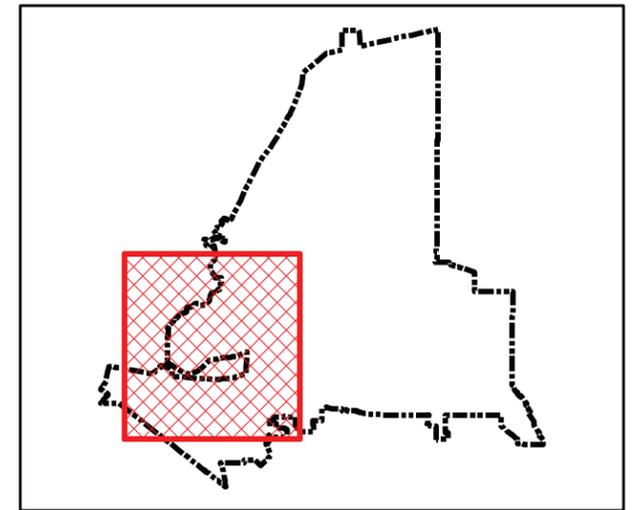
FIGURE 3-1a
Proposed Rezone Parcels



-  City of Santee Boundary
-  San Diego River
-  Discretionary Development Sites
-  Eligible By-Right Development Sites
-  Graves Avenue Rezone Sites



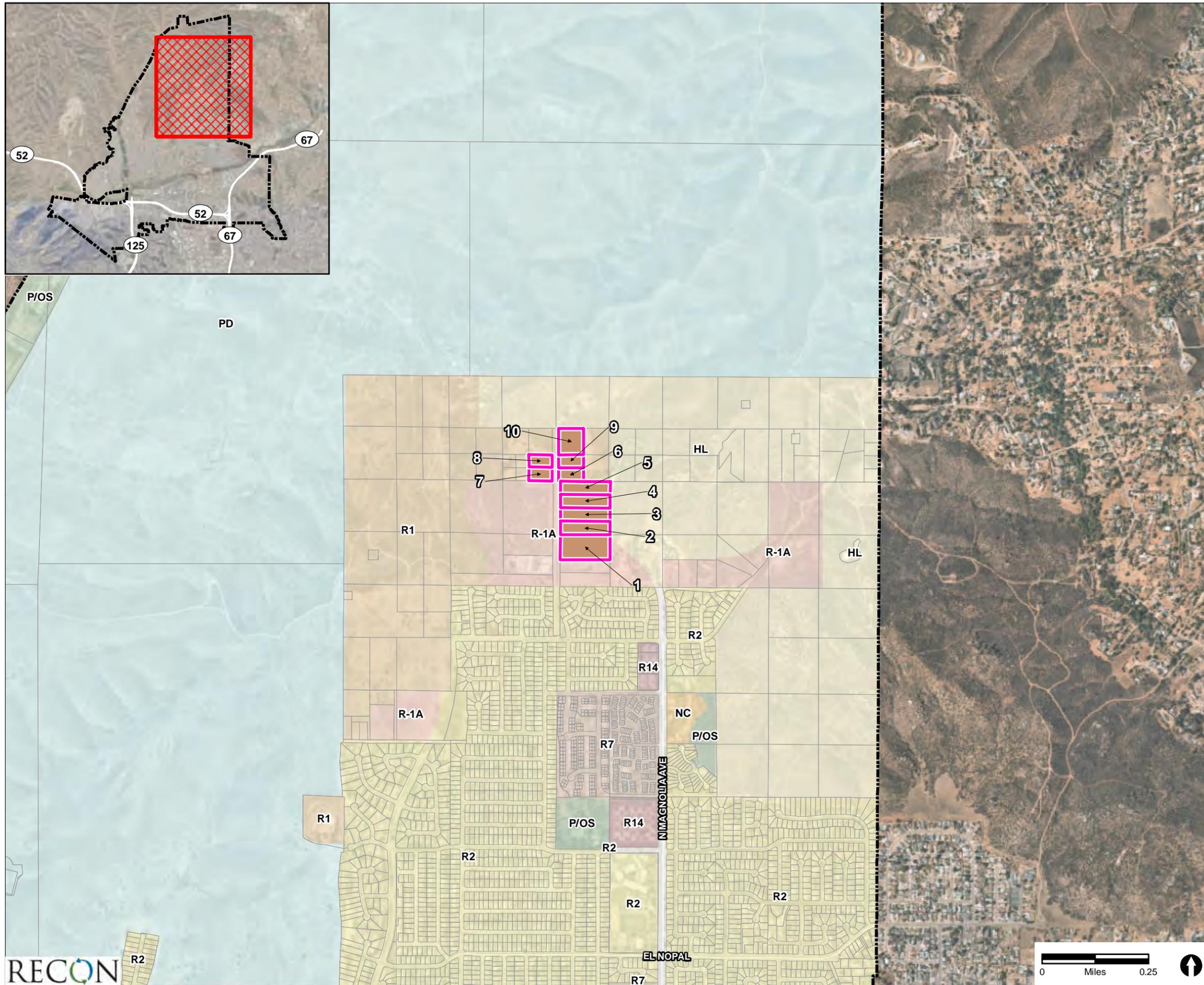
FIGURE 3-1b
Proposed Rezone Parcels



-  City of Santee Boundary
-  San Diego River
-  Discretionary Development Sites
-  Eligible By-Right Development Sites

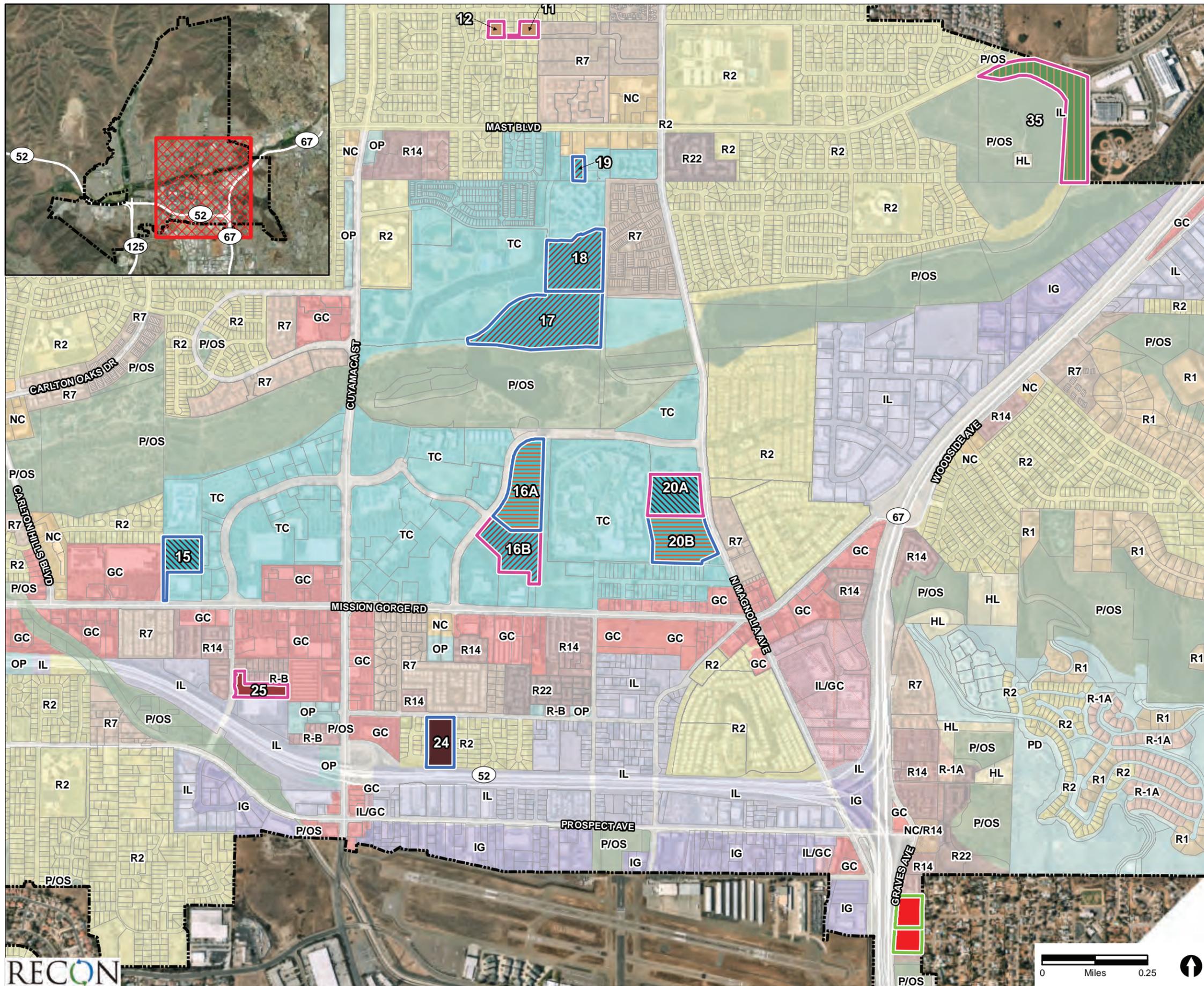


FIGURE 3-1c
Proposed Rezone Parcels



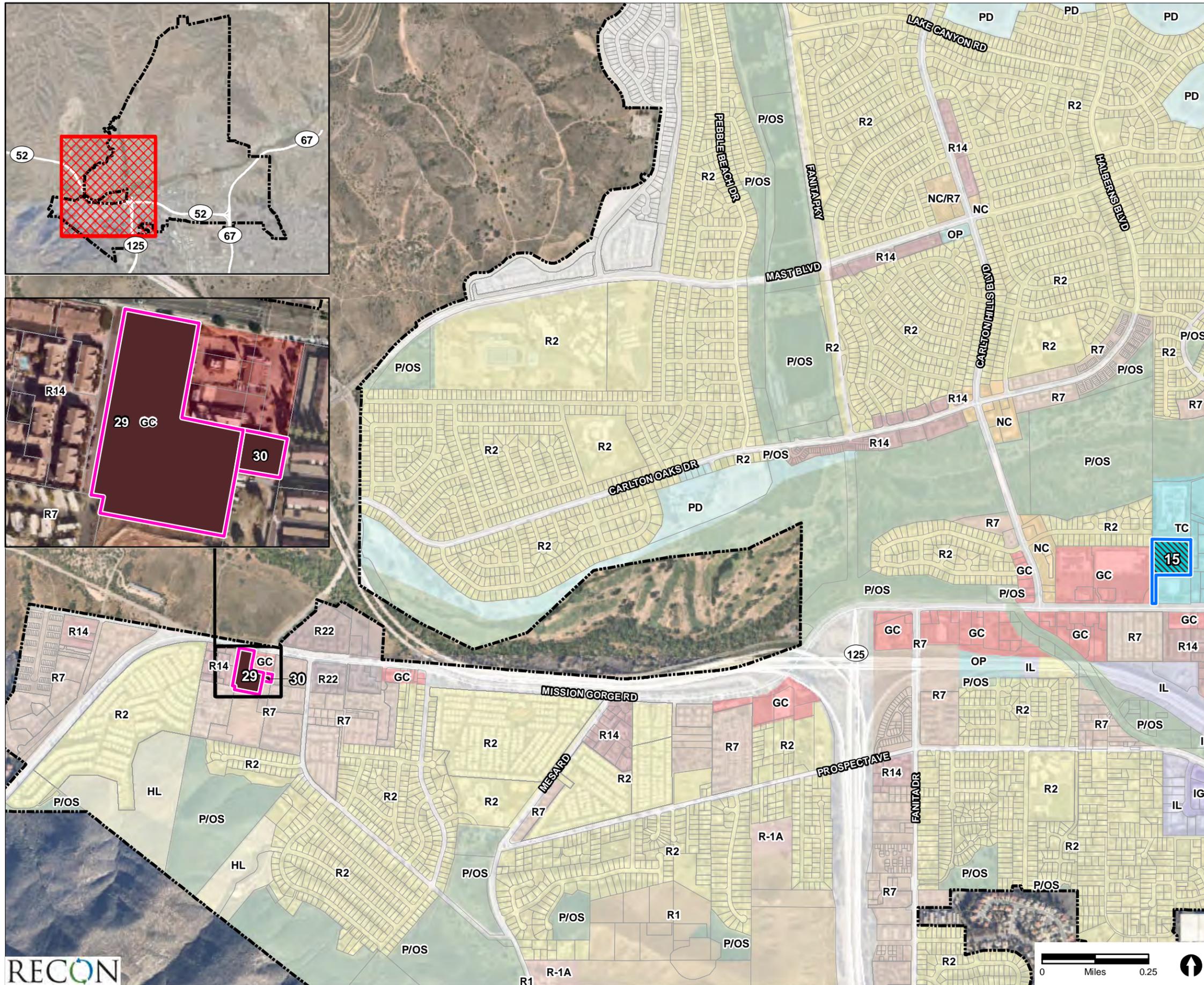
-  City of Santee Boundary
-  Discretionary Development Sites
- Proposed Zoning**
-  R7 Medium Density Residential
(7-14 dwelling units/gross acre)

FIGURE 3-2a
 Proposed Zoning



- City of Santee Boundary
 - Discretionary Development Sites
 - Eligible By-Right Development Sites
 - Graves Avenue Rezone Sites
- Proposed Zoning**
- R7 Medium Density Residential (7-14 dwelling units/gross acre)
 - R14 Medium-High Density Residential (14-22 dwelling units/gross acre)
 - R22 High Density Residential (22-30 dwelling units/gross acre)
 - GC General Commercial
 - P/OS/R7 Park/Open Space/ Medium Density Residential
 - TC/R14 Town Center/ Medium-High Density Residential
 - TC/R22 Town Center/ High Density Residential
 - TC/R30 Town Center/ Mixed Use Residential

FIGURE 3-2b
 Proposed Zoning



-  City of Santee Boundary
-  Discretionary Development Sites
-  Eligible By-Right Development Sites
- Proposed Zoning**
-  R22 High Density Residential (22-30 dwelling units/gross acre)
-  TC/R22 Town Center/High Density Residential

FIGURE 3-2c
 Proposed Zoning

3.3.2 Housing Element Program 10

The project would also implement Housing Element Program 10, which requires the City to amend the Zoning Ordinance to provide by-right approval for certain housing developments that provide a minimum of 20 percent of the total units as affordable to lower income households. Sites that would qualify for by-right development with the minimum affordability requirement include two sites being used to meet the 6th Cycle RHNA that have been reused from previous Housing Element cycles, referred to as "reuse sites" and four additional sites that would cumulatively result in a minimum of 25 acres available for by-right multi-family housing. The sites are noted in Table 3-2.

To implement a process for by-right development, the project includes the establishment of objective design and performance standards to be codified within the City's Municipal Code (Zoning Ordinance). The objective design and performance standards would be regulatory requirements, applied to by-right development. The objective design and performance standards are included herein as Appendix B, and discussed throughout Chapter 4.0 as relevant.

3.3.3 Graves Avenue Parcels

Although not part of the Housing Element Sites Inventory, two vacant properties along Graves Avenue between Prospect Avenue and Pepper Drive, currently zoned R-14 (Medium High Density Residential), are included in the project for rezoning to the General Commercial (CG) Zone in order to remove them from consideration as housing sites. These two sites were previously identified for housing in the 5th Cycle Housing Element, but due to airport constraints on residential density remain undeveloped and future residential development would be difficult. Future commercial development at these sites would require a site-specific environmental review, facilitated by analysis contained in this document. The Graves Avenue sites are labeled on the aerial map, Figure 3-1b, with the proposed commercial zoning and surrounding zoning shown on Figure 3-2b.

3.3.4 Amendments to the General Commercial Zone

Amendments to the General Commercial zone are proposed to allow storage of recreational vehicles as a conditional use. Specifically, recreational vehicle storage would be conditionally allowed upon approval of a Conditional Use Permit from City Council after a showing that all requirements are met to support the use. Any future proposal for a recreational vehicle storage facility would be subject to its own environmental review under CEQA.

3.4 Rezone Sites

Table 3-2 identifies the Rezone Sites included in the analysis of the project. The Rezone Sites include 25 sites, six of which are designated as eligible for future by-right development, in addition to two sites proposed for rezoning along Graves Avenue that are not associated with the Housing Element.

As shown in Table 3-2, the sites eligible for future by-right development includes Sites 15, 16A, 17, 18, 20B, and 24. Sites 15, 16A, 20B, and 24 have been designated for by-right development consistent with the Housing Element Program 9 (minimum 25 acres). Sites 17 and 18 are included as eligible for

by-right development because they are “reuse” sites, as explained above. These six sites are discussed throughout Chapter 4.0 of this PEIR as having received a more detailed level of analysis for certain issues such as biology and archaeology, and where necessary have been discussed separately from the other Rezone Sites.

Table 3-2 Proposed Rezones and Eligibility for By-Right Development						
Map ID #	Assessor Parcel Number/Address	Current Zoning	Proposed Zoning	Lot Size (acres)	Potential Residential Capacity	Eligible for By-Right Development
1	37819001/10939 Summit Ave.	R-1A	R-7	4.65	29	No
2	37818010/11009 Summit Ave.	R-1A	R-7	2.32	14	No
3	37818009/11025 Summit Ave.	R-1A	R-7	2.32	14	No
4	37818008/11041 Summit Ave.	R-1A	R-7	2.32	14	No
5	37818007/11059 Summit Ave.	R-1A	R-7	2.32	11	No
6	37818029/10215 Summit Crest Dr.	R-1A	R-7	1.16	8	No
7	37821021/11010 Summit Ave.	R-1A	R-7	1.15	8	No
8	37821020/11020 Summit Ave.	R-1A	R-7	1.02	7	No
9	37818028/11115 Summit Ave.	R-1A	R-7	1.16	8	No
10	37818020/11129 Summit Ave.	R-1A	R-7	2.32	11	No
11	38103107/9945 Conejo Rd.	R-2	R-7	1.19	8	No
12	38169028/9960 Conejo Rd.	R-2	R-7	0.86	6	No
15	38104036/Walmart	TC-C	TC-R-22	5.26	115	Yes
16A	38105082/Civic Center Site I	TC-C	TC-R-30	11.11	333	Yes
16B	38105082/Civic Center Site II	TC-C	TC-R-14	8.61	120.	No
17	38105118/Cottonwood Ave.	TC-R-30	TC-R-14	22.15	279	Yes
18	38105117/Cottonwood Ave.	TC-R-30	TC-R-14	11.71	98	Yes
19	38103208/Park Center Dr.	TC-R-22	TC-R-14	2.35	32	No
20A	38105081/9200 Magnolia Ave.	TC-O/I	TC-R-22	7.75	170	No
20B	38105081/9200 Magnolia Ave.	TC-O/I	TC-R-30	10.00	300	Yes
24	38416204/9953 Buena Vista Ave.	R-2	R-22	4.80	105	Yes
25	38402007/8801 Olive Ln.	IL	R-14	2.93	41	No
29	38630031/7737 Mission Gorge Rd.	GC	R-22	3.25	64	No
30	38630009/8714 Starpine Dr.	R-7/GC	R-22	1.30	28	No
35	37903031/Mast Blvd.	POS/IL	P/OS & R-7	47.45	122	No
Graves Ave	38706111/Graves Ave.	R-14	GC	3.69	NA	No
Graves Ave	38706112/Graves Ave.	R-14	GC	2.26	NA	No
Rezone Totals				167.41	1,945	

SOURCE: 6th Cycle Housing Element Table C-1: Sites Inventory.

3.5 Associated Discretionary Actions

Discretionary actions are those actions taken by an agency that call for the exercise of judgment in deciding whether to approve or how to carry out a project. The following discretionary actions by the City would be required for approval of the proposed project.

3.5.1 General Plan Amendment (GPA2021-2)

A General Plan Map and Text amendment would be required to redesignate land uses and adjust residential densities consistent with proposed rezones.

3.5.2 Town Center Specific Plan Amendment (TCSPA2021-2)

An amendment to the Town Center Specific Plan would be required to redesignate land uses and adjust allowable residential densities on up to eight identified sites within the Town Center, specifically sites 15, 16A, 16B, 17, 18, 19, 20A, and 20B.

3.5.3 Rezone (R2021-2) and Zoning Ordinance Amendment (ZA2021-2)

Adoption of rezones will be required to implement the rezoning described in Table 3-2. Additionally, zoning ordinance amendments will be required to implement the proposed project. Anticipated zoning ordinance amendments include:

- Adoption of identified rezones.
- Adoption of objective design standards that could be applied for sites that qualify for by-right development.
- The modification of the R-30 (Urban Residential) Zone to allow 30–36 dwelling units per acre and modification of the Mixed Use Overlay to allow ground floor commercial and/or ground floor live/work for specified parcels within the Town Center Specific Plan.
- Amendments to the General Commercial (CG) zone to conditionally allow recreational vehicle storage.

Chapter 4

Environmental Analysis

The following sections analyze the potential environmental impacts that may occur as a result of implementation of the City of Santee (City) 6th Cycle Housing Element Rezone Program (project). The sites included in the analysis are detailed in Table 3-2 and include 25 potential rezone housing sites and the two sites located on Graves Avenue, collectively referred to as the Rezone Sites. Buildout of the project is anticipated to occur over a 20+ year horizon.

Potential impacts are assessed against the current on-the-ground conditions. Due to the long-term buildout horizon, circumstances and in-turn potential impacts have the potential to change over time. Evaluation of existing conditions is largely based on review and evaluation of available data sources and secondary source information; however, certain sites that may be eligible for a by-right, or ministerial review, were evaluated in a more site-specific manner to the extent feasible. For example, site visits to the ministerial sites were completed to verify the potential for biological and archaeological resource impacts. Accordingly, the analysis sections report on the findings from these general surveys of the eligible ministerial sites, as applicable. Similarly, site-specific air quality, greenhouse gas, and noise modeling was completed for the eligible ministerial sites that would not be subject to further environmental review under CEQA; however, mitigation measures identified within those sections of this PEIR would be applicable to all future development (both discretionary and ministerial) to ensure site-specific actions are taken, as applicable. However, the analysis remains an overall programmatic approach, as there are no site-specific development proposals available for review. Absent a project footprint and specific project design and development intensity, it is not possible to provide a complete project-level analysis and mitigation measures specific to future projects. Therefore, for both the ministerial (by-right) and discretionary Rezone Sites, a mitigation framework is provided that would be applied either during a discretionary review process or during the ministerial review process for the by-right development sites as part of the City's objective design and performance standards.

The City has developed proposed objective design and performance standards that would apply to by-right development sites. In addition to other standards and design requirements, the objective design and performance standards require implementation of the mitigation measures contained in this PEIR.

The environmental issues addressed in the following sections are in accordance with the California Environmental Quality Act Guidelines and Statutes. Each issue analysis section is formatted to include a summary of existing conditions, including the regulatory context; the significance determination thresholds and methodology; an evaluation of potential project impacts; a mitigation framework to inform future project review; and a conclusion of significance after mitigation.

4.1 Aesthetics

This section evaluates the potential visual effects that could result from implementation of the 6th Cycle Housing Element Rezone Programs (project). The sites included in the analysis are detailed in Table 3-2 and include 25 potential rezone housing sites and the two sites located on Graves Avenue, collectively referred to as the Rezone Sites. The analysis is based on secondary source information, review of applicable City of Santee (City) policies and design guidelines, review of aerial photography, and a photo survey of selected sites.

4.1.1 Existing Conditions

4.1.1.1 Topography and Landform

The City is bisected in an east west direction by the San Diego River. The flat river valley occupies the central portion of the City, providing distant views toward the surrounding hillsides. Views in the City include steeply sloped hillsides with dramatic ridgelines (City of Santee 2003a). The project consists of 27 parcels located throughout the City (see Figure 3-1). The location of the Rezone Sites in relation to the City's topography is shown in Figure 4.1-1.

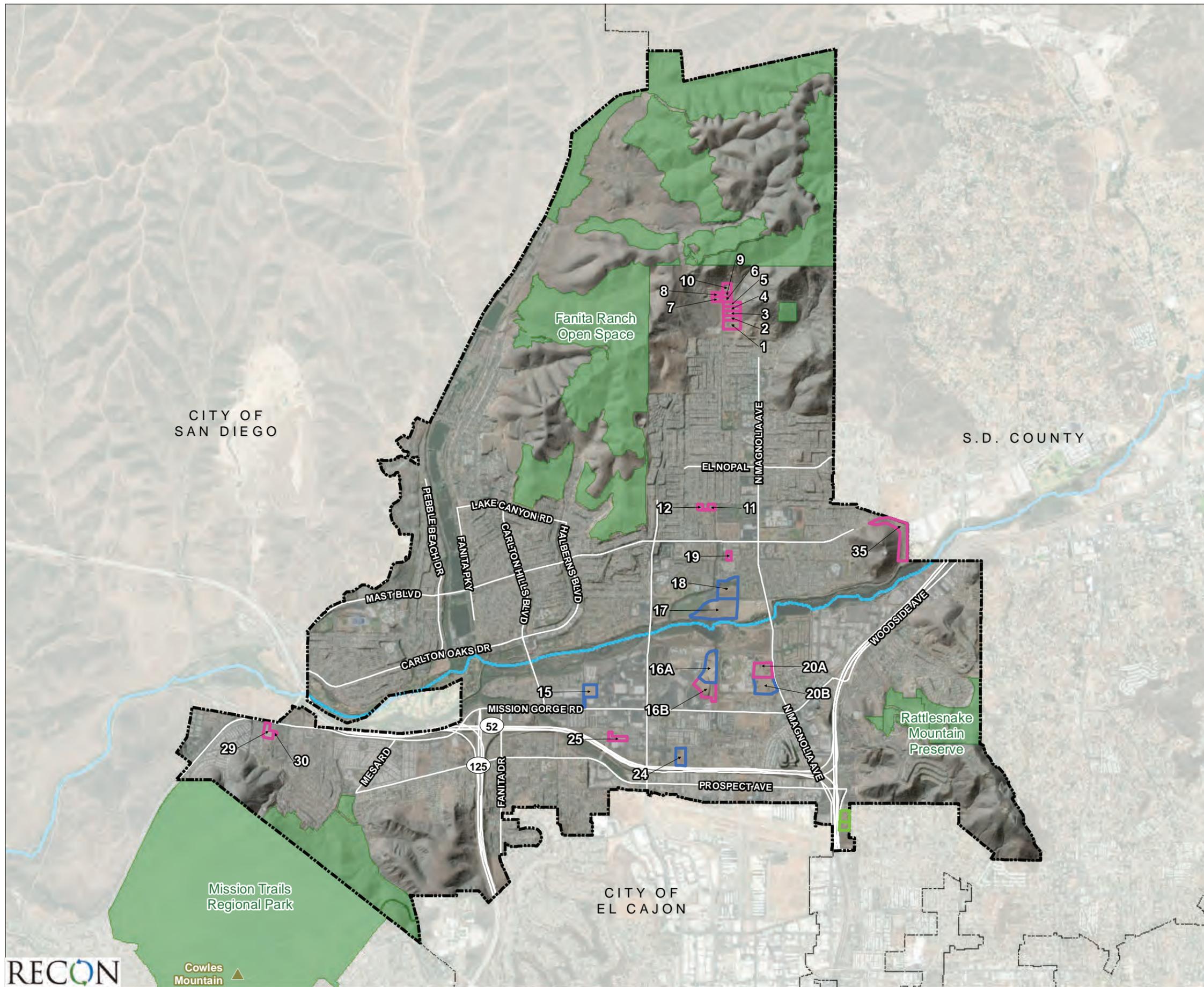
4.1.1.2 Scenic Resources

a. Viewsheds and Scenic Vistas

A viewshed is generally defined as an area that can be seen from a given vantage point and viewing direction. A viewshed is composed of foreground items (items closer to the viewer) that are seen in detail and background items (items at some distance from the viewer) that frame the view.

A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed. Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features.

Visual resources throughout the City include the San Diego River, Mission Trails Regional Park, Mast Park, Rattlesnake Mountain, and the hills in the northern part of the City (City of Santee 2003a). The orientation of the San Diego River corridor creates impressive long views within the City and to the surrounding ridgelines and mountains to the east and Mission Trails Regional Park to the west. The elevated western entry to the City along Mission Gorge Road also affords an opportunity for scenic views along the flat San Diego River corridor (City of Santee 2003a).



-  City of Santee Boundary
-  San Diego River
-  Discretionary Development Sites
-  Eligible By-Right Development Sites
-  Graves Avenue Rezone Sites



FIGURE 4.1-1
Landform and Topography

b. Open Space

Open space in the City provides scenic resources such as panoramic hillside views. Open space areas are located within Fanita Ranch, Rattlesnake Mountain and hillsides in the southwest portion of the City, and land in the San Diego River corridor (see Figure 4.1-1). Additional open space is provided by City parkland (City of Santee 2003b). Pursuant to the 2020 General Plan Community Enhancement Element, open space in the City provides a number of community design resources:

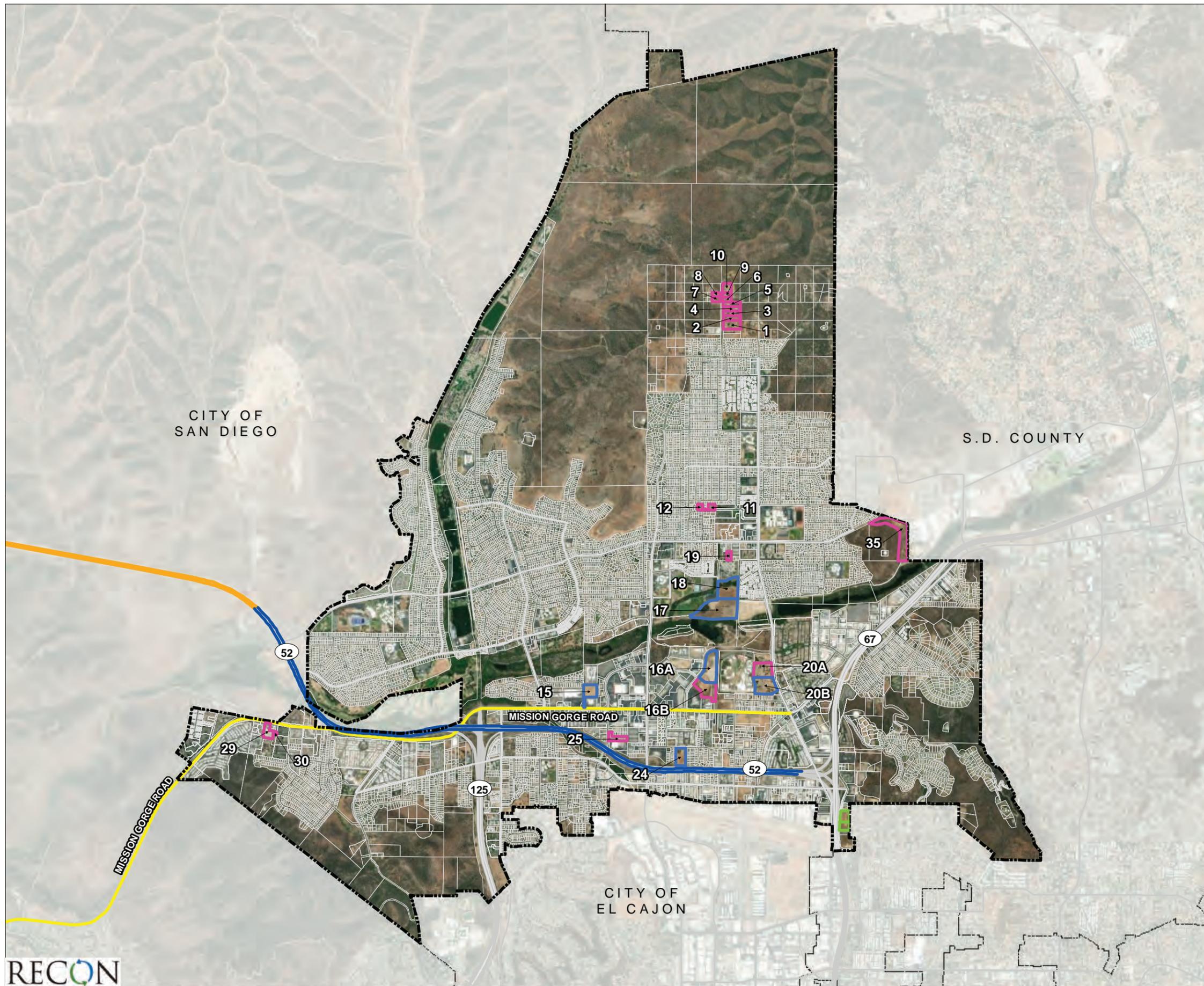
- Panoramic hillside views and backdrops;
- Visual relief to the intensive developed areas;
- Visual and physical links to the San Diego River and its tributaries (Sycamore Creek, Forester Creek);
- Opportunity areas for new high quality development; and
- Opportunity for recreational activities that reinforce the environmental setting such as hiking trails.

The City is also a participant in the Multiple Species Conservation Program (MSCP) through its subarea planning efforts. The City's Draft Subarea Plan identifies preservation of approximately one-fourth of the total area of the City as permanent open space. Although not adopted, the City generally adheres to the conservation strategies and preserve goals of the Draft Subarea Plan. For additional discussion on the City's Draft MSCP Subarea Plan, see Section 4.3.

c. Scenic Roads/Highways

A "State Scenic Highway" refers to any interstate, state, or county street that has been officially designated as scenic and thereby requires special scenic conservation treatment. State Route 52 (SR-52) runs in an east-west direction through the southern portion of the City and is an eligible State Scenic Highway due to its views of Mission Trails Summit and Cowles Mountain. As shown in Figure 4.1-2, just west of the City, a portion of SR-52 through the City of San Diego is an officially designated State Scenic Highway (Caltrans 2018), with surrounding preserved open space providing scenic views along that segment.

Mission Gorge Road is designated within the City's General Plan as a local scenic road (see Figure 4.1-2). Recognizing the prominence of Mission Gorge Road and its role in establishing an image for the City, the Mission Gorge Road Design Standards were adopted to establish specific design guidelines for development along Mission Gorge Road. These include creating architectural themes along various segments, required streetscape landscaping, signage, and pedestrian and bicycle improvements (City of Santee 2003b).



-  City of Santee Boundary
-  Designated Scenic Highway
-  Eligible Scenic Highway
-  Local Scenic Road
-  Discretionary Development Sites
-  Eligible By-Right Development Sites
-  Graves Avenue Rezone Sites



FIGURE 4.1-2
Scenic Roads and Highways

d. Existing Setting at Rezone Sites

A series of photographs were taken at several Rezone Sites showing existing visual conditions. Refer to Chapter 2 for photographs (Photographs 1–27) and aerial photographs (see Figures 2-5 through 2-16) of the Rezone Sites, representing existing conditions. The following summarizes potential views and visual resources of each site.

Rezone Sites 1 through 10 are located on Summit Avenue and are currently rural in character, with single-family development and associated residential accessory structures. This area is located just north of the more urbanized areas of the City and is at the northernmost portions of the flat valley with mountains and open space surrounding this area to the west, north and east. Refer to Photographs 1–6 and Figure 2-5 in Chapter 2.

Rezone Sites 11 and 12 are surrounded by developed single family residential homes. These two sites are accessed from Carefree Drive from the east and Conejo Road from the south. They currently contain existing single-family homes. Refer to Photographs 7 and 8 and Figure 2-6 in Chapter 2.

Rezone Site 15 is a vacant site largely surrounded by commercial development within the Santee Town Center. To the northwest is some existing single-family residential land use. Refer to Figure 2-7 in Chapter 2.

Rezone Sites 16A and 16B are undeveloped sites. The area surrounding the sites is primarily developed with Santee Trolley Square immediately west of the site, the Las Colinas Detention Facility to the east, and open space associated with the San Diego River to the north. Refer to Figure 2-8 and Photographs 9 and 10 in Chapter 2.

Rezone Sites 17 and 18 are undeveloped and located just north of the San Diego River. These sites are adjacent to the Town Center Community Park sports fields and parking areas, the Edgemoor Hospital, and multi-family development. Refer to Figure 2-9 and Photographs 11 through 15 in Chapter 2.

Rezone Site 19 is a vacant lot located north of Edgemoor Hospital and surrounded by vacant lands, commercial, multi-family, and single-family residential land uses. Refer to Figure 2-10 in Chapter 2.

Rezone Sites 20A and 20B are undeveloped sites that surround the Santee Historical Society and Historic Barn. To the west of Site 20A is the Las Colinas Detention Facility, to the east is a gated manufactured home community for 55 years old and up residents. Site 20B is bordered by single-family residential homes to the south, multi-family residential to the east, and Las Colinas and Riverview Office Park to the west. Refer to Figure 2-11 and Photographs 16-18.

Rezone Site 24 is a vacant site surrounded by single-family homes to the west and east, SR-52 to the south and Buena Vista Avenue and a manufactured home community to the north. Refer to Figure 2-12 and Photographs 19-20 in Chapter 2.

Rezone Site 25 is a fenced, disturbed lot used for vehicle and other storage. The site is surrounded by multi-family, single-family, and commercial development (self-storage). Refer to Figure 2-13 and Photograph 21 in Chapter 2.

Rezone Site 29 is developed with surface parking and miscellaneous commercial buildings. Just east of Site 29 is Site 30 which is a smaller 1-acre site developed with a single-family home. Just west of Site 29 is multi-family housing and a mobile home park. Land to the south is largely undeveloped with scattered trees and some miscellaneous storage buildings and a single-family residence. North of the sites is a commercial area and surface parking. Refer to Figure 2-14 and Photographs 22 through 24 in Chapter 2.

Site 35 is undeveloped land that is part of a larger parcel of conserved open space. To the northwest are single-family residential neighborhoods and to the northeast are undeveloped lands. East of the site in unincorporated Lakeside is vacant land, industrial land, and baseball fields. Refer to Figure 2-15 in Chapter 2.

The Graves Avenue Sites are vacant sites that border SR-67 and are surrounded by single-family residential and multi-family residential land uses. Refer to Figure 2-16 and Photographs 25 through 27.

4.1.1.3 Community Character

The City is largely urbanized with interspersed vacant parcels and some peripheral areas maintaining a more rural setting.

a. Residential Development Areas

Housing developments throughout the City are primarily tract form, composed of single-family detached units on standard subdivision lots. This type of residential development is found in all sections of the City, but it is particularly dominant north of the San Diego River. Multi-family housing, including apartments and condominiums, are located predominately along the City's major roads such as Mission Gorge Road, Carlton Hills Boulevard, and Magnolia Avenue. There is little consistency among neighborhoods, with residential district boundaries defined by physical barriers that exist such as SR-67, SR-52 and SR-125, major roads, the San Diego River, Forester Creek, Santee Lakes, and steep topography (City of Santee 2003b). The eastern portion of the City along Weston Road supports new single family residential.

Mobile homes are also very distinct elements of the residential development within the City. They are in self-contained mobile home parks that function as "micro-neighborhoods," located primarily south of Mission Gorge Road (City of Santee 2003a). Perimeter design treatments typically include landscaping and block walls. The site layout is typically a grid system of internal roads (City of Santee 2003b).

The surrounding character of each Rezone Site is described in Section 4.1.1.2.d.

b. Town Center

In 1986, the City approved the Town Center Specific Plan which established guidelines for creating a people- and transit-oriented hub for commercial, civic, and residential uses along the San Diego River. Since its original approval, there have been a number of amendments to the Town Center

Specific Plan establishing updated physical and design frameworks, and changes to land use and zoning designations. Implementation of the Town Center Specific Plan is subject to site design considerations that ensure future building designs are compatible with existing uses including building setbacks, height offsets, and landscaping.

As detailed within the Specific Plan, visual resources consist primarily of two opportunities: the San Diego River and views of surrounding hillsides (City of Santee 1986). To preserve these resources, the Specific Plan includes architectural standards focused on minimizing view blockages. Specifically, projects located near the western boundary of the planning area are required to maintain views from the west and provide a buffer for the existing land uses along the western edge (City of Santee 1986).

Rezone Sites 15, 16A, 16B, 17, 18, 19, 20A, and 20B are located within the Town Center Specific Plan area.

4.1.1.4 Light and Glare

There are two common types of light intrusion: light that emanates from the interior of structures and passes out through windows and light that projects from exterior sources, such as street, security, and landscape lighting. Light spillover is typically defined as the presence of unwanted or misdirected light on properties adjacent to a subject property being illuminated. Light spillover can be a nuisance to adjacent areas and can diminish views of the clear night sky.

Glare is described as the distraction, discomfort, or impairment of vision caused by extreme contrasts in the field of vision, where light sources such as sunlight, lamps, luminaries, or reflecting surfaces are excessively bright in relation to the general brightness of surroundings. Glare also results from sunlight reflecting off flat building surfaces, with glass typically contributing the highest degree of reflectivity. In its simplest form, glare is a consequence of the normally helpful capability of the human eye to adapt to different light levels.

Sources of light and glare throughout the City consist of night lighting from residential windows, roadway lights, and lit commercial signs. Existing night lighting from Santee Lakes Recreation Preserve and minimal security lighting from the Padre Dam Municipal Water District Ray Stoyer Water Reclamation Facility is visible from portions of the City. Daytime glare results from reflective building surfaces and headlights of vehicular traffic.

4.1.2 Regulatory Framework

4.1.2.1 State

a. California Scenic Highways Program

Recognizing the value of scenic areas and the value of views from roads in such areas, the California State Legislature established the California Scenic Highway Program in 1963. This legislation sees scenic highways as "a vital part of the all-encompassing effort . . . to protect and enhance California's beauty, amenity and quality of life." Under this program, a number of state highways have been designated as eligible for inclusion as scenic routes. As detailed on Figure 4.1-2 and described in

Section 4.1.2.2.c, SR-52 through the City is an eligible State Scenic Highway, while the segment of SR-52 west of the City is officially designated as a State Scenic Highway.

4.1.2.2 Local

a. General Plan

The City's General Plan includes various goals, objectives, and policies that would help to improve aesthetic conditions throughout the City, including the following:

Community Enhancement Element

Objective 9.0: Provide a unifying and distinctive streetscape system throughout the City.

- **Policy 9.9:** Upon completion of the State Route 52 to State Route 67, the City shall explore pursuing its designation as a State Scenic Highway, all or in part, as appropriate.
- **Policy 10.1:** The City shall preserve the high quality scenic viewshed visible from the western entry along Mission Gorge Road and State Route 52.
- **Policy 12.1:** The City should ensure that future development respects and enhances the Edgemoor "Polo Barn" setting.
- **Policy 13.1:** The City shall ensure the provision of open space which provides adequate visual relief from developed portions of the City.
- **Policy 13.3:** The City shall ensure that open space is provided in hillside areas proposed for development that performs multiple functions of view maintenance, resource protection and hazard avoidance.
- **Policy 14.1:** The City shall encourage and work with developers to minimize the impacts of grading for new development throughout the City.
- **Policy 14.2:** The City shall ensure that development is oriented along natural terrain contours to the extent possible to maintain landform integrity.
- **Policy 14.3:** The City shall require use of contour grading techniques and multi-layered landscaping, whenever possible, to ensure the natural appearance of manufactured slopes.
- **Policy 14.5:** The City shall encourage the protection of prominent ridgelines whenever feasible. This shall be accomplished by siting development below ridgelines in such a manner that permits the ridgelines to remain visible.

Conservation Element

Objective 1.0: Protect areas of unique topography or environmental significance to the greatest extent possible.

- **Policy 1.1:** The City shall encourage that significant natural landforms be maintained during development whenever possible.
- **Policy 1.2:** The City should encourage, through the environmental review process, the preservation of hillsides with steep slopes as appropriate to minimize danger from landslides and mudslides, as well as to protect key visual resources.
- **Policy 1.3:** To protect and wisely manage hillsides and topographic resources, the City shall use hillside development guidelines, as follows:

Percent Natural Slope	Guideline
Less than 10%	This is not a hillside condition. Conventional grading techniques are acceptable
10% to 19%	Development with grading will occur in this zone, but existing landforms should retain their natural character. Padded building sites are permitted on these slopes, but contour grading, split level architectural prototypes, with stacking and clustering are expected.
20% and over	Special hillside grading, architectural and site design techniques are expected, and architectural prototypes should conform to the natural landform. Compact development plans should be used to minimize grading footprints.

- **Policy 10.2:** The City should encourage the preservation of significant natural features, such as watercourses, ridgelines, steep canyons, and major rock outcroppings through the Development Review process.

b. Municipal Code

Title 11 - Grading Ordinance

The Grading Ordinance contains requirements regarding landform alteration and grading standards. The regulations specifically include standards relating to City review, construction of manufactured slopes, and revegetation.

Title 13 - Zoning Ordinance

The Zoning Ordinance provides direction relating to development standards throughout the City. Chapter 13.08, Development Review, establishes review procedures for development proposals to ensure best practices are used in design and siting, protect and enhance property values, ensure compliance with intent and purpose of each zone, and ensure adequate access and circulation. Approval of a development review permit requires findings that:

- The proposed development meets the purpose and design criteria prescribed in these procedures and other pertinent sections of the zoning ordinance and municipal code; and

- The proposed development is compatible with the General Plan.

c. Town Center Specific Plan

The Town Center Specific Plan supplements City zoning by establishing development standards within the planning area. The following goals and objectives are applicable to visual resources:

Goal: A unified comprehensive open space system should be an integral part of the basic design concept of the town center. The river shall be a centrally located open space area for the benefit of the community.

- Objective 1.1: Major views in the Town Center area should be protected.

Goal: Architectural designs and concepts should be guided by criteria which reinforce the sense of community identity. These criteria should foster uniqueness and cohesiveness of design enhancing Santee's character.

- Objective 3.1: Reinforce community identity through the application of a unifying architectural theme or features in the design of civic center, commercial, office professional, residential and recreational uses.
- Objective 3.2 Encourage the use of architectural styles that are in scale with the natural and man-made environment.
- Objective 3.3 Enhance Santee's character by using architectural techniques and elements which draw upon Santee's history and provide a tie to the area's heritage.
- Objective 3.4 Provide for variety and discourage monotony in dwelling design by use of creative guidelines.
- Objective 3.5 Promote building form that will respect and improve the integrity of open spaces and their public areas.
- Objective 3.6 In recognition of both functional and visual concerns, heights and mass of buildings should be varied to provide for a transition from lower scale development along the edges of the site to more intensive, large scale development within the Town Center site.
- Objective 3.7 The height and placement of buildings should retain major views of the surrounding hill forms and maximize long distance view opportunities for buildings located within the Town Center area.
- Objective 3.8 Form and spacing of buildings within a particular development area should be sufficient to maintain necessary pedestrian and vehicular circulation, retain reasonable solar access to all major public or private outdoor areas or pedestrian paths and provide visual privacy to indoor residential uses.

Goal: Landscape design should enhance the quality of the environment and contribute to high quality, safe and energy efficient development.

- Objective 4.3 Landscape techniques which preserve and enhance rural character where possible should be utilized.
- Objective 4.4 Landscaping in excess of requirements should be encouraged.

Town Center Specific Plan Design Guidelines

The Town Center Specific Plan Design Manual, Section IV of the Plan, establishes design concepts and guidelines for the Town Center Specific Plan area and provides a clear yet flexible guide for the development and review of individual projects (City of Santee 1986). The Design Manual is organized in two sections. One section contains design concepts which serve as a guide in developing Town Center. The design concepts create a framework for the development of Town Center. Section C contains design standards that are required to be applied in specific project development. Examples of design standards that are intended to address visual issues include:

- Residential areas should be sited to provide appropriate buffers, as well as open views;
- Landscaped areas should be consistent with existing landscaping;
- Streetscapes should be designed consistent with permitted street tree list;
- Parking areas should provide adequate screening and lighting;
- Open Space setbacks of 50-100 feet is required between development and areas of revegetation or floodways; and
- Exterior and architectural lighting should reinforce the character of projects, but ensure reduction of glare on adjacent properties and streets.

The design standards would be applicable to all future development within the Town Center Specific Plan, including both discretionary and by-right development sites.

4.1.3 Significance Determination Thresholds

Consistent with Appendix G of the California Environmental Quality Act (CEQA) Guidelines, impacts related to aesthetics would be significant if the project would:

- 1) Threshold 1: Have a substantial adverse effect on a scenic vista.
- 2) Threshold 2: Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway.
- 3) Threshold 3: In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.
- 4) Threshold 4: Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

4.1.4 Methodology

Information presented in this section is based on a review of policies and regulations relevant to the protection of aesthetic resources in the City; identification of designated or valued scenic views, and scenic resources throughout the City; and analysis of potential development within the Rezone Sites in relation to the surrounding area.

4.1.5 Issue 1: Scenic Vistas

Would the project have a substantial adverse effect on a scenic vista?

4.1.5.1 Impact Analysis

Major views throughout the City include the San Diego River and surrounding mountains and hillsides. The City places a high value on protecting these views as they create a sense of place that defines the City. Future development within the Rezone Sites could result in new development and redevelopment that could detract from existing scenic vistas and views.

As shown in Figure 4.1-1, Rezone Sites are located throughout the City. Development at most sites would constitute infill development resulting in development consistent with surrounding urbanization that would not affect existing views. However, some larger vacant sites located near the San Diego River or within undeveloped lands that are not surrounded by urbanized lands could affect views. Rezone Sites 1 through 10, located just north of the urbanized portion of the City are currently zoned R1-A (Low Density Residential) and are developed with seven existing rural residential units. The sites are proposed to be rezoned to R7 (Medium Density Residential) which would allow between 4-10 additional dwelling units per acre or approximately 142 total units. While this intensity of development would change the rural character of this area, views of the surrounding hillsides would continue to be visible from this low-lying area. Development of multi-family residential would not create obstruction of views of the surrounding hillsides based on the location of development within the low-lying valley.

Several large sites near the San Diego River including Sites 17, 18, 16A, 16B, 20A, and 20B are largely undeveloped open lands. Sites 17 and 18 are large vacant sites located north of the San Diego River (within the Town Center). The proposed rezoning of these sites would change zoning from TC-R-30 to TC-R-14, which more accurately reflects the likely development intensity that can be accommodated considering necessary constraints. Development within these sites could impede views to and from the river. Similarly, development of Sites 16A, 16B, 20A, and 20B would support multi-family development within the Town Center. While these sites are largely surrounded by development, their development could affect visibility to the San Diego River.

Site 35 is located at the eastern edge of the City and is adjacent to a large block of habitat including a hill with a water tank located on top. Based on the existing site constraints, the development footprint would be limited to the lower eastern portions of the larger open space. As a result, views of the potential development area would be limited from surrounding City lands as the hill would

provide intervening open space views. From the unincorporated lands to the east, the development area would be visible, but views of the adjacent open space would be retained due to its elevation.

Both future ministerial and discretionary development would be required to adhere to relevant portions of the Santee Municipal Code (SMC) including Chapter 13.08, et seq., which establishes the City's development review procedures. These procedures require the implementation of development review for projects that require a building permit. This review requires an evaluation of project consistency with development review criteria defined in Section 1308.070 including evaluation of the relationship of the building site to the surrounding area, landscaping design including design that ensures avoidance of potential for obstruction of views when landscaping is mature, grading design, signage and lighting. Additional criteria is applicable to multi-family residential developments as follows:

- Site Buildings to Avoid Crowding. Where multiple buildings are proposed, the minimum building separation shall be 10 feet in accordance with Section 13.10.040(G).
- Site and Design Buildings to Avoid Repetitions of Building or Roof Lines. This may be achieved through: variation in building setback; wall plane offsets; use of different colors and materials on exterior elevations for visual relief; and architectural projections above maximum permitted height in accordance with Section 13.10.050(C).
- In the Urban Residential (R-30) zone, for each five-foot increase in building height over 45 feet, the wall plane shall be stepped back an additional five feet.
- Where adjacent to a single-family residential zone, design buildings to ensure a transition in scale, form, and height with adjacent residential properties. Setbacks are required in accordance with Table 13.10.040A. Designs may incorporate elements such as building massing and orientation, location of windows, building story stepbacks, building materials, deep roof overhangs, and other architectural features that serve to further transition the scale.
- Projects shall be designed so that assigned parking spaces are located as close as practicable to the dwelling units they serve. Refer to Section 13.24.030(B) for additional parking standards.
- The visual impact of surface parking areas adjacent to public streets shall be minimized through the use of mounded or dense landscape strips or low decorative masonry or stucco walls no more than three and one-half feet in height. Parking areas shall be treated with decorative surface elements to identify pedestrian paths, nodes and driveways.

In addition to the above design review requirements, development adjacent to the San Diego River would be subject to applicable Draft Subarea Plan setback and buffer requirements incorporated as in Mitigation Measure BIO-6 (Refer to Section 4.3.7.3). Additionally, as detailed in Municipal Code Section 13.08.010, the purpose of development review includes, but is not limited to, ensuring property is developed in a manner which respects the physical and environmental characteristics of each site and ensuring that each new development is designed to best comply with the intent and purpose of the zone in which the property is located and with the General Plan of the City. To that

end, there are General Plan policies in the Community Enhancement and Conservation Elements of the City's General Plan that support preservation of scenic vistas. For example, future development is encouraged to preserve significant natural features, such as watercourses, ridgelines, steep canyons, and major rock outcroppings (City of Santee 2003b, Conservation Element). Additionally, development within the Town Center Specific Plan areas would be required to adhere to supplemental development regulations which include design guidelines for the planning area.

Overall adherence to applicable Municipal Code development review and design requirements, in addition to proposed objective design and performance standards, would ensure that future development would not have a substantial adverse effect on a scenic view or vista, and impacts would be less than significant.

4.1.5.2 Significance of Impacts

For ministerial and discretionary development of Rezone Sites, the requirement for Development Review consistent with Municipal Code Chapter 13.08 would ensure consistency with General Plan policies and applicable design and development review requirements including supplemental development regulations from the Town Center Specific Plan. The Development Review process would ensure that future development would not degrade scenic vistas and views. Impacts for both ministerial and discretionary development on Rezone Sites would be less than significant.

4.1.5.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.1.5.4 Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

4.1.6 Issue 2: Scenic Resources

Would the project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway?

4.1.6.1 Impact Analysis

There are no designated State Scenic Highways within City limits. As described in Section 4.1.1.2.c above, only SR-52 located west of the City, is a designated State Scenic Highway which runs in an east-west direction approximately 1.8 mile south of the southern project site boundary (City of Santee 2020). Due to its distance and intervening topography, the Rezone Sites would not be seen from this location.

Mission Gorge Road is designated as a Local Scenic Road in the City's General Plan. While the City does not include any officially designated existing State Scenic Highways within its boundaries, the segments that traverse the City merit consideration for designation and General Plan Policy 9.9

encourages the City to explore pursuing this designation. As shown in Figure 4.1-2, several Rezone Sites are located near the locally designated Mission Gorge Road. Specifically, Rezone Sites 29, 30, 15 and 16B may be visible from Mission Gorge Road. The remaining Rezone Sites are sufficiently set back from the road with intervening development such that they would not change the scenic environment as viewed from the roadway. Additionally, Rezone Sites 24 and 25 would be visible from the segment of SR-52 through the City which is eligible for State Scenic Designation.

While development at these sites could change the visual environment as viewed from surrounding locally scenic and state eligible roadways, the sites are largely surrounded by urbanization and would represent infill development. Thus, while their development would represent a visual change, it would not substantially change the view of the foreground urbanization. Distant views of the mountains would be retained as height limitations associated with each underlying zone would prohibit buildings of excessive height.

All future development at Rezone Sites would be subject to the requirement for Development Review consistent with Municipal Code Chapter 13.08 which would ensure consistency with General Plan policies and applicable design and development review requirements including supplemental development regulations from the Town Center Specific Plan, as detailed in Section 4.1.5. Application of these development review requirements would ensure protection of key scenic resources.

4.1.6.2 Significance of Impacts

For both ministerial and discretionary development of the Rezone Sites, adherence to the requirement for development review consistent with Municipal Code Chapter 13.08 would ensure consistency with General Plan policies and applicable design and development review requirements including supplemental development regulations from the Town Center Specific Plan. Application of these regulatory requirements would ensure that future development would not degrade scenic resources including but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway. Impacts would be less than significant.

4.1.6.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.1.6.4 Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

4.1.7 Issue 3: Visual Character or Quality

In non-urbanized areas, would the project 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 points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

4.1.7.1 Impact Analysis

The Rezone Sites are composed of vacant and nonvacant parcels. A majority of sites are located in urban areas while Sites 1 through 10 and Site 35 are located at the urban edge in a more rural setting, though still proximate to urbanization. As the project involves rezones to implement housing consistent with the City's adopted Housing Element, the project would amend zoning to accommodate housing requirements. However, rezoning would not conflict with regulations governing scenic quality as none of the rezone areas were previously designated as open space or otherwise have zoning protections indicating a scenic status.

Sites 1 through 10 are located near the northern foothills of the City surrounded by both rural residential and undeveloped land, with urban residential development to the south. The sites are currently zoned R-1A and support single-family homes on lots that are between approximately one and five acres. Development of these sites with proposed rezones could result in between eight and twenty-nine new dwelling units per site. The additional density of residential uses could change the aesthetic character of the immediate neighborhood but would not degrade the visual quality. Future development would be required to adhere to General Plan policies, including Community Enhancement Element Policy 13.1 which encourages the maintenance of adequate visual relief from developed portions of the City. Additionally, all projects would conform to Zoning Ordinance review procedures for development proposals to ensure best practices are used in design and siting, protect and enhance property values, ensure compliance with intent and purpose of each zone. Furthermore, the visual quality and publicly accessible views in this area are of the surrounding mountains which would not be affected by development at Sites 1 through 10.

Sites 11 and 12 are currently developed with a single-family residence on each lot, and are located in the center for the City. The sites are surrounded by single-family residences. Increased density on the sites would result in changes to the visual composition of the area; however, all development would comply with City policies and regulations as detailed above relating to siting and design of development and maintenance of high-quality visual character of the City.

Development with residential at Rezone Sites 15, 16A, 16B, 17, 18, 19, 20A, and 20B could affect the visual character and quality of views toward the San Diego River. Although these sites have been slated for development as part of the Town Center Specific Plan, the proposed rezoning and allowance for ministerial development at certain sites could accelerate development beyond the existing condition. The change in land use and introduction of high density residential would change the visual makeup of the Town Center and the surrounding area. However, each development would be subject to Development Review consistent with Municipal Code Chapter 13.08 which would

ensure consistency with General Plan policies and applicable design and development review requirements including supplemental development regulations from the Town Center Specific Plan, as detailed in Section 4.1.5.

Future development within Site 20B would have the potential to adversely affect the historic visual character of the site associated with the Edgemoor Dairy Barn, otherwise known as the Edgemoor Polo Barn. Future development of the area surrounding the Polo Barn including on Site 20A and 20B could result in indirect visual character and quality impacts due to changes affecting the visual environmental surrounding this historic resource. Specifically, development within a visual radius of the barn could result in indirect impacts to the historic resource related to the visibility of the resource and/or altering its surrounding visual character. General Plan policies 8-1 and 12.1 are aimed at the protection of historic buildings. Policy 12.1 requires that future development respects and enhances the Polo Barn setting. As part of the development review process, development at Site 20B would be required to demonstrate a project design that respects and enhances the adjacent historic resource.

Site 24 consists of mainly open land with one existing single-family home. The surrounding area is developed with single-family residences, roadways, and a mobile home park. Development on the site consistent with the proposed rezone would not result in substantial degradation of visual quality. Future development would comply with City policies and regulations as detailed above relating to siting and design of development and maintenance of high-quality visual character of the City. Therefore, impacts to visual quality associated with development of these Rezone Sites would be less than significant.

Site 25 is largely undeveloped with miscellaneous storage buildings, and is surrounded by multi-family housing, a self-storage facility, and single-family houses. Development of this site consistent with the proposed rezone would result in additional density on-site which could change the aesthetic character of the immediate neighborhood but would not degrade the visual quality. Future development would comply with City policies and regulations as detailed above relating to siting and design of development and maintenance of high quality visual character of the City.

Site 29 is a developed commercial site with surface parking and miscellaneous commercial buildings. Directly to the east is Site 30, which is developed with a single-family home. Just west of Site 29 is multi-family housing and a mobile home park. South of Sites 29 and 30 is largely undeveloped with scattered trees and some miscellaneous storage buildings and a single-family residence. The additional density of residential uses could change the aesthetic character of the immediate neighborhood but would not degrade the visual quality. Future development would comply with City policies and regulations as detailed above relating to siting and design of development and maintenance of high-quality visual character of the City. Therefore, impacts to visual quality associated with development of these Rezone Sites would be less than significant. The Graves Avenue Sites would be rezoned for commercial use which could result in changes to the visual composition of the undeveloped sites and surrounding areas. However, similar to the residential development, degradation of visual quality would not result. Future development within the Graves Avenue Sites would be required to comply with City regulations, including design guidelines. Significant impacts related to visual quality would be less than significant for the Graves Avenue sites.

Development on the Rezone Sites could result in changes to the visual composition of the sites and surrounding areas; however, through compliance with regulations, impacts related to visual quality would be reduced to less than significant for most sites, with the exception that development on Sites 20A and 20B could result in a significant impact due to potential changes in visual character and quality surrounding the historic Polo Barn.

4.1.7.2 Significance of Impacts

Adherence to regulatory requirements including Development Review consistent with Municipal Code Chapter 13.08 implementation and Town Center Specific Plan development regulations would ensure that future development would not substantially degrade scenic resources. Impacts for both ministerial and discretionary development on Rezone Sites would be less than significant for all sites except Sites 20A and 20B. Future development at the Rezone Sites in proximity to the Polo Barn could result in significant impacts to visual character and quality (Impact VIS-1).

4.1.7.3 Mitigation Framework

Implementation of MM-CUL-1 described in Section 4.4.5.3 would reduce potential adverse impacts associated with changes in visual quality and character surrounding the Polo Barn to less than significant. Specifically, application of the Secretary of Interior Standards for the Treatment of Historic Properties provides guidelines for future development that would ensure maintenance of the historical integrity of the Polo Barn. While the visual character of the site would change with new development, the visual quality of the Polo Barn would be retained through application of the Secretary of Interior Standards

4.1.7.4 Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

Impacts to scenic resources associated with the Polo Barn would be reduced to less than significant through implementation of MM-CUL-1.

4.1.8 Issue 4: Light or Glare

Would the project create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?

4.1.8.1 Impact Analysis

Development of the Rezone Sites could introduce new sources of light and glare, from increased development intensity. However, a majority of the Rezone Sites are located in urbanized areas. Existing sources of light that would be similar to light introduced with new development. Additionally, both ministerial and discretionary development within the sites would be required to comply with SMC standards related to light and glare (Chapter 13.08.070(G)), which requires that outdoor lighting be directed away from adjacent properties and set in a way to avoid any detriment to the

surrounding area. Additionally, the Community Enhancement Element includes the standard for lighting and signage to minimize spillover of lighting through use of directional, cut-off and non-glare fixtures. General Plan policies would be implemented through the required development review process.

4.1.8.2 Significance of Impacts

Adherence to regulatory requirements would ensure that future development would not create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the project areas. Impacts related to light and glare at Rezone Sites would be less than significant.

4.1.8.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.1.8.4 Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

4.2 Air Quality

This section analyzes potential air quality impacts that could result from implementation of the City of Santee (City) 6th Cycle Housing Element Rezone Program (project). The sites included in the analysis are detailed in Table 3-2 and include 25 rezone sites identified in the Housing Element Update and two additional rezone sites located on Graves Avenue, collectively referred to as the Rezone Sites. The analysis considers air emissions that could occur from buildout of the inventory of Rezone Sites as detailed in Table 3-2. This evaluation includes the potential for the proposed project to result in significant emissions of criteria pollutants, toxic air contaminants (TACs), or odors. Air quality modeling data are contained in Appendix C of this Program Environmental Impact Report (PEIR) and include criteria pollutant emission data calculated using the California Emissions Estimator Model (CalEEMod).

4.2.1 Existing Conditions

4.2.1.1 Regional Setting

The City lies within the San Diego Air Basin (SDAB), which encompasses all of San Diego County. The SDAB is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountain ranges to the east. The topography in the SDAB region varies greatly, from beaches on the west, to mountains, and then desert to the east.

The local climate is classified as Mediterranean. This type of climate is characterized by a repetitive pattern of frequent early morning cloudiness, hazy afternoon sunshine, daytime onshore breezes, and limited temperature change throughout the year. The average daily temperature is 62 degrees Fahrenheit. Limited rainfall occurs in winter while summers are often completely dry. An average of 11 inches of rain falls each year from November to April (National Oceanic and Atmospheric Administration 2021).

4.2.1.2 Air Pollutants of Concern

The U.S. Environmental Protection Agency (U.S. EPA) has identified six pollutants of key concern known as "criteria pollutants." These criteria pollutants are each common in outdoor environments across the United States and each pose a threat to human health. Criteria pollutants include ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter (PM; PM with a diameter of 10 microns and less [PM₁₀] and PM with a diameter of 2.5 microns and less [PM_{2.5}]), and lead (Pb). The following is a discussion of the criteria air pollutants (U.S. EPA 2021).

a. Ozone

Ozone is the primary component of smog. Ozone is not directly emitted into the air but is formed through complex chemical reactions between precursor emissions of oxides of nitrogen (NO_x) and reactive organic gases (ROGs) (also known as volatile organic chemicals [VOC] or reactive organic compounds) in the presence of sunlight. The adverse health effects associated with exposure to

ozone pertain primarily to the respiratory system. Scientific evidence indicates that ambient levels of ozone affect not only sensitive receptors, such as asthma sufferers and children, but healthy adults as well. Exposure to ozone has been found to significantly alter lung functions by increasing respiratory rates and pulmonary resistance, decreasing tidal volumes (the amount of air inhaled and exhaled), and impairing respiratory mechanics. Symptomatic responses include throat dryness, chest tightness, headache, and nausea. About half of smog-forming emissions come from automobiles. When taking a deep breath, and chest tightness, wheezing, or shortness of breath.

b. Carbon Monoxide

Carbon monoxide is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes about 56 percent of all CO emissions nationwide. CO enters the bloodstream through the lungs by combining with hemoglobin, which normally supplies oxygen to the cells. However, CO combines with hemoglobin much more readily than oxygen does, resulting in a drastic reduction in the amount of oxygen available to the cells. Adverse health effects associated with exposure to CO concentrations include such symptoms as dizziness, headaches, and fatigue. CO exposure is especially harmful to individuals who suffer from cardiovascular and respiratory diseases.

Small-scale, localized concentrations of CO above the federal and state Ambient Air Quality Standards (AAQS) may occur at intersections with stagnation points such as those that occur on major highways and heavily traveled and congested roadways. Localized high concentrations of CO are referred to as "CO hotspots" and are a concern at congested intersections, where automobile engines burn fuel less efficiently and their exhaust contains more CO.

c. Nitrogen Dioxide

Nitrogen dioxide is a brownish, highly reactive gas that is present in all urban environments. The major human-made sources of NO₂ are combustion devices, such as boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines. Inhalation is the most common route of exposure to NO₂. Because NO₂ has relatively low solubility in water, the principal site of toxicity is in the lower respiratory tract. The severity of the adverse health effects depends primarily on the concentration inhaled rather than the duration of exposure. An individual may experience a variety of acute symptoms, including coughing, difficulty with breathing, vomiting, headache, and eye irritation during or shortly after exposure. After a period of approximately 4 to 12 hours, an exposed individual may experience chemical pneumonitis or pulmonary edema with breathing abnormalities, cough, cyanosis, chest pain, and rapid heartbeat.

d. Sulfur Dioxide

Sulfur dioxide is a combustion product, with the primary source being power plants and heavy industries that use coal or oil as fuel. SO₂ is also a product of diesel engine combustion. The health effects of SO₂ include lung disease and breathing problems for people with asthma. SO₂ in the atmosphere contributes to the formation of acid rain.

e. Inhalable Coarse Particles

PM₁₀ is PM with an aerodynamic diameter of 10 microns or less. Ten microns is about one-seventh of the diameter of a human hair. PM is a complex mixture of very tiny solid or liquid particles composed of chemicals, soot, and dust. Under typical conditions (i.e., no wildfires) particles classified under the PM₁₀ category are mainly emitted directly from activities that disturb the soil including travel on roads and construction, mining, or agricultural operations. Other sources include windblown dust, salts, brake dust, and tire wear.

Health studies have shown a significant association between exposure to PM and premature death in people with heart or lung diseases. Other important effects include aggravation of respiratory and cardiovascular disease, lung disease, decreased lung function, asthma attacks, and certain cardiovascular problems such as heart attacks and irregular heartbeat.

f. Inhalable Fine Particles

Airborne, inhalable particles with aerodynamic diameter of 2.5 microns or less have been recognized as an air quality concern requiring regular monitoring. Federal regulations required that PM_{2.5} monitoring begin January 1, 1999. Similar to PM₁₀, PM_{2.5} is also inhaled into the lungs and causes serious health problems.

g. Lead

Lead is a metal found naturally in the environment as well as in manufactured products. At high levels of exposure, lead can have detrimental effects on the central nervous system. The major sources of lead emissions have historically been mobile and industrial sources. As a result of the phase out of leaded gasoline, metal processing is currently the primary source of lead emissions.

4.2.1.3 Toxic Air Contaminants

A TAC is any air pollutant which may cause or contribute to an increase in mortality or serious illness or which may pose a present or potential hazard to human health. The California Air Resources Board (CARB) lists approximately 800 compounds that are assessed under its Air Toxics Hot Spots Program; these compounds may be carcinogenic or may cause acute or chronic non-cancer health problems. Of note, diesel-exhaust particulate matter (DPM) has been determined to be carcinogenic and therefore is categorized as a TAC.

4.2.1.4 Local Air Pollution Sources

a. Stationary Air Pollution Sources

Regulated Stationary Sources

Air pollutant emissions originate from a wide variety of stationary sources such as factories, power plants, gasoline stations, and other businesses and industrial operations. The local air district, the San

Diego Air Pollution Control District (SDAPCD), is responsible for monitoring air quality and developing plans to reduce air pollution in the SDAB. The SDAPCD's Annual Emissions Reporting Program collects emissions data and makes it available to the public. Permitted stationary sources that are required to report annually in the City include the following (SDAPCD 2021):

- Sycamore Energy 1 LLC at 8514 Mast Boulevard
- Sycamore Landfill Inc. at 8514 Mast Boulevard
- Hanson Aggregates Pacific Southwest Region at 8514 Mast Boulevard
- Compucraft Industries Inc. at 8787 Olive Lane

Other stationary sources that are required to report every four years include, but are not limited to, gas stations, water and wastewater facilities, and auto body paint shops in the City.

Unregulated Stationary Sources

In April 2005, CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB 2005). The term "sensitive receptor" refers to a person in the population who is more susceptible to health effects due to exposure to an air contaminant than the population at large or to a land use that may reasonably be associated with such a person. Examples include residences, schools, playgrounds, childcare centers, churches, athletic facilities, retirement homes, and long-term health care facilities. The handbook makes recommendations directed at protecting sensitive receptors from air pollutant emissions. As stated in the handbook, the concern is generally limited to siting new sensitive land uses within 50 feet of a gas station or constructing a new gas station within 50 feet of existing sensitive land use (CARB 2005).

b. Mobile Source Air Pollution

As discussed in Section 4.2.1.3, CARB has identified DPM as a carcinogenic TAC. Vehicle traffic is responsible for the majority of DPM emissions in California as well as several other carcinogens, CARB recommends caution when siting sensitive land uses near heavily traveled roadways. Specific recommendations from CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* include maintaining a 500-foot buffer zone between sensitive receptors and freeways, urban road with 100,000 or more vehicles per day or rural road with 50,000 vehicles per day whenever possible (CARB 2005). Based on the year 2050 traffic modeling prepared for buildout of the project, State Route (SR) 52, SR-67, and SR-125 would carry more than 100,000 vehicles per day, and the segment of Mission Gorge Road between SR-125 and Fanita Drive would carry more than 50,000 vehicles per day.

4.2.1.5 Local Air Quality

The SDAPCD maintains 11 active air quality monitoring stations throughout the SDAB. Air pollutant concentrations and meteorological information are continuously recorded at these stations.

The closest air quality monitoring station to the project site is the El Cajon station, located at 533 First Street in El Cajon, approximately three miles southeast of the City, which monitors air pollutant data for ozone, NO_x, PM₁₀, and PM_{2.5}. Air quality is expressed as the number of days per year in which air pollution levels exceed federal standards set by the U.S. EPA or state standards set by the CARB.

Table 4.2-1 presents a summary of the highest pollutant concentrations monitored during the 3 most recent years (2018 through 2020) for which the SDAPCD has reported data for this station.

Table 4.2-1 Air Quality Measurements—El Cajon Monitoring Station			
Pollutant/Standard	2018	2019	2020
Ozone (O₃)			
Federal Max 8-hr (ppm)	0.079	0.074	0.083
Days 2015 Federal 8-hour Standard Exceeded (0.07 ppm)	2	2	14
Days 2008 Federal 8-hour Standard Exceeded (0.075 ppm)	2	0	5
State Max 8-hr (ppm)	0.079	0.075	0.083
Days State 8-hour Standard Exceeded (0.07 ppm)	2	2	14
Max. 1-hour (ppm)	0.087	0.094	0.094
Days State 1-hour Standard Exceeded (0.09 ppm)	0	0	0
Nitrogen Dioxide (NO₂)			
Max 1-hour (ppm)	0.045	0.039	0.044
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0
Days Federal 1-hour Standard Exceeded (0.100 ppb)	0	0	0
Annual Average (ppm)	0.008	0.008	0.009
PM₁₀*			
Federal Max. Daily (µg/m ³)	43.0	38.7	--
Measured Days Federal 24-hour Standard Exceeded (150 µg/m ³)	0	0	0
Calculated Days Federal 24-hour Standard Exceeded (150 µg/m ³)	0.0	0.0	--
Federal Annual Average (µg/m ³)	22.6	20.1	--
State Max. Daily (µg/m ³)	44.7	37.4	--
Measured Days State 24-hour Standard Exceeded (50 µg/m ³)	0	0	0
Calculated Days State 24-hour Standard Exceeded (50 µg/m ³)	0.0	--	--
State Annual Average (µg/m ³)	23.0	--	--
PM_{2.5}*			
Federal Max. Daily (µg/m ³)	36.2	23.8	38.2
Measured Days Federal 24-hour Standard Exceeded (35 µg/m ³)	1	0	2
Calculated Days Federal 24-hour Standard Exceeded (35 µg/m ³)	1.0	0.0	2.2
Federal Annual Average (µg/m ³)	9.6	8.5	10.3
State Max. Daily (µg/m ³)	42.0	25.7	41.6
State Annual Average (µg/m ³)	10.5	--	11.6
SOURCE: CARB 2021. ppm = parts per million; ppb = parts per billion; µg/m ³ = micrograms per cubic meter; -- = not available *Calculated days value. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.			

4.2.1.6 Odor

Odors are considered an air quality issue both at the local level (e.g., odor from wastewater treatment) and at the regional level (e.g., smoke from wildfires). The ability to detect odors varies considerably among the population and is subjective. Some individuals can smell minute quantities of specific substances while others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; an odor that is offensive to one person (e.g., from a fast-food restaurant or bakery) may be perfectly

acceptable to another. Unfamiliar odors may be more easily detected and likely to cause complaints than familiar ones.

Offensive odors can potentially affect human health in several ways. First, odorant compounds can irritate the eye, nose, and throat, which can reduce respiratory volume. Second, the VOC that cause odors can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system. Finally, unpleasant odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress.

Several examples of common land use types that generate substantial odors include wastewater treatment plants, landfills, composting/green waste facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting/coating operations, rendering plants, and food packaging plants. None of the Rezone Sites considered in this analysis are located near any of these uses.

4.2.2 Regulatory Framework

4.2.2.1 Federal Air Quality Regulations

The federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 United States Code (USC) 7401] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, in order to achieve the purposes of Section 109 of the CAA [42 USC 7409], the U.S. EPA developed primary and secondary national ambient air quality standards (NAAQS). Six criteria pollutants of primary concern have been designated: ozone, CO, SO₂, NO₂, lead, and PM. The NAAQS "protect the public welfare from any known or anticipated adverse effects associated with the presence of such air pollutant in the ambient air" [42 USC 7409(b)(2)]. NAAQS are presented in Table 4.2-2.

The U.S. EPA issues area designations for each criteria pollutant based on local monitoring data. In California, federal area designations typically apply to the state's 15 geographic air basins. Areas that meet NAAQS are designated as attainment areas. Similarly, areas that are expected to be meeting the standard despite a lack of monitoring data are designated as "unclassifiable attainment". Areas that do not meet NAAQS may be designated as non-attainment areas. Following designation as a non-attainment area, state and local governments must develop implementation plans outlining how the area will attain and maintain NAAQS. Once a non-attainment area has achieved the NAAQS, it may be redesignated to an attainment area for that pollutant. To be redesignated, the area must meet air quality standards for a specified period and have a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the CAA. Areas that have been redesignated to attainment are called maintenance areas. The SDAB is a non-attainment area for the federal ozone standard.

Table 4.2-2 Ambient Air Quality Standards						
Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM ₁₀) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		–		
Fine Particulate Matter (PM _{2.5}) ⁹	24 Hour	No Separate State Standard		35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12 µg/m ³	15 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-dispersive Infrared Photometry	35 ppm (40 mg/m ³)	–	Non-dispersive Infrared Photometry
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		–	–	
Nitrogen Dioxide (NO ₂) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemi- luminescence	100 ppb (188 µg/m ³)	–	Gas Phase Chemi- luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO ₂) ¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	–	Ultraviolet Fluorescence; Spectro- photometry (Pararosaniline Method)
	3 Hour	–		–	0.5 ppm (1,300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas) ¹¹	–	
Lead ^{12,13}	30 Day Average	1.5 µg/m ³	Atomic Absorption	–	–	High Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	
	Rolling 3-Month Average	–		0.15 µg/m ³		
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chroma- tography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chroma- tography			

**Table 4.2-2
Ambient Air Quality Standards**

Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
<p>ppm = parts per million; ppb = parts per billion; $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter; – = not applicable.</p> <p>¹ California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.</p> <p>² National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu\text{g}/\text{m}^3$ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.</p> <p>³ Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.</p> <p>⁴ Any equivalent measurement method which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.</p> <p>⁵ National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.</p> <p>⁶ National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.</p> <p>⁷ Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.</p> <p>⁸ On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.</p> <p>⁹ On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 $\mu\text{g}/\text{m}^3$ to 12.0 $\mu\text{g}/\text{m}^3$. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 $\mu\text{g}/\text{m}^3$, as was the annual secondary standards of 15 $\mu\text{g}/\text{m}^3$. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 $\mu\text{g}/\text{m}^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.</p> <p>¹⁰ To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.</p> <p>¹¹ On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.</p> <p>¹² The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.</p> <p>¹³ The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.</p> <p>¹⁴ In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.</p> <p>SOURCE: CARB 2016.</p>						

4.2.2.2 State Air Quality Regulations

a. California Ambient Air Quality Standards

The State of California has developed the California Ambient Air Quality Standards (CAAQS) and generally has set more strict standards for criteria pollutants. In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. Similar to the federal CAA, the state classifies specific geographic areas as either "attainment," "unclassified," or "nonattainment" areas for each pollutant based on the comparison of measured data with the CAAQS. CAAQS are presented in Table 4.2-2. The SDAB is a non-attainment area for the state ozone standards, the state PM₁₀ standard, and the state PM_{2.5} standard.

b. State Implementation Plan

The State Implementation Plan (SIP) is a collection of documents that set forth the state's strategies for achieving the NAAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations and federal controls. The CARB is the lead agency for all purposes related to the SIP under state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. The CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the Federal Register. All of the items included in the California SIP are listed in the Code of Federal Regulations (CFR) at 40 CFR 52.220.

c. Air Toxics Program

The public's exposure to TACs is a significant public health issue in California. DPM emissions have been established as TACs. In 1983, the California State Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (Assembly Bill [AB] 1807: Health and Safety Code Sections 39650–39674). The California State Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics "Hot Spots" Act are to collect emission data, to identify facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels.

The Children's Environmental Health Protection Act, California Senate Bill 25 (Chapter 731, Escutia, Statutes of 1999), focuses on children's exposure to air pollutants. The act requires CARB to review its air quality standards from a children's health perspective, evaluate the statewide air quality

monitoring network, and develop any additional air toxic control measures needed to protect children's health. Locally, toxic air pollutants are regulated through the SDAPCD Regulation XII. Of particular concern statewide are DPM emissions. DPM was established as a TAC in 1998, and is estimated to represent a majority of the cancer risk from TACs statewide (based on the statewide average). Diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB and are listed as carcinogens either under the state's Proposition 65 or under the federal Hazardous Air Pollutants program.

Following the identification of DPM as a TAC in 1998, CARB has worked on developing strategies and regulations aimed at reducing the risk from DPM. The overall strategy for achieving these reductions is found in the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (CARB 2000). A stated goal of the plan is to reduce the statewide cancer risk arising from exposure to DPM by 85 percent by 2020. To monitor the effectiveness of these efforts, CARB has supported field campaigns that measure real-world emissions from heavy-duty vehicles, and results indicate that regulations aimed at reducing emissions of DPM have been successful.

As an ongoing process, CARB continues to establish new programs and regulations for the control of diesel-particulate and other air-toxics emissions as appropriate. The continued development and implementation of these programs and policies will ensure that the public's exposure to DPM will continue to decline.

4.2.2.3 Local Air Quality Regulations

a. San Diego Air Pollution Control District

The SDAPCD is the agency that regulates air quality in the SDAB. The SDAPCD prepared the Regional Air Quality Strategy (RAQS) in response to the requirements set forth in the California CAA AB 2595 (SDAPCD 1992) and the federal CAA. Motor vehicles are San Diego County's leading source of air pollution (SDAPCD 2013). In addition to these sources, other mobile sources include construction equipment, trains, and airplanes. Reducing mobile source emissions requires the technological improvement of existing mobile sources and the examination of future mobile sources, such as those associated with new or modification projects (e.g., retrofitting older vehicles with cleaner emission technologies). In addition to mobile sources, stationary sources also contribute to air pollution in the SDAB. Stationary sources include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. Stationary sources of air pollution are regulated by the local air pollution control or management district, in this case the SDAPCD.

The SDAPCD is responsible for preparing and implementing the RAQS. As part of the RAQS, the SDAPCD developed Transportation Control Measures (TCMs) for the air quality plan prepared by the San Diego Association of Governments (SANDAG) in accordance with AB 2595 and adopted by SANDAG on March 27, 1992, as Resolution Number 92-49 and Addendum. The RAQS and TCM set forth the steps needed to accomplish attainment of NAAQS and CAAQS. The required triennial updates of the RAQS and corresponding TCM were adopted in 1995, 1998, 2001, 2004, 2009, and 2016.

The SDAPCD is also responsible for establishing and enforcing local air quality rules and regulations that address the requirements of federal and state air quality laws. Development projects in the City are subject to the following SDAPCD rules (as well as others):

- Rule 51, Nuisance: prohibits emissions that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or which endanger the comfort, repose, health, or safety of any such persons or the public; or which cause injury or damage to business or property.
- Rule 52, Particulate Matter: establishes limits to the discharge of any PM from non-stationary sources.
- Rule 54, Dust and Fumes: establishes limits to the amount of dust or fume discharged into the atmosphere in any 1 hour.
- Rule 55, Fugitive Dust Control: sets restrictions on visible fugitive dust from construction and demolition projects.
- Rule 67, Architectural Coatings: establishes limits to the VOC content for coatings applied within the SDAPCD.

4.2.3 Significance Determination Thresholds

Consistent with Appendix G of the California Environmental Quality Act (CEQA) Guidelines, impacts related to air quality would be significant if the project would

- 1) Threshold 1: Conflict with or obstruct the implementation of the applicable air quality plan.
- 2) Threshold 2: 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.
- 3) Threshold 3: Expose sensitive receptors to substantial pollutant concentrations.
- 4) Threshold 4: Result in other emissions (such as those leading to odors) affecting a substantial number of people.

The City has not adopted air quality significance thresholds. The SDAPCD also does not provide specific numeric thresholds for determining the significance of air quality impacts under CEQA. However, the SDAPCD does specify Air Quality Impact Analysis trigger levels for new or modified stationary sources (SDAPCD Rules 20.1, 20.2, and 20.3). The SDAPCD does not consider these trigger levels to represent adverse air quality impacts, rather, if these trigger levels are exceeded by a project, the SDAPCD requires an air quality analysis to determine if a significant air quality impact would occur. While, these trigger levels do not generally apply to mobile sources or general land development projects, for comparative purposes these levels are used to evaluate the increased emissions that would be discharged to the SDAB if a project were approved. The project-level air quality impact screening levels are shown in Table 4.2-3. These screening levels were used to

evaluate the significance of future projects that would be constructed at the Rezone Sites. At the program level, the analysis quantifies emissions generated by project buildout and compares potential development to development that would occur under the existing zoning designations to determine if the emissions would exceed the emissions estimates included in the RAQS, and to determine whether it would obstruct attainment, or result in an exceedance of AAQS.

Pollutant	Emission Rate		
	Pounds/Hour	Pounds/Day	Tons/Year
NO _x	25	250	40
SO _x	25	250	40
CO	100	550	100
PM ₁₀	--	100	15
Lead	--	3.2	0.6
VOC, ROG ¹	--	250	--
PM _{2.5}	--	67	10

SOURCE: SDAPCD, Rules 20.1, 20.2, 20.3.
¹ROG threshold based on federal General Conformity *de minimus* levels for ozone precursors.

4.2.4 Methodology

Air quality impacts can result from the construction and operation of a project. Construction impacts are short term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. Operational impacts can occur on two levels: regional impacts resulting from development or local effects stemming from sensitive receivers being placed close to roadways or stationary sources. Approval of the project would not specifically permit the construction of an individual project, and no specific development details are available at this program level of analysis. For the purposes of this analysis, emissions were calculated for the existing condition (e.g., land uses on the ground at the time of the study) and for buildout of the Rezone Sites, as well as for the individual Rezone Sites that would be eligible for by-right development, as summarized in Table 3-2.

Construction and operation air emissions were calculated using California Emissions Estimator Model (CalEEMod) 2020.4.0 (California Air Pollution Control Officers Association [CAPCOA] 2021). The CalEEMod program is a tool used to estimate air emissions resulting from land development projects based on California-specific emission factors. The model estimates mass emissions from two basic sources: construction sources and operational sources (i.e., area, energy, and mobile sources).

Inputs to CalEEMod include such items as the air basin containing the project, land uses, trip generation rates, trip lengths, vehicle fleet mix (i.e., percentage of autos, medium truck, etc.), trip destination (i.e., percent of trips from home to work, etc.), duration of construction phases, construction equipment usage, grading areas, season, and ambient temperature, as well as other parameters. The CalEEMod output files contained in Appendix C indicate the specific outputs for each model run. Emissions of NO_x, CO, SO_x, PM₁₀, PM_{2.5}, and ROG are calculated. Emission factors

are not available for lead, and consequently, lead emissions are not calculated. The SDAB is currently in attainment of the federal and state lead standards. Furthermore, fuel used in construction equipment and most other vehicles is not leaded.

4.2.4.1 Construction Emissions

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

- Fugitive dust from grading activities;
- Construction equipment exhaust;
- Construction-related trips by workers, delivery trucks, and material-hauling trucks; and
- Construction-related power consumption.

Construction-related pollutants result from dust raised during demolition and grading, emissions from construction vehicles, and chemicals used during construction. Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces are all sources of fugitive dust. Construction operations are subject to the requirements established in Regulation 4, Rules 52, 54, and 55, of the SDAPCD's rules and regulations.

Heavy-duty construction equipment is usually diesel powered. In general, emissions from diesel-powered equipment contain more NO_x, SO_x, and PM than gasoline-powered engines. However, diesel-powered engines generally produce less CO and less ROG than do gasoline-powered engines. Standard construction equipment includes tractors/loaders/backhoes, rubber-tired dozers, excavators, graders, cranes, forklifts, rollers, paving equipment, generator sets, welders, cement and mortar mixers, and air compressors.

Air pollutants generated by future development within the City would vary depending upon the number of projects occurring simultaneously and the size of each individual project. While the exact number and timing of all development projects that could occur under project buildout are unknown, it is expected that development will occur intermittently over time throughout the City. As construction emissions create temporary, short-term sources of air emissions, evaluation of emissions of the simultaneous construction of all Rezone Sites and the Graves Avenue sites would not provide a reasonable estimation of construction emissions. Additionally, since all construction emissions will not occur at once, it would overestimate emissions at any one time. Therefore, project-level construction emissions were calculated for the Rezone Sites that would be eligible for by-right development. This includes construction of Site 16A which could result in the construction of 333 multi-family units and associated retail, representing the Rezone Site with the greatest amount of development potential.

Primary inputs are the numbers of each piece of equipment and the length of each construction stage. Specific construction phasing and equipment parameters for the Rezone Sites eligible for by-right development are not available at this time. However, CalEEMod can estimate the required construction equipment when project-specific information is unavailable. The estimates are based

on surveys, performed by the South Coast Air Quality Management District (SCAQMD) and the Sacramento Metropolitan Air Quality Management District, of typical construction projects which provide a basis for scaling equipment needs and schedule with a project's size. Air emission estimates in CalEEMod are based on the duration of construction phases; construction equipment type, quantity, and usage; grading area; season; and ambient temperature, among other parameters. Construction emissions were modeled assuming construction would begin in January 2023, which is conservative, as continued implementation of regulations for off-road equipment (the primary construction emission source) would reduce emissions from these sources over time.

4.2.4.2 Operational Emissions

Operation emissions are long term and include mobile, energy, and area sources. Sources of operational emissions associated with future development under the project include the following:

- Vehicle traffic;
- Natural gas consumption; and
- Area sources including architectural coatings, consumer products, and landscaping equipment.

Air pollutant emissions were calculated for the existing condition and for buildout of the project, as well as buildout of the Rezone Sites that would be eligible for by-right development. Actual emissions would vary depending on future projects.

Vehicle traffic is the main source of emissions in the City. Mobile-source emissions were estimated based on SANDAG trip generation rates (SANDAG 2002) and daily VMT per capita provided by the traffic engineer (see Appendix G). Multi-family residential uses with a density less than 20 dwelling units per acre generate 8 trips per dwelling unit, multi-family residential uses with a density greater than 20 dwelling units per acre generate 6 trips per dwelling unit, and retail uses generate 40 trips per 1,000 square feet. Based on the Transportation Impact Study, with implementation of the project, the daily VMT would be 18.7 VMT per capita. The anticipated population of the Rezone Sites was calculated based on a household size of 2.91 persons per household. The project trip generation, daily VMT per capita, and anticipated population were used to calculate an average trip length for each of the Rezone Sites. For the existing condition, vehicle emissions were calculated using existing 2021 vehicle emission factors. For the Rezone Sites that would be eligible for by-right development, vehicle emissions were calculated using the vehicle emission factors for the soonest operational year of 2024. For buildout of the Rezone Sites (both discretionary and by-right development projects), vehicle emissions were calculated using the vehicle emission factors for buildout year 2050.

Energy source emissions associated with the project include natural gas used in space and water heating. Emissions are generated from the combustion of natural gas used in space and water heating. Emissions are based on the Residential Appliance Saturation Survey which is a comprehensive energy use assessment that includes the end use for various climate zones in California.

Area source emissions associated with the project include consumer products, natural gas used in space and water heating, architectural coatings, and landscaping equipment. Hearths (fireplaces) and woodstoves are also a source of area emissions; however, no hearths or woodstoves were included

in the analysis. Consumer products are chemically formulated products used by household and institutional consumers, including, but not limited to, detergents, cleaning compounds, polishes, floor finishes, disinfectants, sanitizers, and aerosol paints but not including other paint products, furniture coatings, or architectural coatings. Emissions due to consumer products are calculated using total building area and product emission factors.

For architectural coatings, emissions result from evaporation of solvents contained in surface coatings such as in paints and primers. Emissions are based on the building surface area, architectural coating emission factors, and a reapplication rate of 10 percent of area per year. Landscaping maintenance includes fuel combustion emission from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers as well as air compressors, generators, and pumps. Emission calculations take into account building area, equipment emission factors, and the number of operational days (summer days).

4.2.5 Issue 1: Consistency with Air Quality Plans

Would the project conflict with or obstruct the implementation of the applicable air quality plan i.e., the San Diego RAQS?

4.2.5.1 Impact Analysis

The RAQS is the applicable regional air quality plan that sets forth the SDAPCD's strategies for achieving the NAAQS and CAAQS. The SDAB is designated non-attainment 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 ROG and 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, in conjunction with the TCM, were most recently adopted in 2016 as the air quality plan for the region.

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 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.

As described above, the San Diego RAQS outlines the steps needed to accomplish attainment of NAAQS and CAAQS by the earliest practicable date. Projects that would be consistent with adopted land use designations would not conflict with the RAQS. Projects that would not be consistent with the land uses may be inconsistent with the RAQS and warrant further analysis to determine consistency with the RAQS. If it can be demonstrated that changes in land uses would generate fewer

air emissions than land uses that are consistent with adopted land use designations, the changes would not conflict with the RAQS.

The project would result in additional housing opportunities throughout the City consistent with the Regional Housing Needs Assessment. The project would also result in increased commercial opportunity within the Graves Avenue sites compared to what is allowed under current General Plan and Zoning regulations. When compared to the existing zoning and land use designations, the project would increase the development potential in the City, which would increase the amount of vehicle traffic generated in the City. Although the project would increase the amount of traffic in the City, it would not result in an increase in the average VMT per capita. As concluded in the Transportation Impact Study (see Appendix G), with the implementation of the project, including buildout of the City's General Plan land use and transportation network, the average resident VMT per capita for the City is reduced from 20.5 (in base year 2016) to 18.7 VMT per capita, although this level of VMT per capita would still exceed the VMT significance threshold of 85 percent of the regional average. The City's goal for residential land uses is to allow for the development of a wide range of housing types. This includes the development of higher density residential developments in areas close to multi-modal transportation facilities, transit stations, and along major corridors where transit and other convenience services and accommodating land uses are available. Additionally, new residential developments should provide adequate open space, recreational facilities, schools, interior circulation patterns and other amenities and facilities. By bringing in varied and complementary uses and a mobility network that supports and encourages walking, biking and taking transit, the project could contribute to a more VMT efficient and sustainable future for the community. However, because buildout of the project would result in an increase in development and an increase in traffic generation over what would occur under buildout of the adopted zoning and land use designations, the project would result in an increase in emissions that are not already accounted for in the RAQS.

Operational emissions were calculated using the methodology discussed in Section 4.2.4. Existing and future emissions are summarized in Table 4.2-4. Calculations are provided in Appendix C.

Table 4.2-4 Total Operational Emissions						
Source	Pollutant (pounds per day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
EXISTING EMISSIONS (2021)						
Area	1	<1	1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	1	1	6	<1	1	<1
Total	2	1	7	<1	1	<1
PROPOSED PROJECT EMISSIONS (2050)						
Area	65	2	160	<1	1	1
Energy	<1	4	2	<1	<1	<1
Mobile	45	46	449	1	132	36
Total	110	52	611	1	134	37

4.2.5.2 Significance of Impacts

Future development at the Rezone Sites would result in an increase in development and an increase in traffic generation over what would occur under buildout of the adopted zoning and land use designations, and would therefore result in an increase in emissions. Therefore, buildout of the project would exceed the assumptions used to develop the RAQs, resulting in a significant impact (Impact AQ-1).

4.2.5.3 Mitigation Framework

The project would be inconsistent with the RAQs because buildout of the Rezone Sites would exceed the population estimates assumed for the RAQs. This impact is based on plan inconsistency only as emissions with the project would not exceed stated thresholds. As a result, no mitigation measures are available that would reduce impacts associated with inconsistency with the RAQs. The inconsistency with the RAQS would remain until the RAQs are revised and incorporate the growth projections with the project. Impacts would be significant and unavoidable.

4.2.5.4 Significance After Mitigation

Impacts would remain significant and unavoidable.

4.2.6 Issue 2: Cumulative Net Increases of Criteria Pollutants

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

4.2.6.1 Impact Analysis

Air quality impacts can result from the construction and operation of a project. Construction impacts are short term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. Operational impacts can occur on two levels: regional impacts resulting from development or local effects stemming from sensitive receivers being placed close to roadways or stationary sources. In the case of the project, operational impacts would primarily be due to emissions from mobile sources associated with vehicular travel along the roadways.

a. Construction

As discussed in Section 4.2.4.1 above, construction emissions were calculated for development of the Rezone Sites that are eligible for by-right development. The results of construction emission modeling for the sites eligible for by-right development are summarized in Table 4.2-5. CalEEMod output is contained in Appendix C.

Table 4.2-5 Maximum Daily Construction Emissions						
Rezone Sites Eligible for By-Right Development	Pollutant (pounds per day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Site 15	37	28	21	<1	21	11
Site 16A	110	35	29	<1	21	11
Site 17	55	35	29	<1	21	11
Site 18	25	35	29	<1	21	11
Site 20B	100	28	26	<1	21	11
Site 24	34	28	20	<1	21	11
<i>Significance Threshold</i>	<i>250</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>

Note that the emissions summarized in Table 4.2-5 are the maximum emissions for each pollutant and that they may occur during different phases of construction. The construction of all the Rezone Sites would not necessarily occur simultaneously. For assessing the significance of the air quality emissions, the construction emissions were compared to the SDAPCD screening levels. As shown in Table 4.2-5, the emissions associated with construction of the Rezone Sites that are eligible for by-right development would be less than the applicable thresholds for all criteria pollutants. As noted, the greatest amount of development would occur on Site 16A. Since construction emissions would be less than the applicable thresholds for Site 16A, it can be concluded that emissions associated with construction of each of the Rezone Sites would also be less than the applicable thresholds. Thus, construction of any individual site would be less than significant. However, if development of multiple sites were to occur simultaneously, there is the potential to exceed significance thresholds.

Future development of the Rezone Sites, whether processed through the City's discretionary process or ministerially, would be required to implement construction Best Management Practices at all construction sites consistent with SDAPCD rules and regulations and the City's standard project conditions of approval. The following regulatory requirements would be required for all construction activities:

- Construction activities will be conducted in compliance with California Code of Regulations, Title 13, Section 2449, which requires that nonessential idling of construction equipment be restricted to five minutes or less.
- Construction activities will be conducted in compliance with any applicable SDAPCD rules and regulations, including but not limited to:
 - Rule 51, Nuisance: prohibits emissions that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or which endanger the comfort, repose, health, or safety of any such persons or the public; or which cause injury or damage to business or property.
 - Rule 52, Particulate Matter: establishes limits to the discharge of any PM from non-stationary sources.
 - Rule 54, Dust and Fumes: establishes limits to the amount of dust or fume discharged into the atmosphere in any 1 hour.
 - Rule 55, Fugitive Dust Control: sets restrictions on visible fugitive dust from construction and demolition projects.

- o Rule 67, Architectural Coatings: establishes limits to the VOC content for coatings applied within the SDAPCD.

Approval of the project would not specifically permit the construction of an individual project, and no specific development details are available at this program level of analysis. The thresholds presented above would be applied to future development within the City on a project-by-project basis and are not used for assessment of regional planning impacts. The information is presented to illustrate the potential scope of air impacts for a site-specific project that could be developed in the future. Additionally, the regulations at the federal, state, and local level provide a framework for developing project-level air quality protection measures for future projects.

While individual site-specific projects may not exceed the SDAPCD regional significance thresholds (demonstrated in Table 4.2-5), the scale and extent of construction activities associated with buildout of the Rezone Sites may result in some instances where future development would occur simultaneously resulting in a cumulative impact. Therefore, cumulative construction-related regional air quality impacts would be potentially significant (AQ-2).

b. Operation

As discussed above, air pollutant emissions were calculated for the existing condition and for buildout potential of the Rezone Sites, as well as individual buildout of the Rezone Sites that would be eligible for by-right development. Operational emissions associated with the existing condition and buildout of the Rezone Sites are summarized in Table 4.2-4. Operational emissions associated with the individual Rezone Sites that would be eligible for by-right development are summarized in Table 4.2-6.

As shown in Table 4.2-6, operational emissions associated with the Rezone Sites that would be eligible for by-right development would be less than the applicable project-level screening thresholds for all criteria pollutants. As noted, the greatest amount of development would occur on Site 16A. Since operational emissions would be less than the applicable thresholds for Site 16A, it can be concluded that emissions associated with operation of each individual Rezone Site would also be less than the applicable thresholds, and project-level impacts would be less than significant.

Table 4.2-6 Summary of Project-Level Operational Emissions (pounds per day)						
Source	Pollutant					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Site 15						
Area Sources	3	<1	9	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	2	2	19	<1	4	1
Total	5	3	28	<1	4	1
Site 16A						
Area Sources	13	<1	27	<1	<1	<1
Energy Sources	<1	1	<1	<1	<1	<1
Mobile Sources	21	22	183	<1	39	10
Total	35	23	211	<1	39	11
Site 17						
Area Sources	8	<1	23	<1	<1	<1
Energy Sources	<1	1	<1	<1	<1	<1
Mobile Sources	6	6	49	<1	10	3
Total	13	7	72	<1	11	3
Site 18						
Area Sources	3	<1	8	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	2	2	17	<1	4	1
Total	5	2	25	<1	4	1
Site 20B						
Area Sources	12	<1	25	<1	<1	<1
Energy Sources	<1	1	<1	<1	<1	<1
Mobile Sources	19	20	165	<1	35	9
Total	31	20	190	<1	35	10
Site 24						
Area Sources	3	<1	9	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	2	2	17	<1	4	1
Total	5	2	26	<1	4	1
<i>Significance Threshold</i>	250	250	550	250	100	67

When evaluating buildout of the Rezone Sites, the project-level thresholds shown in Table 4.2-3 are not appropriate for a program-level analysis, as the thresholds are conservative and intended to ensure many individual projects would not obstruct the timely attainment of the national and state ambient air quality standards. Generally, discretionary, program-level planning activities, such as general plans, community plans, specific plans, housing elements etc., are evaluated for consistency with the local air quality plan. In contrast, project-level thresholds are applied to individual project-specific approvals, such as a proposed development project. Therefore, the analysis of the buildout of the Rezone Sites is based on the future emissions estimates and related to attainment strategies derived from the adopted land use plan. At the program level, the analysis compares the

development potential and associated emissions of Rezone Sites buildout to the development potential under buildout of the existing zoning designations to determine if the emissions would exceed the emissions estimates included in the RAQS, and to determine whether it would obstruct attainment, or result in an exceedance of AAQS. As such, this analysis evaluates the potential for future development within the Rezone Sites to result in a cumulatively considerable net increase in emissions based on consistency with the RAQS. As discussed in Section 4.2.5, buildout of the Rezone Sites would result in an increase in development and an increase in traffic generation over what would occur under buildout of the adopted zoning and land use designations, and would therefore result in an increase in emissions. Therefore, buildout of the Rezone Sites would exceed the assumptions used to develop the RAQs. At the program level, because the project would conflict with implementation of the RAQS, air quality impacts related to the cumulative net increase in criteria pollutants would be significant.

4.2.6.2 Significance of Impacts

Construction and operational emissions associated with the individual Rezone Sites (both those that would be eligible for by-right development and those that would require future discretionary review) would be less than the applicable project-level screening thresholds for all criteria pollutants. Therefore, project-level impacts for each individual Rezone Site would be less than significant. However, the scale and extent of construction activities associated with buildout of the Rezone Sites may result in some instances where future development would occur simultaneously and would cumulatively exceed the relevant thresholds. Therefore, cumulative construction-related regional air quality impacts would be potentially significant (Impact AQ-2).

When evaluating the project as a whole, buildout of the project would conflict with implementation of the RAQS. Operation of the project would result in a cumulatively considerable net increase in emissions compared to the emissions that would occur under existing land use designations. This is the same impact identified under Issue 1 (Impact AQ-1).

4.2.6.3 Mitigation Framework

Mitigation is proposed for implementation of both discretionary and by-right development projects. Mitigation would be either be applied during a future discretionary review or for by-right development, would be applied as a requirement of the City's objective design and performance standards adopted as part of the project. Future development of Rezone Sites would require implementation of the following mitigation framework:

MM-AQ-1: The City shall require project applicants to identify the measures that would be taken at the construction site to reduce construction-related criteria air pollutants such that they do not exceed the SDAPCD screening thresholds. Based on typical construction emissions, implementation of the following measures would be sufficient to reduce air pollutant emissions during construction:

- Requiring fugitive dust control measures that exceed SDAPCD's Rules 52, 54, and 55, such as:
 - Requiring use of non-toxic soil stabilizers to reduce wind erosion.
 - Applying water every four hours to active soil-disturbing activities.
 - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) emission limits, applicable for engines between 50 and 750 horsepower.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating materials can be found on the SCAQMD's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf

In regard to operational emissions, measures included as part of the Sustainable Santee Plan, such as expansion of the pedestrian and bicycle networks, installation of electric vehicle charging stations, and solar photovoltaics requirements, would also reduce criteria air pollutants within the City. However, because the project would exceed the growth projections used to develop the RAQS, no mitigation measures are available that would reduce impacts below the screening thresholds.

4.2.6.4 Significance After Mitigation

Buildout of the Rezone Sites would occur over a period of approximately 25 years or longer. Construction activities could generate short-term emissions that individually would be less than the screening level thresholds, but cumulatively could exceed the thresholds and cumulatively contribute to the nonattainment designations of the SDAB. Implementation of mitigation measure AQ-1 would reduce criteria air pollutant emissions from construction-related activities to the extent feasible. However, construction time frames and equipment for site-specific development projects are not available at this time, and there is a potential for multiple development projects to be constructed at one time, resulting in significant construction-related emissions. Therefore, despite adherence to mitigation measure AQ-1, impacts associated with criteria pollutants would remain significant and unavoidable.

For operational emissions, because the significant air quality impact stems from an inconsistency between the project and the adopted land use plan upon which the RAQS is based, impacts would remain significant and unavoidable.

4.2.7 Issue 3: Sensitive Receptors

Would the project expose sensitive receptors to substantial pollutant concentrations?

4.2.7.1 Impact Analysis

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive receptors include children, the elderly, and the acutely and chronically ill, especially those with cardiorespiratory diseases. Sensitive land uses include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities. This section discusses the potential effects associated with placing sensitive land uses in the vicinity of existing sources of air pollution and discloses the maximum potential health risks (residential and worker) within the project areas due to these sources.

The SDAPCD has identified local community risks from air pollutants to include exposure to pollutants such as TACs and PM_{2.5} concentrations. TACs are a defined set of airborne pollutants that may pose a present or potential hazard to human health and PM_{2.5} can cause a wide range of health effects (e.g., aggravating asthma and bronchitis, causing visits to the hospital for respiratory and cardiovascular systems, and contributing to heart attacks and deaths). Common stationary source types of TAC and PM_{2.5} emissions include gasoline stations, dry cleaners, and diesel backup generators, which are subject to SDAPCD permit requirements. The other, often more significant, common source type is on-road motor vehicles on freeways and roads such as trucks and cars, and off-road sources such as construction equipment, ships, and trains. The project includes future development of residential and associated commercial uses which are generally not a source of TACs. However, implementation of the project would have the potential siting of new sensitive receptors, such as new homes in close proximity to existing sources of TAC and PM_{2.5} emissions, such as near freeways. The following discussion provides an analysis of the potential for the project to result in CO hot spots and expose sensitive receptors to TACs.

a. Localized Carbon Monoxide Hot Spots

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 CAA. 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.

Due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO. Therefore, more recent screening procedures based on more current methodologies have been developed. The Sacramento Metropolitan Air Quality Management District developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed a screening threshold in 2010 which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. This analysis conservatively assesses potential CO hot spots using the SCAQMD screening threshold of 31,600 vehicles per hour. Based

on the year 2050 traffic modeling prepared for buildout of the project, daily roadway segment volumes would be as high as approximately 52,000 average daily traffic. Based on regional traffic patterns and Caltrans peak hour traffic counts, peak hour volumes are generally 10 percent or less of the daily traffic volumes (Caltrans 2020). Therefore, no intersection is anticipated to have peak hour turning movements exceeding 31,600 vehicles per hour. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations associated with CO hot spots, and impacts would be less than significant.

b. Toxic Air Emissions

Construction

Construction of future development and associated infrastructure implemented under the project would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Construction would result in the generation of DPM emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities and on-road diesel equipment used to bring materials to and from project sites.

Generation of DPM from construction projects typically occurs in a single area for a short period. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (Office of Environmental Health Hazard Assessment 2015). Therefore, if the duration of proposed construction activities near any specific sensitive receptor were a year, the exposure would be three percent of the total exposure period used for health risk calculation. Considering this assessment methodology, the highly dispersive nature of DPM, and the fact that construction activities would occur intermittently and at various locations over the lifetime of project buildout, DPM generated by construction would not create conditions where the probability is greater than 10 in 1 million of developing cancer for the Maximally Exposed Individual, or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Additionally, with ongoing implementation of U.S. EPA and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types; the DPM emissions of individual equipment would be substantially reduced over the years as project buildout continues. Therefore, the project would not expose sensitive receptors to toxic air emissions during construction of future development at the Rezone Sites, and impacts would be less than significant.

Stationary Sources

The project would not result in the construction and operation of a stationary source of TACs. Various uses, such as dry cleaners and gasoline-dispensing facilities, have the potential to be substantial stationary sources that would require a permit from the SDAPCD. In April 2005, CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005). The handbook makes recommendations directed at protecting sensitive land uses from air pollutant emissions, while balancing a myriad of other land use issues (e.g., housing, transportation needs, economics, etc.). It notes that the handbook is not regulatory or binding on local agencies and recognizes that

application takes a qualitative approach. Table 4.2-7 summarizes the recommended siting distances from various facilities.

Table 4.2-7 Recommended Siting Distances for New Sensitive Land Uses	
Source Category	Advisory Recommendations
Freeways and High-Traffic Roads	Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.
Distribution Centers	Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week. Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit point.
Rail Yards	Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the CARB on the status of pending analyses of health risks.
Refineries	Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consul with the local air district. Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.
SOURCE: CARB 2005.	

Currently, none of these stationary sources are located within the recommended citing distances from the Rezone Sites. There are no distribution centers, ports, rail yards, or refineries located within the City. All Rezone Sites are located more than 1,000 feet from chrome platers (Pacific Plating located at 11316 N. Woodside Avenue #G), more than 500 feet from dry cleaners, and more than 300 feet from gas stations. Site 25 is located adjacent to a facility located at 8787 Olive Lane that has annual reporting requirements (see Section 4.2.1.4(a)). Emissions of TACs from these types of facilities, including 8787 Olive Lane, are regulated by SDAPCD through permitting and monitoring requirements. The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and

for reducing risk. In accordance with AB 2588, if adverse health impacts exceeding public notification levels are identified, the facility would provide public notice, and if the facility poses a potentially significant public health risk, the facility would be required to submit a risk reduction audit and plan to demonstrate how the facility would reduce health risks. Therefore, adherence with this regulatory framework would ensure that future development of the Rezone Sites would not expose sensitive receptors to TACs associated with stationary sources, and impacts would be less than significant.

Mobile Sources

As reflected in the CARB Handbook, there is currently no adopted standard for the significance of health effects from mobile sources. Therefore, the CARB has provided guidelines for the siting of land uses near heavily traveled roadways. Of pertinence to this impact analysis, the CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day or rural road with 50,000 vehicles per day should be avoided when possible.

Based on the year 2050 traffic modeling prepared for buildout of the project, SR-52, SR-67, and SR-125 would carry more than 100,000 vehicles per day, and the segment of Mission Gorge Road between SR-125 and Fanita Drive would carry more than 50,000 vehicles per day. Rezone Sites 24 and 25 are both located within 500 feet of SR-52. All other Rezone Sites are located more than 500 feet from freeways and the segment of Mission Gorge Road. However, CARB notes that these recommendations are advisory and should not be interpreted as defined "buffer zones," and that local agencies must balance other considerations such as transportation needs, the benefits of urban infill, community economic development priorities, and other quality-of-life issues. With careful evaluation of exposure, health risks, and affirmative steps to reduce risk, where necessary, CARB's position is that infill development, mixed-use, higher-density, transit-oriented development, and other concepts that benefit regional air quality can be compatible with protecting the health of individuals at the neighborhood level. Additionally, measures can be incorporated into future site-specific project design that would reduce the level of exposure for future residents. The CAPCOA published a guidance document, *Health Risk Assessments for Proposed Land Use Projects*, which provides recommended measures that reduce concentrations of DPM (CAPCOA 2009). These include planting vegetation between the receptor and the freeway, constructing barriers between the receptor and the freeway, and installing newer electrostatic filters in adjacent receptor buildings. Application of appropriate screening measures would be ensured through a site-specific environmental review for discretionary projects. For ministerial and discretionary projects, the City's has landscaping requirements that include landscape screening along street edges and at front, rear, and side yard setbacks, in addition to landscaping at outdoor group open space areas. Additionally, the 2019 California Building Code – Title 24 requires that all new residential uses include improved air filtration systems. Filters are categorized according to minimum efficiency reporting value (MERV) rating. The higher the MERV rating, the better the filtration. MERV-13 filters are effective at filtering DPM. MERV-13 filters are at least 85 percent efficient at capturing DPM (American Society of Heating, Refrigeration and Air-Conditioning Engineers 2022). The 2019 Title 24 requires the installation of MERV-13 filters or greater. Therefore, with application of the City's landscaping requirements for new development, whether discretionary or by-right, in addition to application of the 2019 Title 24 requirements for air filtration, future residential uses would not be exposed to substantial levels of DPM from proximity to freeways and busy roadways. The project would not expose sensitive

receptors to substantial pollutant concentrations associated with mobile source emissions and impacts would be less than significant.

4.2.7.2 Significance of Impacts

Buildout of the project would not result in a CO hot spot. Additionally, construction and operation of future development would not result in the exposure of sensitive receptors to TACs from construction activities, stationary sources, or mobile sources. Impacts would be less than significant.

4.2.7.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.2.7.4 Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

4.2.8 Issue 4: Odors

Would the project result in other emissions (such as those leading to odors) affecting a substantial number of people.?

4.2.8.1 Impact Analysis

In the context of land use planning, one of the most important factors influencing the potential for an odor impact to occur is the distance between the odor source and receptors. The City considers prudent land use planning as the key mechanism to avoid odor impacts. The greater the distance between an odor source and receptor, the less concentrated the odor emission would be when it reaches the receptor. Odors can be generated from a variety of source types including both construction and operational activities. Although less common, construction activities that include the operation of a substantial number of diesel-fueled construction equipment and heavy-duty trucks can generate odors from diesel exhaust emissions. A project's operations, depending on the project type, can generate a large range of odors that can be considered offensive to receptors. Examples of common land use types that typically generate significant odor impacts include, but are not limited to the following:

- Wastewater treatment plants
- Sanitary landfills
- Composting/green waste facilities
- Recycling facilities
- Petroleum refineries
- Chemical manufacturing plants
- Painting/Coating operations
- Rendering plants
- Food packaging plants

When land uses such as these or other odor-generating land uses are sited proximate to sensitive receptors, odor impacts may occur and further analysis of the nature of the odor source, the prevailing wind patterns, number of potentially effected receivers and other considerations would be warranted.

Existing sources of odors in the City include the Sycamore Landfill and a water reclamation plant. However, these uses are located one mile or more from the Rezone Sites and would not result in odors affecting a substantial number of people.

Emissions from construction equipment, such as diesel exhaust, and VOCs from architectural coatings and paving activities may generate odors; however, these odors would be temporary, intermittent, and not expected to affect a substantial number of people. Additionally, noxious odors would be confined to the immediate vicinity of construction equipment. By the time such emissions reach a receptor (e.g., people in residential units, day care centers, schools, nursing homes), they would be diluted to well below any level of air quality concern. Therefore, construction would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people, and impacts would be less than significant.

Once operational, future development implemented under the project would include residential and associated commercial uses that are generally not a source of objectionable odors. Therefore, project operation would not result in odors affecting a substantial number of people, and impacts would be less than significant.

4.2.8.2 Significance of Impacts

The project would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people, and impacts would be less than significant.

4.2.8.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.2.8.4 Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

4.3 Biological Resources

This section analyzes potential impacts to biological resources that could result from implementation of the City of Santee (City) 6th Cycle Housing Element Rezone Program (project). The sites included in the analysis are detailed in Table 3-2 and include 25 potential rezone housing sites and the two sites located on Graves Avenue, collectively referred to as the Rezone Sites. Information presented in this section was obtained from existing aerial maps, the California Natural Diversity Data Base (CNDDDB), Multiple Species Conservation Program (MSCP) Santee Subarea Plan (Draft Santee Subarea Plan; City of Santee 2018); and additional secondary source documentation, as available (State of California 2021a-d; SanGIS 2021; City of Santee 2006).

4.3.1 Existing Conditions

This section provides a general overview of the biological conditions within the Rezone Sites. The vegetation data contained herein is only intended for use as a tool, as site-specific surveys were not conducted for most of the sites. However, this section does provide a more detailed assessment of the existing conditions within those sites that may be eligible for by-right development, including Sites 15, 16A, 17, 18, 20B, and 24.

4.3.1.1 Vegetation Communities

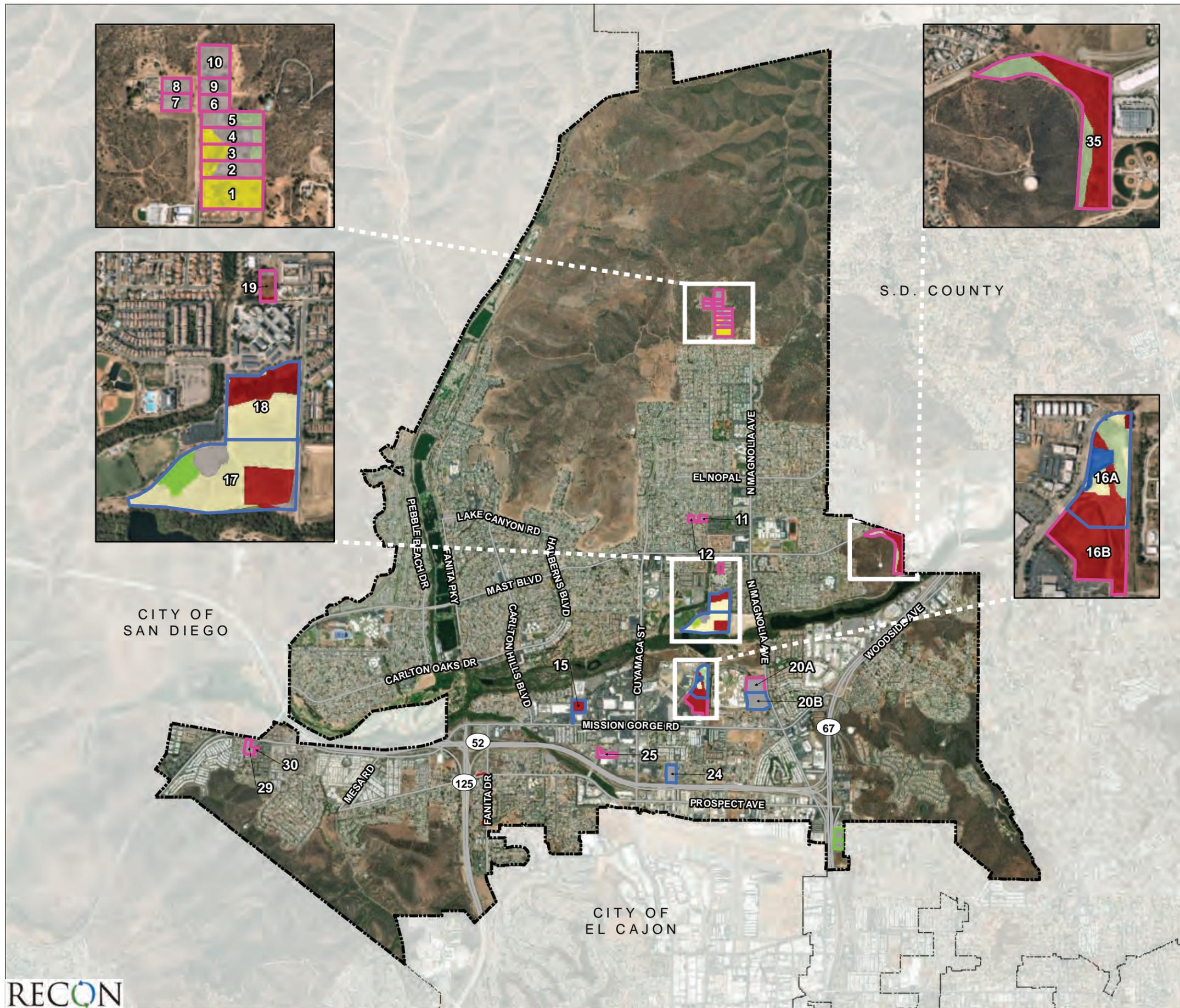
Figure 4.3-1 illustrates the vegetation communities and land cover types mapped within the Rezone Sites. Vegetation community classifications follow Oberbauer et al. (2008), which are based on Holland's 1986 Preliminary Descriptions of the Terrestrial Natural Communities of California. Vegetation communities is based on regional, large-scale mapping efforts that were originally created by the San Diego Association of Governments (SANDAG) and maintained by SanGIS. This mapping was subsequently updated in 2021 by RECON, based on site-specific assessments of those housing sites eligible for by-right development.

a. Diegan Coastal Sage Scrub

Diegan coastal sage scrub is composed of low-growing, drought-deciduous shrubs. This community is typically found on low moisture-availability sites with steep, xeric slopes or clay rich soils that are slow to release stored water and is dominated by California sagebrush, coastal California buckwheat, laurel sumac, and white sage. This vegetation community is identified within Sites 1, 2, 3, 4, 5, 8, 10, 16A, 16B, and 35.

b. Grasslands

Grasslands are key to conservation of many sensitive species. They provide foraging habitat for raptors and provide movement corridors and habitat linkages that may be critical for preserve configuration. Non-native grassland is considered less valuable than native grassland, but still provides foraging habitat for raptors and may support a variety of rare plant and animal species. Grasslands are identified within Sites 1, 2, 3, 4, 16A, 17, and 18.



- City of Santee Boundary
 - Discretionary Development Sites
 - Eligible By-Right Development Sites
 - Graves Avenue Rezone Sites
- Vegetation Community/Land Cover Type**
- Arrowweed Scrub
 - Diegan Coastal Sage Scrub
 - Disturbed Habitat
 - Disturbed Wetland
 - Eucalyptus Woodland
 - Non-Native Grassland
 - Southern Riparian Forest
 - Southern Willow Scrub
 - Urban/Developed
 - Valley and Foothill Grassland



FIGURE 4.3-1
Existing Vegetation Communities
and Land Cover Types

c. Wetland/Riparian

Southern Willow Scrub

Southern willow scrub is typically associated with major river systems and stream channels where flood scour occurs. This vegetation community typically consists of thickets dominated by willows, with scattered riparian trees such as cottonwoods and sycamores. Riparian vegetation communities is identified within Site 16A.

Arrowweed Scrub

Arrowweed scrub consists of moderate to dense thickets dominated by arrowweed. Arrowweed scrub is a disturbance-maintained community, and typically occurs near streambanks, ditches, and washes. Arrowweed scrub is identified in Site 17.

Disturbed Wetland

Disturbed wetland consists of areas permanent or periodically inundated by water which have been modified by human activity. The disturbed wetland consists of a man-made basin containing tamarisk in Site 16A.

Southern Riparian Forest

Southern riparian forest is typically associated with perennial river and streams, including the San Diego River. This vegetation community typically consists of riparian forest dominated by tall trees such as sycamores and cottonwoods, with wetland plants in the understory. Southern riparian forest is identified within Site 17.

d. Other Lands

Disturbed Land

Disturbed land consists of areas that have been previously disturbed and no longer function as a native or naturalized vegetation community. Vegetation, if present, is dominated by opportunistic non-native forb species such as Russian thistle (*Salsola tragus*) or horehound (*Marrubium vulgare*). Vegetation may also include ornamental species such as Peruvian peppertree (*Schinus molle*) or Mexican fan palm (*Washingtonia robusta*). Other defining characteristics of disturbed lands are indicated by the presence of building foundations and/or soil surface compaction/disturbance from legal human activity. Disturbed land is identified within Sites 15, 16A, 16B, 17, 18, 19, and 35.

Urban/Developed

Urban/developed includes areas that have been constructed on or altered to the extent that native vegetation is no longer supported, including buildings, paved roads, parking lots, and/or landscaping. Urban/developed is identified within Sites 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 15, 17, 18, 19, 20A, 20B, 24, 25, 29, 30, 35, and the Graves Avenue sites.

4.3.1.2 Sensitive Vegetation Communities

Sensitive vegetation communities are communities that are of highly limited distribution, and are those considered sensitive by resource agencies (i.e., California Department of Fish and Wildlife [CDFW] and the U.S. Fish and Wildlife Service [USFWS]). Reasons for the sensitive status of vegetation communities include restricted range, cumulative losses throughout the region, and a high number of endemic sensitive plant and wildlife species that occur in the vegetation communities. The following Rezone Sites are undeveloped or have a substantial portion of the site unimproved, and may have the potential to support sensitive vegetation communities: 1, 2, 3, 4, 5, 8, 10, 16A, 16B, 17, 18, 19, 20A, and 35. Though housing Sites 15 and 20B are also substantially unimproved, these housing sites were verified in 2021 to contain urban/developed and disturbed habitat, and are not anticipated to contain sensitive vegetation communities. Rezone Sites with previously mapped sensitive vegetation communities or with the potential to contain sensitive vegetation communities are shown in Table 4.3-1. While mapped vegetation acreages are reported in Table 4.3-1, the acreages are based on regional vegetation mapping and must be verified by a site-specific biological survey when a development is proposed. Acreages are reported only to provide an understanding of the scale of sensitive vegetation communities that would be affected by development at the rezone sites. Of the approximately 167 acres of land affected by the proposed rezones, it is estimated that approximately 37 acres, or 22 percent of the land area may contain sensitive habitats.

a. Coastal Sage Scrub

Coastal sage scrub, in pristine or disturbed condition, is considered sensitive by federal and state resource agencies due to the scarcity of this vegetation community and the number of sensitive species associated with it. Due to the importance of this vegetation community to MSCP species, including the coastal California gnatcatcher, impacts to habitat located on housing sites should be minimized as much as possible. The State Natural Community Conservation Plan (NCCP) guidelines and the Section 4(d) Special Rule of the Endangered Species Act (ESA) pertaining to the coastal California gnatcatcher apply to Diegan coastal sage scrub.

b. Grasslands

Native and non-native grasslands are key to conservation of a large number of MSCP species, including a variety of narrow endemic species. They provide foraging habitat for raptors and provide movement corridors and habitat linkages that are critical to the MSCP preserve configuration. Non-native grassland is considered less valuable than native grassland, but still provides foraging habitat for raptors and may support a variety of rare plant and animal species.

c. Wetlands/Riparian

All wetland/riparian vegetation communities are considered sensitive by federal and state resource agencies. These communities are regulated by U.S. Army Corps of Engineers (USACE), CDFW, Regional Water Quality Control Board (RWQCB), and/or USFWS, depending upon the location and characteristics of the vegetation, soils, and hydrology present. Site-specific analysis would be required for future development to determine what agencies would have regulatory authority.

Housing Site	Sensitive Vegetation	Potential for Sensitive Vegetation Communities?	Acreage of Sensitive Communities ¹
1	Diegan Coastal Sage Scrub, Valley & Foothill Grassland	Yes	4.41
2	Diegan Coastal Sage Scrub, Valley & Foothill Grassland	Yes	0.71
3	Diegan Coastal Sage Scrub, Valley & Foothill Grassland	Yes	1.34
4	Diegan Coastal Sage Scrub, Valley & Foothill Grassland	Yes	1.00
5	Diegan Coastal Sage Scrub	Yes	1.09
6	-	-	-
7	-	-	-
8	Diegan Coastal Sage Scrub	Yes	0.00 ⁴
9	-	-	-
10	Diegan Coastal Sage Scrub	Yes	0.08
11	-	-	-
12	-	-	-
15 ²	-	-	-
16A ²	Diegan Coastal Sage Scrub, Non-Native Grassland, Southern Willow Scrub, Disturbed Wetland	Yes	6.11
16B	Diegan Coastal Sage Scrub	Yes	0.18
17 ²	Southern Riparian Forest, Non-Native Grassland, Arrowweed Scrub	Yes	16.13
18 ²	Non-Native Grassland	Yes	0.89
19	-	Yes	0.00 ³
20A	-	Yes	0.00 ³
20B ²	-	-	-
24 ²	-	-	-
25	-	-	-
29	-	-	-
30	-	-	-
35	Diegan Coastal Sage Scrub	Yes	4.62
Graves Avenue Sites	-	-	

¹Vegetation acreages are based on regional mapping and are estimates for informational purposes only. Site-specific vegetation mapping would be required to verify resources present.

²Housing sites eligible for by-right development.

³No habitat mapped but the site has potential for sensitive vegetation to occur.

4.3.1.3 Sensitive Species

For purposes of the analysis within this Program Environmental Impact Report (PEIR), a species is considered sensitive if it is: (1) listed by state or federal agencies as threatened or endangered or are proposed for listing (State of California 2021a, 2021b, 2021c, 2021d); or (2) on California Rare Plant Rank 1B (considered endangered throughout its range) or California Rare Plant Rank 2 (considered endangered in California but more common elsewhere) of the California Native Plant Society (CNPS)

Inventory of Rare and Endangered Vascular Plants of California ([Inventory]; 2014). Noteworthy plant species are considered to be those that are on California Rare Plant Rank 3 (more information about the plant's distribution and rarity needed) and California Rare Plant Rank 4 (plants of limited distribution) of the CNPS Inventory (2014).

The sensitive plant and wildlife species below are known to occur within the vicinity of the undeveloped rezone sites based on information obtained from a records search of the CNDDDB, SanBIOS, and USFWS databases. Rezone Sites that are comprised completely of developed land were excluded. Precise locations of sensitive plant and wildlife species are not known at this time and would be identified through on-site reconnaissance and project-level analysis, which would include an analysis of both on-site and off-site edge effects, in conjunction with future development.

a. Sensitive Plants

A total of 10 sensitive plant species are known to historically (within the last 50 years) occur in the vicinity (within one mile) of the undeveloped Rezone Sites:

Federal and/or State Listing

1. San Diego ambrosia
2. Willowy monardella

CNPS Rare Plant Ranking of 1B, 2, 3, or 4

3. Decumbent goldenbush
4. Variegated dudleya
5. White rabbit tobacco
6. Palmer's grapplinghook
7. San Diego goldenstar
8. Nuttall's scrub oak
9. San Diego barrel cactus
10. Smooth tarplant

Rezone Sites that are undeveloped or have a substantial portion of the site unimproved have the potential to support sensitive plant species. Therefore, the following housing sites are considered to have potential for sensitive plants to occur on-site: 1, 2, 3, 4, 5, 8, 10, 15, 16A, 16B, 17, 18, 19, 20A, 20B, and 35. Of these sites, 15, 16A, 17, 18, and 20B have the potential for by-right development.

b. Sensitive Wildlife

A total of 25 sensitive wildlife species are known to historically (within the past 50 years) occur within one mile of the undeveloped Rezone Sites:

Federal and/or State Listing

1. Coastal California gnatcatcher
2. Least Bell's vireo
3. Mountain lion – state candidate
4. Crotch's bumble bee – state candidate

State Species of Special Concern

5. American badger
6. Western spadefoot
7. Coronado skink – watch list
8. Southern California legless lizard
9. Coast horned lizard
10. Belding's orange-throated whiptail
11. Tricolored blackbird
12. Yellow rail
13. Prairie falcon – watch list
14. Southern California rufous-crowned sparrow – watch list
15. Coopers hawk – watch list
16. Bell's sage sparrow – watch list
17. Coastal California gnatcatcher
18. Coastal cactus wren
19. Grasshopper sparrow
20. Least bittern
21. Western yellow bat
22. Pocketed free tailed bat
23. Yuma myotis
24. San Diego desert woodrat
25. San Diego black-tailed jackrabbit

Rezone Sites that are undeveloped or have a substantial portion of the site unimproved have a potential to support sensitive wildlife species. Therefore, the following housing sites are considered to have potential for sensitive plants to occur on-site: 1, 2, 3, 4, 5, 8, 10, 15, 16A, 16B, 17, 18, 19, 20A, 20B, and 35. Of these, Sites 15, 16A, 17, 18, and 20B have the potential for by-right development.

Additionally, riparian habitat, which has potential to support least Bell's vireo, was mapped by SanGIS (2021) within the following Rezone Sites: 16A and 17. Housing Sites 18 and 35 do not have riparian habitat mapped; however, portions of these sites are mapped by SanGIS (2021) within 300 feet of riparian habitat that may support least Bell's vireo. Of these, Sites 16A, 17, and 18 have the potential for by-right development.

Furthermore, coastal sage scrub habitat, which has potential to support coastal California gnatcatcher, was mapped by SanGIS (2021) within the following housing Sites: 1, 2, 3, 4, 5, 8, 10, 16A, 16B, 23, and 35. Housing Sites 6, 7, 9, and 17 do not have coastal sage scrub mapped; however, portions of these housing sites are mapped by SanGIS (2021) within 300 feet of coastal sage scrub habitat that may support coastal California gnatcatcher. Therefore, by-right Sites 16A and 17 have the potential for impacts to coastal California gnatcatcher.

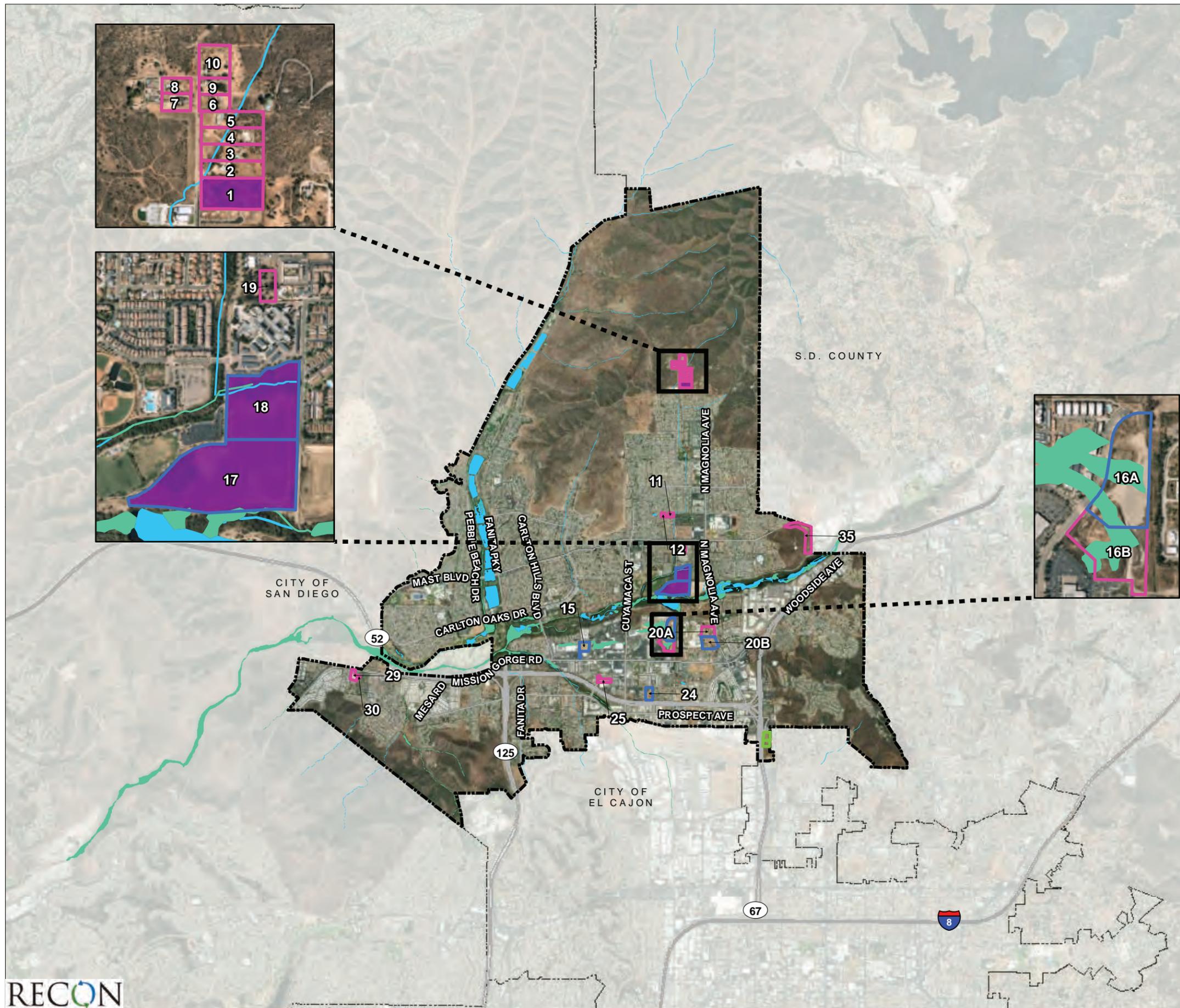
Lastly, the following developed and undeveloped Rezone Sites have the potential to contain nesting or migratory bird species, including raptors, due to the presence of mature trees and/or native vegetation: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 15, 16A, 16B, 17, 18, 19, 20A, 20B, 24, 25, 29, 30, 35, and the Graves Avenue sites. Of these, Sites 15, 16a, 17, 18, and 20B have the potential for by-right development.

4.3.1.4 Jurisdictional Waters

As shown on Figure 4.3-2, Rezone Sites 1, 2, 3, 4, 5, 16A, 16B, 17, and 18 have been mapped as containing a wetland or water resource (U.S. Fish and Wildlife Service 2021a). The San Diego River occurs within the southern boundary of Site 17. In addition, Sites 1, 2, 3, 4, 5, and 18 contain an unnamed tributary of the San Diego River. Sites 16A and 16B were previously mapped to contain freshwater emergent wetland and are immediately south of the San Diego River.

Rezone Sites that are undeveloped or have a substantial portion of the site unimproved may have the potential to contain unmapped jurisdictional wetlands or waters. Undeveloped Rezone Sites with the potential for unmapped jurisdictional wetlands or waters include the following: 1, 2, 3, 4, 5, 8, 10, 16A, 16B, 17, 18, 19, 20A, and 35. Though housing Sites 15 and 20B are also substantially unimproved, these housing sites were verified in 2021 to contain urban/developed and disturbed habitat, and are not anticipated to contain unmapped jurisdictional wetlands or waters.

All wetland areas, wetland buffer areas, and non-wetland waters of the U.S. are considered sensitive. Wetland resources within the City are regulated by USACE, CDFW, and RWQCB. The respective role each agency plays with respect to wetland resources is described in Section 4.3.2, Regulatory Framework.



- City of Santee Boundary
- Discretionary Development Sites
- Eligible By-Right Development Sites
- Graves Avenue Rezone Sites
- Potential Wetlands/Waters**
- Previously Mapped Wetlands
- Previously Mapped Waters
- Potential Unmapped Wetlands/Waters



FIGURE 4.3-2
Potential Jurisdictional
Wetlands and Waters

Table 4.3-2 Rezone Sites Identified as Containing or with Potential to Contain Jurisdictional Wetlands or Waters		
Housing Site	Previously Recorded Wetlands or Waters ¹	Potential for Unmapped Jurisdictional Wetlands or Waters?
1	Yes	Yes
2	Yes	Yes
3	Yes	Yes
4	Yes	Yes
5	Yes	Yes
6	-	-
7	-	-
8	-	Yes
9	-	-
10	-	Yes
11	-	-
12	-	-
15 ²	-	-
16A ²	Yes	Yes
16B	Yes	Yes
17 ²	Yes	Yes
18 ²	Yes	Yes
19	-	Yes
20A	-	Yes
20B ²	-	-
24	-	-
25	-	-
29	-	-
30	-	-
35	-	Yes
Graves Site	-	-

¹Based on USFWS National Wetlands Inventory (2021a).
²Housing sites eligible for by-right development.

4.3.1.5 Wildlife Movement and Corridors

Habitat linkages and wildlife corridors are defined as areas that connect suitable wildlife habitat in a region otherwise fragmented by rugged terrain, changes in vegetation, or human disturbance. Natural features such as canyon drainages, ridgelines, or areas with vegetation cover provide corridors for wildlife travel. Habitat linkages and wildlife corridors are important because they provide access to mates, food, and water; allow the dispersal of individuals away from high population density areas; and facilitate the exchange of genetic traits between populations. Wildlife movement corridors are considered sensitive by resource and conservation agencies.

A majority of the Rezone Sites are of limited value for wildlife movement and corridors due to existing residential and commercial development. The following housing sites abut, in part, currently

protected open space and areas designated as 100 Percent Preserve and/or 75 Percent Preserve by the Draft Santee Subarea Plan and Biological Core Areas by the MSCP Plan: Sites 10, 16A, 16B, and 18. However, these sites are fragmented by roads and other development, and do not connect suitable wildlife habitat areas. Although these housing sites may provide for local wildlife movement, the housing sites would not be considered a significant regional wildlife movement corridor.

The southern portion of housing Site 17 contains a portion of the San Diego River, which is identified as a habitat linkage/wildlife corridor and shown as currently protected open space by the Draft Santee Subarea Plan. This area is also designated as Biological Core Area by the MSCP Plan. The northern portion of housing Site 18 also provide for wildlife movement to the northwest via a small tributary to the San Diego River that is also shown as a habitat linkage/wildlife corridor by the Draft Santee Subarea Plan, though located outside of the MSCP preserve. These portions of housing Sites 17 and 18 provides connectivity to off-site areas of open space to the north, east and west and are considered part of a regionally significant corridor.

In addition, housing Site 35 consists of a hillside slope associated with Rattlesnake Mountain containing coastal sage scrub that is designated as a 100 Percent Preserve by the Draft Santee Subarea Plan. Though it has connectivity to the San Diego River habitat linkage/wildlife corridor to the south and an undeveloped parcel to the north that may provide for localized wildlife movement, housing Site 35 is ultimately constrained by roads and development to the north, west, and east and does not serve as a connection to off-site areas of open space. Therefore, housing Site 35 would not be considered a significant regional wildlife movement corridor.

4.3.2 Regulatory Framework

Several federal, state, and local regulations govern impacts associated with biological resources. The following is a summary of the regulatory framework that provides the context for preservation of biological resources within the City.

4.3.2.1 Federal

a. Federal Endangered Species Act

The Federal ESA (FESA) of 1973, as amended, 16 United States Code (U.S.C.) 1531 et seq., provides for listing of endangered and threatened species of plants and animals and designation of critical habitat for listed animal species. The FESA also prohibits all persons subject to U.S. jurisdiction from "taking" endangered species, which includes any harm or harassment. Section 7 of the FESA requires that federal agencies, prior to project approval, consult with USFWS to ensure adequate protection of listed species that may be affected by the project.

b. Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.) is a federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The number of bird species covered by the MBTA is extensive and is listed at 50 Code of Federal Regulations (CFR) 10.13. The regulatory definition of "migratory bird" is broad and includes any mutation or hybrid of

a listed species and includes any part, egg or nest of such bird (50 CFR 10.12). Migratory birds are not necessarily sensitive species, such as federally listed endangered or threatened birds under the ESA. The MBTA, which is enforced by USFWS, makes it unlawful "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird, or attempt such actions, except as permitted by regulation. The applicable regulations prohibit the take, possession, import, export, transport, sale, purchase, barter or offering of these activities, except under a valid permit or as permitted in the implementing regulations (50 CFR 21.11).

c. Clean Water Act of 1972

The purpose of the Clean Water Act is to restore and maintain the chemical, physical, and biological integrity of all waters of the U.S. In accordance with Section 404 of the Clean Water Act (CWA), USACE regulates the discharge of dredged or fill material into waters of the U.S. Permitting is required for filling waters of the U.S. (including wetlands). Permits may be issued on an individual basis, or may be covered under approved nationwide permits. The term "waters of the United States" is defined as:

- All waters currently used, or used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters subject to the ebb and flow of the tide;
- All interstate waters including interstate wetlands;
- All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes or natural ponds; the use, degradation, or destruction of which could affect foreign commerce including any such waters: (1) which could be used by interstate or foreign travelers for recreational or other purposes; or (2) from which fish or shell fish are, or could be taken and sold in interstate or foreign commerce; or (3) which are used or could be used for industries in interstate commerce;
- All other impoundments of waters otherwise as defined as waters of the United States under the definition;
- Tributaries of waters identified above;
- The territorial seas; and
- Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in the paragraphs above.

4.3.2.2 State

a. California Endangered Species Act

Similar to the FESA, the California ESA (CESA) provides protection to species considered threatened or endangered by the state of California. The CESA recognizes the importance of threatened and endangered fish, wildlife, and plant species and their habitats, and prohibits the taking of any endangered, threatened or rare plant and/or animal species unless specifically permitted for education or management purposes.

b. California Fish and Game Code, Section 1600

Under Section 1602 of the Fish and Game Code, CDFW regulates activities that would divert or obstruct the natural flow of or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. CDFW has jurisdiction over riparian habitats associated with watercourses. Jurisdictional waters are delineated by the outer edge of riparian vegetation or at the top of the bank of streams or lakes, whichever is wider.

4.3.2.3 Regional

a. San Diego County Multiple Species Conservation Program

The proposed project is located within the boundaries of the Final MSCP Plan (County of San Diego 1998). The MSCP Plan is a multi-jurisdictional habitat conservation planning program that involves USFWS, CDFW, the County of San Diego, the City of San Diego, the City of Chula Vista, and other local jurisdictions and special districts. The MSCP Plan study area encompasses 582,243 acres within the southwestern portion of the county. As stated in the MSCP Plan, an objective of the MSCP is to provide an interconnected preserve system of biologically viable habitat lands in a manner that maximizes the protection of sensitive species and precludes the need for future listings of species as threatened or endangered. The MSCP Plan identifies core biological resource areas and habitat linkages which provide a framework for a regional preserve network. The MSCP Plan also provides quantitative targets for conservation of vegetation communities and goals and criteria for preserve design.

Local jurisdictions and special districts implement the MSCP Plan for their respective portions through Subarea Plans. The combination of the MSCP Plan and Subarea Plans serve as a Habitat Conservation Plan (HCP) pursuant to Section 10(a)(1)(B) of FESA, and as an NCCP pursuant to the California NCCP Act of 1991. A total of 85 plant and wildlife species are “covered” by the MSCP Plan. With approval of each Subarea Plan and corresponding Implementing Agreement, each participating local jurisdiction receives permits and/or authorization to directly impact or take MSCP Covered Species. The Covered Species include species listed as endangered or threatened by FESA or CESA, as well as unlisted species. Table 3-5 in the MSCP Plan provides a list of the MSCP Covered Species, and includes specific conditions required for take authorizations (County of San Diego 1998).

4.3.2.4 Local

a. General Plan

The City of Santee’s General Plan contains policies related to protection and preservation of sensitive biological resources. Pertinent goals and policies related to sensitive biological resources are listed below.

Conservation Element

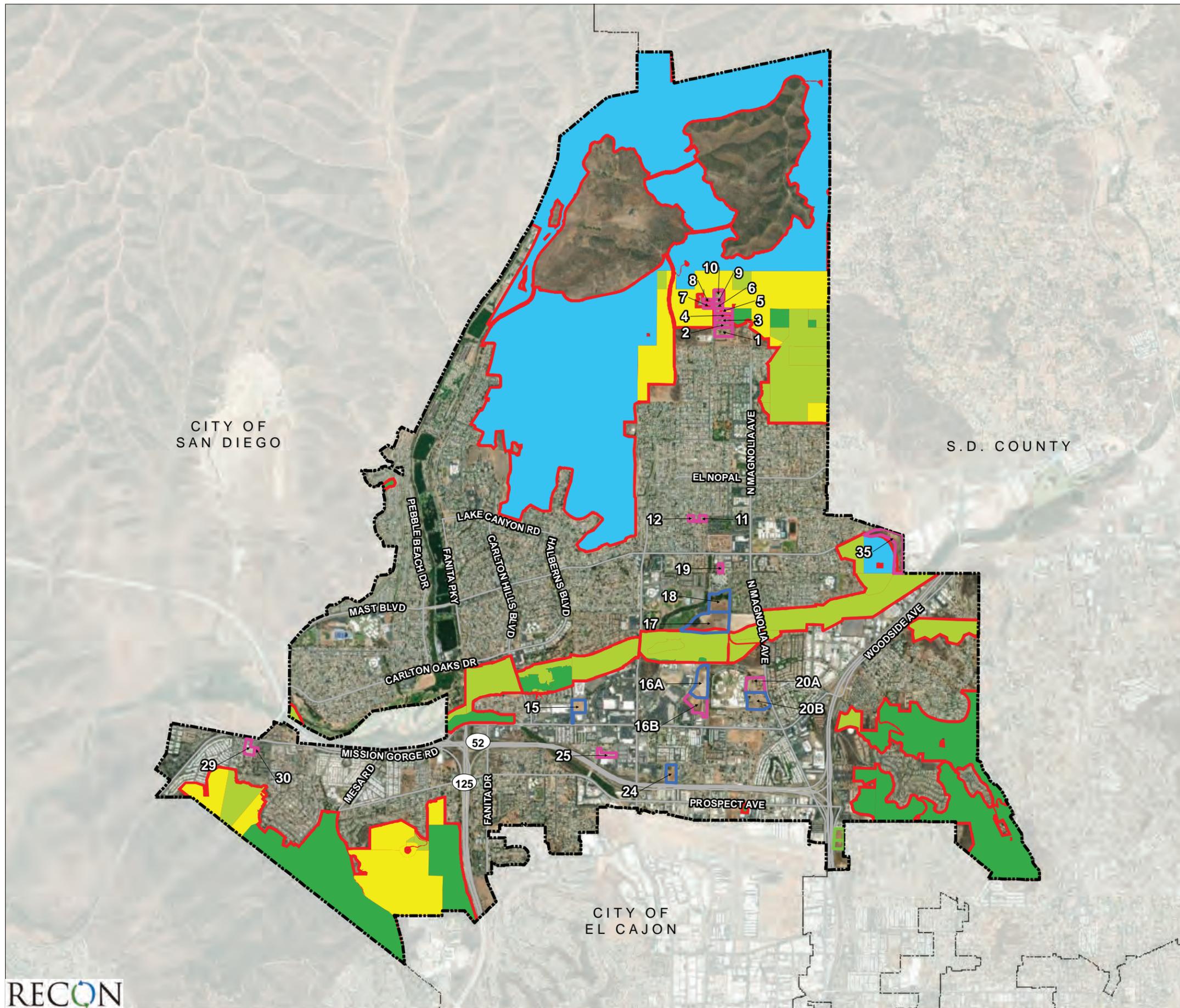
Objective 7.0: Preserve significant biological resources.

- **Policy 7.1:** The City shall encourage the preservation and enhancement of significant biological resources in areas designated as permanent open space.
- **Policy 7.2:** The City shall require that all development proposals provide appropriate mitigation for identified significant biological resources including selective preservation, sensitive site planning techniques and in-kind mitigation for identified impacts.
- **Policy 7.3:** The City shall require that, for all development proposals involving the setting aside of land for permanent open space either on-site or off-site, provisions are in place to ensure the long term management of the open space and biological resources.
- **Policy 7.4:** The City shall complete a Multiple Species Conservation Program Subarea plan that conserves a minimum of 2,600 acres in the City as permanent open space for preservation of habitats and species.

b. MSCP Santee Subarea Plan

The City of Santee has been preparing its Subarea Plan since the original approval of the MSCP Plan and is currently in the process of completing the Santee MSCP Subarea Plan (Figure 4.3-3). Although the Draft Santee MSCP Subarea Plan has not yet been approved or permitted, it is used by the City as the guidance document for projects occurring in the City. The proposed project would qualify as a hardline Covered Project under the Santee Subarea Plan and would obtain take coverage for impacts to species through authorization from the City when the plan is adopted. The Draft Santee MSCP Subarea Plan seeks coverage for 22 species (8 plants and 14 wildlife species) and relies on a combination of hardline preserve areas and soft-line criteria-based protection zones to protect species and habitat. Take authorization for species is dependent on a number of factors, including adequate building of the preserve system, and adequate protection of certain populations. Not all MSCP Covered Species occur in each jurisdiction; therefore, the number of species covered by each Subarea Plan may be a subset of the total list. It should be noted that if the Draft Santee MSCP Subarea Plan is not approved, any proposed projects implemented under the Housing Element Rezone Program EIR requiring take authorization would be required to initiate FESA Section 7 or an individual Section 10 permit with USFWS and/or Section 2081 permit with CDFW.

The Draft Santee MSCP Subarea Plan preserve boundaries are a result of the City's efforts to refine and expand the MHPA boundaries, to better define conservation priorities within the City and to formulate an HCP under the MSCP Plan. Implementation of the Draft Santee MSCP Subarea Plan proposes to conserve approximately 3,060 acres (67.8 percent) of the remaining natural habitat within the jurisdictional boundaries of the City. Since the Draft Santee MSCP Subarea Plan is still being developed, portions of the MSCP Subarea Plan may still change. The Subarea Plan Preserve System is divided into six subunits: San Diego River Subunit, Rattlesnake Mountain Subunit, Mission Trails Subunit, North Magnolia Subunit, Non-Contiguous, and Fanita Ranch Subunit.



-  City of Santee Boundary
 -  Discretionary Development Sites
 -  Eligible By-Right Development Sites
 -  Graves Avenue Rezone Sites
 -  Preserve Boundary
- Preserve Type**
-  Existing Preserves and Fully Managed
 -  Currently Protected Open Space - Not Fully Managed
 -  Future Preserves 100% (Hardlines)
 -  Future Preserves 75% (Softline Area)



FIGURE 4.3-3
Draft Santee Subarea
Plan Designations

c. Municipal Code

Title 8 – Streets, Sidewalks and Public Property

Chapter 8.06 – Urban Forestry establishes a reasonable amount of tree cover on public and private lands in the City resulting in trees that contribute to a quality environment. Specific standards for planting, maintenance, and removal are outlined under this chapter.

Title 11 – Buildings and Construction

Chapter 11.38 – Drainage and Watercourses establishes that no obstruction or interference with watercourses or floodways unless a permit is obtained prior to such fill or alteration.

Title 13 - Zoning

Chapter 13.08 – Development Review provides development review procedures and criteria to ensure site planning gives consideration to protection of the surrounding areas from potentially adverse influences within the development.

Chapter 13.16 – Park/Open Space District provides site development standards to protect landforms, areas capable of groundwater replenishment, natural drainages and waterways, lands with biological significance (including riparian and woodland areas), areas with significant native vegetation and habitat values, and natural areas for ecological, education, and other scientific study purposes.

4.3.3 Significance Determination Thresholds

According to Appendix G of the CEQA Guidelines, impacts related to biological resources would be significant if the project would:

- 1) Threshold 1: 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 CDFW or USFWS.
- 2) Threshold 2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS.
- 3) Threshold 3: 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.
- 4) Threshold 4: 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.
- 5) Threshold 5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

- 6) Threshold 6: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state HCP.

4.3.4 Methodology

The biological resources documented in this section were determined through an extensive review of the most current biological literature and geographical information systems (GIS) data available for the City. This vegetation mapping was further refined based on site visits on April 16, 2021 and May 1, 2021 to those sites eligible for potential by-right development including Sites 15, 16A, 17, 18, 20B, and 24. Estimated acreages of sensitive vegetation communities are reported in Table 4.3-1; however, the acreages are based on regional vegetation mapping and must be verified by a site-specific biological survey when a development is proposed.

The sensitive flora and fauna species are known to occur within the City based on information obtained from the literature review. General flora and fauna species were determined based on the identified vegetation communities and the species that typically occur in these habitats. An in-house search of CNDDDB, SanBIOS, and USFWS databases was also performed to identify historical occurrences of sensitive plants and wildlife species within one mile of the undeveloped project areas (State of California 2021a-d; SanGIS 2021; USFWS 2021b). Project areas comprised entirely of developed land were excluded from the record search.

4.3.5 Issue 1: Sensitive Species

Would the project 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 CDFW or USFWS?

4.3.5.1 Impact Analysis

While the project does not specifically propose activities such as grading or construction that would have the potential to displace sensitive species, future development within the Rezone Sites could have the potential to directly or indirectly impact sensitive species through such activities. Table 4.3-3 contains a matrix of the sensitive resources, specifically plants, wildlife, least Bell's vireo, coastal California gnatcatcher, and nesting and migratory birds that may be impacted by future development of each site. These potential impacts are described below.

Rezone Sites*	Sensitive Plants	Sensitive Wildlife	Least Bell's Vireo	Coastal California Gnatcatcher	Nesting and Migratory Birds
1	Yes	Yes	-	Yes	Yes
2	Yes	Yes	-	Yes	Yes
3	Yes	Yes	-	Yes	Yes
4	Yes	Yes	-	Yes	Yes
5	Yes	Yes	-	Yes	Yes
6	-	-	-	Yes	Yes
7	-	-	-	Yes	Yes
8	Yes	Yes	-	Yes	Yes
9	-	-	-	Yes	Yes
10	Yes	Yes	-	Yes	Yes
11	-	-	-	-	Yes
12	-	-	-	-	Yes
15*	Yes	Yes	-	-	Yes
16A*	Yes	Yes	Yes	Yes	Yes
16B	Yes	Yes	-	Yes	Yes
17*	Yes	Yes	Yes	Yes	Yes
18*	Yes	Yes	Yes	-	Yes
19	Yes	Yes	-	-	Yes
20A	Yes	Yes	-	-	Yes
20B*	Yes	Yes	-	-	Yes
24*	--	--	-	-	Yes
25	-	-	-	-	Yes
29	-	-	-	-	Yes
30	-	-	-	-	Yes
35	Yes	Yes	Yes	Yes	Yes
Graves Site	-	-	-	-	Yes

*Indicates housing sites that have been identified as eligible for by-right development.

Direct impacts to sensitive plant and wildlife species could potentially result from the removal of occupied habitat within undeveloped or substantially unimproved sites through grading and other land development activities. Site-specific vegetation mapping would be required to verify resources present. Additionally, indirect impacts to sensitive plant or wildlife species could also result from excess noise, lighting, or runoff generated during project construction. Table 4.3-3 identifies the potential species that could be impacted at each site. Future development of these sites has the potential to disturb sensitive on-site biological resources, specifically plants, wildlife, least Bell's vireo, coastal California gnatcatcher, and nesting and migratory birds.

As shown in Table 4.3-3, the following Rezone Sites are considered undeveloped or have a substantial portion of the site unimproved (e.g., have the potential to contain native and/or non-native habitats), and future development of these sites has the potential to impact sensitive plants or wildlife: 1, 2, 3, 4, 5, 8, 10, 15, 16A, 16B, 17, 18, 19, 20A, 20B, and 35. Future development of these sites could result in direct and/or indirect impacts to sensitive plants and sensitive wildlife. At this

program level of analysis, there are no project-specific development plans to review that would allow for site-specific impact identification and/or avoidance. Future development would proceed based on the timing and proposed designs of individual property owners. Therefore, at a program level of review, impacts associated with sensitive plants and wildlife would be potentially significant.

As shown in Table 4.3-3, impacts to least Bell's vireo could occur as a result of future development within Site 16A, 17, 18, and 35. Direct impacts to least Bell's vireo could potentially result from the removal of riparian habitat during the least Bell's vireo breeding season (April 10 to July 31). Additionally, indirect impacts could also result from excess noise or lighting generated during project construction should it occur within 300 feet of riparian habitat during the breeding season (April 10 to July 31).

As shown in Table 4.3-3, the following Rezone Sites have been mapped as containing or adjacent to coastal sage scrub or chaparral habitat, and future development of these sites has the potential for direct and/or indirect impacts to coastal California gnatcatcher: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 16A, 16B, 17, and 35. Direct impacts to coastal California gnatcatcher could potentially result from the removal of coastal sage scrub habitat during the coastal California gnatcatcher breeding season (March 1 to August 15). Additionally, indirect impacts could also result from excess noise or lighting generated during project construction should it occur within 300 feet of coastal sage scrub or chaparral habitat during the breeding season (March 1 to August 15). Direct and/or indirect impacts to coastal California gnatcatcher would be potentially significant.

As shown in Table 4.3-3, due to the potential for mature trees and/or native/non-native vegetation to support these nesting birds, future development at all of the Rezone Sites has the potential to directly impact nesting or migratory bird species should vegetation clearing and/or project construction occur during the general bird breeding season. Direct impacts to nesting or migratory birds, including raptors (as protected under the MBTA), could potentially result from the removal of mature trees and/or native vegetation within project areas during the typical bird breeding season (January 15–September 15). Direct impacts to migratory or nesting birds would be potentially significant.

4.3.5.2 Significance of Impacts

Future development at the Rezone Sites would result in significant impacts, as follows:

- Direct and/or indirect impacts to sensitive plants and sensitive wildlife within Rezone Sites 1, 2, 3, 4, 5, 8, 10, 15, 16A, 16B, 18, 19, 20A, 20B, and 35 would be potentially significant (Impact BIO-1).
- Direct and/or indirect impacts to least Bell's vireo within Rezone Sites 16A, 17, 18, and 35 would be potentially significant (Impact BIO-2).
- Direct and/or indirect impacts to coastal California gnatcatcher within Rezone Sites 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 16A, 16B, 17, and 35. would be potentially significant (Impact BIO-3).
- Direct impacts to migratory or nesting birds within all Rezone Sites would be potentially significant (Impact BIO-4).

4.3.5.3 Mitigation Framework

Mitigation is proposed for implementation of both discretionary and by-right development projects. Mitigation would be either be applied during a future discretionary review or for by-right development, would be applied as a requirement of the City's objective design and performance standards adopted as part of the project. Future development of Rezone Sites would require implementation of the following mitigation framework:

MM-BIO-1: Applications for future development, where the City has determined a potential for impacts to sensitive biological resources, shall be required to comply with the following mitigation measure.

- a) Prior to issuance of any construction permit or any earth-moving activities, a site-specific general biological resources survey shall be conducted to identify the presence of any sensitive biological resources, including any sensitive plant or wildlife species. A biological resources report shall be submitted to the City to document the results of the biological resources survey. The report shall include: (1) the methods used to determine the presence of sensitive biological resources; (2) vegetation mapping of all vegetation communities and/or land cover types; (3) the locations of any sensitive plant or wildlife species; (4) an evaluation of the potential for occurrence of any listed, rare, and narrow endemic species; and (5) an evaluation of the significance of any potential direct or indirect impacts from the proposed project. If suitable habitat for sensitive species is identified based on the general biological survey, then focused presence/absence surveys shall be conducted in accordance with applicable resource agency survey protocols and incorporated into the biological resources report. If potentially significant impacts to sensitive biological resources are identified, project-level grading and site plans shall incorporate project design features to avoid or minimize direct impacts on sensitive biological resources to the extent feasible, and the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance, where feasible. Mitigation measures shall be consistent with the standards contained in Section 5.3 of the 2018 Draft Santee Subarea Plan, and projects shall be required to obtain all necessary permits to ensure compliance with applicable federal, state, and local regulations, such as the federal and state Endangered Species Acts.
- b) Environmentally Sensitive Areas shall be identified in the biological resources report and avoided to the maximum extent practicable. In areas near or adjacent to Environmentally Sensitive Areas (i.e., natural habitats and vegetation, wetlands, wildlife areas, wildlife corridors), the biological resources report will consider the following measures:

Avoidance of Environmentally Sensitive Areas. In areas near or adjacent to Environmentally Sensitive Areas, construction limits shall be clearly demarcated using highly visible barriers (such as silt fencing), which shall be installed under the supervision of a qualified biologist prior to the commencement of work.

Construction personnel shall strictly limit their activities, vehicles, equipment, and construction materials to the project footprint, including designated staging areas, and routes of travel. The construction areas shall be limited to the minimal area necessary to complete the proposed project. The fencing shall remain in place until the completion of all construction activities and shall be promptly removed when construction is complete.

Biological Monitoring. A qualified biological monitor shall conduct construction monitoring of all work conducted within/adjacent to environmentally sensitive areas during all vegetation removal and ground-disturbing activities such as staging and grading, for the duration of the proposed project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat outside the project footprints and to survey for sensitive wildlife species. When vegetation removal and ground-disturbing activities are not occurring, as-needed monitoring at the project sites shall occur.

Worker Environmental Awareness Program. In areas near or adjacent to Environmentally Sensitive Areas, a qualified biologist shall conduct a Worker Environmental Awareness Program (WEAP) training session for project and construction personnel prior to the commencement of work. The training shall include a description of the species of concern and their habitats, the general provisions of the Endangered Species Acts (FESA and CESA), the penalties associated with violating the provisions of the acts, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries.

Best Management Practices. During future project construction activities, the following best management practices (BMPs) shall be implemented:

- All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities shall occur in developed or designated non-sensitive upland habitat areas. The designated upland areas shall be located to prevent runoff from any spills from entering Waters of the US.
- A construction Storm Water Pollution Prevention Plan (SWPPP) and a soil erosion and sedimentation plan shall be developed (where requirements are met) to minimize erosion and identify specific pollution prevention measures that shall eliminate or control potential point and nonpoint pollution sources onsite during and following the project construction phase. The SWPPP shall identify specific BMPs during project construction to prevent any water quality standard exceedances. In addition, the SWPPP shall contain provisions for changes to the plan such as alternative mechanisms, if necessary, during project design and/or construction to achieve the stated goals and performance standards.
- Trash shall be stored in closed containers so that it is not readily accessible to scavengers and shall be removed from the construction site on a daily basis.

- Water quality shall be visually monitored by the biological monitor to ensure that no substantial increases in turbidity occur during construction.
- All relevant natural resource permits and authorizations shall be obtained from appropriate agencies (i.e., USACE, RWQCB, and CDFW) prior to the initiation of construction activities. Permit conditions contained within the permits and authorizations shall be employed throughout the duration of the project.
- Hydrologic connectivity shall be maintained within drainages during the duration of construction. Brush, debris material, mud, silt, or other pollutants from construction activities shall not be placed within drainages and shall not be allowed to enter a flowing stream.
- Dust control measures shall be implemented by the contractor to reduce excessive dust emissions. Dust control measures shall be carried out at least two times per day on all construction days, or more during windy or dry periods, and may include wetting work areas, the use of soil binders on dirt roads, and wetting or covering stockpiles.
- No pets shall be allowed in, or adjacent to, the project sites.
- Rodenticides, herbicides, insecticides, or other chemicals that could potentially harm wildlife or native plants shall not be used near or within Environmentally Sensitive Areas within or near the roadway segments.
- Construction equipment shall be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site during the course of construction.
- The cleaning of equipment will occur at least 300 feet from Environmentally Sensitive Area fencing.

Use of Native Plants. All project-related planting and landscaping shall not use plants listed on California Invasive Plant Council. Locally native plants shall be used near open space and native areas to the greatest extent feasible.

MM-BIO-2: Applications for future development, wherein the City has determined a potential for impacts to least Bell's vireo, shall be required to comply with the following mitigation framework.

Prior to issuance of a permit for grading or vegetation removal, USFWS protocol surveys for least Bell's vireo shall be required should project construction occur within 300 feet of riparian habitat during the breeding season (April 10 to July 31). If least Bell's vireo are identified during the protocol surveys, then noise attenuation measures shall be required to ensure that noise levels from construction do not

exceed a 60 dB(A) hourly average per hour at the edge of the riparian habitat or to the ambient noise level if it exceeds 60 dB(A) prior to construction. Construction noise monitoring shall be required to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average unless an analysis completed by a qualified acoustician shows that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat.

MM-BIO-3: Applications for future development, where the City has determined a potential for impacts to coastal California gnatcatcher, shall be required to comply with the following mitigation framework.

Prior to issuance of a permit for grading or vegetation removal, USFWS protocol surveys for coastal California gnatcatcher shall be required where project construction is proposed within 300 feet of coastal sage scrub or chaparral habitat during the breeding season (March 1 through August 15). If coastal California gnatcatcher are identified during the protocol surveys, then noise attenuation measures shall be required to ensure that noise levels from construction do not exceed a 60 dB(A) hourly average per hour at the edge of the coastal sage scrub or chaparral habitat or to the ambient noise level if it exceeds 60 dB(A) prior to construction. Construction noise monitoring shall be required to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average unless an analysis completed by a qualified acoustician shows that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat.

MM-BIO-4: Applications for future development, where the City has determined a potential for impacts to mature trees and/or native vegetation suitable for nesting birds, shall be required to comply with the following mitigation framework.

If any construction commences during the bird breeding season, a preconstruction survey for nesting birds shall occur within three days prior to construction activities by an experienced avian biologist. The survey shall occur within all suitable nesting habitat within the project impact area and a minimum 250-foot buffer (or as otherwise mandated by wildlife agencies [CDFW and USFWS]). If nesting birds are found, an avoidance area shall be established, in consultation with the wildlife agencies as appropriate, by a qualified biologist around the nest until a qualified avian biologist has determined that young have fledged or nesting activities have ceased. The project site shall be re-surveyed if there is a lapse in construction activities for more than 3 days.

4.3.5.4 Significance After Mitigation

Direct and indirect impacts to sensitive plants and sensitive wildlife, including least Bell's vireo, coastal California gnatcatcher, and migratory or nesting birds, would be reduced to a level less than significant with implementation of the mitigation framework MM-BIO-1, MM-BIO-2, MM-BIO-3, and MM-BIO-4.

4.3.6 Issue 2: Sensitive Vegetation Communities

Would the project have a substantial adverse effect on any sensitive natural community identified in local or regional plans, policies, and regulations or by CDFW or USFWS?

4.3.6.1 Impact Analysis

While the project does not specifically propose vegetation removal, future development of the Rezone Sites could have the potential to directly impact sensitive vegetation communities through such activities. Sensitive vegetation communities which exist or have the potential to exist at Rezone Sites include coastal sage scrub, non-native grasslands, and wetland/riparian. These communities are considered sensitive due to their limited occurrence and ability to support diverse and sensitive species. Estimated acreages of sensitive vegetation communities are reported in Table 4.3-1; however, the acreages are based on regional vegetation mapping and must be verified by a site-specific biological survey when a development is proposed. As shown in Table 4.3-1, approximately 37 acres, or 22 percent of the total land area affected by the proposed rezones may contain sensitive habitats. Actual impacts would require verification during the project level review process.

The following Rezone Sites are considered undeveloped or have a substantial portion of the site unimproved (e.g., have the potential to contain native and/or non-native habitats), and future development of these sites has the potential to result in impacts due to the removal of sensitive vegetation communities: 1, 2, 3, 4, 5, 8, 10, 16A, 16B, 17, 18, 19, 20A, 20B, and 35. Future development at these sites could directly impact sensitive vegetation communities. At this program level of analysis, there are no project-specific development plans available for review that would allow for site-specific identification of sensitive vegetation communities and/or determination of avoidance. Future development would proceed based on the timing and proposed designs of individual property owners. Therefore, at this program level of review, impacts associated with removal of sensitive vegetation communities would be potentially significant.

4.3.6.2 Significance of Impacts

Direct impacts to sensitive vegetation communities within Rezone Sites 1, 2, 3, 4, 5, 8, 10, 15, 16A, 16B, 17, 18, 19, 20A, 20B, and 35 would be potentially significant (Impact BIO-5).

4.3.6.3 Mitigation Framework

Mitigation is proposed for implementation of both discretionary and by-right development projects. Mitigation would either be applied during a future discretionary review or for by-right development or would be applied as a requirement of the City's objective design and performance standards adopted as part of the project. Future development of Rezone Sites would require implementation of the following mitigation framework:

MM-BIO-1 (refer to Section 4.3.5.3) would require site-specific biology surveys, at the time future projects are proposed, as determined by the City based on the conditions at the time of application. Potentially significant impacts to sensitive vegetation communities shall be identified during the

biology survey and project-specific mitigation measures to reduce the impacts to below a level of significance shall be identified in a biological resources report.

MM-BIO-5: Prior to issuance of any grading or removal of sensitive vegetation communities, the applicant shall provide evidence to the City that replacement habitats have been preserved in accordance with the mitigation ratios in the 2018 Draft Santee Subarea Plan. The required acreages and types of replacement habitat shall be included as a note on the grading plans and the City shall require evidence of satisfaction prior to grading. Replacement habitats may be in the form of a dedicated easement, proof of purchase of mitigation credits, or other method of conservation. The applicant shall additionally implement all feasible avoidance and minimization measures to protect habitats remaining on-site.

4.3.6.4 Significance After Mitigation

Impacts to sensitive vegetation communities would be reduced to a level less than significant with implementation of the MM-BIO-1 and MM-BIO-5.

4.3.7 Issue 3: Wetlands

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

4.3.7.1 Impact Analysis

While the project does not specifically propose alteration of a known or potential jurisdictional water or wetland, future development of the Rezone Sites have the potential to directly or indirectly impact jurisdictional waters or wetlands by vegetation removal and/or grading activities associated with development. As detailed in Table 4.3-2 and shown on Figure 4.3-2, Rezone Sites 1, 2, 3, 4, 5, 16A, 16B, 17, and 18 have been mapped as potentially containing a wetland or water resource (USFWS 2021a). Additionally, Rezone Sites 8, 10, 19, 20A, and 35 have the potential for unmapped jurisdictional waters or wetlands. Because the biological resource assessment associated with Rezone Sites are based on secondary source information rather than site-specific field surveys, specific impacts would be refined for individual projects. Site-specific analysis and determination of feasibility of avoidance is not possible at this program level of review due to the absence of any project specific development proposals. At the time development is proposed and where the potential for jurisdictional waters or wetlands may be present, a formal wetland delineation would be required in conjunction with future project applications to identify the precise boundaries of jurisdictional resources. While it is possible that specific projects may be able to avoid wetland resources through project design, at this program level of analysis, there are no project-specific development plans that would allow for site-specific identification of wetland resources or jurisdictional waters. Future development would proceed based on the timing and proposed designs of individual property owners which is unknown at this time. Therefore, impacts to jurisdictional waters and wetlands would be potentially significant.

4.3.7.2 Significance of Impacts

Impacts to jurisdictional waters and wetlands within Rezone Sites 1, 2, 3, 4, 5, 8, 10, 16A, 16B, 17, 18, 20A, and 35) would be potentially significant (Impact BIO-6).

4.3.7.3 Mitigation Framework

Mitigation is proposed for implementation of both discretionary and by-right development projects. Mitigation would either be applied during a future discretionary review or for by-right development or would be applied as a requirement of the City's objective design and performance standards adopted as part of the project. Future development of Rezone Sites would be subject to the following mitigation framework:

MM-BIO-6: Applications where the City has determined a potential for impacts to jurisdictional waters and wetlands, shall be required to comply with the following mitigation framework.

Prior to issuance of any construction permit or any earth-moving activities, a site-specific general biological resources survey (BIO-1) shall be conducted to identify the presence of any sensitive biological resources, including any wetlands. Should any potential jurisdictional waters or wetlands be identified on-site during the general biological resources survey, then a jurisdictional wetlands delineation shall be conducted following the methods outlined in the USACE's 1987 *Wetlands Delineation Manual* and the *Regional Supplement to the Corps of Engineers Delineation Manual for the Arid West Region*. The limits of any wetland habitats on-site under the sole jurisdiction of CDFW shall also be delineated, as well as any special aquatic sites that may not meet federal jurisdictional criteria but are regulated by the RWQCB.

Avoidance measures based on project-level grading and site plans shall be incorporated into the project design to minimize direct impacts to jurisdictional waters consistent with federal, state, and City guidelines. Unavoidable impacts to wetlands shall be minimized to the maximum extent practicable and would be subject to alternatives and mitigation analyses consistent with U.S. Environmental Protection Agency 404(b)(1) findings and procedures under the USACE's permit process. Unavoidable impacts would require the in-kind creation of new wetland of the same type lost, at a ratio determined by the applicable regulatory agencies that would prevent any net loss of wetland functions and values. Wetland creation on-site or within the same wetland system shall be given preference over replacement off-site or within a different system. The City shall also control use and development in surrounding areas of influence to wetlands with the application of buffer zones. Buffer widths shall be 50 to 200 feet from the edge of the wetland/riparian habitat, unless the applicant demonstrates that a buffer of lesser width would protect the resources of the wetland based on site-specific information related to construction and operation. Use and development within buffer areas shall be limited to minor passive recreational uses with fencing, desiltation or erosion control facilities, or other improvements deemed necessary to protect the habitat, to be located in the upper

(upland) half of the buffer when feasible. All wetlands and buffers shall be permanently conserved or protected through the application of an open space easement or other suitable device.

Additional requirements apply for development along the San Diego River to implement Draft Subarea Plan Section 5.3.4.3. Specifically, wherever development is proposed in or adjacent to riparian habitats along the main stem San Diego River, the riparian area and other wetlands or associated natural habitats located on the project site shall be designated as biological open space and incorporated into the preserve, including recordation of an easement to ensure their protection in perpetuity. In addition, a minimum 100-foot biological buffer shall be established for upland habitats, beginning at the outer edge of riparian vegetation. Within the 100-foot biological buffer, no new development shall be allowed, and the area shall be managed for natural biological values as part of the preserve system. In the event that natural habitats do not cover the 100-foot buffer area at the time of the proposed action, habitats appropriate to the location and soils shall be restored as a condition for the proposed action. In most cases, coastal sage scrub vegetation shall be the preferred habitat to restore within the biological buffer.

4.3.7.4 Significance After Mitigation

Impacts to on-site jurisdictional waters and wetlands would be reduced to a level less than significant with implementation of the mitigation framework including MM-BIO-6.

4.3.8 Issue 4: Wildlife Corridors

Would the project 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?

4.3.8.1 Impact Analysis

The Rezone Sites are primarily restricted by developed land. Although Rezone Sites 10, 16A, 16B, 18, and 35 are bounded, in part, by undeveloped land, they do not meet the criteria for a wildlife movement corridor as they are restricted by roads and other development. Additionally, they are not identified as a wildlife movement corridor in the Draft Santee Subarea Plan.

A portion of Rezone Sites 17 and 18 contain areas associated with the San Diego River and its tributaries. While the Draft Santee Subarea Plan identifies the San Diego River as a regionally significant wildlife movement corridor; the Subarea Plan anticipated development of Rezone Sites 17 and 18. (Refer to Subarea Plan Figure 5-1, Subarea Plan Preserve Santee MSCP Subarea Plan) and shows those sites as being located outside of the Preserve. Retention of the river corridor outside of these sites would be consistent with the Subarea Plan assumptions for wildlife movement. Furthermore, any potential impacts to wetland and riparian habitats within Rezone Sites 17 and 18 would be required to comply with State and Federal requirements for wetland avoidance and

implementation of MM-BIO-6 which ensures wetland resources are avoided or mitigated and adequate buffers are retained adjacent to the San Diego River.

Application of the mitigation measures described in this section to both ministerial and discretionary development projects would ensure impacts to wildlife corridors would be reduced or avoided to a level that would be less than significant.

4.3.8.2 Significance of Impacts

Impacts associated with wildlife movement corridors would be less than significant.

4.3.8.3 Mitigation Framework

None required.

4.3.8.4 Significance After Mitigation

Impacts to wildlife corridors would be less than significant.

4.3.9 Issue 5: Habitat Conservation Planning

Would the project conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state HCP?

4.3.9.1 Impact Analysis

The project would not conflict with an adopted HCP, NCCP, or any other approved local, regional, or state HCP. As noted above, the Rezone Sites are located within the planning area for the Draft Santee Subarea Plan, which has not been adopted. Implementation of MM-BIO-1 through MM-BIO-6 would ensure future development within the Rezone Sites is consistent with the Draft Santee Subarea Plan by requiring site-specific surveys to be conducted for future project-level review to verify the presence of sensitive biological resources occurring on individual sites; determine the extent of any potential impacts; and provide mitigation to reduce the impacts to below a level of significance.

Overall, all future projects (discretionary and by-right) would be required to address sensitive species and vegetation communities identified in the Draft Santee Subarea Plan, and therefore impacts associated with conflicts with an adopted HCP, NCCP, or any other approved local, regional, or state HCP would be less than significant.

4.3.9.2 Significance of Impacts

Potential impacts associated with conflicts with the Draft Santee Subarea Plan or any local, regional, and state HCPs would be less than significant.

4.3.9.3 Mitigation Framework

None required.

4.3.9.4 Significance After Mitigation

All future projects would be required to address sensitive species and vegetation communities identified in the Draft Santee Subarea Plan, and therefore impacts associated with conflicts with an adopted HCP, NCCP, or any other approved local, regional, or state HCP would be less than significant.

4.3.10 Issue 6: Policies and Ordinances Protecting Biological Resources

Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

4.3.10.1 Impact Analysis

The project does not propose any activities that would conflict with local policies or ordinances protecting biological resources. Future development would be required to implement the mitigation framework, including MM-BIO-1 through MM-BIO-6, as applicable to ensure impacts associated with biological resources would be reduced to a level that is less than significant.

Additionally, the City's Municipal Code Chapter 8.06 aim to regulate the planting, maintenance, and removal of public trees and Chapter 11.8 aims to regulate the obstruction or interference of any natural watercourse or channel. Chapter 13.08 and 13.16 also require development review procedures and standards pertaining to biological resources. Future development, discretionary or by-right, would not conflict with the City's adopted regulations pertaining to trees or natural watercourses. All future projects within the Rezone Sites would be required to adhere to these policies and regulations; therefore, impacts would be less than significant.

4.3.10.2 Significance of Impacts

Potential impacts associated with local tree policies or ordinances protecting biological resources such as local watercourses would be less than significant.

4.3.10.3 Mitigation Framework

None required.

4.3.10.4 Significance After Mitigation

Future development would not conflict with the City's adopted regulations pertaining to trees or natural watercourses. All future projects within the Rezone Sites would be required to adhere to these policies and regulations; therefore, impacts would be less than significant.

4.4 Cultural Resources and Tribal Cultural Resources

This section analyzes potential impacts to cultural resources and tribal cultural resources that could result from implementation of the City of Santee (City) 6th Cycle Housing Element Rezone Program (project). The sites included in the analysis are detailed in Table 3-2 and include 25 housing sites and the two sites located on Graves Avenue, collectively referred to as the Rezone Sites. Information presented in this section was obtained from a records search of the Rezone Sites in February 2021. The search consisted of a review of all relevant site records and reports on file at the South Coast Information Center (SCIC). Other secondary source documentation includes review of the City's General Plan (2003), in-house review of historic aerial photographs, and tribal consultations.

4.4.1 Existing Conditions

4.4.1.1 Cultural Setting

a. Prehistoric Period

The prehistoric cultural sequence in San Diego County is generally conceived as comprising three basic periods: the Paleoindian, dated between about 11,500 and 8,500 years ago and manifested by the artifacts of the San Dieguito Complex; the Archaic, lasting from about 8,500 to 1,500 years ago (A.D. 500) and manifested by the cobble and core technology of the La Jollan Complex; and the Late Prehistoric, lasting from about 1,500 years ago to historic contact (i.e., A.D. 500 to 1769) and represented by the Cuyamaca Complex.

The Paleoindian Period in San Diego County is most closely associated with the San Dieguito Complex. The San Dieguito assemblage consists of well-made scraper planes, choppers, scraping tools, crescentics, elongated bifacial knives, and leaf-shaped points. The San Dieguito Complex is thought to represent an early emphasis on hunting (Warren et al. 1993:III-33).

The Archaic Period brings an apparent shift toward a more generalized economy and an increased emphasis on seed resources, small game, and shellfish. The local cultural manifestations of the Archaic Period are called the La Jollan Complex along the coast and the Pauma Complex inland. Pauma Complex sites lack the shell that dominates many La Jollan sites. Along with an economic focus on gathering plant resources, the settlement system appears to have been more sedentary. The La Jollan assemblage is dominated by rough, cobble-based choppers and scrapers, and slab and basin metates. Large side-notched and Elko series projectile points appeared. Large deposits of marine shell at coastal sites indicate the importance of shellfish gathering to the coastal Archaic economy (True 1980).

The Late Prehistoric archaeology of the San Diego coast and foothills is represented by the Cuyamaca Complex. The Cuyamaca Complex is characterized by the presence of arrowshaft straighteners, pendants, comales (heating stones), Tizon Brownware pottery, ceramic figurines reminiscent of Hohokam styles, ceramic "Yuman bow pipes," ceramic rattles, miniature pottery various cobble-based tools (e.g., scrapers, choppers, hammerstones), bone awls, manos and metates, mortars and

pestles, and Desert side-notched (more common) and Cottonwood Series projectile points (True 1970). As evidenced through the archaeology, patterns began to emerge which suggest the ethnohistory of the Kumeyaay and is characterized by higher population densities and elaborate social, political, and technological systems. Economic systems diversify and intensify during this period, with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive, but effective technological innovations.

b. Ethnohistoric Period

The Kumeyaay (also known as Kamia, Ipai, Tipai, and Diegueño) occupied the southern two-thirds of San Diego County and lived in semi-sedentary, politically autonomous villages or rancherias. A settlement system typically consisted of two or more seasonal villages with temporary camps radiating away from these central places (Cline 1984). Their economic system consisted of hunting and gathering, with a focus on small game, acorns, grass seeds, and other plant resources. The most basic social and economic unit was the patrilocal extended family. A wide range of tools was made of locally available and imported materials. A simple shoulder-height bow was used for hunting. Numerous other flaked stone tools were made, including scrapers, choppers, flake-based cutting tools, and biface knives. Preferred stone types were locally available metavolcanics, cherts, and quartz. Obsidian was imported from the deserts to the north and east. Ground stone objects include mortars and pestles typically made of locally available fine-grained granite. Both portable and bedrock types are known. The Kumeyaay made fine baskets. These employed either coiled or twined construction. The Kumeyaay also made pottery, using the paddle-and-anvil technique. Most were a plain brown utility ware called Tizon Brownware, but some were decorated (May 1978; Spier 1923).

c. Historic Period

San Diego was first settled by Spanish colonists in A.D. 1769, when the Mission San Diego de Alcalá and Presidio de San Diego were founded. The Spanish period (1769–1820) economy was based on cattle grazing. Missions were major population centers, and mission cattle roamed freely over open range, tended by Indian vaqueros. European contact substantially and pervasively stressed the social, political, and economic fabric of aboriginal culture (Shipek 1986, 1991). Disease, starvation, and a general institutional collapse caused emigration, birth rate declines, and high adult and infant mortality levels for the aboriginal groups in San Diego County (Shipek 1991).

The citizens of Mexico successfully revolted against the Spanish in 1821. The Mexican government secularized the missions in 1833. The U.S. took over the northern half of Mexico as a result of the Mexican–American War in 1848, and California became a state in 1850. American settlement in southern California was slow during the Gold Rush, when northern California experienced a dramatic population explosion (Rolle 1998). By the late 1800s, the County witnessed the beginning of a recognizable downtown San Diego area and the gradual development of a number of outlying communities, many of which were established around previously defined ranchos and land grants. These communities were composed of an aggregate of people who lived on scattered farmsteads tied together through a common school district, church, post office, and country store (Hector and Van Wormer 1986; Pourade 1963).

The Rezone Sites are located within an area that was encompassed by El Cajón Rancho. El Cajón Rancho was a 48,799-acre cattle ranch, covering present-day cities of El Cajon, Bostonia, Santee, Lakeside, Flinn Springs, and the eastern part of La Mesa. The rancho was used by the Spanish Catholic Church to support Mission San Diego de Alcalá until secularization in 1834 (Pourade 1969). In 1845, it was granted to Doña Maria Antonia Estudillo de Pedorena, the wife of Don Miguel de Pedorena who built Casa de Estudillo in Old Town. El Cajón Rancho was the third largest rancho grant in the county. During the American Civil War (1861–1865), the rancho was opened to settlement.

In 1877, George A. Cowles purchased 4,000 acres, which eventually became Santee (City of Santee 2021). Cowles purchased the property to develop vineyards. A town developed, known as Cowlestown, which was linked to the Cuyamaca Railroad. George A. Cowles died in 1887, following which, in 1891, Jennie Cowles married Milton Santee, a realtor and surveyor. In 1893, the community changed its name to Santee, which was also adopted by the school district. Hosmer McCoon purchased 9,543 acres in 1885 and created Fanita Ranch, which was purchased in 1898 by the Scripps family (City of Santee 2021).

During World War II, the federal government purchased 2,300 acres of Fanita Ranch west of present-day Santee to use as military training grounds. The remaining 4,300 acres of the ranch were purchased by the Carlton Company (later known as Santee-Carlton Company) in 1958. Santee remained a small community during the first half of the twentieth century. That changed, however, beginning in the 1950s. By 1970, the population had risen from less than 2,000 to 25,750 (City of Santee 2021). In 1980, Santee voted to incorporate.

4.4.1.2 Existing Resources

Cultural resources typically include prehistoric and historic archaeological sites, buildings, structures, features (including significant trees or other landscaping), places, or other objects of historical, archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance to the citizens of Santee and the region. Prehistoric site examples would include habitation debris, temporary camps, lithic and ceramic scatters, quarries, and trails.

Historic archaeological sites typically consist of trash dumps/scatters, but may also include structure remains. Historic structures may include houses, apartment buildings, commercial buildings, bridges, towers, and other standing structures. Although historic structures could potentially occur anywhere in the City, there is a greater potential for these resources to occur in the older neighborhoods of Santee. Generally, structures 50 years of age or older have the potential to be historic resources, based on National Register of Historic Places (NHRP) guidelines. Structures must have retained their original integrity and context in order to be considered a historic resource. Any project area that is presently developed has the potential, however, to contain a historical structure(s).

Undeveloped sites have the potential for the presence of unknown archaeological resources as the likelihood of encountering archaeological resources is greatest on sites that have been minimally excavated in the past (e.g., undeveloped parcels, vacant lots, and lots containing undeveloped areas). Previously excavated areas are generally considered to have a low potential for archaeological resources, since the soil containing the archaeological resources has been removed or previously disturbed; however, there is still a potential for buried archaeological resources.

Under the General Plan, three areas have been designated as having a higher potential for archaeological deposits. As shown on Figure 4.4-1, two areas in the northern portion of the City are identified as having Moderate Potential to encounter Register Eligible Archaeological Sites. Areas along the San Diego River corridor have a moderate potential for buried significant and register-eligible archaeological deposits. The periodic floods along the river have buried deposits with alluvial deposits. The corridor contains known villages, several temporary camps, and lithic scatters, and bedrock milling features. Rezone Sites 15, 16A, 16B, 17, 18, 20A, 20B, and 35 are located within this sensitive area. The northern portion of Sycamore Canyon contains village/temporary camps with midden soil, rock art, rock features, and artifact scatters. Rezone Sites 1 through 10 are located within this sensitive area. The third location is a North Magnolia Avenue which is mostly undeveloped land bound by Fanita Ranch on the west and north, the city limits on the east, and residential development on the south. None of the Rezone Sites are located within this sensitive area.

a. Records Search Results

In February 2021, RECON requested a records search for the Rezone Sites from the California Historical Resources Information System, at the SCIC, located at San Diego State University. The search indicated three archaeological cultural resources (one historic, one prehistoric, and one multicomponent) and two historic structures (Edgemoor Barn and a single-family house built in 1915) are present within or immediately adjacent to the Rezone Sites.

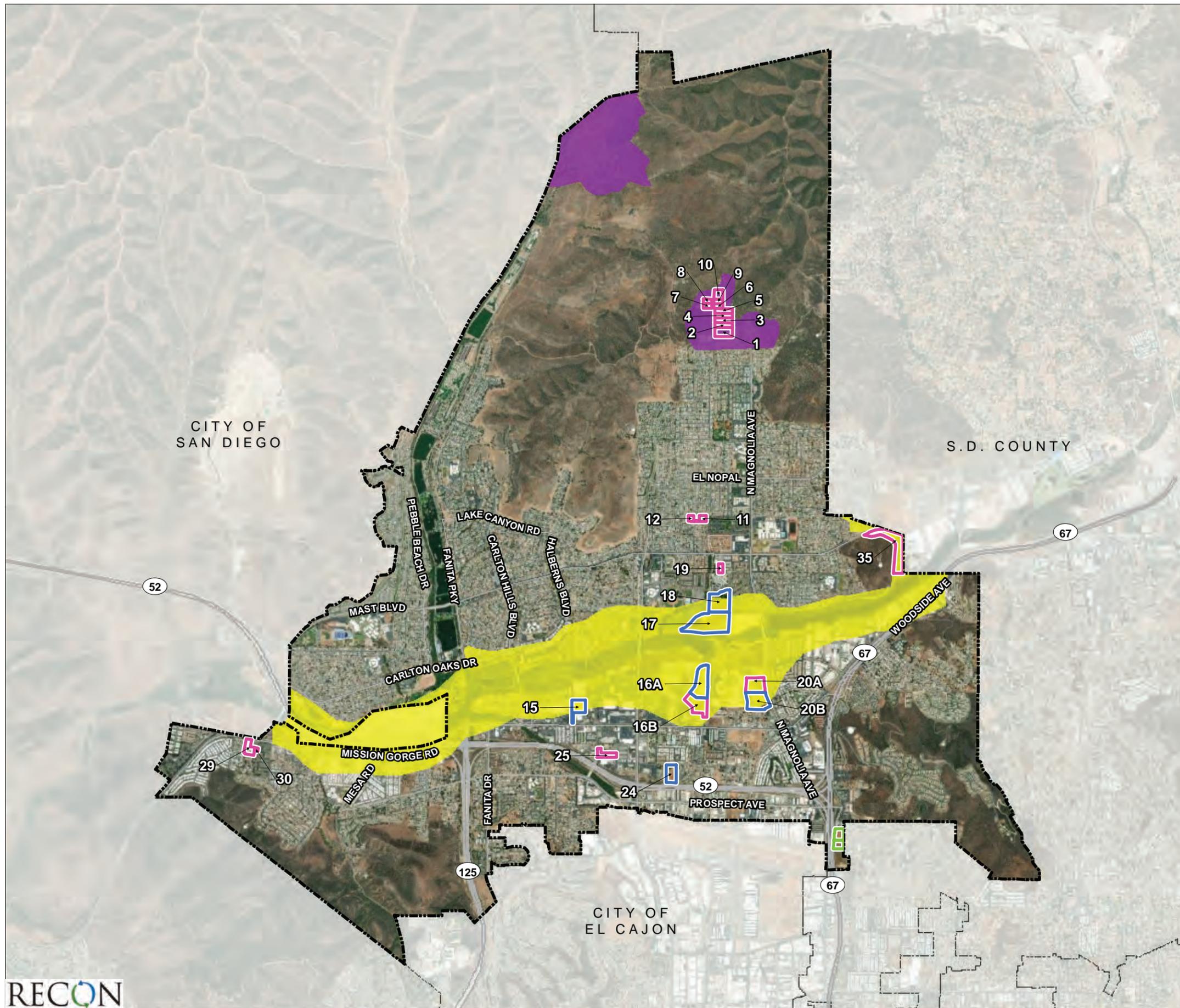
Historic Resources

Two historic resources have been identified within or immediately adjacent to the Rezone Sites.

- The Edgemoor Farm Dairy Barn, also called the Edgemoor Polo Barn, was listed on the NRHP in 1985 under 85001065. The barn is located immediately adjacent to Site 20a. The barn is eligible under criterion "A" for its association with the growth of polo and development of scientific dairy methods in San Diego and the United States between 1913 and 1924. It is also eligible under criterion "C" for its architectural style as the only Dutch gambrel-roofed barn in San Diego.

Walter Dupree, a Chicago businessman and notable polo player, bought the dairy farm in 1913 and built the barn. In 1914, Dupree had heard of imported Guernsey cattle and polo ponies. Dupree became the authority and breeder for Guernsey cattle in the United States because he used modern equipment and scientific methods. Dupree sold the farm in 1921 to Godfrey and Emily Strobeck who sold the property to the County of San Diego in 1923.

The County of San Diego converted the dairy farm into a poor farm. Poor farms and poor houses were places where the impoverished and aged were cared for by individual counties in the years before the New Deal before federal welfare programs. The poor farm raised Holstein cows, hogs, and poultry and cultivated vegetables and produce and was a home for the aged and impoverished who worked the farm along with workers. The farm changed names to Edgemoor Geriatric Hospital in 1955. A number of buildings were added and demolished between 1950 and 2009 (Brandes 1984). The buildings immediately surrounding the barn were demolished by 2010 (Nationwide Environmental Title Research LLC 2021). A new hospital was built in 2009 in a new location north of the San Diego River. The only original building is the barn. Currently, the barn houses the Santee Historical Society and a museum.



-  City of Santee Boundary
-  Discretionary Development Sites
-  Eligible By-Right Development Sites
-  Graves Avenue Rezone Sites
-  Moderate Potential for Register Eligible Archeological Sites
-  Moderate Potential for Register Eligible Buried Archeological Sites



FIGURE 4.4-1
 Archaeological Resource Sensitivity Map

- Site 24 contains the single-family house that was built circa 1915 in the Bungalow style. This style was common for small rural houses in the early part of the century. The house was not associated with a significant person or event. This resource has been determined not eligible for the National Register of Historic Properties (Crafts 2003). For the above reasons, the house is also not recommended eligible for the California Register of Historical Resources.

Archaeological Resources

A number of archaeological resources were identified within or adjacent to the Rezone Sites.

- CA-SDI-20778/P-37-032878 was recorded in 2012 as multi-component site with two prehistoric features, ground stone and lithic artifacts, shell scatter and a trash scatter. The site is immediately adjacent to two Rezone Sites. The prehistoric features included two clusters of fire-affected manos: one feature was five feet deep. The historic artifacts are associated with the Edgemoor site including its later uses as a County "poor" farm and geriatric facility. The site was destroyed during construction and is therefore not eligible for the California Register of Historic Resources (CRHR). However, there is a high likelihood the site extends past its current boundaries.
- CA-SDI-22504/P-37-037786 was recorded in 2018 as the boundary for Fanita Ranch including a trash scatter, a dam, a paved road, fence, and quarry. Small portions on the east and west sides of the site boundary are crossed by two Rezone Sites on the east, and two Rezone Sites on the west. This site was recommended not eligible for the NRHP or the CRHR at the time of its recording.
- CA-SDI-5669/P-37-005669 was recorded in 1983 as a ground stone and lithic scatter locus of a larger village site. A portion of the site is within a Rezone Site. A portion of the resource located outside the Rezone Site has been evaluated and recommended significant under the California Environmental Quality Act (CEQA); the portion within the Rezone Site, however, has not been evaluated for significance under CEQA.

Historic Aerial Photograph Review for Future By-Right Development and Graves Avenue Sites

Historic aerial photographs were reviewed at historicaerials.com to determine the history of land uses. The earliest photograph reviewed was from 1953 for all of the Rezone Sites. In 1953 all sites were used as agricultural fields with the exception of Site 20B. Site 20B contained buildings and driveways associated with the Edgemoor county poor farm in the 1953 photograph. The southwest corner of this parcel has remained vacant since 1953 but has periodically undergone mowing for weed control. Review of a 2014 aerial photograph shows the southwest corner may have been used as a gravel parking lot.

The other five sites identified for by-right development (Sites 15, 16A, 17, 18, and 24) have been mowed periodically to maintain weed control. Site 15 has remained vacant since 1953 and was likely graded as observed in the 1968 aerial photograph. Site 16A remained vacant through 1953; by 2003 a portion of the site was graded, and by 2009 most of the site had been graded. The existing house at Site 24 was present in the 1953 photograph with the remainder of the parcel being vacant. The vacant area has been used as a small agricultural field through the years and a perimeter road has

been cleared and maintained through the years. Sites 17 and 18 have remained vacant with evidence of vehicle and foot traffic. The southeast corner of Site 17 shows evidence of grading in the 1998 aerial photograph and served as a storage yard by 1999. By 1964, structures and houses were present at the northern Graves site and were extant through the years including in the 2016 photograph. By 2019 those structures had been demolished and the Graves Avenue sites were vacant. Overall, all the by-right sites and Graves Avenue sites have had some level of ground-disturbing activities.

Survey Results for Future By-Right Development and Graves Avenue Sites

A RECON archaeologist, accompanied by a Native American monitor from Red Tail Environmental, completed pedestrian surveys of Sites 15, 16A, 17, 18, 20B, and the Graves Avenue Sites on March 31, August 31, and November 4, 2021. All the parcels have been previously disturbed. The majority have been tilled and/or periodically mowed for vegetation clearing. All contained construction debris. Site 15 had been impacted by numerous sewer manholes and lines. Site 16A had an 8-foot berm, had evidence of a recent fire, and an area with imported road gravel that may have served as a parking lot or laydown yard. The Santee Sandpits RC Car Racetrack and a BMX track were observed at Sites 17 and 18. Site 20B contained the asphalt driveway and parking areas from the Edgemoor Farm and later the County "poor farm". Site 24 has likely been tilled and possibly graded in the past. The Graves site still contained asphalt driveways and rubble from prior structures that have been demolished.

Despite past disturbances, three parcels contained cultural resources. A previously recorded site (CA-SDI-5669) and an isolated artifact (ISO-1) were recorded within Site 18 and 17, respectively. As noted above, the portion of CA-SDI-5669 within the project area has not been evaluated for significance. The isolated artifact is not significant because it does not qualify under CRHR criteria. The third resource is a 1915 single-family house that is in fair condition within Site 24.

b. Tribal Cultural Resources

A response letter from the Native American Heritage Commission (NAHC) was received on March 9, 2021 indicating positive results for their search of the Sacred Lands File for the proposed project area (Appendix D). The NAHC recommended that the City contact the Barona Group of the Capitan Grande and the Viejas Band of Kumeyaay Indians as well as the Kumeyaay Cultural Repatriation Committee. The NAHC also provided a list of other sources of cultural resources to contact for information regarding known and recorded sites (see Appendix D).

Based on the NAHC response, a tribal cultural resource is known in the vicinity of the Rezone Sites. Tribal cultural resources may include sacred lands, burial grounds, archaeological sites, and other areas of cultural significance. Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18, on December 3, 2021 the City notified California Native American tribes identified by the NAHC or included on the City's list of tribes seeking notice of projects subject to CEQA review. The City received no requests for consultations regarding the project's potential impacts on cultural resources.

4.4.2 Regulatory Framework

4.4.2.1 Federal

a. National Register of Historic Places

Federal criteria are those used to determine eligibility for the NRHP. The NRHP was established by the National Historic Preservation Act enacted in 1966 and is the official list of sites, buildings, structures, districts, and objects significant in American History, architecture, archaeology, engineering, and culture. The NRHP criteria state that the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association, and:

- A. Are associated with events that have made a significant contribution to the broad patterns of our history;
- B. Are associated with the lives of persons important in our past;
- C. Embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Have yielded, or may be likely to yield, information important in prehistory or history.

Certain properties are usually not considered for eligibility for the NRHP. These include ordinary cemeteries, birthplaces or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved or reconstructed, properties primarily commemorative in nature or properties that have become significant within the last 50 years. These types of properties can qualify if they are an integral part of a district that does meet the criteria, or if they fall within certain specific categories relating to architecture, or association with historically significant people or events. The vast majority of archaeological sites that qualify for listing do so under criterion D, which yields information or research potential.

4.4.2.2 State

a. California Register of Historic Resources

Similar to the NRHP, the CRHR program established in 1992, encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies resources for planning purposes; determines eligibility of state historic grant funding; and provides certain protections under CEQA. State criteria are those listed in CEQA and used to determine whether an historic resource qualifies for the CRHR.

A resource may be listed in the CRHR if it is significant at the federal, state, or local level under one or more of the four criteria listed below.

1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history and cultural heritage of California or the U.S.
2. Is associated with the lives of persons important to the nation or to California's past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history of the state or nation.

CEQA Sections 15064.5 and 21083.2(g) define the criteria for determining the significance of historical resources. Archaeological resources are considered "historical resources" for the purposes of CEQA.

Since resources that are not listed or determined eligible for the state or local registers may still be historically significant, their significance shall be determined if they are affected by a project. The significance of a historical resource under criterion 4 rests on its ability to address important research questions.

b. California Public Resources Code

Section 5097 of the Public Resources Code (PRC) specifies the procedures to be followed in the event of the unexpected discovery of human remains on nonfederal land. The disposition of Native American burial falls within the jurisdiction of the California NAHC. Section 5097.5 of the code states the following:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

As used in this section, "public lands" means lands owned by, or under the jurisdiction of, the state or any city, county, district, authority or public corporation, or any agency thereof. Consequently, the City is required to comply with PRC Section 5097.5 for its activities on publicly owned land.

Section 5097.98 further defines the standards for the handling of Native American human remains. Section 5097.993 sets requirements for the unlawful and malicious excavation, removal, destruction, injury, or defacing of a Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the CRHR.

c. California Health and Safety Code

Section 7052 of the California Health and Safety Code makes the willful mutilation, disinterment, or removal of human remains a felony. Section 7050.5 requires that construction activities be stopped near discovered human remains until the coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the NAHC.

d. California Environmental Quality Act

CEQA was amended in 1992 to define "historical resources" as a resource listed in or determined eligible for listing on the California Register, a resource included in a local register of historical resources or identified as significant in a historical resource survey that meets certain requirements, and any object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant. Some resources that do not meet these criteria may still be historically significant for the purposes of CEQA. According to the CEQA Guidelines Section 15064.5 and Appendix G, adoption and implementation of a proposed project would result in a significant adverse cultural resources impact if a proposed project would:

1. Cause a substantial adverse change in the significance of a historical architectural resource that is listed on, or determined to be eligible for listing on, the NRHP or the CRHR; is listed on, or determined to be eligible for listing on, the San Diego List of Historic Sites; or that meets any of the following criteria:
 - Is associated with events that have made a significant contribution to the broad patterns of history at the local, regional, state or national level;
 - Is associated with the lives of significant persons in the past on a local, regional, state or national level;
 - Embodies the distinctive characteristics of a type, period or method of construction, or represents the work of a master, or possesses high artistic values; or
 - Has yielded, or may be likely to yield, information important in history or prehistory.
2. Cause a substantial adverse change in the significance of an important archaeological resource or disturb any human remains, including those interred outside of formal cemeteries.

e. Mills Act Program

The Mills Act is a state law allowing cities to enter into contracts with the owners of historic structures for the continued preservation of the property. The Historic Preservation Ordinance authorizes contracts known as "Mills Act" contracts for incentives for preservation of historic resources. The Mills Act Contract is a legally binding contract between the City and the historic homeowner, with a minimum term of 10 years that specifies what preservation, maintenance, and restoration efforts will be made by the property owner in exchange for tax savings. Applications for Mills Act agreements

are reviewed by the Historic Preservation Commission and approved by the City Council. The County Assessor's Office determines what the new assessed value and property tax savings will be. Property tax savings can be substantial and must be used toward the preservation of the historic property.

4.4.2.3 Native American Involvement

Native American involvement in the development review process is addressed by several federal and state laws. The most notable of these are the California Native American Graves Protection and Repatriation Act (2001) and the federal Native American Graves Protection and Repatriation Act (1990). These acts ensure that Native American human remains and cultural items be treated with respect and dignity.

AB 52 requires consideration of a project's potential to significantly impact a tribal cultural resource and requires early notice of projects and, if requested by a tribe, consultation with requesting tribes to inform the CEQA process. A tribal cultural resource might be a site, feature, place, cultural landscape, sacred place, or object with cultural value to a "California Native American tribe," or is eligible for inclusion into the California Historic Register/local register, or is determined and supported by the local agency as a tribal cultural resource.

SB 18 requires local (City and County) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places. SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.).

4.4.2.4 Local

a. General Plan

The City of Santee's General Plan contains policies related to preservation of significant historic or prehistoric sites. Pertinent objectives and policies related to cultural resources are listed below.

Community Enhancement Element

Objective 12.0: Recognize historic structures for their ability to strengthen place identity.

- **Policy 12.1:** The City should ensure that future development respects and enhances the Edgemoor "Polo Barn" setting.

Conservation Element

Objective 8.0: Preserve significant cultural resources.

- **Policy 8.1:** The City shall require either the preservation of significant historic or prehistoric sites, or the professional retrieval of artifacts prior to the development of a site, consistent with the provisions of the California Environmental Quality Act. Preservation may include various measures including avoidance, preservation in place, incorporation into open space, or covering or capping. The type of preservation would depend upon the nature and significance of the archaeological resource and the practical requirements of the proposed land use.
- **Policy 8.2:** The City should require curation of any recovered artifacts as a condition of any cultural resources mitigation program.

4.4.3 Significance Determination Thresholds

According to Appendix G of the CEQA Guidelines, impacts related to cultural resources would be significant if the project would:

- 1) Threshold 1: Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.
- 2) Threshold 2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- 3) Threshold 3: Disturb any human remains, including those interred outside of formal cemeteries.
- 4) Threshold 4: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the CRHR, or in a local register or 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 PRC Section 5024.1.

4.4.4 Methodology

This section provides detailed analysis for those sites eligible for by-right development including Sites 15, 16A, 17, 18, 20B and 24. The two Graves Avenue sites were also analyzed at a site-specific level. The remainder of the Rezone Sites are discussed using a programmatic analysis, with the expectation that future discretionary review would be required prior to development.

RECON reviewed record search data from the SCIC and sacred lands files results from the NAHC, online historic aerial photographs, and conducted a site-specific archaeological field survey for eight parcels. Using 15-meter interval spacing between field personnel, a RECON archaeologist and Native

American monitor from Red Tail Environmental inspected for evidence of archaeological materials such as flaked and ground stone tools, ceramics, milling features, and historic features on the future by-right development sites and the Graves Avenue parcels. The analysis for the remainder of the parcels relied on a desktop review. In addition, the City completed a consultation with local Native American tribes, consistent with SB 18 and AB 52 requirements.

4.4.5 Issue 1: Historic Resources

Would the project result in a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

4.4.5.1 Impact Analysis

The record search identified two historic resources: one adjacent to Site 20 and one within Site 24. Adjacent to Site 20 is the Edgemoor Farm Dairy Barn which is listed on the NRHP. Impacts to this historical resource would be significant if future development would cause a substantial adverse change in the significance of a historical resource, as defined in the CEQA Guidelines Section 15064.5. As defined in the CEQA Guidelines Section 15064.5, "substantial adverse change means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource is materially impaired." If future development is not designed with sensitivity to the historic context of the Edgemoor Farm Dairy Barn, including adherence to Secretary of Interior Standards for the Treatment of Historic Properties and standards and guidelines prescribed by the State Office of Historic Preservation, indirect impacts to this historic structure could result. Development within a visual radius of the Barn, specifically development at Site 20, could result in indirect impacts to the historic resource related to the visibility of the resource and/or altering its surrounding visual character.

Site 24 contains a single-family house built circa 1915. This property has been recommended not eligible under any California Register of Historical Resources criteria. Future development would not result in a significant impact.

While the project does not specifically propose alteration of a known historic resource, it can be assumed that future development within the Rezone Sites could have the potential to directly or indirectly impact resources through such activities. The Rezone Sites have the potential to contain buildings or structures that may be 50 years of age or older at the time of future development and, therefore, may need to be evaluated for historical significance. Direct impacts to historical resources could potentially result from the physical demolition, destruction, relocation, or alteration of potential historic resources within the project areas. Policies 8-1 and 12.1 of the City's General Plan (2003) are aimed at the protection of historic buildings. As future projects are planned, they must adhere to these policies and regulations through application of requirements for development review. However, because site-specific details of specific projects are not known at this program-level of analysis including project footprints, project designs, and timelines for development, impacts to historic resources would be considered potentially significant.

4.4.5.2 Significance of Impacts

Future development at the Rezone Sites could result in significant impacts to historic resources (Impact CUL-1).

4.4.5.3 Mitigation Framework

Mitigation is proposed for implementation of both discretionary and by-right development projects. Mitigation would either be applied during a future discretionary review or for by-right development or as a requirement of the City's objective design and performance standards adopted as part of the project. Future development of Rezone Sites would require implementation of the following mitigation framework:

MM-CUL-1: Applications for future development of project areas, wherein the City Development Services Director has determined a potential for impacts to historical resources, shall be required to comply with the following mitigation framework:

- a) Prior to the issuance of any permit for a future development project, the age and original structural integrity and context of any buildings/structures occurring on the project areas shall be verified. A staff level evaluation is required in conjunction with the development permit application to verify the age and original structural integrity of all on-site structures.
- b) For any building/structures in excess of 50 years of age having its original structural integrity intact, a qualified professional historian may be required to determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in CEQA Guidelines Section 15064.5. A historical resource report shall be prepared by a Secretary of Interior's Standard Historic Architect or Architectural Historian and submitted by the project applicant to the City and shall include the methods used to determine the presence or absence of historical resources, identify potential impacts from the proposed project, evaluate the significance of any historical resources, and identify mitigation measures.
- c) Future development at Rezone Site 20 shall be required to obtain the services of a Secretary of Interior's Standard Historic Architect or Architectural Historian to submit a report to the City demonstrating how development adjacent to the Polo Barn would adhere to Secretary of Interior Standards for the Treatment of Historic Properties and standards and guidelines prescribed by the State Office of Historic Preservation to ensure indirect impacts are avoided. Development on Site 20 is not subject to items (a) and (b) above as the Polo Barn is already known to be a significant historical site.

4.4.5.4 Significance After Mitigation

Potentially significant impacts to historical resources would be mitigated through the application of MM-CUL-1 that would verify the age of a buildings or structures that could be impacted by future development, and require an evaluation of its historical significance. Implementation of MM-CUL-1 would ensure that significant impacts associated with historic resources would be reduced to a less than significant level.

4.4.6 Issues 2 and 4: Archaeological Resources, Religious and Sacred Uses or Tribal Cultural Resources

Would the project result in a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; religious uses or tribal cultural resources?

4.4.6.1 Impact Analysis

The evaluation of potential impacts to archeological resources and/or tribal cultural resources analysis within the Rezone Sites followed one of two different levels of analysis. Those sites identified for eligibility for by-right development including Sites 15, 16A, 17, 18, 20B and 24, along with the two Graves Avenue sites were evaluated at a site-specific level, including completion of cultural resource surveys to identify the potential for archaeological resources. The remainder of the Rezone Sites are discussed using a programmatic analysis, with the expectation that future discretionary review and associated site-specific analysis would be required prior to development.

As detailed in Figure 4.4-1, there are eight parcels within the Moderate Potential for Register Eligible Buried Archaeological Sites and 10 parcels within the Moderate Potential for Register Eligible Archaeological Sites. These sites are located within areas with higher potential to encounter Register Eligible resources either on the surface or during ground disturbance activities.

The records search identified one historic-period archaeological (CA-SDI-22504) site within four Rezone Sites. This resource was determined not eligible for listing on the CRHR; therefore, future development would not result in a significant impact. The records search and survey also identified one prehistoric resource (CA-SDI-5669) and one isolated artifact within a Rezone Site. The isolated artifact does not possess the characteristics to qualify as significant under CEQA. The prehistoric resource could potentially be significant and would require further testing and excavation to determine its CEQA significance. Based on the fact that there is no development proposed at the site with the potentially significant prehistoric resource, archaeological testing has not been completed at this program level of review. An appropriate testing program would need to be developed concurrent with a specific project application to take into consideration the project footprint and potential for avoidance of resources. Therefore, future development would have the potential to directly or indirectly impact potentially significant archaeological resources. The location of potential archaeological sites is undisclosed for confidentiality per 14 California Code of Regulations Section 15120 (d); however, the City maintains a record of the survey results and is able to use these findings to determine applicability of mitigation measures.

Additionally, there is a possibility of unknown subsurface deposits to be present within the Rezone Sites because of the thousands of years of use of the northern El Cajon Valley. Such buried sites would be composed of the same artifacts as surface deposits such as projectile points, scrapers, milling implements (manos and metates), flakes, and possibly animal bone and marine shell. While the project does not specifically propose alteration of the known archaeological resource or ground-disturbing activities such as grading or excavation, future development within the Rezone Sites would have the potential to directly or indirectly impact undiscovered subsurface archaeological resources that have not been evaluated. Policies 8-1 and 8.2 of the City's General Plan (2003) are aimed at the protection of prehistoric sites. As future projects are planned, they would be required to adhere to these policies and regulations through a discretionary review or a ministerial development review process. Additionally, for certain environmental documents, AB 52 requires early consultation with culturally affiliated tribes in the area that request consultation. However, because site-specific details are not known at this program-level of analysis, potential impacts to archaeological resources or tribal cultural resources would be significant.

4.4.6.2 Significance of Impacts

Potential direct and/or indirect impacts to archaeological resources and/or tribal cultural resources would be potentially significant (Impact CUL-2).

4.4.6.3 Mitigation Framework

Mitigation is proposed for implementation of both discretionary and by-right development projects. Mitigation would either be applied during a future discretionary review or for by-right development as a requirement of the City's objective design and performance standards adopted as part of the project. Future development of Rezone Sites would require implementation of the following mitigation framework:

MM-CUL-2: Applications for future development, wherein the City Development Services Director has determined a potential for impacts to subsurface archaeological resources, shall be required to comply with the following mitigation framework:

Prior to the issuance of any permit for future development consistent with the project and if the project has not been surveyed within the last five years, an archaeological survey shall be conducted by a qualified archaeologist to evaluate the presence of archaeological resources and the need for project impact mitigation by preservation, relocation, or other methods. The archaeological survey shall include a records search at the South Coastal Information Center branch of the California Historical Research Information System, to determine if previously recorded prehistoric or historic archaeological resources exist on the housing site. In addition, the Native American Heritage Commission should be contacted to perform a Sacred Lands File Search. An archaeological resource report detailing the results of the record search, Sacred Lands Search, and the field survey of the project area shall be submitted by the project applicant to the City. The report shall include the methods used to determine the presence or absence of archaeological resources, identify potential impacts from the proposed project, and evaluate the significance of any archaeological resources

identified. If potentially significant impacts to an identified archaeological resource are identified, the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance, which could include avoidance as the preferred method, a data recovery program and/or construction monitoring. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure. Reports shall be submitted to the South Coastal Information Center upon finalization.

MM-CUL-3: Applications for future development wherein the City Development Services Director or a site specific report has determined a potential for discovery of buried archaeological resources shall be required to comply with the following mitigation framework for archaeological and Native American construction monitoring:

Prior to issuance of a grading permit, the City's Project Planner at the City must verify that the requirements for archaeological and Native American construction monitoring have been noted on the construction documents.

The applicant must provide written verification to the City Project Planner stating that a Secretary of Interior's Standards qualified archaeologist and Native American monitor have been retained by the owner/applicant to implement construction monitoring.

The qualified archaeologist and Native American monitor shall be invited to attend the pre-construction meeting with the contractor and any subcontractors to describe the goal of construction monitoring.

Archaeological and Native American monitors shall be present during ground-disturbing activities (grubbing, demolition of foundations, grading, trenching) that have the potential to unearth unknown subsurface archaeological deposits or Tribal cultural resources. If archaeological or Tribal cultural resources are discovered, both monitors may halt or divert ground-disturbing activities within 50 feet to allow for a determination of the resource's potential significance. The qualified archaeologist shall notify the City Project Planner of the discovery. Isolates and non-significant deposits shall be minimally documented in the field. Significant archaeological discoveries include intact features, stratified deposits, previously unknown archaeological sites, and human remains.

If a significant discovery is made, the qualified archaeologist shall prepare a data recovery plan in consultation with the Native American monitor to submit for approval by the City Project Planner. The plan shall be implemented using professional archaeological methods. Construction ground-disturbing activities, including grubbing, grading, and trenching, would be allowed to resume after the completion of the recovery of an adequate sample and recordation of the discovery.

All cultural material collected during the monitoring and data recovery program shall be processed and curated at a San Diego facility that meets federal standards per 36 CFR Part 79 unless the tribal monitors request the collection.

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 qualified archaeologist shall contact the County Coroner.

After the completion of the monitoring, an appropriate report shall be prepared by project archaeologist. If no significant cultural resources are discovered, a brief letter to City Project Planner and South Coastal Information Center shall be prepared by the project archaeologist. If significant cultural resources are discovered, a report with the results of the monitoring and data recovery (including the interpretation of the data within the research context) shall be prepared by project archaeologist, reviewed by a Native American representative, and submitted to the City Project Planner and South Coastal information Center.

4.4.6.4 Significance After Mitigation

Impacts to surface and subsurface archaeological resources within the Rezone Sites would be mitigated through the implementation of MM-CUL-2 and MM-CUL-3, that would require significance evaluation of archaeological resources, mitigation for potential impacts to these resources, and a requirement for archaeological and Native American construction monitoring to avoid significant impacts to unknown buried archaeological resources. Implementation of MM-CUL-2 and MM-CUL-3 would reduce impacts to a less than significant level.

4.4.7 Issue 3: Human Remains

Would the project result in the disturbance of any human remains, including those interred outside of formal cemeteries?

4.4.7.1 Impact Analysis

There are no known burial sites or cemeteries within the vicinity of the Rezone Sites. Therefore, it is not expected that human remains would be disturbed as a result of construction of the project areas.

In the unlikely event that human remains are discovered, then the provisions set forth in California PRC Section 5097.98 and state Health and Safety Code Section 7050.5 would be implemented in consultation with the assigned Most Likely Descendant as identified by the NAHC. No further construction activities would be permitted until the coroner is contacted, as well as any applicable Native American tribes. The City shall be required to comply with the California Native American Graves Protection and Repatriation Act (2001), the federal Native American Graves Protection and Repatriation Act (1990), as well as AB 52 early consultation requirements. As regulations are in place to treat any inadvertent uncovering of human remains during grading, impacts to human remains would be less than significant.

4.4.7.2 Significance of Impacts

Potential impacts to human remains would be less than significant.

4.4.7.3 Mitigation Framework

None required.

4.4.7.4 Significance After Mitigation

Impacts to human remains would be less than significant.

4.5 Geology/Soils

This section analyzes potential geological impacts associated with implementation of the City of Santee (City) 6th Cycle Housing Element Rezone Program (project). The sites included in the analysis are detailed in Table 3-2 and include 25 potential rezone housing sites and the two sites located on Graves Avenue, collectively referred to as the Rezone Sites. The section focuses on potential hazards caused by geological conditions including seismic activity/ground shaking, landslides, soil erosion, liquefaction, and/or expansive soils. This section also analyzes potential impacts to paleontological resources.

4.5.1 Existing Conditions

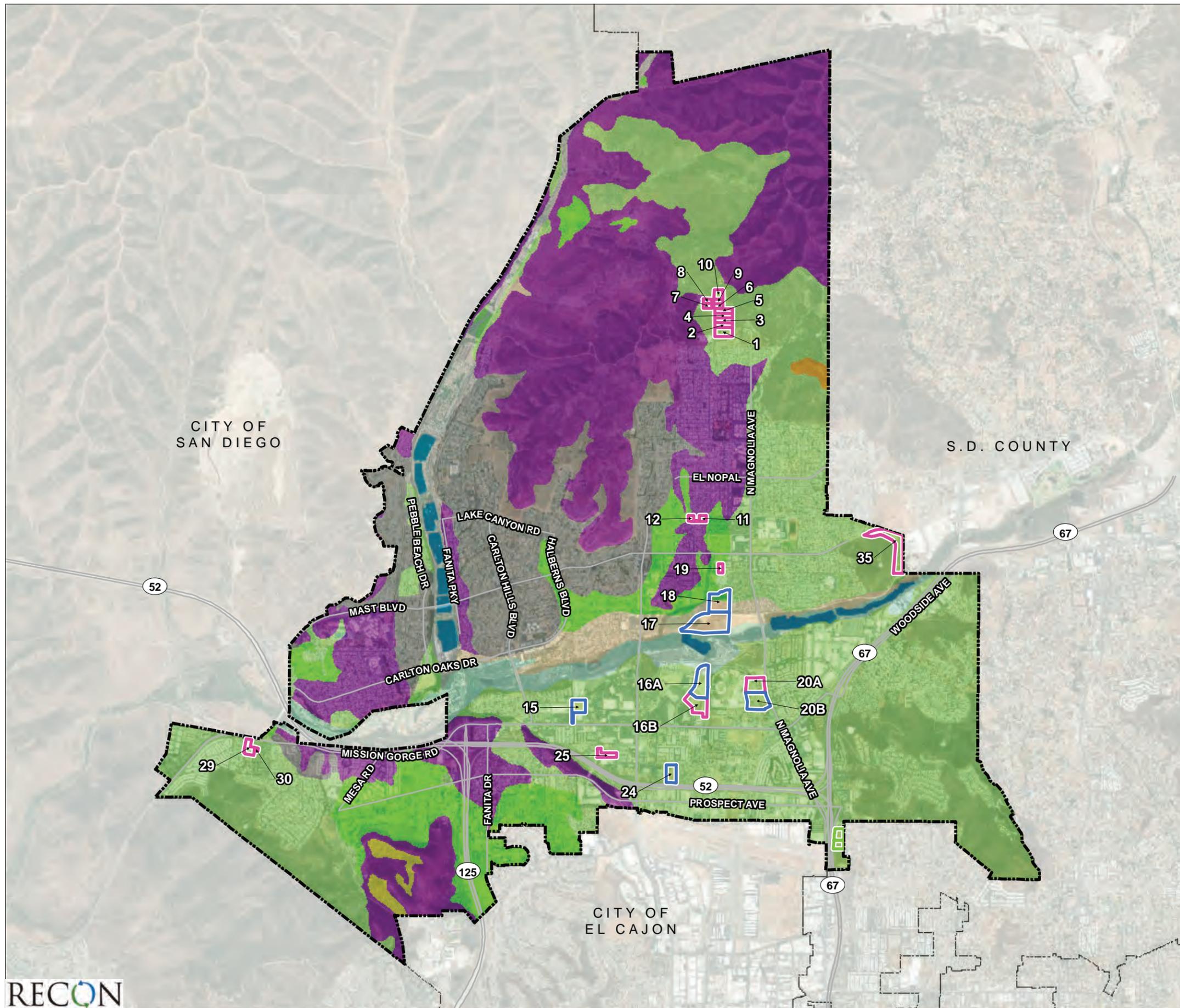
4.5.1.1 Regional Geology

San Diego is located within the western (coastal) portion of the Peninsular Ranges Geomorphic Province of California. The Peninsular Ranges encompass an area that roughly extends from the Transverse Ranges and the Los Angeles Basin, south to the Mexican border, and beyond another approximately 800 miles to the tip of Baja California. The geomorphic province varies in width from approximately 30 to 100 miles, most of which is characterized by northwest-trending mountain ranges separated by subparallel fault zones. In general, the Peninsular Ranges are underlain by Jurassic-age metavolcanic and metasedimentary rocks and by Cretaceous-age igneous rocks of the southern California batholith. Geologic cover over the basement rocks in the westernmost portion of the province in San Diego County generally consists of Upper Cretaceous-, Tertiary-, and Quaternary-age sedimentary rocks.

The City lies near the junction of a relatively narrow coastal plain and the Peninsular Mountain Ranges of southwestern California and Baja California. The coastal plain is made up of a series of marine terraces, which are deeply incised by canyons and tributaries, including the channel of the San Diego River, which bisects the City. Much of the City is located within the San Diego river valley; however, the northern part of the City is located on the highest of these old marine terraces. In the southeastern part of the City, the marine terrace and valley province ends abruptly in the foothills of the Peninsular Ranges (City of Santee 2003).

4.5.1.2 Soils

Ten soil types occur within the City boundaries: clay, loam, sand, sandy loam, igneous rock land, stony land, terrace escarpments, riverwash, water, and urban land complex. As shown in Figure 4.5-1, clay, loam, sand, sandy loam, and riverwash occur within the Rezone Sites.



- City of Santee Boundary
 - Discretionary Development Sites
 - Eligible By-Right Development Sites
 - Graves Avenue Rezone Sites
- Soil Type**
- Clay
 - Loam
 - Sand
 - Sandy Loam
 - Igneous Rock Land
 - Stony Land
 - Terrace Escarpments
 - Riverwash
 - Water
 - Urban Land Complex



FIGURE 4.5-1
 Soil Types

Expansive soils are characterized by significant volume changes (shrink or swell) due to variations in moisture content. Expansion of the soil may result in unacceptable settlement or heave of structures or concrete slabs supported on grade. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors. Soils with relatively high fines content (clays dominantly) are generally considered expansive or potentially expansive. These soils may be found in areas underlain by the Friars Formation and in areas underlain by young colluvial or undocumented fill soils (Figure 4.5-2). Compressible and expansive soils (primarily in Friars Formation slopes) and shallow groundwater are in the Sycamore Canyon Creek drainage (City of Santee 2020).

4.5.1.3 Geologic Hazards

a. Faulting and Seismicity

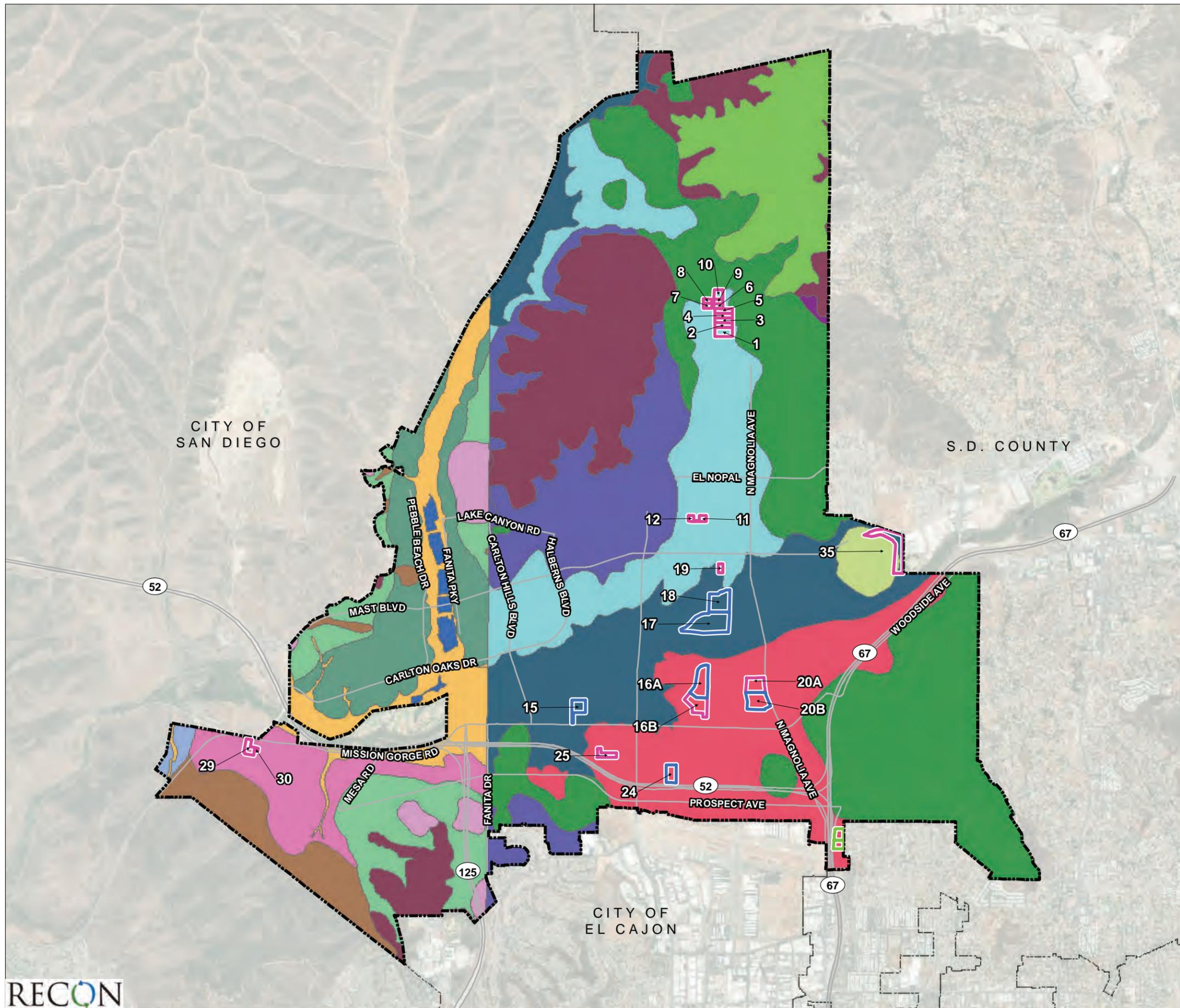
There are no active or potentially active faults within or adjacent to the City. The Rose Canyon Fault Zone, located approximately 10 miles west of the City, is the closest known active fault; however, the City, like all other areas in California, is subject to periodic seismic shaking due to the earthquakes along remote or regional active faults. Table 4.5-1 lists all known active faults within a 50-mile radius of the City and their associated maximum earthquake moment magnitude.

Fault Name	Maximum Distance from City	Maximum Earthquake Moment Magnitude (Mw)
Rose Canyon	10	6.9
Newport-Inglewood	15	7.5
Elsinore	26	7.9
Coronado Bank	28	7.4
Palos Verdes Connected	28	7.7
Earthquake Valley	31	6.8
San Jacinto	47	7.9

SOURCE: Geotechnical Investigation for Fanita Commons, Orchard Village, and Vineyard Village, May 2020 (included as Appendix G1 in the Fanita Ranch Final EIR [City of Santee 2020]).

b. Liquefaction

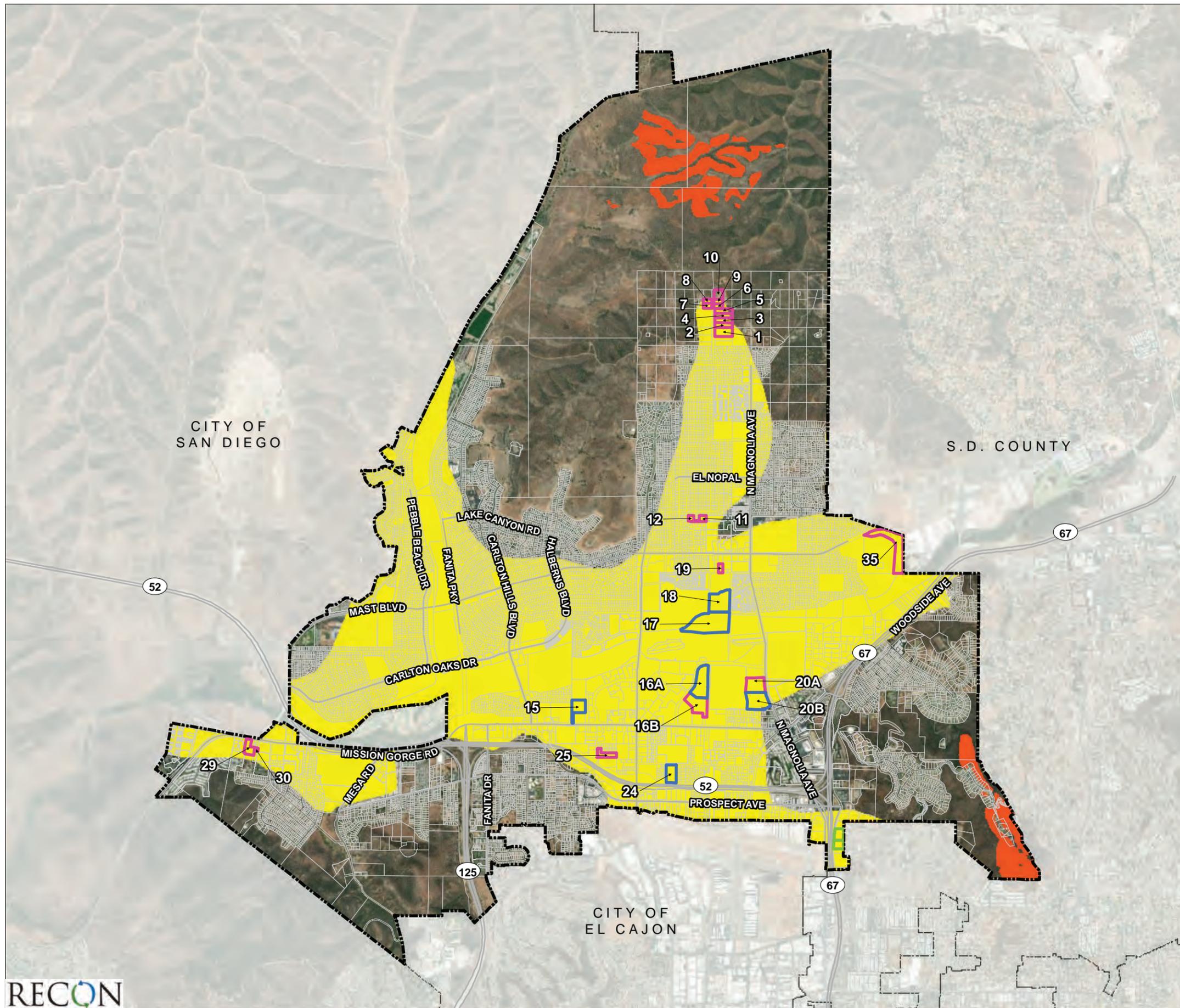
Liquefaction typically occurs within areas with seismic activity where on-site soils are cohesionless, groundwater is encountered within 50 feet of the surface, and soil relative density is less than approximately 70 percent. The potential for liquefaction during a strong earthquake is limited to those soils which are in a relatively loose, unconsolidated condition and located below the water table. Within the City, the soil deposits that may be susceptible to liquefaction are the alluvial soils found in the San Diego River and its deeper tributary channels. The general extent of the areas identified for liquefaction potential are shown on Figure 4.5-3. All of the Rezone Sites except for Site 10 are within an area identified as having liquefaction potential.



- City of Santee Boundary
 - Discretionary Development Sites
 - Eligible By-Right Development Sites
 - Graves Avenue Rezone Sites
- Geologic Formations**
- Alluvium and Colluvium, Undivided
 - Friars Formation, Nonmarine and Lagoonal Sandstone and Claystone
 - Friars Formation; Sandstone and Claystone
 - Granitoid Rocks
 - Granodiorite and Tonalite, Undivided
 - Landslide Deposits, Undivided
 - Metasedimentary and Metavolcanic Rocks, Undivided
 - Mission Valley Formation; Marine Sandstone
 - Old Alluvial Flood-plain Deposits, Undivided
 - Older Alluvium; Sand, Silt and Gravel; Moderately Dissected Terraces in Stream Valleys
 - Pomerado Conglomerate
 - Santiago Peak Volcanics
 - Stadium Conglomerate
 - Tonalite, Undivided
 - Young Alluvial Flood-plain Deposits
 - Young Alluvium; Sand, Silt, and Gravel in Modern Streambeds and Washes
 - Water Body



FIGURE 4.5-2
Geologic Formations



-  City of Santee Boundary
-  Discretionary Development Sites
-  Eligible By-Right Development Sites
-  Graves Avenue Rezone Sites
-  Landslide Susceptibility
-  Liquefaction Potential



FIGURE 4.5-3
 Landslide and Liquefaction Potential

c. Landslides and Debris Flow Deposits

Areas having the potential for earthquake-induced landslides generally occur within areas of previous landslide movement, or where local topographic, geological, geotechnical, and subsurface water conditions indicate a potential for permanent ground displacement. Debris flows are caused by high rainfall, steep slopes, loss of vegetation cover, and thick overburden. The primary difference between ancient landslides and debris flows is that, by definition, debris flows do not possess a basal slip surface. Therefore, debris flows are less likely to become reactivated by grading than ancient landslides.

Landslides, or landslide prone material, exist predominantly in the northern portion of the City, generally below the 600-foot elevation. Some of this area has been previously altered to remediate the potential effects of slope instability. Compressible and expansive soils (primarily in Friars Formation slopes) and shallow groundwater are in the Sycamore Canyon Creek drainage (City of Santee 2020).

Areas of potential landslide and liquefaction are shown in Figure 4.5-3. None of the Rezone Sites are located within a landslide susceptible area.

d. Groundwater/Seepage

Groundwater and seepage conditions are significant factors in assessing engineering and geologic hazards. Groundwater is typically found in the deep alluvial drainage areas such as the San Diego River channel but may also be found in shallower drainages as a result of storm water infiltration. Seepage is typically the result of a ground water table or perched water, either seasonal or permanent, being exposed at the ground surface. Groundwater and seepage are major contributing factors to landslides in San Diego County, especially in the reactivation of old landslides.

Perched groundwater or seepage has been encountered during previous investigations in the City within alluvial drainages and hillside areas. The groundwater/seepage in drainage courses is presumed to be associated with surface runoff of rainwater along the natural watershed (City of Santee 2003).

4.5.1.4 Paleontological Resources

Paleontological resources are the remains of indications of ancient non-human organisms. They are scarce non-renewable natural resources. Fossil remains such as bones, teeth, shells, and leaves are found in geologic deposits (rock formations) where they were originally buried. As a result, the potential for fossils in each area can be predicted based on known relationships between geologic formations and fossil occurrences.

The Eocene-age Stadium Conglomerate and Friars Formation underlie the City. Friars Formation (Tf) deposits are found overlying the granitic rocks in the southern and north-central parts of the City, while the Stadium Conglomerate (Tst) occurs throughout the southwestern and northern parts of the City underlying the high terrace and overlying both the granitic rocks and the Friars Formation.

According to the San Diego Natural History Museum's Paleontological Resources, County of San Diego, both the Friars Formation and the Stadium Conglomerate are considered to have a high paleontological resource potential (Deméré and Walsh 1993). As shown in Figure 4.5-2 the Rezone Sites are not located within either of these geologic formations.

4.5.2 Regulatory Framework

4.5.2.1 Federal Regulations

a. National Earthquake Hazards Reduction Act

The National Earthquake Hazards Reduction Act was passed to reduce the risks to life and property resulting from earthquakes. The act established the National Earthquake Hazards Reduction Program (NEHRP). The mission of NEHRP includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improved building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improved mitigation capacity; and accelerated application of research results. NEHRP designates the Federal Emergency Management Agency as the lead agency of the program and assigns several planning, coordinating, and reporting responsibilities. Other NEHRP agencies include the National Institute of Standards and Technology, National Science Foundation, and the U.S. Geological Survey.

b. Uniform Building Code

The Uniform Building Code is a model building code that provides the basis for the California Building Code (CBC). The Uniform Building Code defines different regions of the United States and ranks them according to their seismic hazard potential. There are four types of these regions, which include Seismic Zones 1 through 4, with Zone 1 having the least seismic potential and Zone 4 having the highest seismic potential. The City is located in Seismic Zone 4.

4.5.2.2 State Regulations

a. Earthquake Fault Zoning Act (Alquist-Priolo Act)

The State of California Alquist-Priolo Earthquake Fault Zoning Act (1972) was established to mitigate the hazard of surface faulting to structures for human occupancy. Pursuant to the act, the State Geologist has established regulatory zones (known as earthquake fault zones) around surface traces of active faults. These have been mapped for affected cities, including San Diego. Application for a development permit for any project within a delineated earthquake fault zone shall be accompanied by a geologic report, prepared by a geologist registered in the State of California, that is directed to the problem of potential surface fault displacement through a project site.

b. California Building Code

The California Building Code (CBC), also known as the California Building Standards Code, is included in Title 24 of the California Code of Regulations. The CBC incorporates the International Building Code, a model building code adopted across the United States. Through the CBC, the state provides a minimum standard for building design and construction. The CBC contains specific requirements for seismic safety, foundations, retaining walls, and site demolition. The CBC also includes provisions for grading, including drainage and erosion control. The CBC provides minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC has provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on-site, and the strength of ground shaking with specified probability of occurring at a site.

c. California Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act, passed in 1990, addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. Under this act, seismic hazard zones are to be mapped by the State Geologist to assist local governments in land use planning. The act states that it is a necessity to identify and map seismic hazards so that cities and counties can adequately prepare the safety element of their general plan as well as encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety. According to Section 2697(a) of the act, cities and counties shall require a geotechnical report defining and delineating any seismic hazard related to a project, prior to the approval.

d. California Code of Regulations, Title 14, Division 3, Chapter 1

Title 14, Division 3, Chapter 1 of the California Code of Regulations prohibits any person from destroying, disturbing, or mutilating geological features including paleontological resources. This applies to all future excavation and grading activities that would be performed within the project sites.

4.5.2.3 Local

a. General Plan

The City's General Plan includes various goals, objectives, and policies relating to geological conditions, the application of which would help to avoid geological hazards, including the following:

Safety Element

Objective 2.0: Minimize the loss of life and destruction of property in Santee caused by seismic and geologic hazards

- **Policy 2.1:** The City should utilize existing and evolving geologic, geophysical and engineering knowledge to distinguish and delineate those areas that are particularly susceptible to damage from seismic and other geologic conditions.

- **Policy 2.2:** The City should ensure that if a project is proposed in an area identified herein as seismically and/or geologically hazardous, the proposal shall demonstrate through appropriate geologic studies and investigations that either the unfavorable conditions do not exist in the specific area in question or that they may be avoided or mitigated through proper site planning, design and construction.
- **Policy 2.3:** The City shall require that all potential geotechnical and soil hazards be fully investigated at the environmental review stage prior to project approval. Such investigations shall include those identified by Table 8.1, Determination of Geotechnical Studies Required, and such soil studies as may be warranted by results of the Initial Environmental Study.

b. Municipal Code

Title 11 - Grading Ordinance

The Grading Ordinance establishes minimum requirements for grading, excavating, and filling of land (Municipal Code Section 11.40.020(A)) to ensure that future development of land occurs in the manner most compatible with surrounding natural areas to have the least adverse effect upon other persons, land, or the general public (Municipal Code Section 11.40.030(A)).

All grading consistent with the Grading Ordinance are required to prepare preliminary soil engineering and geology reports. Any recommendations contained in the approved reports become part of and are incorporated into the grading plans and specifications and become conditions of the grading permit (Municipal Code Section 11.40.300(A)).

Preliminary geological investigations and reports are required for all land development projects designated as Group I or Group II, except those Group II projects located in Zone "A" as shown on Figure 8-3, Seismic Hazards and Study Areas Map (for which a geological reconnaissance will be required), as outlined in Table 8.1 of the City's General Plan (Municipal Code Section 11.40.130(D)).

A seismicity study and report is required for all land development projects designated as Group I and for those designated as Group II and located in Zone "C" shown on Figure 8-3, Seismic Hazards and Study Areas Map, of the City's General Plan. The report must be prepared by an engineering geologist or a soil engineer with expertise in earthquake technology and its application to buildings and other civil engineering works. The seismic report may be combined with the soil and geologic investigation reports (Municipal Code Section 11.40.130(F)).

4.5.3 Significance Determination Thresholds

Consistent with Appendix G of the CEQA Guidelines, impacts related to geology and soils would be significant if the project would:

- 1) Threshold 1: 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);
- ii) Strong seismic ground shaking;
 - iii) Seismic-related ground failure, including liquefaction; and
 - iv) Landslides
- 2) Threshold 2: Result in substantial soil erosion or the loss of topsoil.
- 3) Threshold 3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- 4) Threshold 4: 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.
- 5) Threshold 5: 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.
- 6) Threshold 6: Directly or indirectly destroy, disturb, or remove a unique paleontological resource, site, or geologic feature.

4.5.4 Methodology

The potential for significant impacts associated with the project is based upon review of secondary sources, policies, and regulations relevant to geological and soil related issues. This review included soils data from the California Geological Survey and United States Geological Survey (USGS) fault and geologic mapping. Based on the materials reviewed, each Rezone Site was analyzed to determine the possibility of on-site geologic hazards based on potential seismic activity, and characteristics of on-site soils. The methods for analyzing paleontological resources include a review of secondary source materials including USGS geologic mapping and resources regarding paleontological sensitivity of geologic formations in the San Diego region. Sources referenced include the City of Santee General Plan EIR, City of San Diego CEQA Significance Determination Thresholds for Paleontological Resources (City of San Diego 2016), the County of San Diego Guidelines for Determining Significance for Paleontological Resources (County of San Diego 2009), and Kennedy and Tan (2008).

4.5.5 Issues 1 and 3: Seismic Hazards and Unstable Geology

Would the project 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); (ii) strong seismic ground shaking? (iii) seismic-related ground failure, including liquefaction; or (iv) landslides?

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

4.5.5.1 Impact Analysis

a. Fault Rupture

The City is not located within an Alquist-Priolo Fault Zone and no active or potentially active faults are known to occur within or adjacent to the City; however, like all other areas in California, the City is subject to periodic seismic shaking due to earthquakes along remote or regional active faults. Thus, all development within the Rezone Sites would be susceptible to damage due to the seismically active nature of the region. However, future development, whether discretionary or by-right, would be required to comply with the City's General Plan Safety Element policies identified below.

- Policy 2.1: The City should utilize existing and evolving geologic, geophysical and engineering knowledge to distinguish and delineate those areas that are particularly susceptible to damage from seismic and other geologic conditions.
- Policy 2.2: The City should ensure that if a project is proposed in an area identified herein as seismically and/or geologically hazardous, the proposal shall demonstrate through appropriate geologic studies and investigations that either the unfavorable conditions do not exist in the specific area in question or that they may be avoided or mitigated through proper site planning, design and construction.
- Policy 2.3: The City shall require that all potential geotechnical and soil hazards be fully investigated at the environmental review stage prior to project approval.

The above policies are implemented through Section 11.40.130 of the City's Municipal Code which specifies that a preliminary soils engineering report must be submitted with the application for a grading permit. A preliminary geological investigation and report is required for all land development projects designated as Group I or Group II as defined in the Safety Element. In addition, conformance to building construction standards for seismic safety within the CBC would ensure that new structures would be able to withstand seismic events within the City. Specifically, the CBC provides minimum standards relating to building design and construction to protect structural damage and hazards that could occur from seismic shaking. Therefore, adherence to General Plan Safety Element policies, the City's Municipal Code, and the CBC would ensure that future development within the Rezone Sites

would not cause substantial adverse effects associated with fault rupture, and impacts would be less than significant.

b. Ground Shaking

As described in Section 4.5.5.1.a. above, no active or potentially active faults are known to occur within or adjacent to the City, however, like all other areas in California the City is subject to periodic seismic shaking due to the earthquakes along remote or regional active faults. Thus, all development within the Rezone Sites would be susceptible to damage due to the seismically active nature of the region. The project would increase the allowable number of people and structures that could be exposed to ground shaking during a seismic event. However, future development, whether discretionary or by-right, would be required to comply with General Plan Safety Element policies and the City's Municipal Code requirements described in Section 4.5.5.1.a above. In addition, conformance to building construction standards for seismic safety within the CBC would ensure that new structures would be able to withstand seismic events within the City. Therefore, adherence to General Plan Safety Element policies, the City's Municipal Code, and the CBC would ensure that future development within the Rezone Sites would not cause substantial adverse effects associated with ground shaking, and impacts would be less than significant.

c. Liquefaction and Landslide

Areas having the potential for earthquake-induced landslides generally occur within areas of previous landslide movement, or where local topographic, geological, geotechnical, and subsurface water conditions indicate a potential for permanent ground displacement. Debris flows are caused by high rainfall, steep slopes, loss of vegetation cover, and thick overburden. Within the City, the soil deposits that may be susceptible to liquefaction are the alluvial soils found in the San Diego River and its deeper tributary channels. The general extent of the areas identified for liquefaction potential are shown on Figure 4.5-3. All the Rezone Sites except for Site 10 are within an area identified as having liquefaction potential.

Landslides, or landslide prone material, exist predominantly in the northern portion of the City, generally below the 600-foot elevation. Some of this area has been previously altered to remediate the potential effects of slope instability. Compressible and expansive soils (primarily in Friars Formation slopes) and shallow groundwater are in the Sycamore Canyon Creek drainage (City of Santee 2020). Areas of potential landslide are shown in Figure 4.5-3. The Rezone Sites are not located within a landslide susceptible area.

All future development, whether discretionary or by-right, would be required to comply with the General Plan Safety Element policies and the City's Municipal Code requirements described in Section 4.5.5.1.a above. In addition, conformance to building construction standards for seismic safety within the CBC would ensure that new structures would be able to withstand seismic events within the City. Therefore, adherence to Safety Element policies, the Municipal Code, and the CBC would ensure that future development within the Rezone Sites would not cause substantial adverse effects associated with liquefaction or landslide, and impacts would be less than significant.

4.5.5.2 Significance of Impacts

Through regulatory compliance, impacts associated with seismic hazards and unstable geology would be less than significant.

4.5.5.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.5.5.4 Significance After Mitigation

Impacts associated with seismic hazards and unstable geology would be less than significant.

4.5.6 Issue 2: Soil Erosion

Would the project result in substantial soil erosion or the loss of topsoil?

4.5.6.1 Impact Analysis

Grading, excavation, demolition, and construction activities associated with future development would increase the potential to expose topsoil to erosion. While graded or excavated areas and fill materials would be stabilized through efforts such as compaction and installation of hardscape and landscaping, erosion potential would be higher during construction activities as individual rezone sites are built out. Erosion and sedimentation would primarily be a concern during construction phases as future developed areas would be stabilized through the installation of hardscape, landscaping, or native revegetation as appropriate. Future development would also incorporate long-term water quality controls pursuant to the most current storm water standards including the National Pollutant Discharge Elimination System (NPDES) Municipal Permit requirements. Measures implemented to avoid or reduce erosion and sedimentation effects are discussed in Section 4.8, Hydrology and Water Quality. Short-term erosion and sedimentation impacts would be addressed through conformance with the NPDES and associated Municipal Code requirements (Title 9, Chapter 9.06 Stormwater Management and Discharge Control). These regulations require erosion and sedimentation control during construction and implementation of best management practices to avoid erosion and off-site drainage. Therefore, adherence to applicable Municipal Code requirements would ensure that future development would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

4.5.6.2 Significance of Impacts

Through regulatory compliance, impacts associated with soil erosion would be less than significant.

4.5.6.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.5.6.4 Significance After Mitigation

Impacts associated with soil erosion would be less than significant.

4.5.7 Issue 4: Expansive Soils

Would the project 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?

4.5.7.1 Impact Analysis

As described in Section 4.5.1.2 above and shown in Figure 4.5-1, soil types that occur within the Rezone Sites include clay, loam, sand, sandy loam, and riverwash. Soils with relatively high fines content (clays dominantly) are generally considered expansive or potentially expansive. Development within these soils could result in a significant impact due to the soils inability to support the proposed structures, especially during major rain events and/or flash floods. Future development, whether discretionary or by-right, within the Rezone Sites would be required to adhere to Municipal Code requirements for project-specific geotechnical reports that would ensure site-specific measures are implemented to ensure safe building construction in areas with expansive soils. These reports would provide guidance for the inclusion of proper site planning, design, and construction measures to avoid unfavorable conditions. Adherence to Municipal Code requirements would ensure that future development would not create substantial direct or indirect risks associated with expansive soils, and impacts would be less than significant.

4.5.7.2 Significance of Impacts

Through regulatory compliance, impacts associated with expansive soils would be less than significant.

4.5.7.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required

4.5.7.4 Significance After Mitigation

Impacts associated with expansive soils would be less than significant.

4.5.8 Issue 5: Septic Tanks or Alternative Wastewater Disposal

Would the project 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.

4.5.8.1 Impact Analysis

Due to the urban and built out nature of the Rezone Sites, there is no expectation that septic tanks or alternative wastewater disposal systems would be part of any future development proposal. All Rezone Sites would be served by Padre Dam Municipal Water District for wastewater service.

4.5.8.2 Significance of Impacts

No impacts would occur related to the use of septic tanks or alternative wastewater disposal systems as all sites would connect to the public wastewater system.

4.5.8.3 Mitigation Framework

No impacts would occur. No mitigation is required.

4.5.8.4 Significance After Mitigation

No impacts would occur.

4.5.9 Issue 6: Paleontological Resources and Unique Geology

Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

4.5.9.1 Impact Analysis

The Rezone Sites are all located within the City either within existing developed sites or vacant sites with some history of disturbance. Unique geologic features have not been identified at any of the sites. Impacts to unique geology would be less than significant.

According to the San Diego Natural History Museum's Paleontological Resources, County of San Diego, both the Friars Formation and the Stadium Conglomerate are considered to have a high paleontological resource potential (Deméré and Walsh 1993). As shown in Figure 4.5-3, none of the Rezone Sites are located within either of these geologic formations. However, other formations in the City may have a moderate potential for paleontological resource discovery, particularly in the case of grading volumes with significant volume and/or depth. Geologic formations in the San Diego region have been rated according to the potential, or sensitivity, for yielding paleontological resources. The County of San Diego has developed its own guidelines for assigning paleontological potential, which include a five-tiered scale of high potential, moderate potential, low potential, marginal potential, and

no potential. A description of each paleontological potential rating, as outlined by the County, is provided below (County of San Diego 2009):

- **High Potential:** Geologic units with high potential are known to contain paleontological areas with rare, well preserved, critical fossil materials for stratigraphic or paleoenvironmental interpretation, and fossils providing important information about the paleoclimatic, paleobiological, and/or evolutionary history (phylogeny) of animal and plant groups. Highly sensitive formations contain vertebrate fossil remains or are considered to have the potential to contain such remains.
- **Moderate Potential:** Moderate potential is assigned to geologic units known to contain paleontological areas with fossil material that is poorly preserved, common elsewhere, or stratigraphically unimportant. This category is also applied to formations judged to have strong, but unproven, potential for containing important remains.
- **Low Potential:** Low potential is assigned to geologic units that, based on their relatively young age and/or high-energy depositional history, are judged unlikely to produce important fossil remains. Typically, low potential units produce fossil remains in low abundance, or only produce common/widespread invertebrate fossils whose taphonomy, phylogeny, and ecology is already well understood.
- **Marginal Potential:** Marginal potential is assigned to geologic units that are composed either of volcanoclastic (derived from volcanic sources) or metasedimentary rocks (metamorphized sediment), but that nevertheless have a limited probability for producing fossils from certain formations at localized outcrops.
- **No Potential:** Geologic units with no potential are either entirely igneous in origin and therefore do not contain fossil remains, or are moderately to highly metamorphosed and thus any contained fossil remains have been destroyed. Artificial fill materials also have no potential, because the stratigraphic and geologic context of any contained organic remains (i.e., fossils) has been lost.

Grading into a geologic formation with high or moderate sensitivity has the potential to result in impacts to paleontological resources. At a program level of review, it is not possible to investigate each individual site to determine the depth of geologic formations and identify their associated paleontological sensitivity. For example, while the Rezone Sites are not located on formations with High Sensitivity (Friars and Mission Valley Formation), they could underly formations with moderate sensitivity. If grading were to occur at depths sufficient to disturb a moderate sensitivity geologic formations with potential paleontological resources, significant impacts could result. Potential impacts to paleontological resources would be significant.

4.5.9.2 Significance of Impacts

Impacts associated with unique geology would be less than significant. Potential impacts to paleontological resources would be significant (Impact GEO-1).

4.5.9.3 Mitigation Framework

Mitigation is proposed for implementation of both discretionary and by-right development projects. Mitigation would either be applied during a future discretionary review or for by-right development or would be applied as a requirement of the City's objective design and performance standards adopted as part of the project. Future development of Rezone Sites would require implementation of the following mitigation framework:

MM-GEO-1: Paleontological Resources

To address potential impacts to paleontological resources, the City shall review the project application materials including the geotechnical report to determine if project grading has the potential to disturb geologic formations with the potential to contain paleontological resources. If grading depths remain within the organic and soil layers, no monitoring would be required. The City may request information from the applicant such as the depth of grading, geologic formations and paleontological sensitivity in order to determine the potential for impacts. In the event grading may disturb geologic formations with a moderate or high potential to contain paleontological resources, the following monitoring program shall be implemented prior to and during grading operations:

1. **Preconstruction Personnel and Repository:** Prior to the commencement of construction, a qualified project paleontologist shall be retained to oversee the mitigation program. A qualified project paleontologist is a person with a doctorate or master's degree in paleontology or related field and who has knowledge of the County of San Diego paleontology and documented experience in professional paleontological procedures and techniques. In addition, a regional fossil repository, such as the San Diego Natural History Museum, shall be designated by the City of Santee to receive any discovered fossils.
2. **Preconstruction Meeting:** The project paleontologist shall attend the preconstruction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues.
3. **Preconstruction Training:** The project paleontologist shall conduct a paleontological resource training workshop to be attended by earth excavation personnel.
4. **During-Construction Monitoring:** A project paleontologist or paleontological monitor shall be present during all earthwork in formations with moderate to high paleontological sensitivity. A paleontological monitor (working under the direction of the project paleontologist) shall be on site on a full-time basis during all original cutting of previously undisturbed deposits.
5. **During-Construction Fossil Recovery:** If fossils are discovered, the project paleontologist (or paleontological monitor) shall recover them. In most cases,

fossil salvage can be completed in a short period of time. However, some fossil specimens (e.g., a bone bed or a complete large mammal skeleton) may require an extended salvage period. In these instances, the project paleontologist (or paleontological monitor) has the authority to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner.

6. Post-Construction Treatment: Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and cataloged.
7. Post-Construction Curation: Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited in the designated fossil repository.
8. Post-Construction Final Report: A final summary paleontological mitigation report that outlines the results of the mitigation program shall be completed and submitted to the City of Santee within two weeks of the completion of each construction phase of the proposed project. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, inventory lists of cataloged fossils, and significance of recovered fossils.

4.5.9.4 Significance After Mitigation

Within implementation of MM-GEO-1, impacts associated with paleontological resources would be reduced to less than significant.

4.6 Greenhouse Gas Emissions

This section analyzes potential greenhouse gas (GHG) emissions impacts associated with implementation of the City of Santee (City) 6th Cycle Housing Element Rezone Program (project). The sites included in the analysis are detailed in Table 3-2 and include 25 potential rezone housing sites and the two sites located on Graves Avenue, collectively referred to as the Rezone Sites. This GHG analysis evaluates potential effects associated with cumulative GHG emissions generated by buildout of the Rezone Sites. In accordance with California Environmental Quality Act (CEQA), this section evaluates the significance of project impacts in terms of (1) contribution of GHG emissions to cumulative statewide emissions and (2) consistency with local and state regulations, plans and policies aimed at reducing GHG emissions. GHG modeling data are contained in Appendix C of this Program Environmental Impact Report (PEIR).

4.6.1 Existing Conditions

4.6.1.1 Environmental Setting

a. Understanding Global Climate Change

To evaluate the incremental effect of the project on statewide GHG emissions and global climate change, it is important to have a basic understanding of the nature of the global climate change problem. Global climate change is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation, and temperature. The earth's climate is in a state of constant flux with periodic warming and cooling cycles. Extreme periods of cooling are termed "ice ages," which may then be followed by extended periods of warmth. For most of the earth's geologic history, these periods of warming and cooling have been the result of many complicated interacting natural factors that include volcanic eruptions that spew gases and particles (dust) into the atmosphere; the amount of water, vegetation, and ice covering the earth's surface; subtle changes in the earth's orbit; and the amount of energy released by the sun (sun cycles). However, since the beginning of the Industrial Revolution around 1750, the average temperature of the earth has been increasing at a rate that is faster than can be explained by natural climate cycles alone.

With the Industrial Revolution came an increase in the combustion of carbon-based fuels such as wood, coal, oil, natural gas and biomass. Industrial processes have also created emissions of substances not found in nature. This in turn has led to a marked increase in the emissions of gases shown to influence the world's climate. These gases, termed "greenhouse" gases, influence the amount of heat trapped in the earth's atmosphere. Because recently observed increased concentrations of GHGs in the atmosphere are related to increased emissions resulting from human activity, the current cycle of "global warming" is generally believed to be largely due to human activity. Of late, the issue of global warming or global climate change has arguably become the most important and widely debated environmental issue in the United States and the world. Because it is the collective of human actions taking place throughout the world that contributes to climate change, it is quintessentially a global or cumulative issue.

b. Greenhouse Gases of Primary Concern

There are numerous GHGs, both naturally occurring and manmade. Each GHG has variable atmospheric lifetime and global warming potential (GWP). The atmospheric lifetime of the gas is the average time a molecule stays stable in the atmosphere. Most GHGs have long atmospheric lifetimes, staying in the atmosphere hundreds or thousands of years. GWP is a measure of the potential for a gas to trap heat and warm the atmosphere. Although GWP is related to its atmospheric lifetime, many other factors including chemical reactivity of the gas also influence GWP. GWP is reported as a unitless factor representing the potential for the gas to affect global climate relative to the potential of carbon dioxide (CO₂). Because CO₂ is the reference gas for establishing GWP, by definition its GWP is 1. Although methane (CH₄) has a shorter atmospheric lifetime than CO₂, it has a 100-year GWP of 28; this means that CH₄ has 28 times more effect on global warming than CO₂ on a molecule-by-molecule basis.

GHG emissions estimates are typically represented in terms of metric tons of carbon dioxide equivalent (MT CO₂E). CO₂E emissions are the product of the amount of each gas by its GWP. The effects of several GHGs may be discussed in terms of MT CO₂E and can be summed to represent the total potential of these gases to warm the global climate. Table 4.6-1 summarizes some of the most common GHGs.

Gas	Atmospheric Lifetime (years)	100-year GWP	20-year GWP
Carbon dioxide (CO ₂)	50–200	1	1
Methane (CH ₄)*	12.4	28	84
Nitrous oxide (N ₂ O)	121	265	264
HFC-23	222	12,400	10,800
HFC-32	5.2	677	2,430
HFC-125	28.2	3,170	6,090
HFC-134a	13.4	1,300	3,710
HFC-143a	47.1	4,800	6,940
HFC-152a	1.5	138	506
HFC-227ea	38.9	3,350	5,360
HFC-236fa	242	8,060	6,940
HFC-43-10mee	16.1	1,650	4,310
CF ₄	50,000	6,630	4,880
C ₂ F ₆	10,000	11,100	8,210
C ₃ F ₈	2,600	8,900	6,640
C ₄ F ₁₀	2,600	9,200	6,870
c-C ₄ F ₈	3,200	9,540	7,110
C ₅ F ₁₂	4,100	8,550	6,350
C ₆ F ₁₄	3,100	7,910	5,890
SF ₆	3,200	23,500	17,500

SOURCE: Intergovernmental Panel on Climate Change (IPCC) 2014.

All of the gases in Table 4.6-1 are produced by both biogenic (natural) and anthropogenic (human) sources. These are the GHGs of primary concern in this analysis. CO₂ emissions would result from buildout of the project due to the combustion of fossil fuels in vehicles (including construction), from electricity generation and natural gas consumption, water use and from solid waste disposal. Smaller amounts of CH₄ and nitrous oxide (N₂O) emissions would also be associated with those sources.

c. Implications of Climate Change

The primary effect of global climate change has been a rise in average global tropospheric temperature of 0.2 degree Celsius (°C) per decade, determined from meteorological measurements worldwide between 1990 and 2005. Climate change modeling using emission rates from the year 2000 shows that further warming will occur, which will induce further changes in the global climate system during the current century. The increase in the earth's temperature is expected to have wide-ranging effects on the environment.

Although global climate change is anticipated to affect all areas of the globe, there are numerous implications of direct importance to California. Statewide average temperatures are anticipated to increase by between 4.7 and 10.5 degrees Fahrenheit (°F) by 2100 (California Energy Commission [CEC] 2006). According to the California Air Resources Board (CARB), some of the potential impacts in California of global warming may include loss in snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CEC 2016). Several recent studies have attempted to explore the possible negative consequences that climate change, left unchecked, could have in California. These reports acknowledge that climate scientists' understanding of the complex global climate system, and the interplay of the various internal and external factors that affect climate change, remains too limited to yield scientifically valid conclusions on such a localized scale. Substantial work has been done at the international and national level to evaluate climatic impacts, but far less information is available on regional and local impacts.

d. Greenhouse Gas Emissions

Statewide GHG Emissions

CARB performs statewide GHG inventories. The inventory is divided into nine broad sectors of economic activity: agriculture, commercial, electricity generation, forestry, high GWP emitters, industrial, recycling and waste, residential, and transportation. Emissions are quantified in million metric tons of CO₂ equivalent (MMT CO₂E). Table 4.6-2 shows the estimated statewide GHG emissions for the years 1990, 2009, and 2018.

Table 4.6-2 California GHG Emissions By Sector			
Sector	1990 Emissions in MMT CO ₂ E (% total) ^{1,2}	2009 Emissions in MMT CO ₂ E (% total) ²	2018 ³ Emissions in MMT CO ₂ E (% total) ²
Electricity Generation	110.6 (25.9%)	101.6 (22.3%)	63.3 (14.9%)
Transportation	150.7 (35.3%)	173.1 (38.1%)	173.8 (40.9%)
Industrial	103.0 (24.2%)	97.4 (21.4%)	101.3 (23.8%)
Commercial	14.4 (3.4%)	18.6 (4.1%)	23.9 (5.6%)
Residential	29.7 (7.0%)	31.1 (6.8%)	30.5 (7.2%)
Agriculture & Forestry	16.9 (4.0%)	32.9 (7.2%)	32.6 (7.7%)
Not Specified	1.3 (0.3%)	--	--
Total⁴	426.6	454.6	425.3

SOURCE: CARB 2007 and 2020.
¹1990 data was obtained from the CARB 2007 source and are based on IPCC fourth assessment report GWPs (IPCC 2007).
²Percentages may not total 100 due to rounding.
³2009 and 2018 data was retrieved from the CARB 2020 source and are based on IPCC fourth assessment report GWPs.
⁴Totals may vary due to independent rounding.

As shown in Table 4.6-2, statewide GHG source emissions totaled approximately 427 MMT CO₂E in 1990, 455 MMT CO₂E in 2009, and 425 MMT CO₂E in 2018. Many factors affect year-to-year changes in GHG emissions, including economic activity, demographic influences, environmental conditions such as drought, and the impact of regulatory efforts to control GHG emissions. Transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions.

City of Santee GHG Emissions

The Sustainable Santee Plan (City of Santee 2019) includes a GHG baseline inventory that identifies sources and levels of GHG emissions produced by residents and businesses within the community and municipal operations. The 2005 and 2013 inventories of baseline conditions address the following emission sectors: on-road transportation, residential energy, commercial energy, solid waste, water use, off-road sources, and wastewater treatment. Government-related GHG emissions (municipal emissions), which include energy use in government buildings and facilities, vehicle fleets and equipment, solid waste, streetlights, employee commutes, and water pumping, are a subset of the community-wide emissions inventory.

Projected GHG emissions for these sectors are calculated for the years 2020, 2030, and 2035 under a business-as-usual (BAU) scenario. The BAU scenario assumes that historical data and trends are representative of future year consumption rates for energy, water, and waste. Table 4.6-3 provides a summary of the City's emissions and forecasts. Assuming BAU, the same type of current emissions-generating practices that continue to occur in the City, GHG emissions are anticipated to increase by 7.6 percent in 2020 over 2013 levels, by 20.8 percent in 2030 over 2013 levels, and by 28 percent in 2035 over 2013 levels.

Sector	Percent	Inventoried Emissions			Forecasted Emissions	
		2005	2013	2020	2030	2035
On-road Transportation	53-62%	181,812	242,499	264,162	298,992	318,334
Residential Energy Use	19%	63,544	78,651	83,753	91,986	96,401
Commercial Energy Use	11-12%	37,697	48,025	49,467	56,486	60,362
Solid Waste	4.8-2.5%	16,376	11,151	11,861	12,651	13,066
Water and Wastewater Use	3.6-1.7%	12,313	7,549	8,029	8,565	8,845
Off-road Sources	8.3-3.6%	28,230	14,699	15,710	17,490	18,454
Total¹		339,972	402,574	432,982	486,170	515,462

SOURCE: Fanita Ranch EIR and Appendix H Greenhouse Gas Analysis (City of Santee 2020).
 MT CO₂E = metric tons of CO₂ equivalent.
¹Quantities and percentages may not total properly due to rounding.

Similar to the statewide emissions, transportation-related GHG emissions contribute the most, followed by emissions associated with residential energy use. As shown, due to existing regulations and policies, emissions are anticipated to decrease through 2035.

4.6.2 Regulatory Framework

4.6.2.1 Federal

The federal government, U.S. Environmental Protection Agency (U.S. EPA), and other federal agencies have many federal level programs and projects to reduce GHG emissions. In June 2012, the Council on Environmental Quality (CEQ) revised the Federal Greenhouse Gas Accounting and Reporting Guidance originally issued in October 2010. The CEQ guidance identifies ways in which federal agencies can improve consideration of GHG emissions and climate change for federal actions. The guidance states that National Environmental Policy Act documents should provide decision makers with relevant and timely information and should consider (1) GHG emissions of a Proposed Action and alternative actions and (2) the relationship of climate change effects to a Proposed Action or alternatives. Specifically, if a Proposed Action would be reasonably anticipated to cause direct emissions of 25,000 MT CO₂E GHG emissions on an annual basis, agencies should consider this as an indicator that a quantitative assessment may be meaningful to decision makers and the public (CEQ 2012).

a. Environmental Protection Agency

The U.S. EPA has many federal level programs and projects to reduce GHG emissions. The U.S. EPA provides technical expertise and encourages voluntary reductions from the private sector. One of the voluntary programs applicable to the project is the Energy Star program. Energy Star products such as appliances, building products, heating and cooling equipment, and other energy-efficient equipment may be utilized by the project.

Energy Star is a joint program of U.S. EPA and the U.S. Department of Energy, which promotes energy-efficient products and practices. Tools and initiatives include the Energy Star Portfolio Manager, which helps track and assess energy and water consumption across an entire portfolio of buildings, and the Energy Star Most Efficient 2020, which provides information on exceptional products which represent the leading edge in energy-efficient products in the year 2020 (U.S. EPA 2021a).

The U.S. EPA also collaborates with the public sector, including states, tribes, localities, and resource managers, to encourage smart growth, sustainability preparation, and renewable energy and climate change preparation. These initiatives include the Clean Energy – Environment State Partnership Program, the Climate Ready Water Utilities Initiative, the Climate Ready Estuaries Program, and the Sustainable Communities Partnership (U.S. EPA 2021b).

b. Corporate Average Fuel Economy Standards

The project would generate vehicle trips. These vehicles would consume fuel and would result in GHG emissions. The federal Corporate Average Fuel Economy (CAFE) standards determine the fuel efficiency of certain vehicle classes in the U.S. The first phase of the program applied to passenger cars, new light-duty trucks, and medium-duty passenger cars with model years 2012 through 2016 and required these vehicles to achieve a standard equivalent to 35.5 miles per gallon (mpg). The second phase of the program applies to model years 2017 through 2025 and increased the standards to 54.5 mpg. Separate standards were also established for medium- and heavy-duty vehicles. The first phase applied to model years 2014 through 2018 and the second phase applies to model years 2018 through 2027. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel.

c. Safer Affordable Fuel-Efficient Vehicles

On September 27, 2019, the U.S. EPA and the National Highway Traffic Safety Administration (NHTSA) published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program” (84 Fed. Reg. 51310). The Part One Rule revokes California’s authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On April 30, 2020, the U.S. EPA and NHTSA published the final “SAFE Vehicles Rule: Part Two” (85 Federal Register 24174). The SAFE Vehicles Rule proposes amended CAFE and light-duty vehicle GHG emissions standards. The SAFE Vehicles Rule relaxed federal GHG emissions and CAFE standards to increase in stringency at only about 1.5 percent per year from model year 2020 levels over model years 2021 through 2026. The previously established emission standards and related “augural” fuel economy standards would have achieved about 4 percent per year improvements through model year 2025. Part two of the SAFE Vehicles Rule set amended fuel economy and carbon dioxide (CO₂) standards for passenger cars and light trucks for model years 2021 through 2026.

On December 21, 2021, the NHTSA published its CAFE Preemption rule, which repeals the SAFE Vehicle Rule Part One and reopens pathways for state and local fuel economy laws.

4.6.2.2 State

a. Statewide GHG Emission Targets

S-3-05—Statewide GHG Emission Targets

This executive order (EO) establishes the following GHG emissions reduction targets for the state of California:

- by 2010, reduce GHG emissions to 2000 levels;
- by 2020, reduce GHG emissions to 1990 levels; and
- by 2050, reduce GHG emissions to 80 percent below 1990 levels.

This EO also directs the Secretary of the California EPA to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets and on the impacts to California related to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. With regard to impacts, the report shall also prepare and report on mitigation and adaptation plans to combat the impacts. The first Climate Action Team Assessment Report was produced in March 2006, and has been updated every two years.

B-30-15—2030 Statewide GHG Emission Goal

This EO, issued on April 29, 2015, establishes an interim GHG emission reduction goal for the state of California to reduce GHG emissions 40 percent below 1990 levels by 2030. This EO also directs all state agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the new interim 2030 goal, as well as the pre-existing, long-term 2050 goal identified in EO S-3-05. Additionally, this EO directs CARB to update its Climate Change Scoping Plan to address the 2030 goal. CARB is expected to develop statewide inventory projection data for 2030, as well as commence its efforts to identify reduction strategies capable of securing emission reductions that allow for achievement of the EO's new interim goal.

b. Assembly Bill 32—California Global Warming Solutions Act of 2006

In response to EO S-3-05, the California Legislature passed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and thereby enacted Sections 38500–38599 of the California Health and Safety Code. The heart of AB 32 is its requirement that CARB establish an emissions cap and adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. AB 32 also required CARB to adopt a plan by January 1, 2009, indicating how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

c. Senate Bill 32—California Global Warming Solutions Act Update

Approved in September 2016, Senate Bill (SB) 32 updates the California Global Warming Solutions Act of 2006. Under SB 32, the state would reduce its GHG emissions to 40 percent below 1990 levels by 2030. SB 32 was signed by the governor on September 8, 2016. SB 32 is tied to AB 197, which would establish a legislative oversight committee to which the Chair of CARB would report once a year, and would add two members of the legislature to the air board. Additionally, in implementing

the 40 percent reduction target, AB 197 would require CARB to prioritize emissions reductions to consider the social costs of the emissions of GHGs. AB 197 defines “social costs” to mean “an estimate of the economic damages, including, but not limited to, changes in net agricultural productivity; impacts to public health; climate adaptation impacts, such as property damages from increased flood risk; and changes in energy system costs, per metric ton of greenhouse gas emission per year.” SB 32 will become active only if AB 197 is enacted and becomes effective on or before January 1, 2017.

d. Climate Change Scoping Plan

As directed by the California Global Warming Solutions Act of 2006, in 2008, CARB adopted the *Climate Change Scoping Plan: A Framework for Change (Scoping Plan)*, which identifies the main strategies California will implement to achieve the GHG reductions necessary to reduce forecasted BAU emissions in 2020 to the state’s historic 1990 emissions level (CARB 2008). In November 2017, CARB released the 2017 Climate Change Scoping Plan Update, the Strategy for Achieving California’s 2030 Greenhouse Gas Target (2017 Scoping Plan; CARB 2017). The 2017 Scoping Plan identifies state strategies for achieving the state’s 2030 interim GHG emissions reduction target codified by SB 32. Measures under the 2017 Scoping Plan Scenario build on existing programs such as the Low Carbon Fuel Standard, Advanced Clean Cars Program, Renewables Portfolio Standard (RPS), Sustainable Communities Strategy (SCS), Short-Lived Climate Pollutant Reduction Strategy, and the Cap-and-Trade Program. Additionally, the 2017 Scoping Plan proposes new policies to address GHG emissions from natural and working lands.

e. Regional Emissions Targets – SB 375

SB 375, the 2008 Sustainable Communities and Climate Protection Act, was signed into law in September 2008 and requires CARB to set regional targets for reducing passenger vehicle GHG emissions in accordance with the Scoping Plan. The purpose of SB 375 is to align regional transportation planning efforts, regional GHG reduction targets, and fair-share housing allocations under state housing law. SB 375 requires Metropolitan Planning Organizations (MPO) to adopt a SCS or Alternative Planning Strategy to address GHG reduction targets from cars and light-duty trucks in the context of that MPO’s Regional Transportation Plan (RTP). The San Diego region’s MPO is the San Diego Association of Governments (SANDAG). In 2010, CARB set targets for the SANDAG region of a 7 percent reduction in GHG emissions per capita from automobiles and light-duty trucks compared to 2005 levels by 2020 and a 13 percent reduction by 2035. These targets are periodically reviewed and updated. CARB’s current targets for the SANDAG region are a reduction of 15 percent by 2020 and 19 percent by 2035.

f. Renewables Portfolio Standard

The RPS promotes diversification of the state’s electricity supply and decreased reliance on fossil fuel energy sources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the “Initial RPS”), the goal has been accelerated and increased by EOs S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, SB 2 (1X) codified California’s 33 percent RPS goal. SB 350 (2015) increased California’s renewable energy mix goal to 50 percent by year 2030. SB 100 (2018) further increased the standard

set by SB 350 establishing the RPS goal of 44 percent by the end of 2024, 52 percent by the end of 2027, and 60 percent by 2030, as well as requiring the state's electricity to come from carbon-free resources by 2045.

g. California Building Standards Code (Title 24)

The California Code of Regulations (CCR), Title 24, is referred to as the California Building Code, or CBC. It consists of a compilation of several distinct standards and codes related to building construction, including but not limited to plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility. Of particular relevance to GHG emissions reductions are the CBC's energy efficiency and green building standards as outlined below.

Part 6 - Energy Code

CCR, Title 24, Part 6 is the California Energy Efficiency Standards for Residential and Nonresidential Buildings (also known as the California Energy Code). This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy consumption. The Energy Code is updated periodically to incorporate and consider new energy-efficient technologies and methodologies as they become available, and incentives in the form of rebates and tax breaks are provided on a sliding scale for buildings achieving energy efficiency above the minimum standards.

The current version of the Energy Code, known as 2019 Title 24, or the 2019 Energy Code, became effective January 1, 2020. The Energy Code provides mandatory energy-efficiency measures as well as voluntary tiers for increased energy efficiency. The California Energy Commission (CEC), in conjunction with the California Public Utilities Commission, has adopted a goal that all new residential and commercial construction achieve zero net energy by 2020 and 2030, respectively. It is expected that achievement of the zero net energy goal will occur via revisions to the Title 24 standards.

New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. The compliance reports must demonstrate a building's energy performance through use of CEC approved energy performance software that shows iterative increases in energy efficiency given the selection of various heating, ventilation, and air conditioning; sealing; glazing; insulation; and other components related to the building envelope.

Part 11 – California Green Building Standards Code

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11 first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 CBC). The most recent 2019 CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. Local jurisdictions must enforce the minimum mandatory Green Building Standards and may adopt additional amendments for stricter requirements.

The mandatory standards require:

- Outdoor water use requirements as outlined in local water efficient landscaping ordinances or current Model Water Efficient Landscape Ordinance standards, whichever is more stringent;
- Requirements for water conserving plumbing fixtures and fittings;
- 65 percent construction/demolition waste diverted from landfills;
- Infrastructure requirements for electric vehicle charging stations;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Requirements for low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards.

Similar to the reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen mandatory requirements must be demonstrated through completion of compliance forms and worksheets.

4.6.2.3 Local

a. SANDAG Regional Plan

Every four years, SANDAG prepares and updates San Diego Forward: The Regional Plan that provides a blueprint for sustainable growth in the region. The most recent version 2021 Regional Plan (SANDAG 2021). In accordance with SB 375 (see Section 4.6.2.2(e)), the 2021 Regional Plan includes a SCS that coordinates transportation and land use planning that exceeds the state's target for reducing per capita GHG emissions set by CARB. As discussed, the state-mandate target for the region is a 19 percent per capita GHG emissions reduction from cars and light duty trucks, compared with 2005, by 2035. The 2021 Regional Plan would achieve a 20 percent reduction by 2035. The 2021 Regional Plan also puts forth a forecasted development pattern that is driven by regional goals for sustainability, mobility, housing affordability, and economic prosperity. SB 375 requires the SCS to include a pattern for forecasted growth and development that accomplishes the following:

1. When combined with the transportation network, the SCS will achieve the regional GHG emission–reduction targets.
2. The SCS accommodates the Regional Housing Needs Assessment (RHNA) Determination.
3. The SCS utilizes the most recent planning assumptions.

b. General Plan

The City's General Plan includes various goals, objectives, and policies related to GHG emissions, including the following:

Land Use Element

Objective 3.0: Provide and maintain the highest level of service possible for all community public services and facilities.

- **Policy 3.2:** The City should encourage the development and use of recycled water for appropriate land uses to encourage the conservation of, and reduce demand for, potable water.
- **Policy 4.3:** The City should locate new neighborhood commercial uses along major roadways in consolidated centers that utilize common access and parking for commercial uses, discourage the introduction of strip commercial uses and require adequate pedestrian links to residential areas.

Mobility Element

The Mobility Element includes policies that enhance smart growth development, improve traffic flow, increase the use of public transit, encourage bicycling and walking, and increase use of alternative modes of travel, which would help to reduce GHG emissions from on-road transportation.

c. Sustainable Santee Plan: The City's Roadmap to Greenhouse Gas Reductions

In January 2020, the City adopted the Sustainable Santee Plan that provides GHG emissions reduction goals and strategies focused on reducing resource consumption, improving alternative modes of transportation, and reducing overall emissions throughout the City (City of Santee 2019). The Sustainable Santee Plan presents the City's community-wide GHG inventories for the years 2005, 2008, 2012, and 2013 and municipal GHG inventories for the years 2005 and 2013. The BAU and adjusted BAU forecasts are presented for the years 2020, 2030, and 2035. An interim goal consistent with SB 32, which is to reduce emissions to 40 percent below 2005 levels, was created for 2030. A longer-term goal was established for 2035, which is to reduce emissions to 49 percent below 2005 levels. The interim and longer-term goals would put the City on a path toward the state's long-term goal to achieve net carbon neutrality statewide by 2045. The Sustainable Santee Plan also identifies GHG reduction strategies to help the City achieve its GHG reduction targets.

4.6.3 Significance Determination Thresholds

According to Appendix G of the CEQA Guidelines, impacts related to GHG emissions would be significant if the Housing Element Rezone Program would:

- 1) Threshold 1: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

- 2) Threshold 2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG.

The GHG emissions of individual projects do not generate sufficient GHG emissions to have a substantial effect on global climate change (South Coast Air Quality Management District 2008; San Joaquin Valley Air Pollution Control District 2009). However, continued development may contribute to the cumulative global accumulation of GHG emissions that could result in adverse impacts on the current climate. In the context of CEQA, "GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective" (California Air Pollution Control Officers Association [CAPCOA] 2008). While the geographic extent of the cumulative contributions to GHGs and climate change is worldwide, relating the contribution of a single project to cumulative global emissions marginalizes project impacts. This makes it difficult to assess the significance of a single project, particularly one designed to accommodate anticipated population growth.

The CEQA Guidelines state that a lead agency may analyze and mitigate the significance of GHG emissions at the project level using a plan for the reduction of GHG emissions (CEQA Guidelines Section 15183.5[a]). The Sustainable Santee Plan is a qualified GHG emissions reduction plan in accordance with CEQA Guidelines Section 15183.5. The Sustainable Santee Plan Project Consistency Checklist (Consistency Checklist) is a tool for development projects to demonstrate consistency with the Sustainable Santee Plan. The Checklist has been developed as part of the Sustainable Santee Plan implementation and monitoring process and supports the achievement of individual GHG reduction measures as well as the City's overall GHG reduction goals. Additionally, the Checklist supports the City's sustainability goals and policies that encourage sustainable development and aim to conserve and reduce the consumption of resources, such as energy and water, among others. Projects that meet the requirements of the Checklist are considered consistent with the Sustainable Santee Plan and would have a less than significant contribution to cumulative GHG impacts (i.e., the project's incremental contribution to cumulative GHG effects is not cumulatively considerable), pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b). The Sustainable Santee Plan is the applicable plan for addressing both Threshold 1 and Threshold 2. The project is also evaluated for consistency with the 2017 Scoping Plan and the SANDAG 2021 Regional Plan/SCS.

4.6.4 Methodology

Approval of the project would not specifically permit the construction of an individual project, and no specific development details are available at this program level of analysis. For the purposes of this analysis, emissions were calculated for the existing condition and for buildout of the project, as well as buildout of the Rezone Sites that would be eligible for by-right development. Buildout was modeled in year 2035 to align with the Sustainable Santee Plan emission projections and for the Housing Element buildout year 2050. The Rezone Sites were modeled in the soonest operational year of 2024.

Construction and operational GHG emissions associated with the project were quantified using the California Emissions Estimator Model (CalEEMod) 2020.4.0 (CAPCOA 2021). Emission estimates were calculated for the three GHGs of primary concern (CO₂, CH₄ and N₂O) that would be emitted from construction and the five primary operational sources that would be associated with project buildout:

mobile sources, energy use (electricity and natural gas), area sources (landscaping equipment), water and wastewater distribution and treatment, and solid waste disposal.

As project-level details are not available at this time, operational emissions estimates are generally based on default operational parameters for mid-rise apartments and retail uses. The parameters, such as the energy use, water use, solid waste generation, etc. are based on surveys performed by the South Coast Air Quality Management District (SCAQMD). Appendix C contains the modeling parameters and detailed model outputs.

4.6.4.1 Mobile Emissions

Vehicle traffic is the main source of emissions in the City. Mobile-source emissions were estimated based on SANDAG trip generation rates (SANDAG 2002) and daily vehicle miles traveled (VMT) per capita provided by the traffic engineer (CR Associates 2021). Multi-family residential uses with a density less than 20 dwelling units per acre generate 8 trips per dwelling unit, multi-family residential uses with a density greater than 20 dwelling units per acre generate 6 trips per dwelling unit, and retail uses generate 40 trips per 1,000 square feet. Based on the Transportation Impact Study (TIS), with implementation of the project, the daily VMT would be 18.7 VMT per capita. The anticipated population of the Rezone Sites was calculated based on a household size of 2.91 persons per household. The project trip generation, daily VMT per capita, and anticipated population were used to calculate an average trip length for each of the Rezone Sites. For the existing condition, vehicle emissions were calculated using existing 2021 vehicle emission factors. For the Rezone Sites that would be eligible for by-right development, vehicle emissions were calculated using the vehicle emission factors for the soonest operational year of 2024. For buildout of the housing element update, vehicle emissions were calculated using the vehicle emission factors for year 2035 and buildout year 2050.

4.6.4.2 Energy Emissions

GHGs are emitted as a result of activities in buildings for which electricity and natural gas are used as energy sources. GHGs are emitted during the generation of electricity from fossil fuels off-site in power plants. These emissions are considered indirect but are calculated in association with a building's overall operation. Electric power generation accounts for the second largest sector contributing to both inventoried and projected statewide GHG emissions. Combustion of fossil fuel emits criteria pollutants and GHGs directly into the atmosphere. When this occurs in a building, it is considered a direct emissions source associated with the building. CalEEMod estimates emissions from the direct combustion of natural gas for space and water heating.

CalEEMod estimates GHG emissions from energy use by multiplying average rates of residential and non-residential energy consumption by the quantities of residential units and non-residential square footage entered in the land use module to obtain total projected energy use. This value is then multiplied by electricity and natural gas GHG emission factors applicable to the project location and utility provider.

Energy consumption values are based on the CEC sponsored California Commercial End Use Survey and Residential Appliance Saturation Survey studies, which identify energy use by building type and

climate zone. Because these studies are based on older buildings, adjustments have been made in CalEEMod to account for changes to Title 24 Building Codes. As discussed, the 2019 Title 24 energy code is the current version of the code, and will result in increased energy efficiency compared to the previous version of the code. Energy emissions were calculated using CalEEMod default energy factors.

The project area is served by San Diego Gas & Electric (SDG&E). Therefore, SDG&E's specific energy intensity factors (i.e., the amount of CO₂, CH₄, and N₂O per kilowatt-hour) are used in the calculations of GHG emissions. Current SDG&E energy-intensity factors are included in CalEEMod 2020.4.0. SDG&E currently has achieved 38.2 percent of renewable energy procurement. Therefore, the energy-intensity factors included in CalEEMod 2020.4.0 represent 38.2 percent renewable energy (California Public Utilities Commission [CPUC] 2021). These default energy intensity factors were used to calculate the GHG emissions associated with the Rezone Sites eligible for by-right development. The state mandate for renewable energy is 60 percent by 2030 (see Section 4.6.2.2(e)), and SDG&E is on track to meet this mandated goal. To account for the GHG emissions reductions attributed to this RPS goal, the energy intensity factors for year 2035 and year 2050 were adjusted to reflect a 60 percent renewable energy procurement. SDG&E energy intensity factors used in modeling are shown in Table 4.6-4.

GHG	Current Energy Intensity Factors (lbs/MWh)	2030 Energy Intensity Factors (lbs/MWh)
Carbon Dioxide (CO ₂)	539.98	349.50
Methane (CH ₄)	0.033	0.021
Nitrous Oxide (N ₂ O)	0.004	0.003
SOURCE: CPUC 2021. lbs = pound; MWh = megawatt hour		

4.6.4.3 Area Source Emissions

Area sources include GHG emissions that would occur from the use of landscaping equipment. The use of landscape equipment emits GHGs associated with the equipment's fuel combustion. The landscaping equipment emission values were derived from the 2011 In-Use Off-Road Equipment Inventory Model (CARB 2011).

4.6.4.4 Water and Wastewater Emissions

The amount of water used and wastewater generated by a project has indirect GHG emissions associated with it. These emissions are a result of the energy used to supply, distribute, and treat the water and wastewater. In addition to the indirect GHG emissions associated with energy use, wastewater treatment can directly emit both CH₄ and N₂O.

The indoor and outdoor water use consumption data for each land use subtype comes from the Pacific Institute's Waste Not, Want Not: The Potential for Urban Water Conservation in California

2003 (as cited in CAPCOA 2021). Based on that report, a percentage of total water consumption was dedicated to landscape irrigation, which is used to determine outdoor water use. Wastewater generation was similarly based on a reported percentage of total indoor water use (CAPCOA 2021).

Additionally, the GHG emissions from the energy used to transport the water are affected by RPS and SDG&E energy intensity factors (see Table 4.6-4).

4.6.4.5 Solid Waste Emissions

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. To calculate the GHG emissions generated by disposing of solid waste for the project, the total volume of solid waste was calculated using waste disposal rates identified by California Department of Resources Recycling and Recovery (CalRecycle). The methods for quantifying GHG emissions from solid waste are based on the Intergovernmental Panel on Climate Change method, using the degradable organic content of waste. GHG emissions associated with the project's waste disposal were calculated using these parameters.

4.6.4.6 Construction Emissions

Construction activities emit GHGs primarily through combustion of fuels (mostly diesel) in the engines of off-road construction equipment and through combustion of diesel and gasoline in on-road construction vehicles and the commute vehicles of the construction workers. Smaller amounts of GHGs are also emitted through the energy use embodied in water use for fugitive dust control.

Every phase of the construction process, including demolition, grading, paving, and building, emits GHGs in volumes directly related to the quantity and type of construction equipment used when building the project. GHG emissions associated with each phase of project construction are calculated by multiplying the total fuel consumed by the construction equipment and worker trips by applicable emission factors. The number and pieces of construction equipment are calculated based on the project-specific design. In the absence of project-specific construction information, equipment for all phases of construction is estimated based on the project size.

For the Rezone Sites eligible for by-right development, at the project-level, construction emissions were calculated using CalEEMod default construction equipment, phasing, and duration. Based on guidance from the SCAQMD, total construction GHG emissions resulting from a project should be amortized over 30 years and added to operational GHG emissions to account for their contribution to GHG emissions over the lifetime of a project (SCAQMD 2009). For buildout of the Rezone Sites the exact number and timing of all development projects that could occur under project buildout are unknown. As such, construction-related emissions cannot be accurately determined at the program level of analysis. Based on the City's community-wide GHG emissions inventory, the annual off-road equipment GHG emissions represent approximately 3.8 percent of the GHG emissions inventory (City of Santee 2019). Therefore, annual construction emissions associated with total buildout of the project were calculated as 3.8 percent of the operational GHG emissions.

4.6.5 Issue 1: GHG Emissions

Would the project result in GHG emissions that may have a significant impact on the environment?

4.6.5.1 Impact Analysis

As detailed in Chapter 3.0, Project Description, the project includes adoption of a number of rezones to accommodate the City's RHNA allocation. Because implementation of the rezones would ultimately result in increased density on sites that are currently underdeveloped as well as the development of parcels that are currently vacant, GHG emissions would increase upon project implementation. Approval of the project would not specifically permit the construction of an individual project, and no specific development details are available at this program level of analysis. As discussed above, for the purposes of this analysis, emissions were calculated for the existing condition and for buildout of all Rezone Sites. Additionally, a separate analysis was provided to address buildout of the Rezone Sites that would be eligible for by-right development. Buildout of the Rezone Sites was modeled in year 2035 to align with the Sustainable Santee Plan emission projections and for the Housing Element buildout year 2050. Buildout of the Rezone Sites were modeled in the soonest operational year of 2024. Existing, year 2035, and year 2050 GHG emissions for the housing element update study area are summarized in Table 4.6-5. GHG emissions associated with the Rezone Site that are eligible for by-right development are summarized in Table 4.6-6.

Source	Existing Emissions	Forecasted Emissions	
	2021	2035	2050
Mobile	171	17,515	16,797
Energy Use	72	2,880	2,880
Water Use	<1	24	24
Solid Waste	13	727	727
Area	13	688	688
Construction ¹	0	830	802
Total Emissions	270	22,665	21,920
Residents ²	47	5,660	5,660
Employment ³	0	987	987
Service Population	47	6,647	6,647
Emissions Rate per Service Population	5.75	3.41	3.30

SOURCE: Appendix C.

¹Construction emissions set to 3.8 percent of operational emissions as discussed in Section 4.6.4.6.

²Number of residents estimated based on U.S. Census data 2.91 persons per household.

³Employment based on SANDAG modeling prepared for project which indicated an increase of 987 employees.

MT CO₂E = metric tons of CO₂ equivalent

Table 4.6-6 Rezone Sites GHG Emissions (MT CO ₂ E)						
Source	Site 15	Site 16A	Site 17	Site 18	Site 20B	Site 24
Mobile	676	6,1456	1,653	581	5,533	617
Energy Use	153	973	372	131	877	140
Water Use	1	4	3	1	4	1
Solid Waste	47	215	114	40	193	43
Area	27	166	65	23	150	24
Construction (amortized over 30 years)	14	32	31	19	23	14
Total Emissions	919	7,537	2,239	795	6,780	840
SOURCE: Appendix C. MT CO ₂ E = metric tons of CO ₂ equivalent						

As shown in Table 4.6-5, buildout of the project would generate 22,665 MT CO₂E in 2035 and 21,920 MT CO₂E in 2050. Given the estimated service population, this equates to 3.41 MT CO₂E per service population in 2035 and 3.30 MT CO₂E per service population in 2050. The emission reductions from 2035 to 2050 are associated with improved vehicle emissions through federal and state regulations and improved technologies. While the project would result in an increase in GHG emissions, climate change is occurring on a global scale; therefore, it is not possible to quantify the true effect of new GHG emissions caused by a single project or whether a project's net increase in GHG emissions, when combined with other activities in the region, is cumulatively considerable. GHG emissions would be expected to decrease over the life of the project due to the fact that mobile emissions would decrease over time due to a more fuel-efficient vehicle fleet mix in the project area over the life of project implementation as well as the increase in renewable energy and net-zero energy goals. When compared to the no project scenario, the project would result in an increase in GHG emissions due to the fact that the project proposes an increase in land use density at Rezone Sites which would involve emissions associated with vehicles, energy, are sources, water use, and waste generation.

Future housing development implemented under the proposed project would require compliance with the State Building Code energy efficiency and applicable green building standards. Development plans would be reviewed at project intake to ensure the inclusion of all applicable energy efficiency and applicable green building requirements of the applicable building and energy codes. Additionally, both future ministerial and discretionary development would be required to demonstrate with Sustainable Santee Plan GHG reduction measures through completion of the Consistency Checklist. Individual projects would be required to complete the Consistency Checklist as part of discretionary reviews or for by-right projects, as a requirement of the Objective Design Standards for by-right development.

As discussed in detail in Section 4.13 Transportation, project implementation would result in significant VMT impacts. The Office of Planning and Research (OPR) Technical Advisory recommends setting a VMT per capita threshold of 15 percent below that of existing development as a reasonable threshold based on an extensive review of applicable research, and in light of CARB assessments of the VMT reductions that would be needed to meet the state's long-term climate goals. With buildout of the project, Santee is projected to have an average resident VMT per capita at 18.7, which is 98

percent of the base year regional average. VMT associated with the project would exceed the 85 percent threshold at buildout of the project, resulting in a significant VMT impact.

Additionally, the project would result in an increase in development that was not accounted for in the Sustainable Santee Plan. The first step in determining consistency with the Sustainable Santee Plan is determining if a project is consistent with the land use assumptions used to develop the Sustainable Santee Plan. For a majority of the Rezone Sites, future development would not be consistent with the existing zoning and land use designation and would result in development that is more GHG-intensive than a project developed under the existing designations.

However, the Sustainable Santee Plan provides for regular monitoring the effectiveness of the programs and to undertake emission inventory updates. Specifically, starting in 2021, the City would update the inventory of emissions and continue updates every three years to ensure they are on track to meet their GHG reductions goals (City of Santee 2019). Development of these sites could occur before any updates to the Sustainable Santee Plan. As stated in the Consistency Checklist, if a project is not consistent with the existing designations and would be more GHG-intensive, in accordance with the City's significance determination thresholds, the project's GHG impact may be significant. Pursuant to CEQA Guidelines Section 15183.5, if a future project is not consistent with the Consistency Checklist/existing GHG reduction plan, a project-specific analysis would be required. Although, future development would be required to incorporate each of the applicable measures identified in the Consistency Checklist to mitigate cumulative GHG emissions (unless the decision maker finds that a measure is infeasible in accordance with CEQA Guidelines Section 15091), it is not feasible to determine at this program level of review whether future projects would be consistent with or otherwise mitigate GHG emissions to meet the inventory reduction goals.

4.6.5.2 Significance of Impacts

The adoption of the project would result in an increase in GHG emissions that would exceed the assumption used in development of the Sustainable Santee Plan and would result in an increase in VMT that exceeds the 85 percent thresholds, resulting in a significant impact. Both ministerial and discretionary development implemented under the project would be required to demonstrate compliance with Sustainable Santee Plan through completion of the Consistency Checklist. The project would result in an increase in development and associated emissions not accounted for in the Sustainable Santee Plan and, therefore, GHG emissions would not be adequately addressed through compliance with Sustainable Santee Plan and GHG emissions associated with the project would be significant (Impact GHG-1).

4.6.5.3 Mitigation Framework

Mitigation is proposed for implementation of both discretionary and by-right development projects. Mitigation would either be applied during a future discretionary review or for by-right development as a requirement of the City's objective design standards adopted as part of the project. Both ministerial and discretionary development implemented under the project would be required to incorporate each of the applicable measures identified in the Consistency Checklist to mitigate cumulative GHG emissions. Future development of Rezone Sites would require implementation of the following mitigation framework:

MM-GHG-1: For development at Rezone Sites that proceed before an update to the Sustainable Santee Plan is adopted, as detailed in MM-GHG-2, a site-specific GHG analysis is required. The site-specific GHG analysis shall (1) determine whether the project would result in GHG emissions that may have a significant impact on the environment and specifically must demonstrate how the project would reduce emissions to achieve consistency with the State Scoping Plan and applicable GHG reduction targets, and (2) the analysis must demonstrate how the project would be consistent with the Sustainable Santee Plan Consistency Checklist in addition to other applicable GHG reduction plans. The site-specific GHG analysis shall be completed to the satisfaction of the City during the permitting process.

For development at Rezone Sites that proceed after the Sustainable Santee Plan is adopted as detailed in MM-GHG-2, only project consistency with the Sustainable Santee Plan Consistency Checklist is required.

MM-GHG-2: Within one year of adoption of the rezone program, the City shall prepare an update to the Sustainable Santee Plan to incorporate the additional emissions that would result from development at the rezone sites as part of the baseline inventory. The updated Sustainable Santee Plan shall determine GHG emission reduction targets consistent with the current Scoping Plan, based on the updated inventory and provide any necessary updates to the Consistency Checklist.

Additionally, to reduce potentially significant impacts associated with VMT from future development within the Rezone Sites, MM-TRA-1 would require incorporation of applicable Transportation Demand Management (TDM) measures (refer to Section 4.13.6).

4.6.5.4 Significance After Mitigation

Potentially significant impacts associated with GHG emissions would be mitigated through the application of MM-GHG-1 and MM-GHG-2 which requires preparation of project-specific GHG emissions analysis or compliance with the Consistency Checklist, after the Sustainable Santee Plan has been updated to reflect the increased density within the Rezone Sites. Additionally, implementation of MM-TRA-1 described in Section 4.13.6 would potentially reduce VMT associated with development at the Rezone Sites. However, the effectiveness of GHG and VMT reducing measures is context-sensitive and would vary depending on the site-specific project site, such as the location, access to transit, etc. At a program level of review, it is not guaranteed that each individual project would fully mitigate the potential impacts. While the requirement for future development to demonstrate compliance with the Consistency Checklist in addition to implementation of MM-GHG-1, MM-GHG-2, and MM-TRA-1 would minimize GHG impacts associated with future development at the Rezone Sites, at this program level of review, it is not feasible to conclude whether impacts would be fully mitigated. Therefore, impacts associated with GHG emissions would remain significant and unavoidable.

4.6.6 Issue 2: Policies, Plans, and Regulations Intended to Reduce GHG Emissions

Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

4.6.6.1 Impact Analysis

The following analysis is based on whether development at the Rezone Sites would conflict with policies, plans, or regulations adopted for the purposes of reducing the emissions of GHG, thereby creating a condition in which in the policy, plan, or regulation would not be implemented and the goals would not be achieved.

a. State Plans

EO S-3-05 establishes GHG emission reduction targets for the state, and AB 32 launched the Climate Change Scoping Plan that outlines the reduction measures needed to reach these targets. CARB adopted the 2017 Scoping Plan which provided an updated framework for actions to reduce statewide GHG emissions. The 2017 Scoping Plan builds on existing programs and requires CARB and other state agencies to adopt regulations and incentives to reduce GHG emissions. As such, the Scoping Plan is not directly applicable to City planning efforts and projects, although there are several regulatory measures aimed at the identification and reduction of GHG emissions.

Most of these regulatory measures focus on area source emissions (e.g., energy usage, high-global warming-potential GHGs in consumer products) and changes to the vehicle fleet (e.g., more fuel-efficient vehicles, reduced VMT, fuel economy). This includes EO N-19-19 that redoubles the state's efforts to lower GHG emissions specifically through VMT reductions. Out of the recommended actions contained in CARB's Scoping Plan, the actions that are most applicable to the proposed project would be those that are aimed at efficiency of utilities, and adoption of more stringent building and appliance standards.

As noted in Section 2.6.2.2(d), the 2017 Scoping Plan identifies state strategies for achieving the state's 2030 interim GHG emissions reduction target codified by SB 32. Measures under the 2017 Scoping Plan scenario build on existing programs such as the Low Carbon Fuel Standard, Advanced Clean Cars Program, RPS, SCS, Short-Lived Climate Pollutant Reduction Strategy, and the Cap-and-Trade Program. The project would comply with all applicable provisions contained in the 2017 Scoping Plan since the adopted regulations would apply to new development or the emission sectors associated with new development.

- 1) **Transportation** – State regulations and 2017 Scoping Plan measures that would reduce the project's mobile source emissions include the California Light-Duty Vehicle GHG Standards (AB 1493/Pavley I and II), the Low Carbon Fuel Standard, and the heavy-duty truck regulations. These measures are implemented at the state level and would result in the reduction of project-related mobile source GHG emissions associated with the project.

- 2) **Energy** – State regulations and 2017 Scoping Plan measures that would reduce the project’s energy-related GHG emissions include RPS, Title 24 Energy Efficiency Standards, and CALGreen. The project would be served by SDG&E, which has achieved 38.2 percent renewables as of 2020. The project’s energy-related GHG emissions would decrease as SDG&E increases its renewables procurement beyond 2020 towards the 2030 goal of 60 percent. Additionally, future development would be constructed in accordance with energy efficiency standards effective at the time building permits are issued as well as energy-related GHG reduction measures identified in the Sustainable Santee Plan. The current 2019 Energy Code will result in more energy efficient development compared previous versions of the Energy Code and requires that solar photovoltaic systems be installed on all residential development. The Sustainable Santee Plan also requires that new residential construction meet or exceed CALGreen Tier 2 Voluntary Measures, such as obtaining green building ratings including LEED, Build it Green, or Energy Star Certified building certifications as well as the installation of solar PV.
- 3) **Water** – State regulations and 2017 Scoping Plan measures that would reduce the project’s electricity consumption associated with water supply, treatment, and distribution, and wastewater treatment include RPS, CALGreen, and the Model Water Efficient Landscape Ordinance. The project would be required to reduce indoor water consumption by 20 percent in accordance with CALGreen. Additionally, the project would be subject to all City landscaping ordinance requirements.
- 4) **Waste** – State regulations and 2017 Scoping Plan measures that would reduce the project’s solid waste-related GHG emissions are related to landfill methane control, increased efficiency of landfill methane capture, and high recycling/zero waste. The project would be subject to CALGreen and the Sustainable Santee Plan, which require a diversion of construction and demolition waste from landfills. Additionally, the project would include recycling storage and would divert waste from landfills in accordance with AB 341.

Future housing development implemented under the proposed project would require compliance with the State Building Code energy efficiency and applicable green building standards. Development plans would be reviewed at project intake to ensure the inclusion of all applicable energy efficiency and applicable green building requirements of the applicable building and energy codes. Additionally, both future ministerial and discretionary development would be required to demonstrate with Sustainable Santee Plan GHG reduction measures through completion of the Consistency Checklist.

However, as discussed previously, although future development would generally be consistent with Scoping Plan measures, buildout of the project would result in an increase in GHG emissions that exceed the 2017 Scoping Plan efficiency metrics and an increase in VMT. As previously discussed, the Sustainable Santee Plan provides for regular monitoring and will be updated every three years to ensure the City is on track to meet their GHG reduction goals that are consistent with the Scoping Plan. As required by MM-GHG-2, the City shall prepare an update to the Sustainable Santee Plan to incorporate the GHG emissions associated with development authorized by the rezones evaluated in this PEIR. The updated Sustainable Santee Plan would provide emission inventories and projections, and updated GHG emission reduction targets that are consistent with the Scoping Plan.

Prior to the Sustainable Santee Plan updates, future discretionary projects would demonstrate consistency with the Scoping Plan through preparation of project-specific GHG analysis, as required by MM-GHG-1. Once the Sustainable Santee Plan is updated to account for the rezones, then future projects would be able to rely on completion of the Consistency Checklist to demonstrate consistency with the Scoping Plan. However, at this program level of review, it is not guaranteed that each individual project would be able to fully mitigate potential GHG emission impacts. Impacts would be significant.

b. Sustainable Communities Strategy

As discussed in Section 4.6.2.3, SANDAG's 2021 Regional Plan includes an SCS that identifies how the region will achieve state-mandated GHG emissions reductions from cars and light-duty trucks. The SCS uses areas in the region called Mobility Hubs to concentrate future development. Mobility Hubs are communities with a high concentration of people, destinations, and travel choices. In the SCS land use pattern, forecasted growth for housing and jobs are within these areas of the region. Additionally, this SCS land use pattern identifies areas within the region that are sufficient to house the 6th Cycle RHNA Plan allocations. Portions of Santee (along the SR-52 corridor from SR-125 to SR-67 and then the SR-67 corridor south to the City of El Cajon) are identified as a Gateway Mobility Hub in the 2021 Regional Plan. Eleven policy and program areas were identified for the 2021 Regional Plan. They include:

- 1) **Land Use and Regional Growth** – Land use and regional growth policies outlined through the 2021 Regional Plan build on the smart growth planning tools and projects that SANDAG and the region's cities and other local jurisdictions have put in place. These include the Smart Growth Concept Map and Smart Growth Toolbox, Designing for Smart Growth guidelines and scorecard, Smart Growth Incentive Program, and Transit-Oriented Development Strategy, among others. The 2021 Regional Plan vision for land use focuses on development and growth in Mobility Hub areas to preserve San Diego's open space and support transportation investments by reducing VMT. As discussed, portions of the City are identified as a Gateway Mobility Hub. However, VMT associated with residential development would exceed the 85 percent threshold at buildout of the project, and the project would not meet the regional VMT reduction goals.
- 2) **Housing** – SANDAG is overseeing the sixth RHNA cycle, and approved the final methodology for allocating housing units to each city and county in the region based on the transit and jobs in each jurisdiction. SANDAG coordinates with member agencies to implement strategies to support housing availability and affordability throughout the region. As discussed in Section 3.0, the City prepared its 6th Cycle Housing Element, adopted by City Council on July 14, 2021, which covers the planning period from April 15, 2021 to April 15, 2029. As the City's main housing policy and planning document, the Housing Element identifies housing needs and constraints, sets forth goals, policies and programs that address these needs and constraints, and plans for projected housing needs for all income levels over an eight-year planning period that coincides with the RHNA allocation as prescribed by SANDAG. As such, the project is consistent with the 2021 Regional Plan housing policies and implementing actions.

- 3) **Climate Action Planning** – To help reach regional and GHG emissions reduction targets, the 2021 Regional Plan focuses heavily on the conversion to clean transportation and a shift from personal vehicle dependency. SANDAG will support local and regional efforts to implement and monitor CAPs by providing grant funding, guidance resources, and templates for CAP implementation. The project would not conflict with SANDAG’s regional planning efforts related to CAP implementation. As discussed in Section 4.6.2.3(c), the City developed a Sustainable Santee Plan that provides GHG emissions reduction goals and strategies focused on reducing resource consumption, improving alternative modes of transportation, and reducing overall emissions throughout the City. Both ministerial and discretionary development implemented under the project would be required to demonstrate compliance with Sustainable Santee Plan through completion of the Consistency Checklist. Overall, the project would be consistent with the Sustainable Santee Plan goals and measures (discussed in the following section; however, because the project would result in an increase in development not accounted for in the Sustainable Santee Plan and would result in significant VMT impacts, buildout of the project would not be consistent with the Sustainable Santee Plan.
- 4) **Climate Adaptation and Resilience** – Adaptation is the way communities and people change how they respond to the impacts of climate change. SANDAG will establish a regional vision and coordination to enhance and sustain existing planning and implementation obligations across agencies, sectors, and organizations through the development of a Regional Resilience Framework. In addition, SANDAG will establish a Nature-Based Climate Solutions Program that will promote natural infrastructure that uses or mimics natural processes to benefit people and wildlife. The project would not conflict with SANDAG planning efforts related to climate adaptation and resilience.
- 5) **Electric Vehicles (EVs)** – SANDAG aims to incentivize and encourage the incorporation of all types of EVs into Flexible Fleets, Transit Leap, and goods movement and to support funding programs that increase the number of EVs and charging stations throughout the region and within Mobility Hubs and as part of the Complete Corridor strategy. As discussed in the following section, future multi-family development implemented under the project would be required to install e-chargers for 13 percent of total parking. Both ministerial and discretionary development implemented under the project would be required to demonstrate compliance with this measure through completion of the Sustainable Santee Consistency Checklist. The project would therefore be consistent with SANDAG EV goals.
- 6) **Parking and Curb Management** – Proactively managing parking and curb space enables more people to access places using alternatives to driving. In the San Diego region, cities are responsible for adopting policies to manage parking and curbs. SANDAG plays the role of informing these policies by sharing resources and best practices. Future development would be required to implement City parking requirements, and would increase development near transportation corridors and mixed-use development, thereby reducing the need to drive. The project would be consistent with parking and curb management goals.
- 7) **Transportation Demand Management** – Transportation Demand Management (TDM) refers to policies and programs that help reduce commute-related traffic congestion. Typical TDM

programs promote carpooling, vanpooling, taking transit, biking, and walking to work. SANDAG operates a TDM program called iCommute for the San Diego region. iCommute manages the regional vanpool program, Guaranteed Ride Home services, bike encouragement programs, and various incentive and marketing programs, mostly through its work with more than 200 employers. SANDAG will continue to provide various programs, services, and financial subsidies that support sustainable transportation options. Future development implemented under the project would benefit from participation in SANDAG programs. The project would not conflict with SANDAG's TDM goals.

- 8) **Vision Zero** – Vision Zero is a national campaign that uses a variety of strategies to work toward eliminating deaths and severe injuries on streets. Vision Zero is primarily focused on policies and roadway designs that affect people's choices. SANDAG will develop and implement a regional safety policy and work with local jurisdictions to provide technical resources and assistance on roadway design. The project would not conflict with SANDAG Vision Zero planning efforts.
- 9) **Fix It First** – The 2021 Regional Plan focuses on improving upon existing roads, rails, and sidewalks. The Fix It First strategy aims to repair existing roads and create a system for sustained maintenance in the future, creating a safe and efficient transportation network for all users. The project would not conflict with SANDAG efforts to repair and maintain the regional transportation system.
- 10) **Transportation System Management and Operations** – Transportation systems management and operations encourages agencies to combine tools, resources, and solutions to achieve greater performance of the entire system. Transportation systems management and operations includes the establishment of institutional and governance actions to help advance and facilitate cross-agency collaboration to ensure existing and proposed transportation systems are not operated or managed as independent systems but as a multimodal transportation system. The project would not conflict with SANDAG and regional planning efforts to maintain an efficient transportation system.
- 11) **Value Pricing and User Fees** – User fee systems can feature distance-based (per mile) or segment-based (per toll zone) pricing with rates that are either flat, adjusted in response to congestion levels, or vary according to a known schedule. The 2021 Regional Plan considers a suite of user fees aimed at encouraging travelers to consider more sustainable travel choices and manage congestion. The project would not conflict with user fees.

As discussed, generally, the project would not conflict with the policies of the 2021 Regional Plan and would promote several concepts and strategies of the SCS. However, because a goal of the 2021 Regional Plan is to reduce GHG emissions in accordance with SB 375 state mandates, and because VMT associated with the project would exceed the 85 percent threshold at buildout, impacts related to VMT would be significant and the project would conflict the 2021 Regional Plan.

c. Sustainable Santee Plan

The City has adopted the Sustainable Santee Plan which sets GHG reduction targets for the City to achieve. Additionally, the Sustainable Santee Plan includes measures for the City to implement in

support of achieving the reduction targets. Project consistency with the Sustainable Santee Plan GHG reduction measures is summarized in Table 4.6-7. Although future development would be consistent with Sustainable Santee Plan Goals and Implementing Measures as detailed in Table 4.6-7, development that would be authorized with the rezones was not accounted for in the emissions inventories used to develop the Sustainable Santee Plan. However, the Sustainable Santee Plan provides for regular monitoring the effectiveness of the programs and to undertake emission inventory updates. Specifically, the City has plans to update the inventory of emissions and continue updates every three years to ensure they are on track to meet their GHG reductions goals (City of Santee 2019). As updates occur, the GHG emissions associated with development allowed by the proposed rezones would be accounted for, ultimately ensuring future development would be consistent with the Sustainable Santee Plan. However, until such time the emission inventories are updated, the project would conflict with the Sustainable Santee Plan.

Table 4.6-7 Sustainable Santee Plan Community GHG Reduction Measures	
Sustainable Santee Plan Goals and Implementing Measures	Project Consistency
<p>Goal 1: Increase Energy Efficiency in Existing Residential Units</p> <p>Measure 1.2. For existing Residential Unit Permit for Major Modifications (more than 30 percent of dwelling unit size, including bathroom and kitchen) that is considered a project under CEQA must implement energy efficiency retrofits recommended from City Energy Audit and explain the energy efficiency retrofits implemented.</p>	Not Applicable. Future development implemented under the project would not include modifications to existing residential units.
<p>Goal 2: Increase Energy Efficiency in New Residential Units</p> <p>Measure 2.1. New residential construction meet or exceed California Green Building Standards Tier 2 Voluntary Measures, such as obtaining green building ratings including LEED, Build it Green, or Energy Star Certified building certifications in scoring development and explain the measures implemented.</p>	Applicable. The performance metric for Goal 2 within the Sustainable Santee Plan is to reduce energy use by 14 percent within an estimated 2,000 new residential units by 2035. Both ministerial and discretionary development implemented under the project would be required to demonstrate compliance with this measure through completion of the Sustainable Santee Consistency Checklist. The project would therefore be consistent with Goal 2.
<p>Goal 3: Increase Energy Efficiency in Existing Commercial Units</p> <p>Measure 3.2. For existing commercial units of 10,000 square feet or more seeking building permits for modifications representing 30 percent or more square feet and considered a project under CEQA must implement energy efficiency retrofits recommended by the City to meet California Green Building Standards Tier 1 Voluntary Measures and explain the retrofits implemented.</p>	Not Applicable. Future development implemented under the project would not include modifications to existing commercial units.
<p>Goal 4: Increase Energy Efficiency in New Commercial Units</p> <p>Measure 4.1. New commercial units meet or exceed California Green Building Standards Tier 2 Voluntary Measures such as obtain green building ratings including: LEED, Build it Green, or Energy Star Certified</p>	Applicable. The performance metric for Goal 4 within the Sustainable Santee Plan is to reduce energy use by 14 percent within 165 new commercial businesses. Rezone Sites 16A and 20B would include a mixed-use overlay to allow for the construction of retail uses along with multi-family uses. Additionally, the Graves Avenue sites would

Table 4.6-7 Sustainable Santee Plan Community GHG Reduction Measures	
Sustainable Santee Plan Goals and Implementing Measures	Project Consistency
buildings certifications in scoring development and explain the measures implemented.	be rezoned General Commercial. Both ministerial development (Sites 16A and Site 20B) and discretionary development (Graves Avenue sites) implemented under the project would be required to demonstrate compliance with this measure through completion of the Sustainable Santee Consistency Checklist. The project would therefore be consistent with Goal 4.
<p>Goal 5: Decrease Energy Demand through Reducing Urban Heat Island Effect</p> <p>Measure 5.1. Project utilizes tree planting for shade and energy efficiency such as tree planting in parking lots and streetscapes.</p> <p>Measure 5.2. Project uses light-reflecting surfaces such enhanced cool roofs on commercial buildings.</p>	Applicable. The performance metric for Measure 5.1 is to reduce energy use by 1,334,745 kilowatt hours (kWh) by 2030 and 1,534,958 kWh by 2035 by planting trees along existing streets and requiring new development to include trees within parking lots and streetscapes. The performance metric for Measure 5.2 is to install enhanced cool roofs on 80,000 and 120,000 square feet of commercial roofs by 2030 and 2035, respectively. Both ministerial and discretionary development implemented under the project would be required to demonstrate compliance with these measures through completion of the Sustainable Santee Consistency Checklist. The project would therefore be consistent with Goal 5.
<p>Goal 6: Decrease Greenhouse Gas emissions through Reducing Vehicle Miles Traveled</p> <p>Measure 6.1. Proposed project streets include sidewalks, crosswalks, and other infrastructure that promotes non-motorized transportation options.</p> <p>Measure 6.2. Proposed project installs bike paths to improve bike transit.</p>	Applicable. The applicable performance metric for Goal 6 within the Sustainable Santee Plan is to construct additional bike lanes as delineated in the City of Santee Bicycle Master Plan, and to construct 25 miles of active transportation routes (sidewalks and pedestrian paths) from the Santee Light Rail Transit station to surrounding residential areas. All Rezone Sites are located adjacent to or near (within ¼ mile) of existing or planned bike paths identified in the Bicycle Master Plan, and Sites 16A and 16B are located within ¼ miles of the Light Rail Transit station. Both ministerial and discretionary development implemented under the project would be required to demonstrate compliance with these measures through completion of the Sustainable Santee Consistency Checklist. The project would therefore be consistent with Goal 6.
<p>Goal 7: Increase Use of Electric Vehicles</p> <p>Measure 7.1. Install electric vehicle chargers in all new residential and commercial developments:</p> <ul style="list-style-type: none"> • For new Single-Family Residential, install complete 40 Amp electrical service and one e-charger. • For new Multifamily Residential, install e-chargers for 13 percent of total parking. • For new Office Space, Regional Shopping Centers, and Movie Theaters, install e-chargers for 5 percent of total parking spaces. 	Applicable. The performance metric for Goal 7 within the Sustainable Santee Plan is to install 4,500 electric vehicle charging equipment by 2035. Future multi-family development implemented under the project would be required to install e-chargers for 13 percent of total parking. Both ministerial and discretionary development implemented under the project would be required to demonstrate compliance with this measure through completion of the Sustainable Santee Consistency Checklist. The project would therefore be consistent with Goal 7.

Table 4.6-7 Sustainable Santee Plan Community GHG Reduction Measures	
Sustainable Santee Plan Goals and Implementing Measures	Project Consistency
<ul style="list-style-type: none"> For new Industrial and other land uses employing 200 or more employees, install e-chargers for 5 percent of total parking spaces. 	
<p>Goal 8: Improve Traffic Flow Measure 8.1. Implement traffic flow improvement program. Install smart traffic signals at intersections warranting a traffic signal, or Install roundabout.</p>	<p>Applicable. To achieve this goal, starting in 2020, the City began to replace 10 traffic signals with Smart Signals, retime 40 traffic signals, and install one roundabout, with a goal of retiming a total of 60 traffic signals by 2035. The project would not conflict with City efforts to improve traffic flow. As applicable, both ministerial and discretionary development implemented under the project would be required to demonstrate compliance with this measure through completion of the Sustainable Santee Consistency Checklist. The project would therefore be consistent with Goal 8.</p>
<p>Goal 9: Decrease Greenhouse Gas Emissions through Reducing Solid Waste Generation Measure 9.1. Reduce waste at landfills.</p> <ul style="list-style-type: none"> a. Divert at least 80 percent of waste b. All development during construction and demolition activities to recycle construction and demolition waste. 	<p>Applicable. The performance metric for Goal 9 within the Sustainable Santee Plan is to divert at least 80 percent of solid waste by 2035. Curbside trash, recycling, and yard waste service for future development implemented under the project would be provided by Waste Management. Additionally, future development would be required to comply with the City's construction and demolition recycling ordinance (Santee Municipal Code Section 13.38.060) and Solid Waste Ordinance #3239-A. Both ministerial and discretionary development implemented under the project would be required to demonstrate compliance with this measure through completion of the Sustainable Santee Consistency Checklist. The project would therefore be consistent with Goal 8.</p>
<p>Goal 10: Decrease Greenhouse Gas Emissions through Increasing Clean Energy Use Measure 10.1. Increase distributed energy generation within City of Santee by implementing the following applicable photovoltaic (PV) solar systems:</p> <ul style="list-style-type: none"> a. Single-family residential to install at least 2kW per unit of PV solar systems, unless the installation is infeasible due to poor solar resources established in a solar feasibility study prepared by a qualified solar consultant submitted with an application b. Multifamily residential to install at least 1kW per unit of PV solar systems, unless the installation is infeasible due to poor solar resources established in a solar feasibility study prepared by a qualified solar consultant submitted with an applicant's formal project submittal to City. c. On commercial buildings, install at least 2 kW per square foot of building area (e.g., 2,000 square feet = 3 kW) unless the installation is infeasible due to poor solar resources 	<p>Applicable. The performance metric for Goal 10 within the Sustainable Santee Plan is to install a total of 4.7 megawatts of PV solar by 2035. Future multi-family development implemented under the project would be required to install at least 1 kW per unit of PV solar systems unless the installation is infeasible due to poor solar resources. Both ministerial and discretionary development implemented under the project would be required to demonstrate compliance with this measure through completion of the Sustainable Santee Consistency Checklist. Additionally, 2019 Title 24 requires that new residential buildings three stories and under have solar panels. The project would therefore be consistent with Goal 7.</p>

4.6.6.2 Significance of Impacts

As shown, development at the Rezone Sites would increase GHG emissions and would exceed VMT thresholds. Although the project would not conflict with the policies of the 2021 Regional Plan and would promote several concepts and strategies of the SCS, a goal of the 2021 Regional Plan is to reduce GHG emissions in accordance with SB 375 state mandates. Since VMT associated with the project would exceed the 85 percent threshold at buildout, impacts related to VMT would be significant and the project would conflict the 2021 Regional Plan/SCS.

Additionally, the project would exceed the emissions assumptions used to develop the Sustainable Santee Plan, resulting in a conflict with the plan. This conflict would remain until such time that the City updates emission inventories to account for the proposed rezones, and amends the Sustainable Santee Plan accordingly.

Overall, the project would be consistent with goals and policies from the 2017 Scoping Plan, 2021 Regional Plan/SCS, and Sustainable Santee Plan; however, because the project would result in an increase in development not accounted for in the Sustainable Santee Plan emission inventories and the project would result in significant VMT impacts, the project would conflict with GHG emissions reduction plans and impacts would be significant (Impact GHG-2).

4.6.6.3 Mitigation Framework

Mitigation is proposed for implementation of both discretionary and by-right development projects. Mitigation would either be applied during a future discretionary review or for by-right development or as a requirement of the City's objective design standards adopted as part of the project. Both ministerial and discretionary development implemented under the project would be required to prepare a site-specific GHG analysis as detailed in MM-GHG-1 or demonstrate consistency with the Sustainable Santee Plan which will be updated to ensure emissions associated with increased density resulting from the proposed rezones evaluated in this PEIR are addressed, as detailed in MM-GHG-2. Both ministerial and discretionary development implemented under the project would be required to incorporate each of the applicable measures identified in the updated Consistency Checklist to mitigate cumulative GHG emissions. Additionally, to reduce potentially significant impacts associated with VMT associated with future development within the Rezone Sites, MM-TRA-1 described in Section 4.13.6 would be implemented by the City.

4.6.6.4 Significance After Mitigation

Potentially significant impacts associated with GHG emissions would be mitigated through the application of MM-GHG-1 and MM-GHG-2. MM-GHG-1 requires implementation of a site specific GHG emissions analysis demonstrating how the project would achieve GHG reductions and/or compliance with the Consistency Checklist. MM-GHG-2 would require the City to incorporate updates to the Sustainable Santee Plan to reflect the increased density within the Rezone Sites. Implementation of MM-GHG-2 would require the City to update the Sustainable Santee Plan to ensure emissions associated with future development allowed at the rezone sites is addressed in the emission inventory. While this would ultimately achieve consistency with applicable plans and policies addressing GHG emissions, until the updated plans are adopted the project would conflict with plans

adopted for the purpose of reducing GHG emissions. Therefore, impacts associated with consistency with policies, plans and regulations adopted for the purpose of reducing GHG emissions would remain significant after mitigation.

4.7 Hazards and Hazardous Materials

This section analyzes potential hazards associated with implementation of the City of Santee (City) 6th Cycle Housing Element Rezone Program (project). The sites included in the analysis are detailed in Table 3-2 and include 25 potential rezone housing sites and the two sites located on Graves Avenue, collectively referred to as the Rezone Sites. Specifically, this section addresses potential environmental impacts related to development of future housing on a hazardous materials site; the routine transport, use, storage, or disposal of hazardous materials; the potential release of hazardous materials into the environment; and the potential to emit hazardous emissions or handle hazardous materials within one-quarter mile of a school. Additionally, this section of the Program Environmental Impact Report (PEIR) addresses the potential for public safety impacts associated with an adopted emergency response plan and wildland fire hazards. It is based on secondary source information including public hazardous materials databases, adopted fire hazard mapping, and Airport Land Use Compatibility Plans for the Gillespie Field Airport and Marine Corp Air Station (MCAS) Miramar (Airport Land Use Commission 2010 and 2011, respectively).

4.7.1 Existing Conditions

4.7.1.1 Hazardous Materials, Transportation, Storage, Use and Disposal

Land uses designated within the Rezone Sites that may handle hazardous materials, or have handled or generated hazardous wastes, include commercial, general commercial, light industrial, industrial, and residential. Specific commercial uses on the sites include surface parking lots, professional offices, and shopping centers; however, the potential for contamination resulting from these commercial uses is unlikely. Household hazardous waste may be generated by residential uses throughout the Rezone Sites. Household hazardous waste includes the disposal of any product labeled: toxic, poison, corrosive, flammable, combustible or irritant. Hazardous materials, used in many household products (such as drain cleaners, waste oil, cleaning fluids, insecticides, and car batteries), are often improperly disposed of as part of normal household trash resulting in these hazardous materials interacting with other chemicals to create risks to people or cause soil and groundwater contamination.

4.7.1.2 Known Hazardous Materials Sites

a. Hazardous Waste and Substances Sites (EnviroStor Database)

The State of California Hazardous Waste and Substances Site List (also known as the Cortese List) is a planning document used by state and local agencies to comply with the California Environmental Quality Act (CEQA) requirements by providing information about the location of known hazardous materials sites. The California Department of Toxic Substances Control (DTSC) is responsible for preparing a portion of the information that comprises the Cortese List, through its EnviroStor database of sites listed pursuant to Section 25256 of the California Health and Safety Code. This includes a listing of hazardous substance release sites selected for, and subject to, a response action.

EnviroStor must update the list of sites at least annually to reflect new information regarding previously listed sites or the addition of new sites requiring a response action.

b. Underground Storage Tanks (GeoTracker Database)

The GeoTracker database is the State Water Resources Control Board (SWRCB; 2021) data management system for managing sites that impact groundwater, especially those that require groundwater cleanup (leaking underground storage tanks [LUSTs], Department of Defense, Site Cleanup Program) as well as permitted facilities such as operating underground storage tanks (USTs) and land disposal sites.

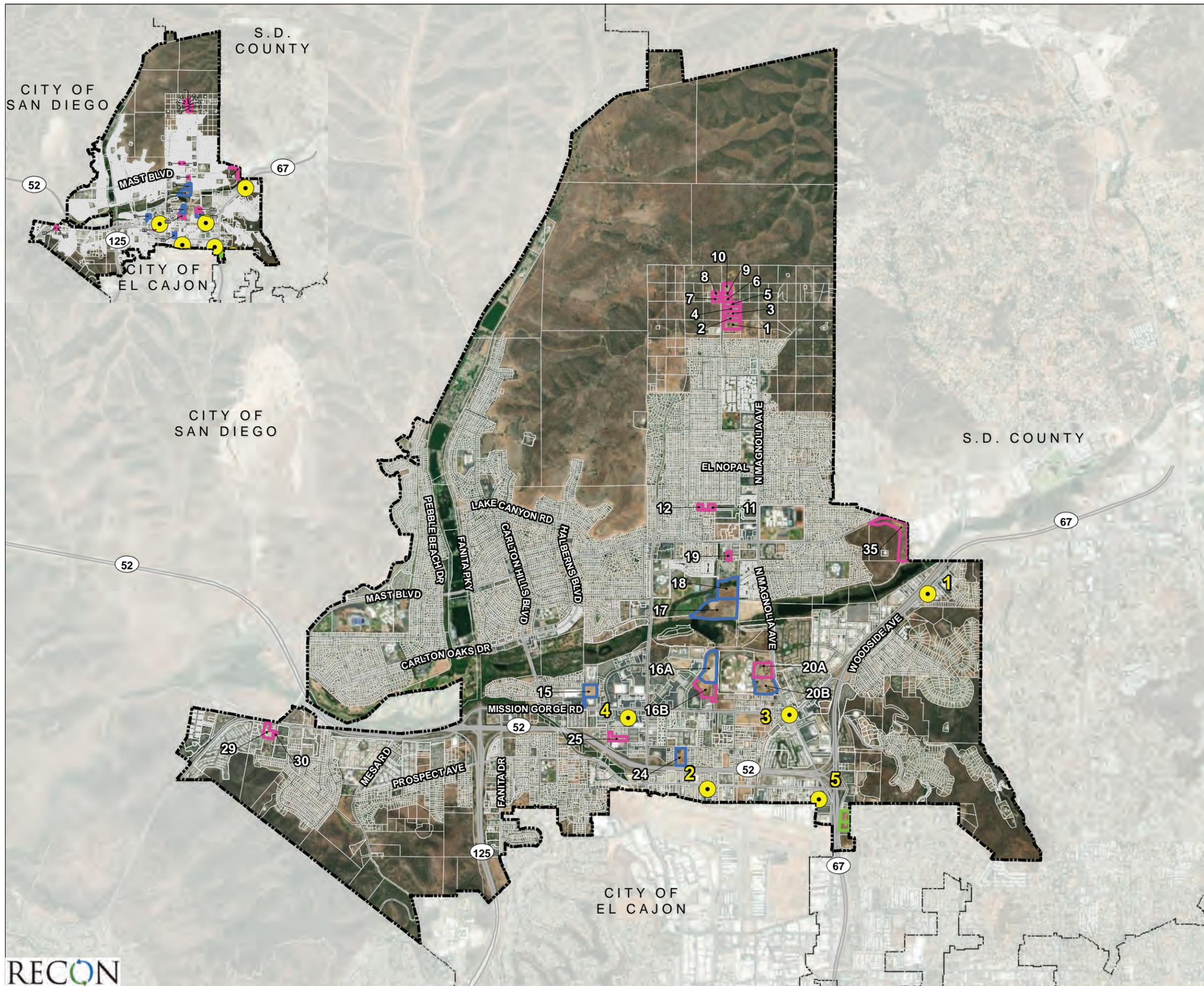
LUSTs are a significant source of petroleum impacts to groundwater and can also result in potential threats to health and safety. The SWRCB records soil and/or groundwater contamination caused by LUSTs in its GeoTracker database.

c. Database Search Results

An environmental database record search was completed for the Rezone Sites, and surrounding properties. Using the EnviroStor and GeoTracker databases, a total of five GeoTracker cleanup sites were identified within the City boundaries (Figure 4.7-1). No EnviroStor sites were identified in the vicinity of the City.

Five GeoTracker cases listed as open include the following:

1. **Dion and Sons (T10000004271)** is located at 11427 Woodside Avenue and is listed as an "Open Site Assessment" for diesel as of 2012.
2. **Industrial Metal Processing (T10000013636)** is located at 10145 Prospect Avenue and is listed as "Pending Review" as of September 23, 2019.
3. **Chevron Products Co. (T0607303021)** is located at 8888 Magnolia Avenue and is listed as "Open – Remediation" for gasoline as of January 1, 1992.
4. **Seville Cleaners (SL209164191)** is located at 9721 Mission Gorge Road. This is an "Open-Eligible for Closure" site and is located in a shopping center. A Remedial Action Completion Report was submitted to the San Diego Water Board on October 24, 2019 and accepted on December 5, 2019. A No Further Action decision is expected to be issued following the confirmation of the destruction of monitoring wells.
5. **Discount Gun Mart Santee (T10000013228)** is located at 8516 North Magnolia Avenue #201 and is listed as an "Open Site Assessment" for copper, lead, and other metal as of July 30, 2019.



-  City of Santee Boundary
-  Cleanup Sites (GeoTracker)
-  Discretionary Development Sites
-  Eligible By-Right Development Sites
-  Graves Avenue Rezone Sites



FIGURE 4.7-1
Hazardous Materials Sites

As shown in Figure 4.7-1, none of the listed GeoTracker clean-up sites are within or adjacent to any of the Rezone Sites. While certain clean-up sites are located in the vicinity of Rezone Sites, they do not represent a risk of off-site exposure or hazard based on a review of the GeoTracker case details. Additionally, no federal Superfund Sites, Voluntary Cleanup Sites, School Cleanup Sites, Permitted–Operating Sites, Post-Closure Permitted Sites, or Historical Non-Operating Sites are located within any Rezone Sites based on a review of publicly available records.

d. Older Structures

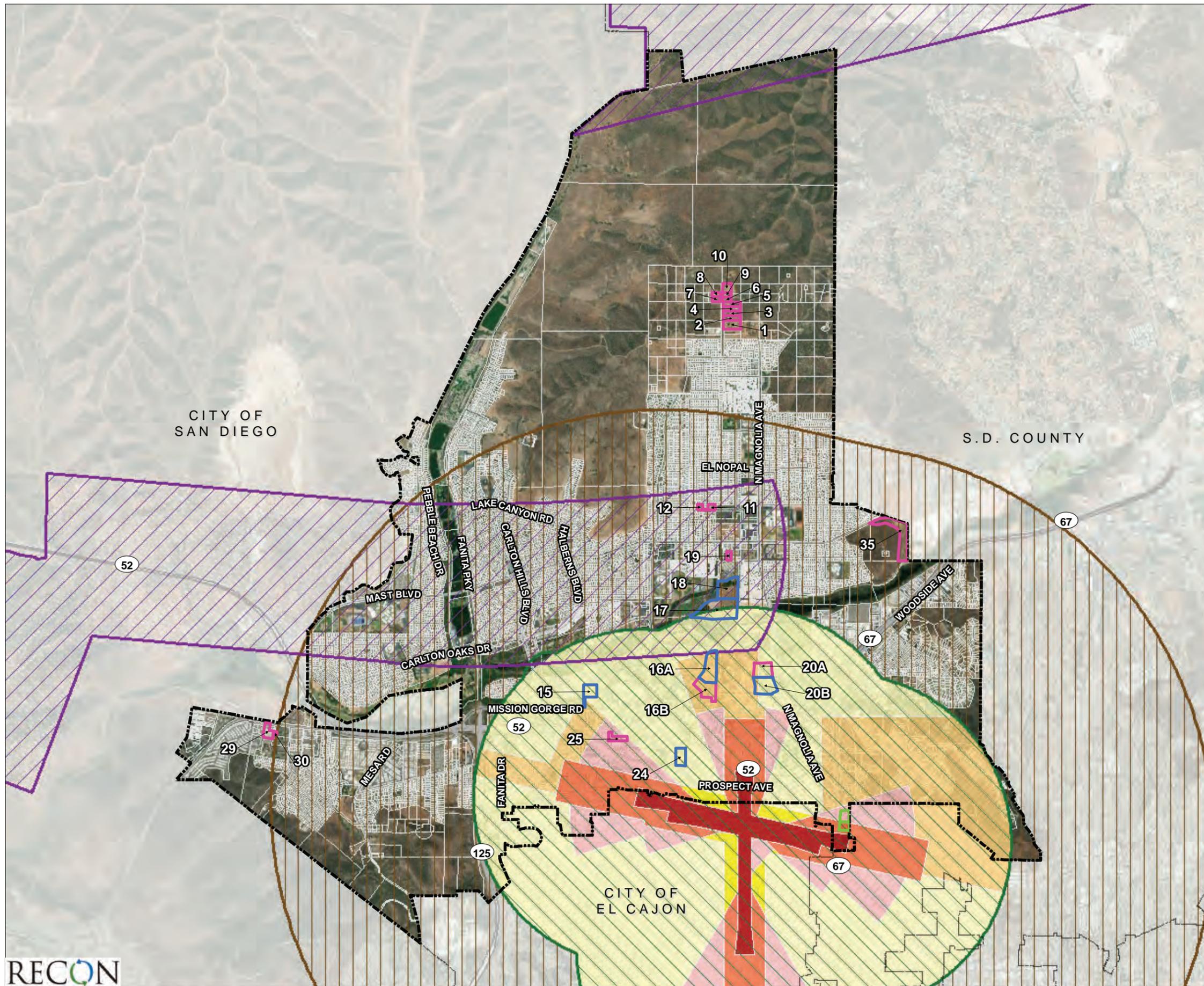
Hazardous materials are commonly found in the building materials of structures, including residential structures, built prior to approximately 1978. Buildings constructed prior to 1978 potentially contain hazardous building materials such as asbestos-containing materials (ACMs), lead containing surfaces (LCSs) including lead-based paint (LBP), and other toxic materials such as mercury, polychlorinated biphenyls (PCBs) and freon.

4.7.1.3 Airport and Wildland Fire Hazards

a. Airports

MCAS Miramar is located west of the City at 6200 Miramar Way. MCAS Miramar is not a public airport and is restricted to military use providing facilities and services to various Marine Corps and Navy operating units. Airfield operations run 24 hours a day, 7 days a week and consists of three runways, one helicopter landing deck, and six helipads. Flight patterns run primarily in a west to east direction. MCAS Miramar’s Airport Influence Area encompasses the City and, therefore, the entire project site (San Diego County Regional Airport Authority [Authority] 2011). As shown in Figure 4.7-2, Rezone Sites 11, 12, 17, 18, 19, 16A, and 35 are located within MCAS Miramar Review Area 2.

Gillespie Field is a general aviation reliever primarily located in the city of El Cajon with a small portion located in the city of Santee. It includes three runways owned and operated by the City of San Diego, Public Works Department. The runway and flight patterns are generally oriented east–west with a total of 294,250 operations projected by 2025. Two-thirds of the operations are performed by single-engine piston aircrafts with helicopters accounting for approximately 25 percent of total annual operations. As shown in Figure 4.7-2, Rezone Sites 15, 16A, 16B, 17, 20A, 20B, 24, 25, and the Graves Avenue Rezone Sites are located within Gillespie Field Review Area 1 and Rezone Sites 11, 12, 17, 18, 19, and 35 are located within Gillespie Field Review Area 2.



- City of Santee Boundary
- Discretionary Development Sites
- Eligible By-Right Development Sites
- Graves Avenue Rezone Sites
- Gillespie Field Safety Zones**
- Zone 1 - Runway Protection Zone
- Zone 2 - Inner Approach/Departure Zone
- Zone 3 - Inner Turning Zone
- Zone 4 - Outer Approach/Departure Zone
- Zone 5 - Sideline Zone
- Zone 6 - Traffic Pattern Zone
- Gillespie Field Review Area 1
- Gillespie Field Review Area 2
- MCAS Miramar Review Area 2



FIGURE 4.7-2
Airport Compatibility Zones

Review Areas

Within Review Area 1, all land use actions are subject to Airport Land Use Commission (ALUC) review, except if the project:

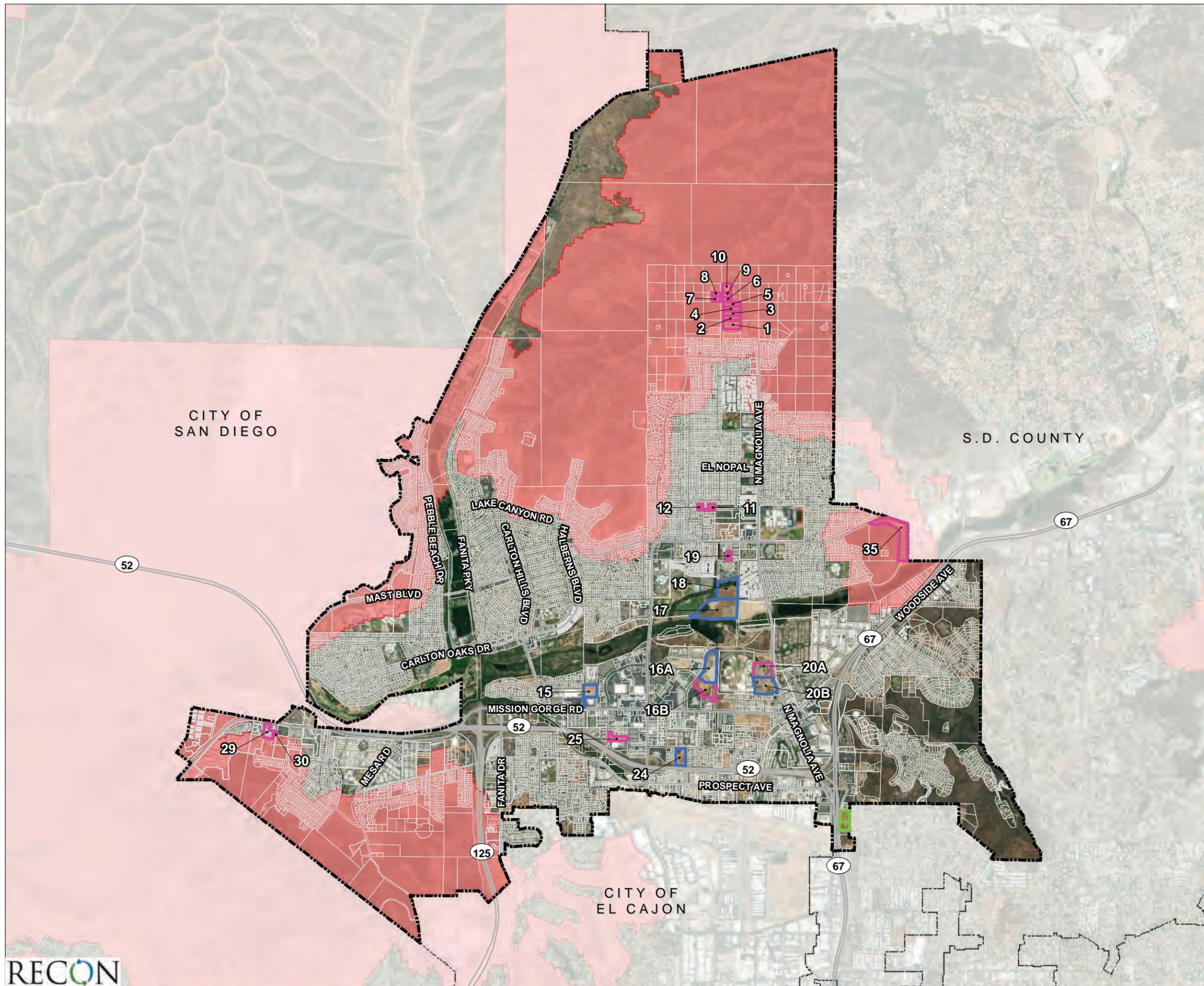
- a) Is “compatible” with both noise and safety compatibility policies;
- b) As received a final notice of determination from the Federal Aviation Administration (FAA) that the project will not constitute a hazard or obstruction to air navigation, to the extent applicable; and
- c) Has been conditioned by the local agency to require an overflight notification.

Within Review Area 2, only the following land use actions require ALUC review:

- a) Any object which has received a final notice of determination from the FAA that the project will constitute a hazard or obstruction to air navigation, to the extent applicable.
- b) Any proposed object in an area of terrain penetration to airspace surfaces which has a height greater than 35 feet above ground level.
- c) Any project having the potential to create electrical or visual hazards to aircraft in flight, including electrical interference with radio communications or navigational signals; lighting which could be mistaken for airport lighting; glare or bright lights (including laser lights) in the eyes of pilots or aircraft using the Airport; certain colors of neon lights— especially red and white—that can interfere with night vision goggles; and impaired visibility near the Airport. The local agency should coordinate with the airport operator in making this determination.
- d) Any project having the potential to cause an increase in the attraction of birds or other wildlife that can be hazardous to aircraft operations in the vicinity of the Airport. The local agency should coordinate with the airport operator in making this decision.

b. Wildland Fires

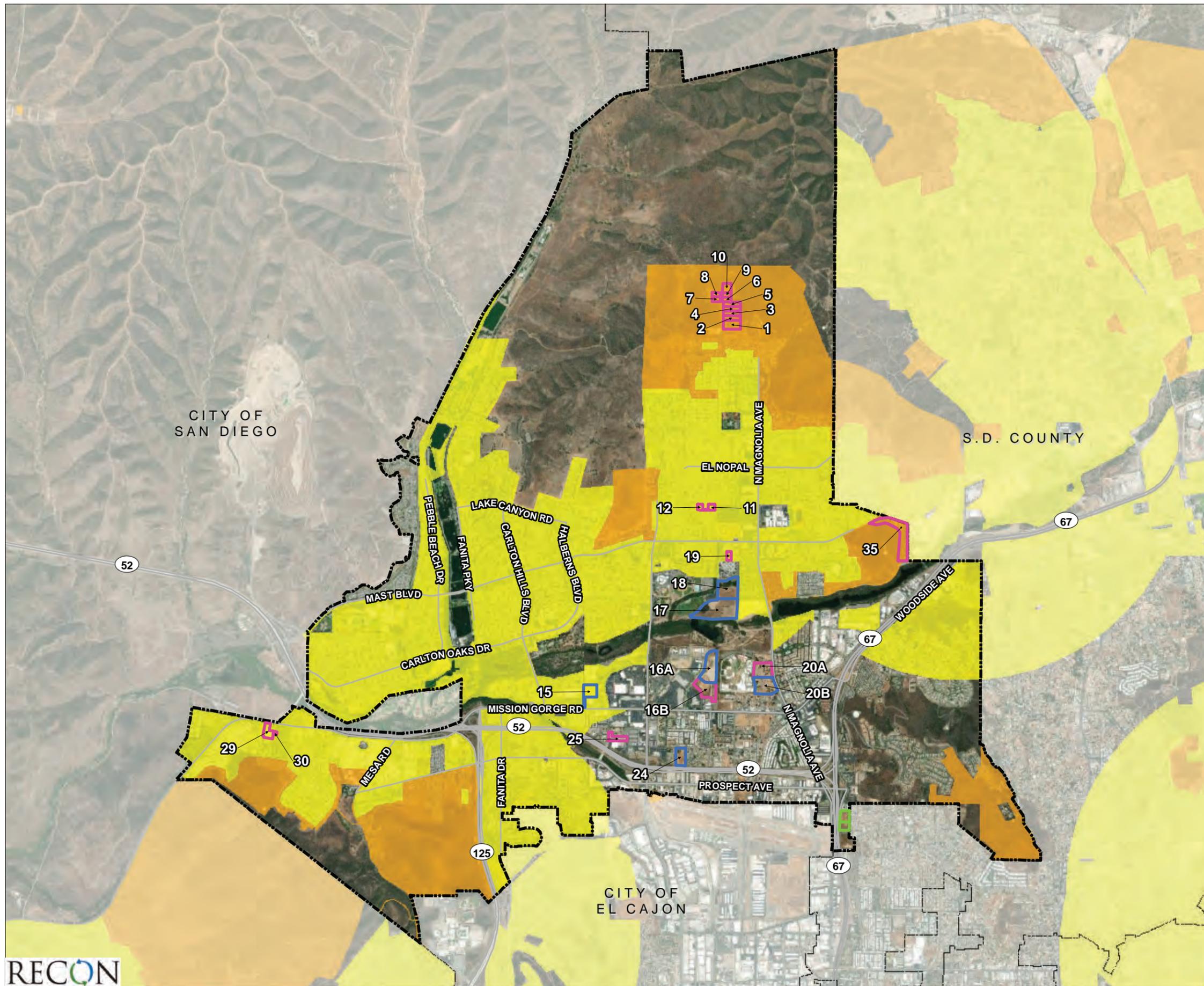
The potential for wildland fires represents a hazard where development is adjacent to open space or within close proximity to wildland fuels. Steep hillsides and varied topography within portions of the City also contribute to the risk of wildland fires. The City has adopted a Very High Fire Hazard Severity Zone (VHFHSZ) Map for its Local Responsibility Area (LRA) as illustrated on Figure 4.7-3. Properties within this zone and other smaller areas are susceptible to wildfire because they are situated near open space and canyons containing heavy fuel loads. As shown on Figure 4.7-3, Rezone Sites 1 through 10, and 35 are located within the City’s VHFHSZ. The geographic extent of the wildland-urban interface fire hazard in the City is extensive and focused on areas near undeveloped lands with native vegetation, including the San Diego River as shown on Figure 4.7-4.



-  City of Santee Boundary
-  Discretionary Development Sites
-  Eligible By-Right Development Sites
-  Graves Avenue Rezone Sites
-  Very High Fire Hazard Severity Zone



FIGURE 4.7-3
Very High Fire Hazard Severity Zone



- City of Santee Boundary
- Discretionary Development Sites
- Eligible By-Right Development Sites
- Graves Avenue Rezone Sites
- Wildland Urban Interface (WUI)**
 - Interface
 - Intermix



FIGURE 4.7-4
Wildland Urban Interface Areas

4.7.2 Regulatory Framework

Numerous federal, state, and local laws and regulations regarding hazardous materials have been developed with the intent of protecting public health, the environment, surface water, and groundwater resources. Over the years, the laws and regulations have evolved to deal with different aspects of the handling, treatment, storage, and disposal of hazardous substances. Applicable regulatory agencies have also kept records on hazardous materials storage, use, and disposal, and make these lists publicly available. The most relevant federal, state, and local regulations are described below.

4.7.2.1 Federal

a. Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980 is also known as "Superfund," and the Superfund Amendments and Reauthorization Act (SARA) of 1986 (amended CERCLA, SARA Title III). CERCLA, SARA Title III provides a federal framework for setting priorities for cleanup of hazardous substances releases to air, water, and land. This framework provides for the regulation of the cleanup process, cost recovery, response planning, and communication standards. SARA Title III authorized the Emergency Planning and Community Right-to-Know Act (EPCRA). EPCRA is intended to reduce disaster through the reporting of hazardous and toxic chemicals, or the "community right-to-know." The community right-to-know enables public knowledge by providing information about facilities' use of chemicals and any release into the environment.

b. Resource Conservation and Recovery Act

The federal Resource Conservation and Recovery Act (RCRA) of 1976 established the authority of the U.S. Environmental Protection Agency (EPA) to develop regulations to track and control hazardous substances from their production, through their use, to their disposal. The U.S. EPA has the authority under RCRA to authorize states to implement RCRA, and California is an RCRA authorized state. Title 40 California Code of Regulations (CCR), Part 290 establishes technical standards and corrective action requirements for owners and operators of USTs under RCRA.

c. Federal Aviation Administration

Federal Regulation Title 14, Part 77 establishes standards and notification requirements for objects that may affect navigable airspace. The notification would evaluate construction impacts, determine potential hazards, identify safety mitigation measures, and record new objects as it relates to airport and airspace operations. The Part 77 notification process allows the FAA to identify any potential aeronautical hazards in advance in order to prevent/minimize adverse impacts to navigable airspace.

4.7.2.2 State

a. California Environmental Protection Agency

The California Environmental Protection Agency (Cal EPA) and the SWRCB establish rules governing the use of hazardous materials and the management of hazardous waste. There are many plans and policies that govern hazards and hazardous substances. Many are highlighted in the following paragraphs.

b. State Water Resources Control Board

The SWRCB maintains the GeoTracker database; a data management system used for managing sites that impact groundwater, especially those that require groundwater cleanup from LUSTs as well as permitted facilities such as operating USTs and land disposal sites. LUSTs are a significant source of petroleum impacts to groundwater and can also result in potential threats to health and safety. The LUST Information System has been integrated into the GeoTracker database and can be accessed through the SWRCB website as well.

The Underground Storage of Hazardous Substances Act, implemented by the SWRCB (California Health and Safety Code, Section 25280-25299.8) regulates underground tanks containing hazardous substances and outlines the management and cleanup of hazardous substances when public health, domestic livestock, wildlife, and environment are threatened.

c. California Department of Toxic Substances Control

Within Cal EPA, the DTSC has primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the state agency, for the management of hazardous materials and the generation, transport, and disposal of hazardous waste under the authority of the Hazardous Waste Control Law.

The DTSC regulates hazardous waste primarily under the authority of the federal RCRA and Title 22 of the California Public Health and Safety Code. The DTSC regulates hazardous waste, maintains a public database (EnviroStor) of potentially contaminated properties, cleans up existing contamination, and participates in research focusing on ways to reduce the hazardous waste produced in California.

The State of California Hazardous Waste and Substances Site List (also known as the Cortese List) is a planning document used by state and local agencies to comply with CEQA requirements in providing information about the location of hazardous materials sites. The DTSC is responsible for preparing a portion of the information that comprises the Cortese List, through its EnviroStor database of sites listed pursuant to Section 25256 of the Health and Safety Code. This includes a listing of hazardous substance release sites selected for, and subject to, a response action. EnviroStor must update the list of sites at least annually to reflect new information regarding previously listed sites or the addition of new sites requiring a response action.

The California Hazardous Waste Control Law (California Health and Safety Code, Section 25100 et seq.) is intended to protect the public health and the environment and to regulate hazardous waste generation and hazardous waste management practices. The DTSC is responsible for the enforcement of this act and lists chemicals and materials that may be hazardous. It also establishes criteria for identification for packaging and labeling of hazardous waste, management controls, and permit requirements for treatment, storage, disposal, and transportation.

d. Health and Safety Code and Occupational Safety and Health Administration

The California Health and Safety Code (H&SC) is the collection of state laws that govern the handling of hazardous waste, corrective action (remediation), and permitted facilities. Chapter 6.7 of the H&SC outlines the requirements for USTs, identifies requirements for corrective actions, cleanup funds, liability, and the responsibilities of owners and operators of USTs. The LUST Information System maintained by the SWRCB is available to determine if LUSTs have been reported within or near a specified property.

The California Occupational Safety and Health Administration, or Cal-OSHA, defines and enforces worker safety standards and requires proper handling and disposal of hazardous materials including asbestos containing materials and lead containing surfaces according to Occupational Safety and Health Act and EPA regulations. The OSHA/EPA Occupational Chemical Database compiles information from several government agencies and organizations. This database provides reports on physical properties, exposure guidelines, and emergency response information, including the U.S. Department of Transportation (DOT) emergency response guide.

e. California Code of Regulations, Part 9, Title 24 (2019 California Fire Code)

The 2019 California Fire Code establishes the minimum requirements consistent with nationally recognized good practices to safeguard public health, safety and general welfare from the hazards of fire and explosion or dangerous conditions in new and existing buildings, structures and premises, and to provide safety and assistance to fire fighters and emergency responders during emergency operations. Jurisdictions may choose to adopt the 2019 California Fire Code as an enforceable set of regulations for safeguarding life and property from fire and explosion hazards arising from the storage, handling, and use of hazardous substances, material and devices, and from conditions hazardous to life or property in the occupancy of buildings and premises. Chapter 11.18.010 of the City's Municipal Code adopts the 2019 California Fire Code.

f. Landscape/Brush Management Regulations

The California Code of Regulations Title 19 Public Safety, Division 1 State Fire Marshal (Chapter and Subchapter 1, Article 3) Section 3.07(b) requires that a distance of not less than 30 feet be kept clear of all flammable vegetation or combustible growth around all buildings and structures. If conditions are considered a high fire danger, a distance of 30 feet to 100 feet should be kept clear of all bush, flammable vegetation, or combustible growth around all buildings and structures.

g. Fire Hazard Severity Zones

To assist each fire agency in addressing its responsibility area, California Department of Forestry and Fire (CAL FIRE) uses a severity classification system to identify areas or zones of severity for fire hazards within the state. CAL FIRE is required to map these zones for State Responsibility Areas and identify VHFHSZ for LRAs. In January 2008, CAL FIRE updated these Fire Hazard Severity Zone maps to reflect revised VHFHSZ for LRAs throughout the state (see Figure 4.7-3).

Fire Hazard Severity Zone maps identify moderate, high, and very high hazard severity zones using a science-based and field-tested computer model that assigns a hazard score based on the factors that influence fire likelihood and fire behavior. Factors considered include fire history, existing and potential fuel (natural vegetation), flame length, blowing embers, terrain, and typical weather for the area.

Government Code Section 51179 states, "A local agency shall designate, by ordinance, very high fire hazard severity zones in its jurisdiction . . ." Chapter 15.56 of the City's Municipal Code provides regulations regarding fire prevention in the City and adopts the California Fire Code. The Fire Hazard Severity Zone is designated through City Code Chapter 15.86.010.

h. California Environmental Quality Act

Under the CEQA Guidelines Article 19, Categorical Exemptions, Section 15300.2(e) applies to hazard waste sites. "A categorical exemption shall not be used for a project located on a site, which is included on any list compiled pursuant to Section 65962.5 of the Government Code." Therefore, even if a project were otherwise qualified for an infill exemption (15332) or New Construction or Conversion of Small Structures exemption (15303), etc., it would not be exempt from CEQA if located on a listed hazardous waste site, and the lead agency would be required to prepare a Negative Declaration or EIR.

4.7.2.3 Regional

a. County of San Diego Department of Environmental Health

The County of San Diego's Department of Environmental Health (DEH), Hazardous Materials Division (HMD) is one of the four divisions of the DEH. HMD is the Certified Unified Program Agency (CUPA) for San Diego County, responsible for regulating facilities that handle or store hazardous materials, are a part of the California Accidental Release Prevention Program, generates or treats hazardous waste, stores at least 1,320 gallons of aboveground petroleum, and owns or operates underground storage tanks.

In 1989, the California state legislature passed a law called Assembly Bill (AB) 3205 and was incorporated into Section 65850.2 of the California Government Code. The bill prohibits the Building Department from issuing a final Certificate of Occupancy until a specific plan check review process has been completed.

1. Hazardous Materials Business Plan (HMBP) – The HMBP provides detailed information regarding the storage of any hazardous materials in order to prevent or minimize the potential or threatened release of hazardous materials into the environment that may impact public health and safety.
2. California Accidental Release Prevention (CalARP) – The DEH is the local agency responsible for implementing the CalARP, a state-mandated program. The CalARP focuses on prevention through awareness by reducing the potential of the release of extremely poisonous gases such as chlorine, ammonia, sulfur dioxide, and/or other toxic materials. Facilities that handle such materials are required to have a Risk Management Program (RMP) in place.
3. Certify and submit a RMP - The RMP outlines and analyzes worst-case scenarios as it relates to the community, provides an emergency response plan, equipment procedures and training, mitigation or accidental release plan, prevention programs, and hazard and location assessments.

b. County of San Diego Office of Emergency Services

The County of San Diego Office of Emergency Services (OES) coordinates the overall County response to disasters. OES is responsible for notifying appropriate agencies when a disaster occurs; coordinating all responding agencies; ensuring resources are available and mobilized; developing plans and procedures for response to and recovery from disasters; and developing and providing preparedness materials for the public.

OES staffs the Operational Area Emergency Operations Center, a central facility that provides regional coordinated emergency response, and also acts as staff to the Unified Disaster Council (UDC), its governing body. The UDC, established through a joint powers agreement among all 18 incorporated cities and the County of San Diego, provides for coordination of plans and programs countywide to ensure protection of life and property.

c. Multi-Jurisdictional Hazard Mitigation Plan

The purpose of the County's Multi-Jurisdictional Hazard Mitigation Plan (County of San Diego 2017) is to identify the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and human-made hazards. The City is a participant in the Multi-Jurisdictional Hazard Mitigation Plan. An important San Diego County Multi-Jurisdictional Hazard Mitigation Plan component is the Community Emergency Response Team, which educates community members about disaster preparedness and trains them in basic response skills, such as fire safety, light search and rescue, and disaster medical operations. The 2010 Multi-Jurisdictional Hazard Mitigation Plan was incorporated into the City of Santee's General Plan by resolution 08-2011 on February 9, 2011.

d. San Diego County Airport Land Use Compatibility Plan

The Authority is committed to protecting the safety and welfare of the general public and the ability of airports to operate now and in the future. One of the Authority's responsibilities is to serve as the ALUC for the County.

The ALUC is responsible for adopting Airport Land Use Compatibility Plans (ALUCPs) for 16 public use and military airports in the County. ALUCPs provide guidance on appropriate land uses surrounding airports to protect the health and safety of people and property within the vicinity of an airport, as well as the public in general. ALUCPs focus on a defined area around each airport known as the Airport Influence Area (AIA). The AIA is composed of noise, safety, airspace protection and overflight factors, in accordance with guidance from the *California Airport Land Use Planning Handbook* published by the California Department of Transportation, Division of Aeronautics. The project site is located in the vicinity of two airports: MCAS Miramar and Gillespie Field (see Figure 4.7-2). The County ALUC has adopted ALUCPs for each airport. The project site is subject to the land use compatibility policies and development criteria within AIAs.

4.7.2.4 Local

a. General Plan

The City's General Plan contains policies focused on the minimization of potential risks associated with hazards and hazardous materials. Pertinent goals and policies related to are listed below.

Safety Element

Objective 3.0: Minimize the risk of damage to persons, property and the environment caused by hazardous materials.

- **Policy 3.1:** The City shall continue to implement the County's Hazardous Waste Management Plan or develop and implement an equivalent plan.
- **Policy 3.2:** The City shall continue to participate in the Hazardous Materials Incident Response Team in dealing with hazardous materials incidents.
- **Policy 3.3:** The City shall require that any potential hazardous materials issues be fully investigated at the environmental review stage prior to project approval.
- **Policy 3.4:** The City shall review any proposed uses involving the use, transport, storage or handling of hazardous waste to ensure that such uses will not represent a significant risk to surrounding uses or the environment.
- **Policy 3.5:** The City shall continue to provide for a household hazardous waste collection program for City residents as part of the contract with the City trash franchisee.

- **Policy 3.6:** The City shall control the location, manufacture, storage or use of hazardous materials in Santee through Zoning Ordinance implementation and the Development Review process.
- **Policy 3.7:** Encourage safe and proper disposal of household hazardous waste.

Objective 4.0: Minimize injuries, loss of life and property damage resulting from fire hazards.

- **Policy 4.2:** The City should ensure that all new development meets established response time standards for fire and life safety services.
- **Policy 4.4:** The City shall require emergency access routes in all developments to be adequately wide to allow the entry and maneuvering of emergency vehicles.
- **Policy 4.8:** Encourage and support the delivery of a high level of emergency services through cooperation with other agencies and use of available financial opportunities.
- **Policy 4.9:** All proposed development shall satisfy the minimum structural fire protection standards contained in the adopted edition of the Uniform Fire and Building Codes; however, where deemed appropriate the City shall enhance the minimum standards to provide optimum protection.
- **Policy 4.10:** Encourage the continued development, implementation and public awareness of fire prevention programs.
- **Policy 4.11:** In order to minimize fire hazards, the Santee Fire and Life Safety Department shall routinely be involved in the review of development applications. Considerations shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations and needed fire flow requirements.
- **Policy 4.12:** The timing of additional fire station construction or renovation, or new services shall relate to the rise of service demand in the City and surrounding areas.
- **Policy 4.13:** Support mutual aid agreements and communications links with County and the other municipalities participating in the Unified San Diego County Emergency Service Organization.

Objective 7.0: Minimize injuries, loss of life, and property damage resulting from airport hazards.

- **Policy 7.1:** The City should review all development proposed within the Gillespie Field Airport Influence Area to ensure that design features are incorporated into the site plan to address identified aircraft safety and noise hazards.

b. Municipal Code

The City's Municipal Code has been amended through April 2020 and includes the adopted 2019 California Building Codes. Ordinance 570 amends the Santee Municipal Code to formally adopt the

2019 California Fire Code as the City Fire Code (Santee Municipal Code Chapter 11.18). Other relevant Municipal Codes sections include the following.

Title 2 - Administration and Personnel

Chapter 2.32.090 - Emergency Operational Plan states the Director of Fire and Life Safety is responsible for the development of the City emergency operational plan, which must provide for the effective response to various categories of emergencies, including, but not limited to, apparatus type, personnel, and communications.

4.7.3 Significance Determination Thresholds

Consistent with Appendix G of the CEQA Guidelines, impacts related to hazards and hazardous materials would be significant if the project would:

- 1) Threshold 1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- 2) Threshold 2: 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.
- 3) Threshold 3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- 4) Threshold 4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment.
- 5) Threshold 5: For a project located within an ALUCP or, where such plan has not been adopted, within two miles of a public airport or public use airport, would result in a safety hazard for people residing or working in the project area.
- 6) Threshold 6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- 7) Threshold 7: Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas, within brush fire management zones, or where residences are intermixed with wildlands.

4.7.4 Methodology

A review of secondary sources, including published hazardous materials databases, was conducted to determine potential hazards and hazardous materials present within the project area. The review included: (1) the EnviroStor database; (2) the GeoTracker database; (3) the City's adopted VHFHSZ Map; (4) the Gillespie Field ALUCP; and the (5) MCAS Miramar ALUCP. No site-specific surveys were conducted; instead, analysis relied on the use of publicly available information.

4.7.5 Issues 1, 2, and 3: Hazardous Materials—Use, Transport, Disposal; Accidental Release; and Emissions near a School

Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Would the project 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?

Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

4.7.5.1 Impact Analysis

a. Routine Use, Transport, and Disposal

While the project does not specifically propose activities such as grading or construction that would have the potential to create a significant hazard to the public or environment, future development within the Rezone Sites could have the potential to directly or indirectly impact the public or environment through such activities. Figure 4.7-1 identifies GeoTracker cleanup sites throughout the City. None of the existing cleanup sites are located within or adjacent to the Rezone Sites; however, future development within the Rezone Sites may result in the transport of hazardous materials during construction (e.g., ACMs, LBPs, and/or contaminated soils). This transport would be limited in duration and would be required to comply with all applicable State and local regulatory measures associated with handling and transport of contaminated or potentially contaminated materials. Additionally, City implementation of General Plan Safety Element Policies (refer to Section 4.7.2.4.a) support implementation of Citywide safety measures associated with hazardous materials handling. Future development within the Rezone Sites, whether discretionary or by-right would be required to adhere to extensive regulations related to hazardous materials handling and transport. Additionally, implementation of the City's Development Review process would ensure site specific consideration and regulation of the potential for storage, handling, and use of hazardous materials.

Future residential development would not involve the ongoing or routine use of substantial quantities of hazardous materials during operations. Only small quantities of hazardous materials associated with household hazards would be anticipated to occur. Mixed-use development and commercial development associated with the Graves Avenue Sites would likewise be associated with common hazardous materials such as cleaning solvents, fertilizers, pesticides, and other materials used in the regular maintenance and upkeep of the proposed land uses.

Potentially applicable to Rezone Sites with a mixed-use component and/or the Graves Avenue Rezone Sites, HMBPs are required of businesses that handle hazardous substances in amounts greater than or equal to specified thresholds. The purpose of an HMBP is to minimize hazards to human health and the environment from unplanned, accidental releases of hazardous substances into the air, soil, or surface water. An HMBP must include an emergency response program that

serves to manage emergencies at the given facility and prepare response personnel for a variety of conditions. HMBPs are submitted to County of San Diego's DEH Hazardous Materials Division, and are reviewed and updated as necessary every three years, or in the event of an accidental release, change in materials storage location or use, or change in business name, address, or ownership. Additionally, future development associated with the project would have the benefit of City provided household hazardous waste collection programs and City programs that encourage safe and proper disposal of household hazardous waste consistent with General Plan Policies 3.5 and 3.7.

With proper use and disposal of hazardous materials as required by state, regional, and local regulations, the project would not result in hazardous or unhealthful conditions within or in proximity to the Rezone Sites. Compliance with all applicable regulations would ensure impacts associated with use, transport and disposal of hazardous materials would be less than significant.

b. Accidental Release

An accidental release of hazardous materials could occur during: (1) the routine use, transport, and disposal of materials during project operation (as discussed above); or (2) through the accidental upset of hazardous materials – either known or unknown – during excavation and construction of future development. Exposure to hazardous materials could occur through contact with contaminated soil or groundwater, skin contact, or the inhalation of vapors or dust.

Future redevelopment or construction activities within the Rezone Sites may pose hazards to the public or the environment through the disturbance of existing contaminated soils, groundwater, or hazardous building materials. Grading and excavation activities could disturb soils and cause contaminants below ground to become airborne. Excavation below the groundwater table or dewatering could also bring construction workers in contact with contaminants through skin contact, ingestion, or inhalation.

During construction, workers also could be exposed to hazardous materials during demolition of buildings. Numerous structures within the Rezone Sites were constructed prior to 1978. Demolition of buildings built prior to 1978 may expose workers to ACMs or LBPs. Inhalation of asbestos-containing dust may cause acute or chronic toxicity. Exposure to persons other than construction workers would be reduced by the exclusion of non-authorized personnel in construction areas determined to contain potentially hazardous materials. Exposure to construction workers would be controlled through conformance with Cal-OSHA worker safety standards. Additionally, California law requires a licensed company to perform asbestos testing and abatement. These requirements ensure that all asbestos removal is completed with all required safety precautions to avoid release of hazardous materials into the environment. CCR Section 1532.1 requires construction workers to establish and implement a compliance program to ensure property handling and monitoring of lead-based paint exposure.

Although, there are regulations and standards in place to protect against the accidental release of asbestos and lead-based paints and other hazardous materials during demolition, there could be potentially unknown sources of surface or subsurface hazardous materials on development sites that may be subject to a release during development .

In the unlikely event of upset or accidental release, mandated protocols for reporting the release, notifying the public, and remediating the event (if determined necessary by regulatory agencies) are intended to reduce public risks. Specifically, the risks associated with the accidental release of hazardous materials would be managed through the implementation of AB 3205, California Hazardous Waste Control Law, California H&SC, California Fire Code, and RCRA regulations.

c. Emissions Near a School

CEQA Guidelines, Section 15186(b), stipulates that before certifying an EIR for a project located within 0.25 mile of a school that involves the construction of a facility that might emit hazardous air emissions or handle an extremely hazardous substance, the lead agency is required to consult with and provide written notification to the school district no less than 30 days prior to the certification of the EIR. None of the Rezone Sites are within 0.25 mile of an existing school and consultation with and notification to the Santee School and Grossmont High School Districts would not be required. Therefore, impacts would be less than significant.

4.7.5.2 Significance of Impacts

Impacts associated with the routine use, transport, and disposal of hazardous materials, and impacts associated with emissions near a school would be less than significant.

Impacts associated with the accidental release of hazardous materials during future buildout of the Rezone Sites would be potentially significant (Impact HAZ-1).

4.7.5.3 Mitigation Framework

Mitigation is proposed for implementation of both discretionary and by-right development projects. Mitigation would either be applied during a future discretionary review or for by-right development, would be applied as a requirement of the City's objective design and performance standards adopted as part of the project. Future development of Rezone Sites would require implementation of the following mitigation framework:

MM-HAZ-1: Applications for future development in the Rezone Sites, wherein the City has determined a potential for impacts to known and unknown hazardous materials sites, shall be required to comply with the following mitigation framework.

Future projects shall be required to identify potential conditions, which require further regulatory oversight and demonstrate compliance based on the following measures prior to issuance of any permits.

- A. A Phase I Environmental Site Assessment (ESA) shall be completed in accordance with American Society of Testing and Materials (ASTM) Standards. If hazardous materials are identified requiring remediation, a Phase II ESA and remediation effort shall be conducted in conformance with federal, state, and local regulations.

- B. If the Phase II ESA identifies the need for remediation, then the following shall occur prior to the issuance of grading permits:
1. The applicant shall retain a qualified environmental engineer to develop a soil and/or groundwater management plan to address the notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances (soil, groundwater). The qualified environmental consultant shall monitor excavations and grading activities in accordance with the plan. The plans shall be approved by the City prior to development of the site.
 2. The applicant shall submit documentation showing that contaminated soil and/or groundwater on proposed development parcels have been avoided or remediated to meet cleanup requirements established by appropriate local regulatory agencies (Regional Water Quality Control Board [RWQCB]/DTSC/DEH) based on the future planned land use of the specific area within the boundaries of the site (i.e., commercial, residential), and that the risk to human health of future occupants of these areas therefore has been reduced to below a level of significance.
 3. The applicant shall obtain written authorization from the appropriate regulatory agency (RWQCB/DTSC/DEH) confirming the completion of remediation. A copy of the authorization shall be submitted to the City to confirm that all appropriate remediation has been completed and that the proposed development parcel has been cleaned up to the satisfaction of the regulatory agency. In the situation where previous contamination has occurred on a site that has a previously closed case or on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the DEH shall be notified of the proposed land use.
 4. All cleanup activities shall be performed in accordance with all applicable federal, state, and local laws and regulations, and required permits shall be secured prior to commencement of construction to the satisfaction of the City and compliance with applicable regulatory agencies such as but not limited to the City of Santee Municipal Code.

4.7.5.4 Significance After Mitigation

Potentially significant impacts associated with the accidental release of unknown hazardous materials during future construction would be reduced to a level less than significant through implementation of the mitigation framework HAZ-1.

4.7.6 Issue 4: Hazardous Materials—Sites

Would the project be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment?

4.7.6.1 Impact Analysis

As shown in Figure 4.7-1, none of the Rezone Sites are listed as hazardous materials sites pursuant to Government Code Section 65962.5 (Cortese List). Therefore, it is not expected that grading, excavation, or construction activities would result in the release of hazardous materials associated with contaminated soils or underground tanks. Therefore, the program would not result in conditions leading to any reasonably foreseeable upset or accident involving the release of hazardous materials. Impacts would be less than significant.

4.7.6.2 Significance of Impacts

Impacts related to hazardous material sites would be less than significant.

4.7.6.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.7.6.4 Significance After Mitigation

None of the Rezone Sites are located within a hazardous materials sites pursuant to Government Code Section 65962.5 (Cortese List). Therefore, impacts related to hazardous material sites would be less than significant.

4.7.7 Issues 5: Airport Hazards

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

4.7.7.1 Impact Analysis

A portion of the City is located within the AIA of Gillespie Field. As shown in Figure 4.7-2, Rezone Sites 15, 16A, 16B, 17, 20A, 20B, 24, 25, and the Graves Avenue Rezone Sites are located within Gillespie Field Review Area 1 and Rezone Sites 11, 12, 17, 18, 19, and 35 are located within Gillespie Field Review Area 2. In addition, Rezone Sites 11, 12, 17, 18, 19, 16A, and 35 are located within MCAS Miramar Review Area 2.

The ALUCP addresses four types of compatibility factors including noise, safety, airspace protection, and overflight. Based on review of each site in relation to the respective ALUCPs, the proposed

rezones are not anticipated to result in a safety hazard for people residing or working in the project area. Impacts related to consistency with airport land use plans is discussed in Section 4.9 of this PEIR and noise compatibility issues related to operations at Gillespie Field are discussed in Section 4.10 of this PEIR.

With specific respect to air safety issues, according to the Gillespie Field and MCAS Miramar ALUCPs (SDCRAA 2010 and 2011),

- Review Area 1 consists of locations where noise and safety concerns may necessitate limitations on the types of land uses actions. Specifically, Review Area 1 encompasses locations exposed to aircraft noise levels of 60 dB CNEL or greater and areas subject to the safety zones depicted on Figure 4.7-2.
- Review Area 2 consists of locations beyond Review Area 1 but within the airspace and/or overflight notification areas depicted on the maps in the respective ALUCPs. Limits on the heights of structures, particularly in areas of high terrain, are the only restriction on land uses within Review Area 2. For projects within Review Area 2, the recordation of overflight notification documents is also required.

All future development, whether discretionary or by-right located within the Gillespie Field AIA would be reviewed to ensure that design features are incorporated into the site plan to address identified aircraft safety and noise hazards, consistent with General Plan Policy 7.1. Additionally, as applicable, site-specific land use proposals within the AIA would be routed to the ALUC for a compatibility determination as part of the site-specific development review. While individual projects may be incompatible with the Gillespie Field ALUCP due to the proposed rezoning, consultation with the ALUC would be undertaken at the time of specific development proposals. As discussed in Section 4.9 of this EIR, it is possible that individual projects could be found incompatible with the Gillespie Field ALUCP due to density inconsistencies and the City Council could override the ALUCP density limitations in favor of a specific development proposal. Notwithstanding the potential override of ALUCP density limitations, individual projects would be required to obtain a FAA determination of No Hazard to Air Navigation and/or implement FAA conditions that would allow the FAA determination of No Hazard to Air Navigation.

Conformance with applicable City policies, ALUCP design considerations applicable to development with airport safety zones, and compliance with any applicable FAA conditions would ensure that future development within the Rezone Sites located within the Gillespie Field and MCAS Miramar AIA would not result in a safety hazard for people residing or working in the project area. Impacts associated with airport hazards would be less than significant.

4.7.7.2 Significance of Impacts

Impacts relating to airport hazards would be less than significant.

4.7.7.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.7.7.4 Significance After Mitigation

All future projects within the Rezone Sites within the Gillespie Field AIA and the MCAS Miramar AIA would be required to adhere to City policies and regulations, and where applicable would be required to obtain FAA determinations of No Hazard to air navigation. Therefore, impacts would be less than significant.

4.7.8 Issue 6: Emergency Response

Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

4.7.8.1 Impact Analysis

The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with state Housing Element Law. Buildout of the Rezone Sites would increase density and create opportunities for new residential mixed-use development in certain areas of the City; resulting in greater population concentrations within neighborhoods. This could result in an increase in demand on emergency evacuation.

The project does not propose any changes in the City's existing circulation network, and no land uses are proposed that would impair implementation of or physically interfere with the City's emergency response plan, evacuation routes; or conflict with any of the Multi-Jurisdictional Hazard Mitigation Plan's specific hazard mitigation goals, objectives, and related potential actions. Specifically, the Multi-Jurisdictional Hazard Mitigation Plan requires each jurisdiction to develop and publish evacuation procedures that are published and available to the public. The City provides educational materials related to emergency preparedness. All residents of the City have access to the materials as well as included in all Community Emergency response Team training and information. Furthermore, applications for all future projects within the Rezone Sites, whether discretionary or by-right, would be reviewed and approved by the Santee Fire Department prior to issuance of building permit. Therefore, buildout of the Rezone Sites would not conflict with emergency response, and impacts would be less than significant.

4.7.8.2 Significance of Impacts

Impacts associated with emergency response plans would be less than significant.

4.7.8.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.7.8.4 Significance After Mitigation

The Rezone Sites are located within existing developed areas and along major transportation corridors in the City that will allow for evacuation and response. Emergency and evacuation materials

are available to all residents of the City and future development would be required to comply with City policies and development review procedures prior to project approvals. Therefore, the project would not physically interfere with any emergency response or evacuation plans and impacts would be less than significant.

4.7.9 Issue 7: Wildland Fires

Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas, within brush fire management zones, or where residences are intermixed with wildlands?

4.7.9.1 Impact Analysis

The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with state Housing Element Law. As shown in Figure 4.7-3, Rezone Sites 1 through 10 and 35 are located within the CAL FIRE VHFHSZ. Locating residential land uses adjacent to or within a high fire hazard area can result in increased fire-related risk to people and structures.

Future development located within the VHFHSZ would be required to adhere to California Fire Code Title 19, Division 1, Section 3.07(b), requiring a minimum 30-foot brush clearance around structures for fire safety. Further codified by the City in Municipal Code Chapter 11.18, all new developments, subdivisions, or tracts that are planned in Fire Hazard Severity Zones and/or Wildland Urban Interface Areas (WUIA) shall have a minimum of 100 horizontal feet of "fuel modified" defensible space between structures and wildland areas. The City's General Plan policies 4.2 through 4.13 provide guidance for the minimization of fire hazards including ensuring adequate response times, setting standards for emergency access, structural standards, other planning design measures required to be considered in all new development. Additionally, future discretionary projects would require review by the Building Official/Fire Marshal. Adherence to fire code regulations and General Plan policies would ensure impacts associated with risk of wildland fires would be less than significant.

4.7.9.2 Significance of Impacts

Impacts related to wildfire hazards would be less than significant.

4.7.9.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.7.9.4 Significance After Mitigation

All future development, whether discretionary or by-right would be required to adhere to City regulations and comply with General Plan policies related to fire safety. Additionally, development of Rezone Sites within the VHFHSZ would be required to follow additional Fire Code and WUIA regulations. Through regulatory compliance impacts would be less than significant.

4.8 Hydrology and Water Quality

This section analyzes potential hydrology and water quality impacts that could result from the future development that could occur under the City of Santee (City) 6th Cycle Housing Element Rezone Program (project). The sites included in the analysis are detailed in Table 3-2 and include 25 potential rezone housing site and the two sites located on Graves Avenue, collectively referred to as the Rezone Sites. Specifically, this section addresses potential impacts associated with changes to hydrological conditions resulting from implementation of the project and evaluates the project's consistency with applicable goals and policies. Information in this section comes from secondary source materials including regional and local water improvement plans, existing technical reports prepared for the City, the General Plan (City of Santee 2003a), and Municipal Code.

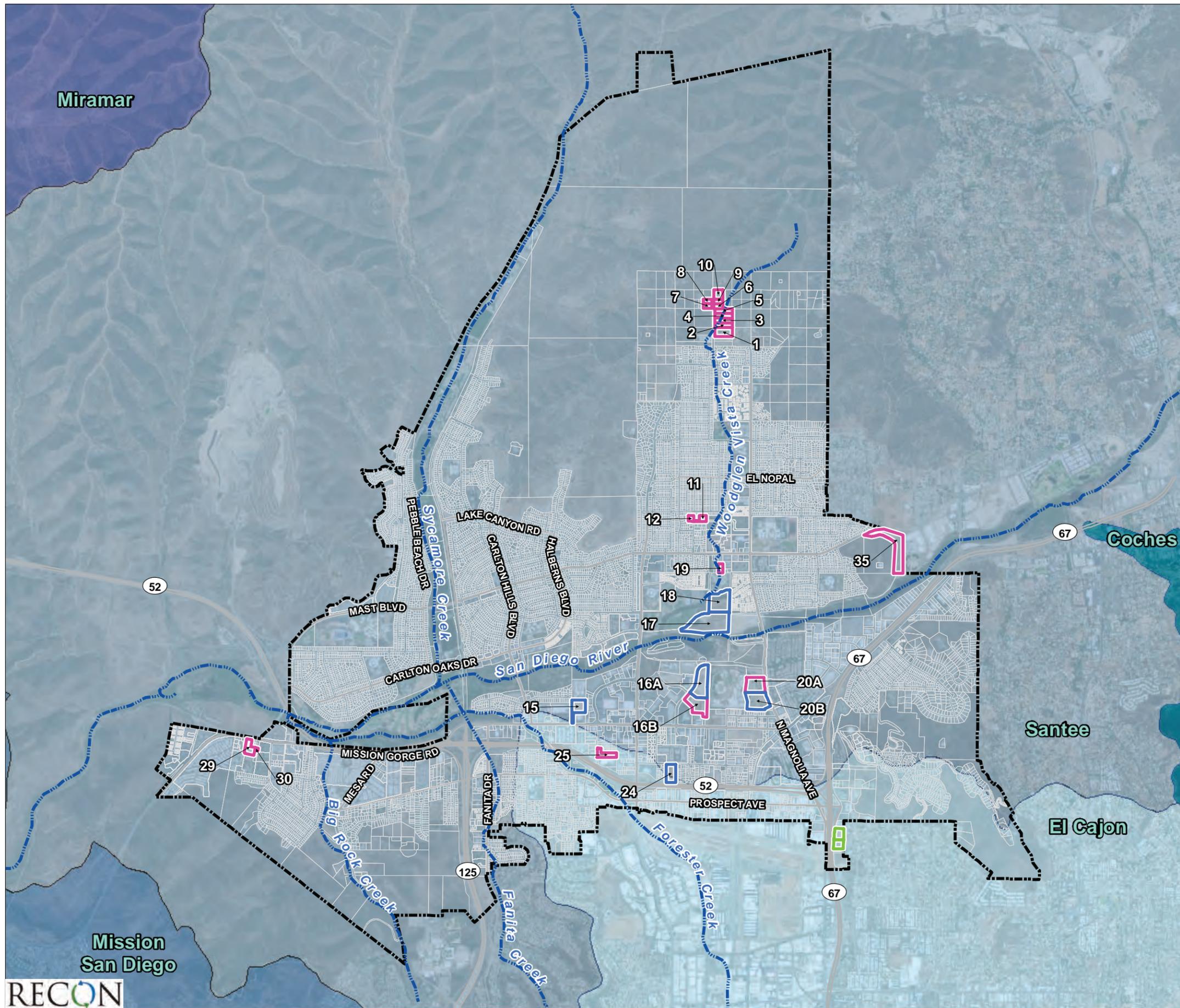
4.8.1 Existing Conditions

4.8.1.1 Hydrologic and Watershed Characteristics

The City is predominantly developed, but with numerous undeveloped or underdeveloped parcels interspersed throughout the City, as well as open space that is largely confined to dedicated parks and trails throughout the City.

The City is within the San Diego Hydrologic Unit (907) in the lower San Diego Hydrologic Area (907.10), and in the Santee Hydrologic Subarea (907.12) of the San Diego Basin Plan (Basin Plan) (see Section 4.8.2.3.a). The San Diego Hydrologic Unit is a long, triangular-shaped area of about 440 square miles drained by the San Diego River that extends from El Capitan Reservoir to the Pacific Ocean. This watershed includes the Cleveland National Forest and Mission Trails Regional Park. It has the highest population of the County of San Diego's (County's) watersheds and includes portions of the cities of San Diego, El Cajon, La Mesa, Poway, Santee, and several unincorporated areas. The watershed is drained by the San Diego River and contains five water storage reservoirs: El Capitan, San Vicente, Cuyamaca, Jennings, and Murray. The lower San Diego Hydrologic Area occurs downstream of the El Capitan, San Vicente, and Cuyamaca Reservoirs and extends from the El Monte Valley through the City and into Mission Trails Regional Park and the city of San Diego (City of Santee 2003b).

The City has three major drainage courses and three secondary drainage courses shown on Figure 4.8-1. The three primary waterbodies include the San Diego River and its tributaries, Forrester Creek and Sycamore Canyon Creek. Secondary drainages, which are tributaries to the San Diego River, include Woodglen Vista Creek, Fanita Creek and Big Rock Creek, which parallels Big Rock Road. All the City's creeks have their own watersheds in addition to lying within the larger San Diego River watershed. Forrester Creek drains the runoff from the north facing slopes of hills within the City of El Cajon, Sycamore Creek drains the runoff from Sycamore Canyon and from Carlton Hills, and the creeks running parallel to Fanita Drive and Big Rock Road drain the runoff from Cowles Mountain and Fanita Hills located within the city of El Cajon. All these watersheds empty into the San Diego River, which flows westward into the Pacific Ocean (City of Santee 2003b). Although none of these



- City of Santee Boundary
 - Discretionary Development Sites
 - Eligible By-Right Development Sites
 - Graves Avenue Rezone Sites
 - Waterway
- Drainage Basins**
- Coches
 - El Cajon
 - Mission San Diego
 - Miramar
 - Santee



FIGURE 4.8-1
Waterways and Drainage Basins

waterways have been fully improved, portions of the San Diego River and Forrester Creek have been partially improved to mitigate potential flood hazards or prevent localized erosion. Even with these flood control measures, portions of the City would be inundated by a 100-year flood event as shown on Figure 4.8-2 (City of Santee 2003a).

Rezone Sites 1 through 10 are located along the course of Woodglen Vista Creek and Rezone Site 16A, 17, 20A, and 35 are located proximate to the San Diego River.

4.8.1.2 Water Quality

a. Surface Waters

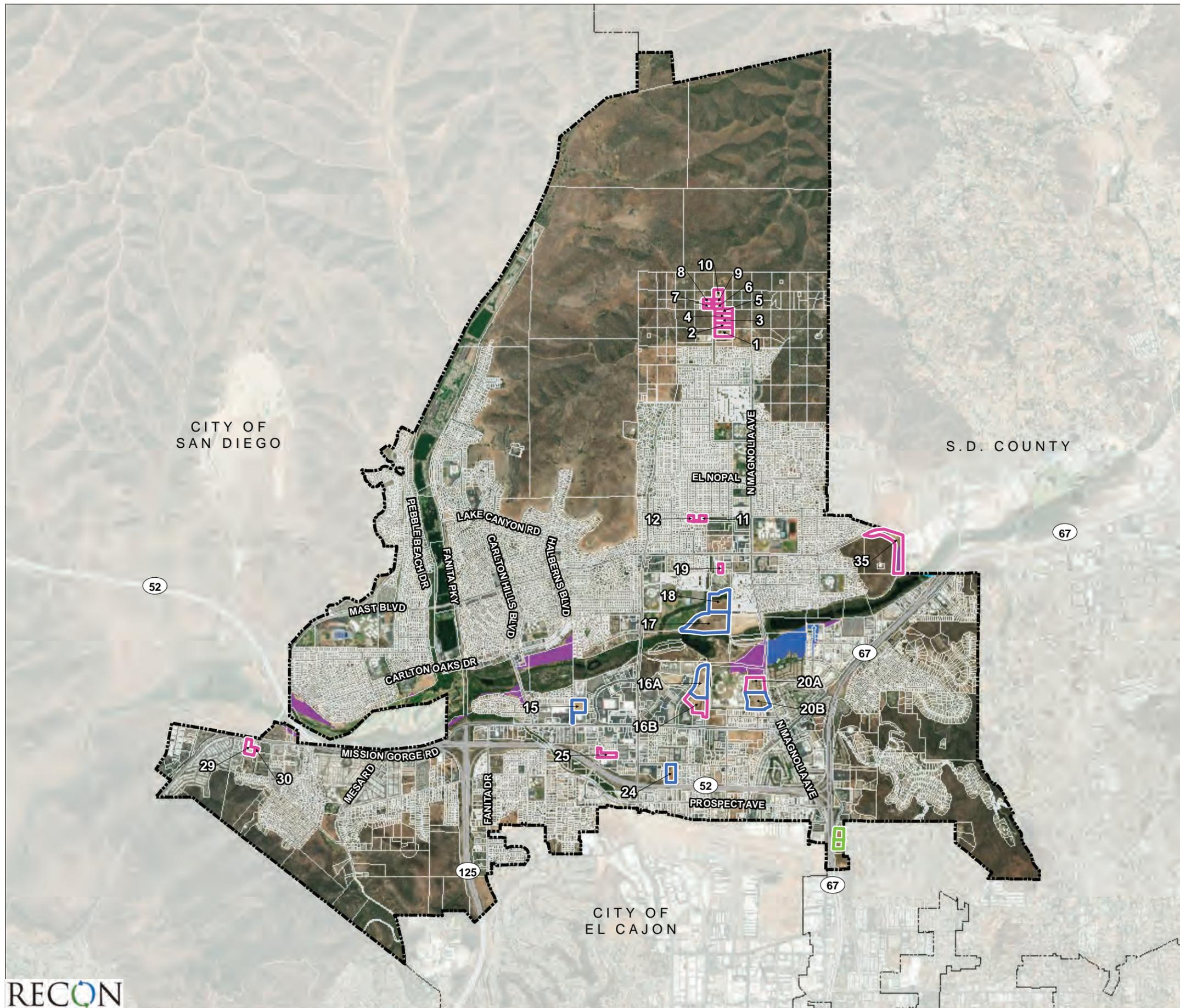
Runoff is a term used to describe any water that runs off a defined area. Runoff can be the result of rain; in which case it is also sometimes referred to as stormwater. Runoff can also result from various other activities such as irrigation, washing, leaks in pipes, air conditioner condensation, and numerous other activities. The City regulates stormwater runoff into local receiving waters through local plans and programs, including the Jurisdictional Urban Runoff Management Plan (JURMP; see Section 4.8.2), which addresses water quality goals to reduce or eliminate pollutants transported in stormwater and non-stormwater.

Receiving waters is a general term typically used to describe any water body, such as a creek, river, lake, bay, or ocean, which receives runoff. In the context of the project, it refers to those water bodies that would receive runoff from the Rezone Sites. Primary receiving waters for the project include the San Diego River, Sycamore Canyon Creek, Forrester Creek, and the Pacific Ocean. Section 303(d) of the federal Clean Water Act (CWA) defines water quality standards for the uses of surface waters (beneficial uses) as well as identifies impaired water bodies.

San Diego River

The City of Santee is located within the San Diego Hydrologic Unit (907), in the lower San Diego Hydrologic Area (907.10), and in the Santee Hydrologic Subarea (907.12) of the Basin Plan (Basin Plan). Runoff from the City drains to the San Diego River and ultimately the Pacific Ocean. The San Diego River's headwaters are in the Cuyamaca Mountains. The 52-mile river parallels Interstate 8 as the river flows through Mission Valley to the Pacific Ocean at Ocean Beach. The upper reaches of the river flow through undeveloped areas, while the land surrounding the lower reaches is highly urbanized. The San Diego River is identified as an inland surface water in the Basin Plan.

Beneficial uses of the San Diego River include agricultural supply, industrial services supply, contact water recreation, non-contact water recreation, preservation of biological habitats of special significance, warm freshwater habitat, wildlife habitat, and rare, threatened, or endangered species. In addition, the lower 16 miles of the San Diego River is listed as a CWA Section 303(d) impaired water body for benthic community effects, cadmium, indicator bacteria, nitrogen, dissolved oxygen, phosphorus, total dissolved solids, and toxicity. The City's 2022 to 2026 Capital Improvement Program identifies funding for the San Diego River Bacteria Reduction project which will study and quantify various potential bacteria sources, such as on-site wastewater treatment systems (septic), sewer exfiltration, persons experiencing homelessness, recreational vehicles, and illicit discharges to



-  City of Santee Boundary
-  Discretionary Development Sites
-  Eligible By-Right Development Sites
-  Graves Avenue Rezone Sites
- FEMA Floodplains/Floodways**
-  0.2% Annual Chance Flood Hazard
-  1% Annual Chance Flood Hazard
-  Floodway



FIGURE 4.8-2
FEMA Floodplains/Floodways

reduce the risk of human illness through water contact, and comply with the State of California's Investigative Order issued by the San Diego Regional Water Quality Control Board (SDRWQCB) to study and reduce wet-weather fecal contamination loading. Following the research and investigation, subsequent implementation programs will be evaluated and implemented to lessen human-sourced bacteria inputs into the river. The City is additionally preparing and implementing a strategic plan to reduce pollutants in order to achieve compliance with the SDRWQCB adopted total maximum daily load (TMDL) and associated regulatory actions for bacteria in the San Diego River and its tributaries.

Sycamore Canyon Creek

Sycamore Canyon Creek is identified as an inland surface water in the Water Quality Control Plan for the Basin Plan (Regional Water Quality Control Board [RWQCB] 2016). Beneficial uses of the creek include agricultural supply, industrial services supply, contact water recreation, non-contact water recreation, warm freshwater habitat, and wildlife habitat, and rare, threatened, or endangered species. In addition, the Sycamore Canyon Creek is listed as a CWA 303(d) impaired water body for dissolved oxygen.

Forrester Creek

Forrester Creek is a tributary of the San Diego River. The City has plans for a flood improvement project that will feature a natural, fully vegetated channel with a recreational bike path to achieve necessary flood control and public safety objectives (City of Santee 2003a). Beneficial uses include industrial services supply, contact water recreation, non-contact water recreation, warm freshwater habitat, and wildlife habitat. Forrester Creek is listed as a 303(d) impaired water body for salinity, total dissolved solids, nutrients, metals, and pathogens.

Pacific Ocean

Beneficial uses of the Pacific Ocean include industrial supply, navigation, contact water recreation, non-contact water recreation, commercial and sport fishing, preservation of biological habitats of special significance, wildlife habitat, rare, threatened, or endangered species, marine habitat, aquaculture, migration of aquatic organisms, spawning, reproduction, and/or early development, and shellfish harvesting. In addition, the Pacific Ocean is listed as a 303(d) impaired water body for enterococcus and total coliform.

b. Groundwater

Groundwater basins within the City are generally limited to areas along the San Diego River, Sycamore Canyon Creek, and Forrester Creek. The Basin Plan identifies beneficial uses for groundwater resources that include municipal and domestic supply, agricultural supply, and industrial service supply. Groundwater quality is low for this area as indicated by the TDS goal as tabulated for this area by the Basin Plan. The goal for the area is 1,200 milligrams per liter (mg/l) which is generally considered not suitable as a source for potable water. (City of Santee 2003b).

4.8.1.3 Flood Hazards

The Federal Emergency Management Agency (FEMA) has conducted floodplain mapping within the City. The majority of the City has been mapped as "areas determined to be outside the 500-year

floodplain”; however, the area along the San Diego River that flows roughly through the middle of the City is subject to flooding. As shown on Figure 4.8-2, areas along the San Diego River are mapped as floodway, areas subject to a 1 percent annual change of flood hazard (100-year flood), and areas subject to a 0.2 percent annual chance of flood hazard (500-year flood). Portions of Rezone Sites 15, 16A, and 20A are located within the 100-year floodway. Rezone Sites 17 and 25 are located within or partially within the 500-year floodway.

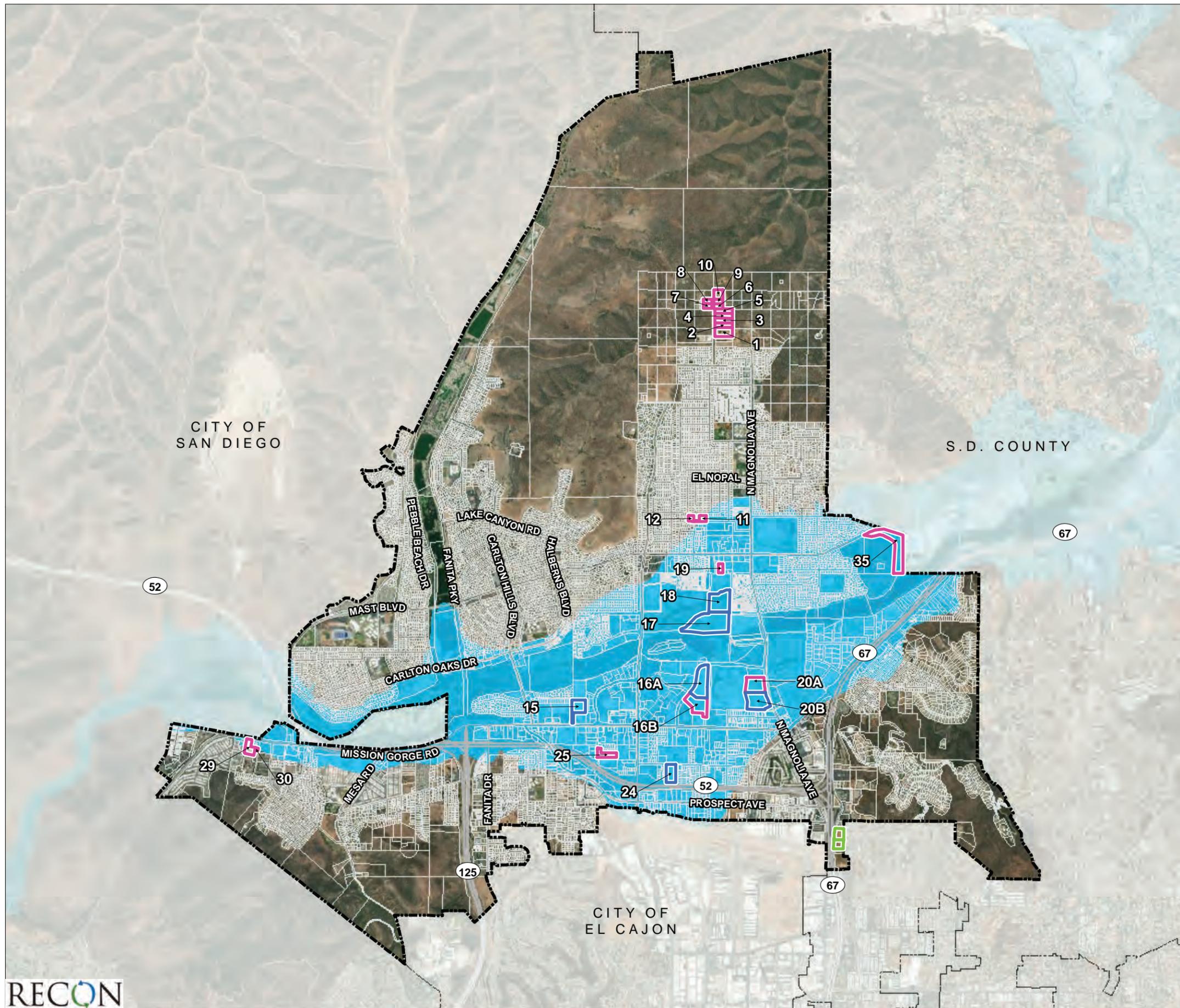
4.8.1.4 Drainage Features

The City municipal separate storm sewer system (MS4) consists of nearly 50 miles of storm drainpipes, and 5 miles of open channel, which drain to 10 miles of creeks and rivers. The largest receiving water in the City is the San Diego River, which enters the City in the east and flows westward toward the Pacific Ocean. Additionally, Forrester Creek enters from the southeast and enters into the San Diego River at a location west of Carlton Hills Boulevard. Sycamore Creek enters the City from the north, flows southward, and enters the San Diego River just past Santee Lakes Regional Park.

As the City has developed, drainage infrastructure has been constructed to reduce the potential for flooding and divert stormwater from properties and roadways. Most of the infrastructure has been designed to accommodate the stormwaters of a 100-year flood. The City’s Capital Improvement Program for Fiscal Years 2022–2026 (City of Santee 2021) identifies funding for a number of citywide drainage improvements including the Corrugated Metal Pipe (CMP) Storm Drain Replacement Program, a Master Drainage Study Update to update the City’s 25-year-old study, Mission Gorge Road Drainage Improvements, Santee Lakes CMP Replacement, Shadow Hill Road/Woodside Avenue Drainage Improvements, and Storm Drain Trash Diversion project. In addition, new development is conditioned to construct master drainage facilities or pay development fees, as needed, to address drainage deficiencies.

4.8.1.5 Dam Inundations Areas

There are three lakes located upstream from the City which are used for water storage. These include the San Vicente Dam, the El Capitan Dam, and the Chet Harrit Dam (Lake Jennings). Areas of inundation in the event the dams containing these reservoirs fail are identified in Figure 4.8-3. The inundation maps for the El Capitan Dam and the San Vicente Dam were prepared in 1974; the Chet Harrit Dam inundation map was prepared in approximately 1975. Based on current knowledge, no hazardous conditions exist at any of the dams; however, it is noted that a number of Rezone Sites are located within the mapped inundation areas. The California Department of Water Resources, Division of Dam Safety, reviews the safety of dams annually.



-  City of Santee Boundary
-  Discretionary Development Sites
-  Eligible By-Right Development Sites
-  Graves Avenue Rezone Sites
-  Dam Inundation Zone



FIGURE 4.8-3
 Dam Inundation

4.8.2 Regulatory Framework

4.8.2.1 Federal

a. Clean Water Act

The federal Water Pollution Control Act (CWA) establishes a broad national program for protecting water quality and regulating discharges of waste and pollutants into waters of the United States (Title 33, United States Code, Section 1251 et seq.). It provides authority for establishment of water quality standards and waste discharge limits for point source discharges (such as those from industrial facilities, sewage treatment plants, and stormwater). The key sections pertaining to water quality regulation are Sections 303, 401, 402, and 404. The act also prohibits discharges of pollutants without a permit or other authorization and allows authorized states to implement provisions of the act in lieu of the U.S. Environmental Protection Agency (U.S. EPA).

Section 303(d)

Under CWA Section 303(d), states are required to identify “impaired water bodies” (those not meeting established water quality standards), identify the pollutants causing the impairment, establish priority rankings for waters on the list, and develop a schedule for development of control plans to improve water quality. The U.S. EPA then approves the state’s recommended list of impaired waters, or adds to or removes water bodies from the list. Each RWQCB must update the CWA Section 303(d) list every 2 years, with the most recent update includes the 2018 reporting cycle, dated November 2019. The CWA Section 303(d) list identifies priorities for development of pollution control plans for each listed water body and pollutant. The pollution control plans triggered by the CWA Section 303(d) list are called TMDLs. The TMDL is a “pollution budget” designed to restore the health of a polluted body of water and ensure the protection of beneficial uses. The TMDL also contains the target reductions needed to meet water quality standards and allocates those reductions among the pollutant sources in the watershed (point sources, nonpoint sources, and natural sources) (40 Code of Federal Regulations [CFR] 130.2).

Section 401 Water Quality Certification

Section 401 of the CWA requires that any applicant for a federal permit to conduct any activity, including the construction or operation of a facility, which may result in the discharge of any pollutant, must obtain certification from the state. This process is known as the Water Quality Certification.

Section 402 National Pollutant Discharge Elimination System

Section 402 of the CWA establishes the National Pollutant Discharge Elimination System (NPDES) permit program to regulate the discharge of pollutants from point sources and discharge pollutants into waters of the United States. In the state of California, the EPA has authorized the State Water Resources Control Board (SWRCB) and its nine RWQCBs to implement the NPDES program and issue permits, develop waste discharge requirements, administer 401 certifications and provide enforcement. CWA regulation calls for the implementation of best management practices (BMPs) to reduce or prevent the discharge of pollutants from MS4s to the Maximum Extent Practicable and

meeting the Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology standards for construction stormwater. Regulations and permits have been implemented at the federal, state, and local level to form a comprehensive regulatory framework to serve and protect the quality of the nation's surface water resources.

Section 404

Section 404 of the CWA regulates the discharge of dredged and fill materials into waters of the United States, which include all navigable waters, their tributaries, as well as some wetlands adjacent to the aforementioned waters (33 CFR Part 328.3).

Areas meeting the regulatory definition of waters of the United States are subject to the jurisdiction of the U.S. Army Corps of Engineers under provisions of Section 404. Construction activities involving placement of fill into jurisdictional waters of the United States are regulated by the U.S. Army Corps of Engineers through permit requirements. No U.S. Army Corps of Engineers permit is effective in the absence of the state water quality certification pursuant to Section 401.

b. National Flood Insurance Act

The National Flood Insurance Act (1968) established the National Flood Insurance Program (NFIP), which is based on the minimal requirements for floodplain management and is designed to minimize flood damage within Special Flood Hazard Areas (SFHAs). FEMA administrates the NFIP. SFHAs are defined as areas that have a 1 percent chance of flooding within a given year. This is also referred to as the 100-year flood. Flood Insurance Rate Maps (FIRMs) were developed to identify areas of flood hazards within a community.

c. National Flood Insurance Program

The NFIP is a federal program enabling property owners in participating communities to purchase insurance protection against losses from flooding. This insurance is designed to provide an insurance alternative to disaster assistance to meet the escalating costs of repairing damage to buildings and their contents caused by floods. Participation in the NFIP is based on an agreement between local communities and the federal government that states if a community will adopt and enforce a floodplain management ordinance to reduce future flood risks to new construction in SFHA, the federal government will make flood insurance available within the community as a financial protection against flood losses.

In support of the NFIP, FEMA identifies flood hazard areas throughout the United States and its territories by producing Flood Hazard Boundary Maps, FIRMs, and Flood Boundary and Floodway Maps. Several areas of flood hazards are commonly identified on these maps. One of these areas is the SFHA or high risk area defined as any land that would be inundated by the 100-year flood; the flood having a 1 percent chance of occurring in any given year (also referred to as the base flood).

4.8.2.2 State

a. Porter–Cologne Water Quality Control Act, as amended

The Porter–Cologne Water Quality Control Act was established to protect the water quality and beneficial uses of waters of the state (California Water Code, Division 7, Section 13000 et seq.) The law gives broad authority to the SWRCB and nine RWQCBs to establish water quality standards and discharge prohibitions, issue waste discharge requirements, and implement provisions of the federal CWA. Under the Porter-Cologne Act, “waters of the State” include both surface and groundwater. Any entity or person proposing to discharge waste within any region of the state must file a Report of Waste Discharge with the appropriate regional board.

b. National Pollutant Discharge Elimination System Permit Program (NPDES)

In California, the SWRCB and local RWQCBs have assumed the responsibility of implementing the EPA’s NPDES program. In addition to its permitting programs, the SWRCB, through its nine RWQCBs, developed Regional Water Quality Control Plans (or Basin Plans) that designate beneficial uses and water quality objectives for California’s surface waters and groundwater basins, as mandated by both the CWA and the state’s Porter-Cologne Act. Water quality standards are thus established in these Basin Plans and provide the foundation for the regulatory programs implemented by the state.

Additionally, municipalities are required to develop and implement a Jurisdictional Runoff Management Plan (JRMP) to address activities to reduce pollutants in urban runoff and stormwater discharges that were contributing a substantial pollutant load to their systems.

c. State General Construction Stormwater Permit

Stormwater runoff from construction activity that results in soil disturbances of at least 1 acre of total land area (and projects that meet other specific criteria) is governed by the SWRCB under Water Quality Order 2009-0009-DWQ (as amended by 2010-0014-DWQ and 2012-0006-DWQ), NPDES Permit No. CAS000002. This permit regulates discharges of stormwater and non-stormwater from construction projects. The nine individual RWQCBs enforce the General Construction Stormwater Permit for projects within their region.

It is the responsibility of the construction site owner or landowner to obtain coverage under this General Permit prior to commencement of construction activities. To obtain coverage, the operator or owner must file a Notice of Intent with a vicinity map and the appropriate fee with the SWRCB. The General Permit outlines the requirements for preparation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP is a temporary document that is created to define and control the handling of stormwater runoff from a construction site. The SWPPP identifies construction BMPs, which are implemented during the construction phase of development. All future projects that would be disturbed by development exceeding 1 acre would be required to comply with the General Construction Stormwater Permit.

d. Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA) provides a framework to regulate groundwater. The intent of the law is to strengthen local groundwater management of basins most critical to the state's water needs with an understanding that groundwater is most effectively managed at the local level. SGMA requires basins to be sustainably managed by local public agencies (e.g., counties, cities, and water agencies) who become groundwater sustainability agencies, or GSAs. The primary purpose of the GSAs is to develop and implement a Groundwater Sustainability Plan (GSP) to achieve long-term groundwater sustainability. The act requires GSPs to be developed for high and medium priority basins. The City's groundwater basins are not required to implement GSPs (State of California Department of Water Resources 2021).

4.8.2.3 Regional

a. San Diego Basin Plan

The Basin Plan sets forth water quality objectives for constituents that could potentially cause an adverse effect or impact on the beneficial uses of water. Specifically, the Basin Plan is designed to accomplish the following:

- 1) Designate beneficial uses for surface and groundwater;
- 2) Set the narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's antidegradation policy;
- 3) Describe implementation programs to protect the beneficial uses of all waters within the region; and
- 4) Describe surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan.

The Basin Plan also identifies specific narrative and numeric water quality objectives for several physical properties (e.g., temperature, turbidity, and suspended solids), biological constituents (e.g., coliform bacteria), and chemical conditions of concern, including inorganic parameters, trace metals, and organic compounds. Water quality objectives for toxic priority pollutants (i.e., select trace metals and synthetic organic compounds) also are identified in the Basin Plan.

b. Water Quality Improvement Plan for the San Diego River Watershed Management Area

The Water Quality Improvement Plan (WQIP) for the San Diego River watershed is a comprehensive watershed-based program designed to improve surface water quality in the San Diego River Watershed Management Area (WMA). The San Diego River watershed encompasses a land area of 434 square miles, making it the second largest WMA in the County. It lies in the central portion of the County and neighbors Los Peñasquitos and San Dieguito River watersheds to the north and San Diego Bay WMA to the south and includes four hydrologic areas including the Lower San Diego

River (907.1). The WQIP is a requirement of updated stormwater regulations adopted by the RWQCB in the Regional MS4 Permit. Agencies involved in the development of the San Diego River WQIP include the cities of El Cajon, La Mesa, Santee, and San Diego, the County, and the California Department of Transportation. The WQIP for the San Diego River WMA identifies highest priority water quality conditions, strategies to address them, and monitoring plans. The ultimate goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. These improvements in water quality would be accomplished through an adaptive planning and management process that identifies the highest priority water quality conditions within the watershed and implements strategies to address them.

c. Municipal Separate Storm Sewer System Permits

The San Diego RWQCB regulates discharges from MS4s in the San Diego region under the Regional MS4 Permit. The Regional MS4 Permit covers 39 municipal, county government, and special district entities (referred to jointly as "copermittees") in the County of San Diego, southern County of Orange, and southwestern County of Riverside who own and operate large MS4s that discharge stormwater (wet weather) runoff and non-stormwater (dry weather) runoff to surface waters throughout the San Diego region. The Regional MS4 Permit, Order No. R9-2013-0001, was adopted on May 8, 2013, and initially covered the County of San Diego copermittees. Order No. R9-2015-0001 was adopted on February 11, 2015, amending the Regional MS4 Permit to extend coverage to the County of Orange copermittees. Finally, Order No. R9-2015-0100 was adopted on November 18, 2015, amending the Regional MS4 Permit to extend coverage to the County of Riverside copermittees. The City is 1 of 18 municipalities in the County of San Diego that is a copermittee.

4.8.2.4 Local

a. Best Management Practices Design Manual

The City's Best Management Practices (BMP) Design Manual provides guidelines for compliance with on-site post-construction stormwater requirements in the Regional MS4 Permit and assists the land development community by streamlining project reviews and maximizing cost-effective environmental benefits, meeting performance standards specified in the Regional MS4 Permit. By following the process outlined in the BMP Design Manual, proponents (for both private and public developments) can develop a single integrated design that complies with the Regional MS4 Permit source control and site design requirements, stormwater pollutant control requirements (i.e., water quality), and hydromodification management (flow control and sediment supply) requirements.

b. Guidelines for Surface Water Pollution Prevention

The City's Guidelines for Surface Water Pollution Prevention (Manual) supports the City's Stormwater Management and Discharge Control Ordinance (Stormwater Ordinance), codified as Santee Municipal Code, Chapter 9.06. The Manual also supports the water quality protection provisions of Santee Municipal Code, Chapter 11.40, Excavation and Grading. In general, the Manual establishes what dischargers must do to comply with the ordinances and to receive permits for projects and activities that are subject to them. The Manual and the ordinances have been prepared to provide

the City with the respective legal authority and administrative actions necessary to comply with the requirements of Regional MS4 Permit.

c. Jurisdictional Runoff Management Program

The Regional MS4 Permit regulates discharges to MS4s within 18 municipalities in the County, the County of San Diego, the San Diego County Regional Airport Authority, and the San Diego Unified Port District (collectively referred to as “copermittees” or “municipalities”). The Regional MS4 Permit requires each copermittee, including the City, to develop a comprehensive JRMP. The JRMP is the City’s approach to improving water quality in rivers, bays, lakes, and the Pacific Ocean through reducing discharges of pollutants to the stormwater conveyance system. The City’s stormwater conveyance system, like that of most other jurisdictions across the United States, conveys runoff from rain, irrigation runoff, natural groundwater seepage, and other water sources. To reduce pollutants in these discharges to water bodies, the City implements or requires its residents, businesses, municipal facilities, and landowners to implement a variety of measures commonly referred to as BMPs. Major components of the JRMP include the implementation of BMP requirements, water quality monitoring, educational outreach efforts, municipal maintenance procedures, inspection and enforcement programs, and water quality monitoring procedures.

d. San Diego Regional Water Quality Control Board Hydromodification Management Plan Requirements

Hydromodification management plans (HMPs) are requirements of the San Diego RWQCB to manage increases in runoff discharge rates and durations from all priority development projects, where such increased rates and durations are likely to cause increased erosion of channel beds and banks, sediment pollutant generation, or other impacts to beneficial uses and stream habitat due to increased erosive force.

e. General Plan

The City’s General Plan includes various goals, objectives, and policies related to water quality and drainage and protections against flooding hazards, including the following:

Conservation Element

The Conservation Element articulates the City’s objectives to preserve and enhance water quality and protect designated beneficial uses of all local waters, while accomplishing economic growth and land use objectives.

Objective 9.0: Reduce pollutants in urban runoff and stormwater discharges.

- **Policy 9.1:** The City shall use careful planning and review to identify and eliminate urban runoff problems before development is approved.
- **Policy 9.2:** The City shall enforce the implementation of appropriate best management practices (BMPs) during construction projects.

- **Policy 9.3:** Reduce the discharge of pollutants into the storm drain system from existing municipal, industrial, and commercial facilities and residential areas to the maximum extent practicable.

Safety Element

Objective 1.0: Minimize injuries, loss of life and property damage resulting from flood hazards.

- **Policy 1.1:** The City should encourage the use of innovative site design strategies within the floodplain which ensure minimizing of flood hazards, maintaining the natural character of waterways and maximize the use of water as a design feature.
- **Policy 1.2:** All development proposed within a floodplain area shall be required by the City to utilize design and site planning techniques to ensure that structures are elevated at least one foot above the 100-year flood level.
- **Policy 1.3:** All proposed projects which would modify the configuration of any of the three main waterways in Santee (San Diego River and Sycamore and Forrester Creeks) shall be required to submit a report prepared by a registered hydrologist that analyzes potential effects of the project downstream as well as in the local vicinity.
- **Policy 1.6:** The City should require a hydrologic study, including the analysis of effects on downstream and upstream properties and on the flood-carrying characteristics of the stream, for development proposed in the floodplain.
- **Policy 1.8:** Development within the 100-year floodway shall be prohibited, subject to the

provisions of the City's Flood Damage Prevention Ordinance.

f. Municipal Code

Title 9 – Stormwater Ordinance

Chapter 9.06 - Intended to protect and enhance the water quality of local watercourses, water bodies, and wetlands in a manner pursuant to and consistent with the CWA, Porter-Cologne Act, and Regional MS4 Permit through the following means:

- Effectively prohibiting non-stormwater discharges to the stormwater conveyance system.
- Eliminating illicit discharges and illicit connections to the stormwater conveyance system.
- Reducing the discharge of pollutants from the stormwater conveyance system, to the maximum extent practicable in order to achieve applicable water quality objectives for surface waters in San Diego County.
- Achieving compliance with TMDL regulations.

Title 11 – Flood Damage Prevention

Chapter 11.36, et seq. - Establishes regulatory standards to minimize the public and private losses due to flood conditions. The standards apply to all areas of special flood hazards as designated in Municipal Code Section 11.36.070. Specifically, Section 11.36.150 provides detailed standards of construction applicable to all areas of special flood hazard including types of construction materials, elevation requirements, and flood proofing design measures.

Title 11 – Grading Ordinance

Chapter 11.40 - Establishes minimum requirements for grading, excavating, and filling of land and provides water quality protection provisions. It also provides for the issuance of permits and provides for the enforcement of the chapter provisions.

Title 12 – Development Impact Fees and Dedication Ordinance

There are several development impact fees in the Municipal Code. These fees impose on new development the costs of constructing public facilities, which are reasonably related to the impacts of the new development. The drainage fee, in particular, provides funds for the installation of needed drainage improvements identified in the City of Santee Citywide Drainage Study prepared by BSI Consultants dated February 1990 (BSI Consultants 1990).

Chapter 12.30.160 - Includes how fees are calculated depending on land use types. Future projects would be required to pay the appropriate land development impact fees determined by the City during the entitlement review process and prior to any issuance of building permits.

4.8.3 Significance Determination Thresholds

Consistent with Appendix G of the CEQA Guidelines, impacts related to hydrology and water quality would be significant if the project would:

- 1) Threshold 1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.
- 2) Threshold 2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- 3) Threshold 3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i. Result in substantial erosion or siltation on or off site;
 - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site;
 - iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

- iv. Impede or redirect flood flows.
- 4) Threshold 4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- 5) Threshold 5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.8.4 Methodology

The potential for significant impacts associated with the project is based upon review of existing secondary source information and data relative to the available hydrology and water quality data, plans, and policies applicable to the City.

4.8.5 Issues 1 and 5: Water Quality

Would the project violate any water quality standards, or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality?

Would the project conflict with or obstruct implementation of a water quality control plan or substantial groundwater management plan?

4.8.5.1 Impact Analysis

The groundwater components of Issues 1 and 5 are addressed in Section 4.8.6 below.

While the project does not propose the construction of new housing or other development, it provides capacity for future development through rezoning. Future development of the Rezone Sites would have the potential to result in water quality impacts both during construction and from post-construction operation. During construction, development would entail grading and other earth-moving activities. Exposed soils could be eroded and deposited into the surrounding water bodies, increasing the amount of sediment and turbidity in these water bodies. Additionally, chemicals or fuels could accidentally spill and be released into receiving waters, which could adversely alter water chemistry.

As part of long-term operation of projects, water quality impacts could result from use of common household materials used in landscaping and residential uses that may result in the generation of runoff pollutants such as sediments, oils and grease, heavy metals, pesticides, fertilizers, trash and debris, oxygen-demanding substances, and bacteria and viruses, which are typical for residential and mixed uses. In addition, new development would result in greater vehicular use of roadways, which could potentially increase contaminants that would be carried in runoff and discharged into receiving waters. Therefore, nonpoint source pollutants would be the primary contributors to potential water quality degradation as a result of project buildout. Nonpoint source pollutants could be washed by rainwater from rooftops, landscaped areas, parking areas, and other impervious surfaces into the on-site drainage system.

In addition, the City and most of the Rezone Sites are already highly impervious and were developed largely at a time prior to the regulation of stormwater quality. New development within the sites will have to come into conformance with current water quality regulatory standards. Thus, overall water quality in the post-buildout condition would be similar (if not improved) to existing conditions, except at the undeveloped sites where an increase in impervious surfaces would result, thereby potentially increasing stormwater pollutants into the drainage systems.

Future development, whether discretionary or by right, would be required to adhere to all applicable water quality standards as provided in various water quality regulations and plans including all pertinent requirements of the City's JRMP (including WQIP and MS4 Permit), BMP Design Manual, NPDES General Construction Permit, as well as all regulations related to water quality. The General Construction Permit requires preparation and implementation of a Stormwater Pollution Prevention Plan, which must include erosion and sediment control BMPs that would meet or exceed measures required by the NPDES General Permit, as well as BMPs that control hydrocarbons, trash and debris, and other potential construction-related pollutants. Future projects within the Rezone Sites would comply with the City's General Plan policies requiring the incorporation of construction BMPs for the protection of water quality. Additionally, new development would be required to adhere to the City's Stormwater Ordinance applying source control and site design BMPs as project design features in order to reduce the discharge of pollutants into the stormwater conveyance system.

Therefore, through regulatory compliance impacts related to water quality standards and waste discharge requirements would be less than significant. Likewise, future development within the Rezone Sites would not conflict with or obstruct implementation of a water quality control plan.

4.8.5.2 Significance of Impacts

While development of the Rezone Sites has the potential to increase the amount of pollutants discharged into surface waters, all future development, whether discretionary or by right, would be subject to federal, state, and local regulations aimed at controlling water quality impacts. Therefore, potential water quality impacts resulting from buildout of the Rezone Sites would be less than significant.

4.8.5.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.8.5.4 Significance After Mitigation

Through regulatory compliance, all impacts related to water quality would be less than significant.

4.8.6 Issues 2: Groundwater

Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede substantial groundwater management of the basin?

Would the project substantially degrade groundwater quality or obstruct implementation of a sustainable groundwater management plan? (see groundwater portions of issue questions 1 and 5)

4.8.6.1 Impact Analysis

The project does not propose the construction of new housing or other development. Development at the Rezone Sites would occur on a project-by-project basis, resulting in redevelopment of existing developed sites that have existing impervious surfaces; a few sites, however, are currently vacant with pervious surfaces that would allow for groundwater infiltration. Both redevelopment and new development on vacant sites would be required to comply with applicable stormwater management requirements which focus on retention and infiltration of waters on-site, which would provide for ongoing groundwater recharge. Redevelopment within the Rezone Sites with existing development would not result in a substantial change in impervious surfaces as these sites already support some level of development. Additionally, development at all Rezone Sites would be required to comply with the City's General Plan policies and regulations that prioritize infiltration and treatment of stormwater and generally require increased on-site infiltration and higher standards of water quality protection compared to water quality standards that would have been implemented on existing developed sites. Therefore, although development/redevelopment within the Rezone Sites would increase impervious surfaces, prioritization of on-site infiltration would ensure on groundwater recharge, impacts to ground water quality would be less than significant.

While the City does not have a groundwater management plan as one is not required for the City's groundwater basins under the Sustainable Groundwater Management Act, the project would not obstruct implementation of ongoing sustainable use of the City's groundwater resources as the City is not dependent on groundwater (City of Santee 2003b). Therefore, the project would not substantially interfere with groundwater recharge such that the project would impede sustainable groundwater management of the basin.

4.8.6.2 Significance of Impacts

Development of the Rezone Sites would not adversely affect groundwater recharge or obstruct implementation of a sustainable groundwater management plan. Impacts would be less than significant.

4.8.6.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.8.6.4 Significance After Mitigation

The City is not dependent on groundwater recharge. Through regulatory compliance, all impacts related to groundwater would be less than significant.

4.8.7 Issue 3: Drainage Patterns/Stormwater Runoff

Would the project 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 a substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows?

4.8.7.1 Impact Analysis

The Rezone Sites are located within urbanized areas throughout out the City with existing stormwater facilities. Buildout of the sites would not result in substantial changes to the overall drainage patterns within the City because stormwater runoff from the project areas would still be collected within the existing stormwater conveyance system, and runoff would ultimately be discharged into the Forrester and Sycamore Canyon creeks, which are tributary to the San Diego River and then the Pacific Ocean. Additionally, as existing developed sites are redeveloped, they would be required to demonstrate compliance with the most current water quality standards that required increasingly stringent measures to detain and treat runoff to improve water quality. Impacts related to erosion/siltation, increased rate of stormwater runoff, drainage patterns, and impeding or redirecting flood flows are evaluated below.

a. Erosion or Siltation

Development within the Rezone Sites has the potential to alter drainage patterns by increasing impervious surfaces (additional structures, walkways, and parking areas), which have a lower absorption rate for rainfall than that of vacant natural lands. All future development, whether discretionary or by right, would be required to conform with the City's General Plan policies and new regulatory standards. Specifically, adherence to the City's Stormwater and Grading Ordinances include requirements which focus on retention and infiltration of waters on-site and avoidance of changes to drainage velocities during both construction and post-construction/operational phases of development. These regulations would ensure avoidance of increases in erosion and siltation.

With respect to construction-related measures, consistent with the Municipal Code Chapters 9.06 and 11.40, all future development proposing one acre or greater of grading would be required to prepare a construction SWPPP describing specific construction BMPs that address pollutant source reduction, and provide erosion control measures necessary to reduce potential pollutant sources. Additionally, post construction, individual projects would be required to ensure the maintenance of post-construction BMPs designed to retain volume and velocity of stormwater, The ongoing erosion

control measures would ensure that surface water runoff flows leaving future development sites during both construction and operation of future projects would not carry substantial amounts of sediment to downstream waters. Therefore, through regulatory compliance, impacts related to erosion and siltation associated with development of the Rezone Sites would be less than significant.

b. Increase Surface Runoff/ Impede or Redirect Flows

Future development could result in increased surface runoff due to the construction of additional structures, walkways, and parking areas within the Rezone Sites. Consistent with the City's General Plan Conservation Element policies and Municipal Code (Chapters 9.06 and 11.40), all future development, whether discretionary or by right, would be required to ensure the maintenance of stormwater flows to ensure the project would not result in increased surface runoff or redirect existing flood flows. Implementation of applicable stormwater BMPs and erosion control measures would be required to retain flows on-site and minimize the velocity of stormwater runoff. Such BMPs could include on-site drainage swales, bioretention features, use of permeable pavers in parking areas and streets, or infiltration basins which also serve as a means for pollutant removal. Additionally, applicable projects would be required to include low impact development (LID) BMPs as discussed in the JRMP to treat potentially polluted runoff prior to entering the public storm drain system. Project-specific studies would be required to ensure that volume-based treatment LID BMPs are properly sized to infiltrate, filter, or treat the remaining portion of the runoff volume that was not retained or treated by other BMPs to maintain flows and ensure future projects would not redirect flood flows or alter the course of a stream or river. Through these project-specific measures, impacts related to increased or redirected surface runoff associated with development of the Rezone Sites would be less than significant.

c. Exceed Capacity of Stormwater System

Future development of the Rezone Sites would contribute runoff to the existing stormwater drainage system. However, future development, whether discretionary or by right, would be required to adhere to state and local regulation and policies including preparation of project specific Stormwater Quality Management Plans, BMP Plan Sheets, drainage plans, and pollution control plans. Specifically, Municipal Code Section 9.06.250(B) requires priority development projects to include hydromodification management BMPs that are sized and designed to ensure that post-project runoff conditions (flow rates and durations) will not exceed the pre-development runoff conditions by more than 10 percent. This assists in ensuring that stormwater flows would not overwhelm the City's stormwater system. Additionally, the Development Impact Fee and Dedication Ordinance requires new development to provide funds for the installation of needed drainage improvements. Through regulatory compliance and payment of the DIF, impacts related to exceeding the capacity of the stormwater system associated with development of the Rezone Sites would be less than significant.

4.8.7.2 Significance of Impacts

While development of the Rezone Sites has the potential to alter drainage patterns or increase stormwater runoff resulting in increased erosion, and otherwise impact the existing drainage system, all future development would be subject to federal, state, and local regulations aimed at reducing polluted stormwater and avoiding overloading the City's drainage system. Both ministerial and

discretionary development would be required to adhere to regulatory requirements including City Stormwater Ordinance which includes requirements for the elimination or reduction of stormwater runoff. Impacts associated with drainage patterns and stormwater runoff would be less than significant.

4.8.7.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.8.7.4 Significance After Mitigation

Through regulatory compliance, all impacts related to drainage patterns and stormwater runoff would be less than significant.

4.8.8 Issue 4: Flood Hazard/Tsunami Inundation

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

4.8.8.1 Impact Analysis

a. Flood Hazards

As shown in Figure 4.8-2, Rezone Sites 15, 17, 16A, 20A, and 25 are located within or partially within flood hazard areas of the San Diego River. Additionally, as noted in Section 4.8.1.5, a number of Rezone Sites are located within the mapped inundation areas. Riverine flooding impacts could occur from increases in the amount of runoff delivered to the creeks or river, causing an increase to the total flow and pollutant release in the creeks or river. In general, the potential for riverine flooding impacts is addressed through management of local surface runoff. Additionally, the potential for flooding impacts from direct alterations to the creeks or river is managed through the adoption of development regulations for SFHAs or areas mapped as 100-year flood hazard areas on federal FIRMs, where the NFIP's management regulations must be enforced. These regulations address placement of fill, housing, and structures in areas mapped as SFHAs. The City's General Plan Safety Element specifically prohibits development within a mapped 100-year flood zone (Policy 1.8). The project does not propose the construction of new housing or other development; rather, it provides capacity for future development consistent with state housing element law. Buildout of these identified project areas would be required to adhere to all state and local development regulations including the City's General Plan and Municipal Code (Chapter 11.36), which establishes Flood Damage Prevention standards and development prohibitions.

Development within any of the Rezone Sites would not be expected to exacerbate flooding issues, considering the emphasis on stormwater retention and on-site infiltration. Overall, through regulatory compliance impacts related to flood hazards associated with development of the Rezone Sites would be less than significant.

b. Tsunami

The Rezone Sites are not in a tsunami zone and, therefore, the project would not be affected in the event of a tsunami. Thus, buildout of the Rezone Sites would not result in impacts associated with tsunami inundation.

4.8.8.2 Significance of Impacts

Future development of the Rezone Sites would be required to conform to applicable federal, state, and City regulatory standards to effectively avoid and/or address potential impacts associated with development in 100-year flood zones. Rezone Sites are not within an area anticipated to be adversely affected by a tsunami. Impacts related to flood hazards would be less than significant.

4.8.8.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.8.8.4 Significance After Mitigation

Through regulatory compliance, all impacts related to flooding would be less than significant.

4.9 Land Use and Planning

This section analyzes potential impacts related to land use that could result from implementation of the City of Santee (City) 6th Cycle Housing Element Rezone Program (project). The sites included in the analysis are detailed in Table 3-2 and include 25 potential rezone housing sites and the two sites located on Graves Avenue, collectively referred to as the Rezone Sites. The analysis in this section contains an evaluation of the project's consistency with local and regional plans and policies as well as state planning initiatives. It also evaluates compatibility in the context of existing and planned land uses in the surrounding area.

4.9.1 Existing Conditions

4.9.1.1 Existing City-wide Land Uses and Development Patterns

The City's General Plan Land Use Map is shown in Figure 4.9-1, and the Zoning Map is shown in Figure 2-4a-c. As shown therein, residential uses make up a majority of City land uses. The remaining land uses include Commercial/Office Professional, Industrial, Public, and Preserved/Open Space. Approximately 2,638 acres in the northern portion of the City (designated Planned Development) is mostly part of the planned Fanita Ranch project. Approximately 706 acres in the central portion of the City is located within the City's Town Center Specific Plan (Figure 4.9-2).

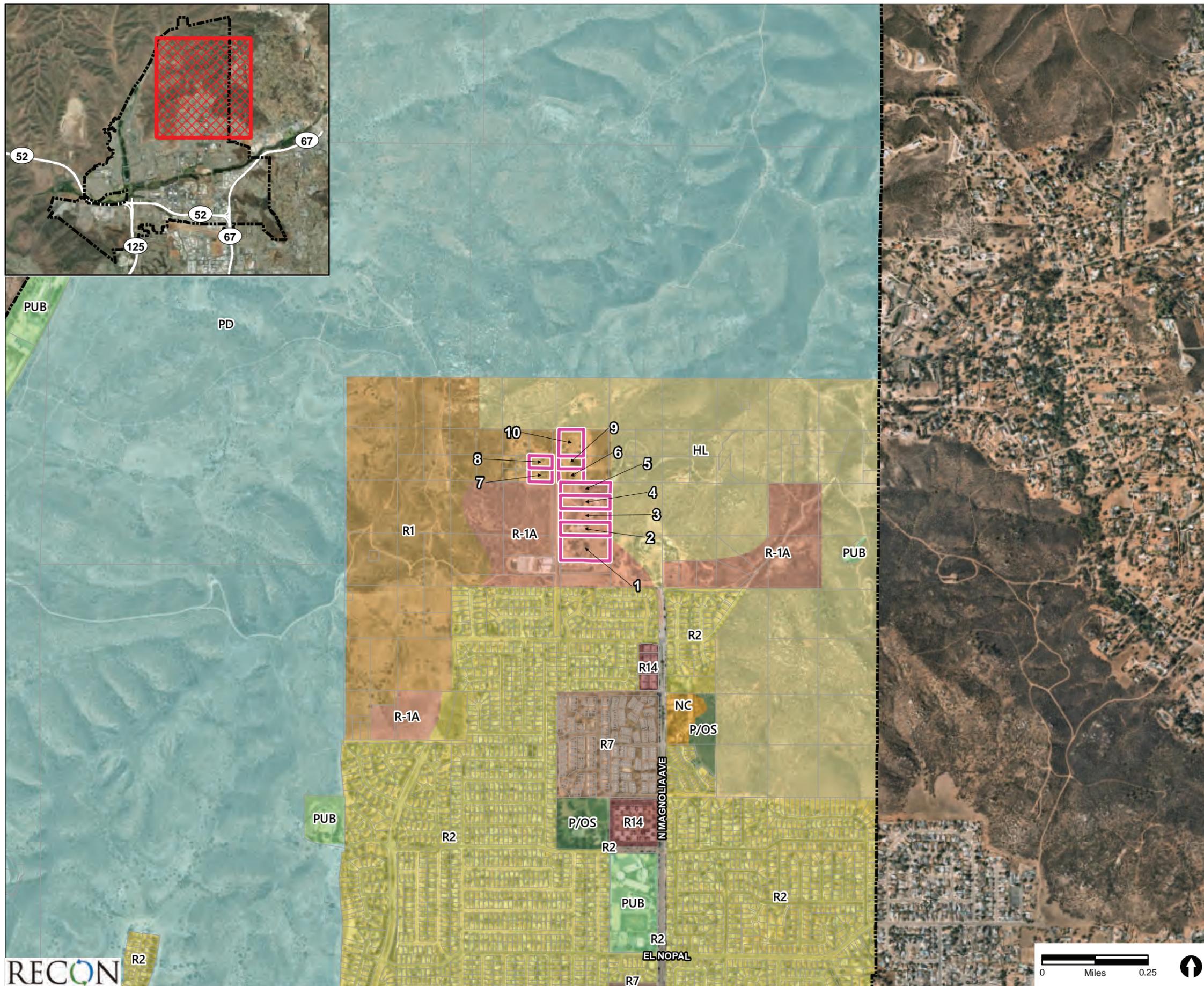
Parcels that comprise the Rezone Sites consist of vacant and developed but underutilized sites. The vacant areas are undeveloped canyons and hillsides in the north, southeast, and steeply sloped and rolling terrain in the southwest portions of the City. A number of vacant parcels are also located along the San Diego River corridor with several large, relatively developable parcels in the City's Town Center area.

a. Residential Land Uses

Residential uses in the City are primarily composed of single-family detached units on standard subdivision lots. This type of residential development is found in all sections of the City, but it is particularly dominant north of the San Diego River. Multi-family housing, including apartments and condominiums, together with mobile homes, provide the balance of housing in the City. Multi-family development, including both apartments and condominiums, is typically located along the City's major roads, including Fanita Drive, Mission Gorge Road, Carlton Hills Boulevard, Halberns Boulevard, and Magnolia Avenue. Most of the mobile parks are located near the City's highly traveled roads including Mission Gorge Road, Magnolia Avenue, and Prospect Avenue.

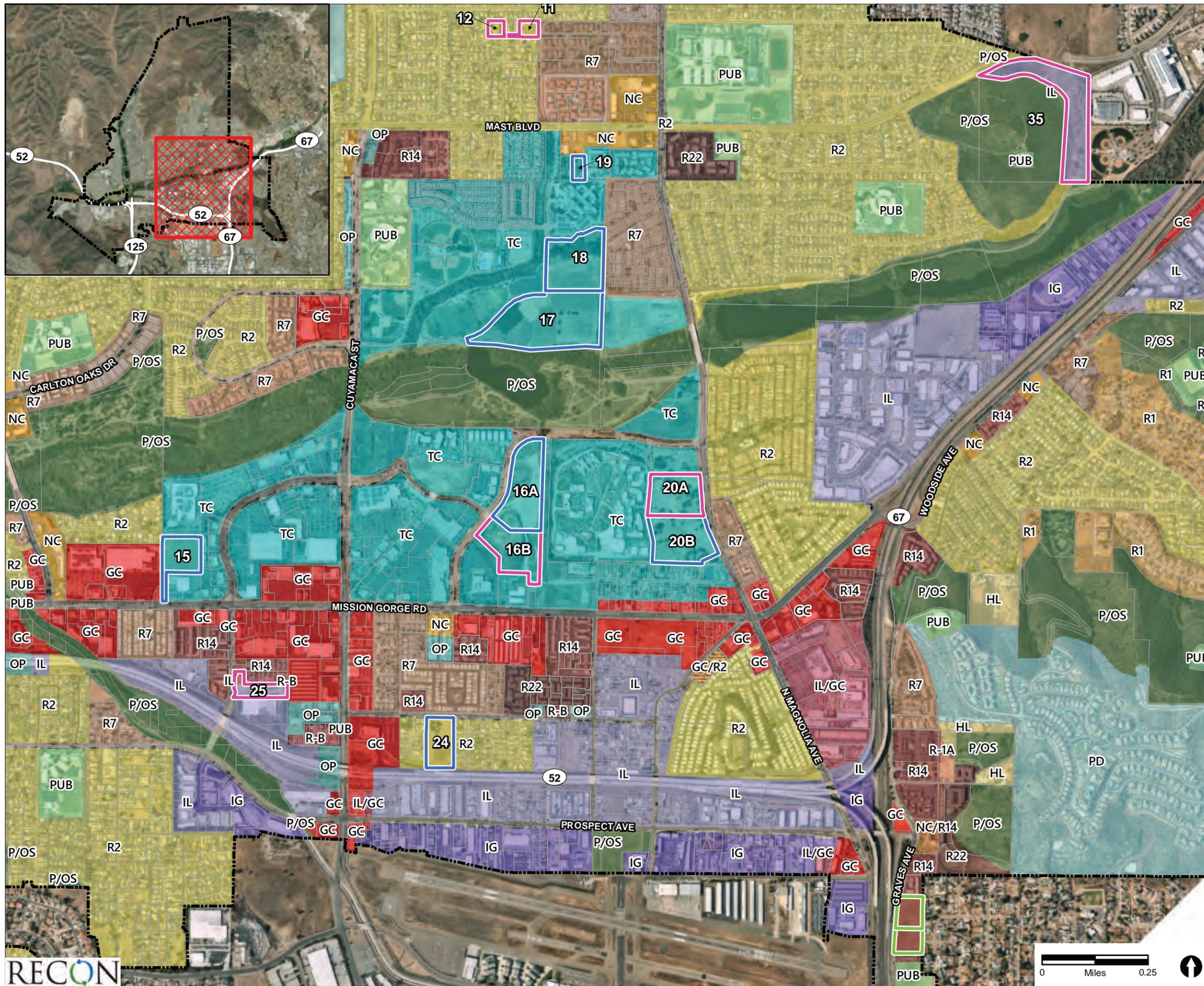
b. Commercial Land Uses

Commercial uses are primarily concentrated along Mission Gorge Road and within the Town Center area, with small neighborhood centers dispersed throughout the City.



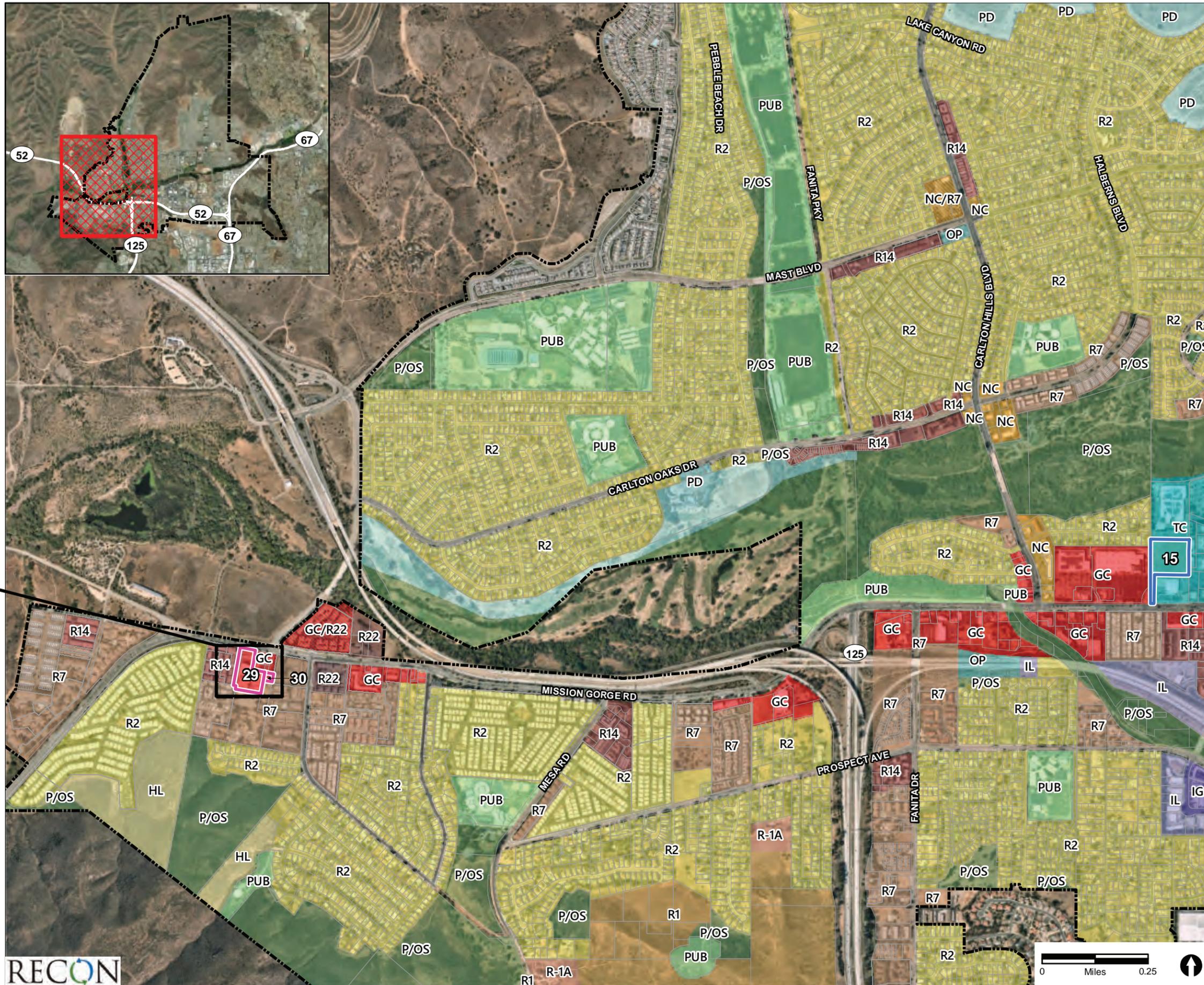
-  City of Santee Boundary
-  Discretionary Development Sites
- General Plan Land Use**
-  HL Hillside/Limited
-  R1 Low Density Residential (1-2 dwelling units/gross acre)
-  R-1A Low Density Residential (2-4 dwelling units/gross acre)
-  R2 Low-Medium Density Residential (2-5 dwelling units/gross acre)
-  R7 Medium Density Residential (7-14 dwelling units/gross acre)
-  R14 Medium-High Density Residential (14-22 dwelling units/gross acre)
-  NC Neighborhood Commercial
-  PD Planned Development
-  P/OS Park/Open Space
-  PUB Public

FIGURE 4.9-1a
General Plan Land Use Map



- City of Santee Boundary
 - Discretionary Development Sites
 - Eligible By-Right Development Sites
 - Graves Avenue Rezone Sites
- General Plan Land Use**
- HL Hillside/Limited
 - R1 Low Density Residential (1-2 dwelling units/gross acre)
 - R-1A Low Density Residential (2-4 dwelling units/gross acre)
 - R2 Low-Medium Density Residential (2-5 dwelling units/gross acre)
 - R7 Medium Density Residential (7-14 dwelling units/gross acre)
 - R14 Medium-High Density Residential (14-22 dwelling units/gross acre)
 - R22 High Density Residential (22-30 dwelling units/gross acre)
 - TC Town Center
 - R-B Residential/Business
 - OP Office Professional
 - NC Neighborhood Commercial
 - NC/R14 Neighborhood Commercial/Medium-High Density Residential
 - GC General Commercial
 - GC/R2 General Commercial/Low-Medium Density Residential
 - IL/GC Light Industrial/General Commercial
 - IL Light Industrial
 - IG General Industrial
 - PD Planned Development
 - P/OS Park/Open Space
 - PUB Public

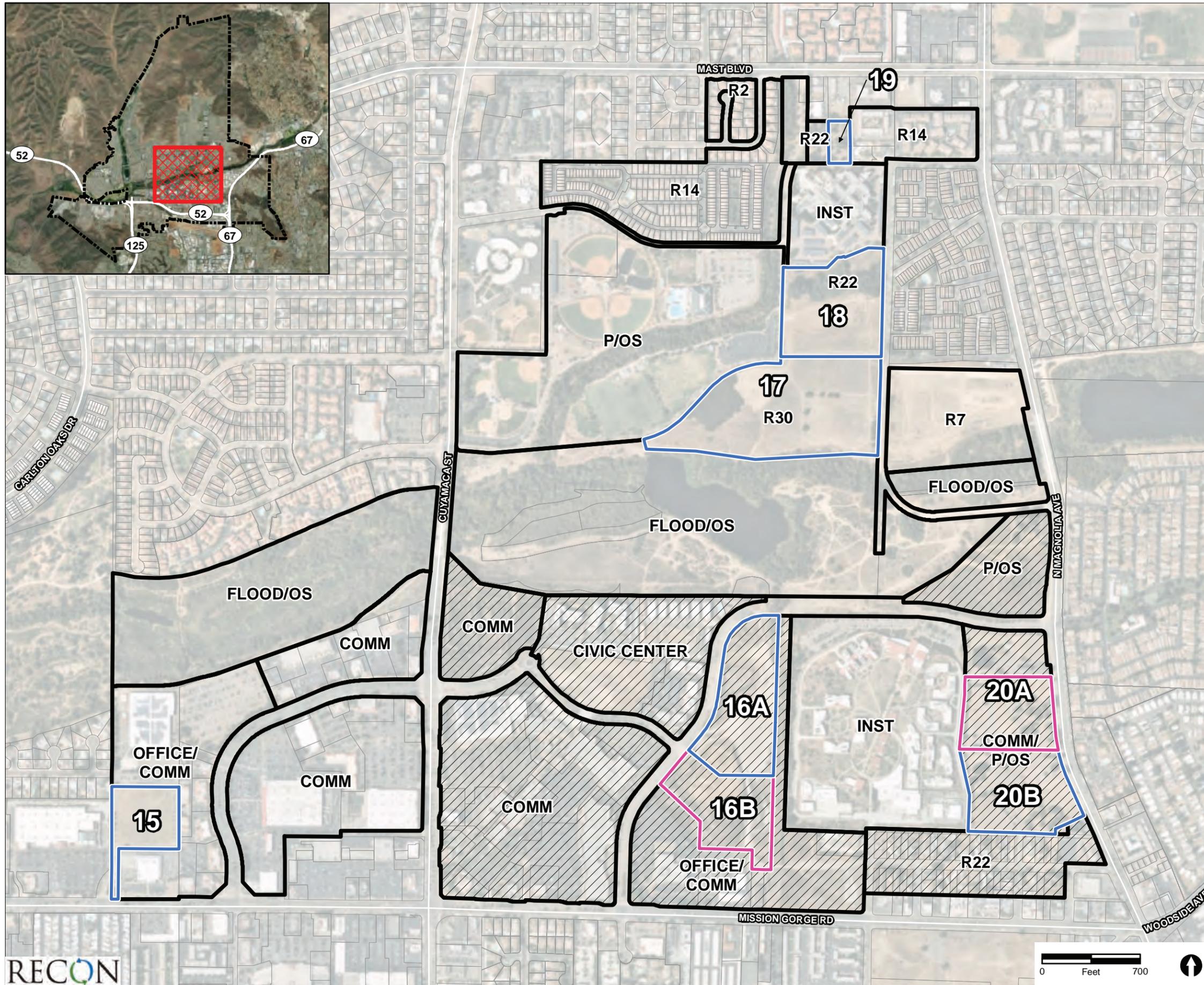
FIGURE 4.9-1b
General Plan Land Use Map



- City of Santee Boundary
 - Discretionary Development Sites
 - Eligible By-Right Development Sites
- General Plan Land Use**
- HL Hillside/Limited
 - R1 Low Density Residential (1-2 dwelling units/gross acre)
 - R-1A Low Density Residential (2-4 dwelling units/gross acre)
 - R2 Low-Medium Density Residential (2-5 dwelling units/gross acre)
 - R7 Medium Density Residential (7-14 dwelling units/gross acre)
 - R14 Medium-High Density Residential (14-22 dwelling units/gross acre)
 - R22 High Density Residential (22-30 dwelling units/gross acre)
 - TC Town Center
 - R-B Residential/Business
 - OP Office Professional
 - NC Neighborhood Commercial
 - NC/R7 Neighborhood Commercial/Medium Density Residential
 - GC General Commercial
 - GC/R22 General Commercial/High Density Residential
 - IL Light Industrial
 - IG General Industrial
 - PD Planned Development
 - P/OS Park/Open Space
 - PUB Public



FIGURE 4.9-1c
 General Plan Land Use Map



- City of Santee Boundary
- Discretionary Development Sites
- Eligible By-Right Development Sites
- Arts & Entertainment District
- Town Center Specific Plan
- P** Park
- OS** Open Space
- COMM** Commercial
- FLOOD** Floodway
- INST** Institutional
- R2** Residential 2-6 DU/AC
- R7** Residential 7-14 DU/AC
- R14** Residential 14-22 DU/AC
- R22** Residential 22-30 DU/AC
- R30** Residential 30+ DU/AC



FIGURE 4.9-2
 Town Center Specific Plan

c. Office Professional Land Uses

Office professional development is located primarily south of Mission Gorge Road and along Cuyamaca Street.

d. Industrial Land Uses

Industrial development in the City is comprised of light industrial use concentrated in the south-central area along Prospect Avenue, Magnolia Avenue, and Cuyamaca Street and north of Woodside Avenue along the San Diego River corridor.

e. Public/Semi-Public Land Uses

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

4.9.1.2 Existing Project Area Land Uses

Table 3-2 lists the existing land use designations and zoning for the Rezone Sites. All sites are proposed to be rezoned to allow residential uses (or increase allowable residential density), except the two Graves Avenue sites which will be rezoned for commercial use. Most of the Rezone Sites are currently zoned for residential uses, except for the following:

- Site 15: Existing Zone TC-C (Commercial)
- Site 16A: Existing Zone TC-C (Commercial)
- Site 16B: Existing Zone TC-C (Commercial)
- Site 20A: TC-O/I
- Site 20B: TC-O/I
- Site 25: Existing Zone IL (Light Industrial)
- Site 29: Existing Zone GC (General Commercial)
- Site 30: Existing Zone GC (General Commercial)
- Site 35: Existing Zone POS/IL (Park Open Space/Light Industrial)

a. Town Center Specific Plan

Specific Plans provide specific land use designations and detailed development guidance for part of the City, including the Town Center Specific Plan (TCSP). The TCSP area encompasses 706 acres within the center of the City (see Figure 4.9-2), providing a central core consisting of conservation and development areas. The Town Center is bounded to the south by Mission Gorge Road, on the west by Mast Park and adjacent residential development, on the north by Mast Boulevard, and on the east by Magnolia Avenue. Property ownership within the TCSP includes private, City, and County lands. Originally adopted in 1986, the intent of the TCSP was to allow the City to comprehensively

plan for the location of new uses within the context of a master plan (City of Santee 1986). The TCSP supplemented City zoning by establishing development standards particular to the planning area, which included environmental constraints related to the San Diego River which traverses the specific plan area. Overall, the 1986 TCSP enabled the development potential for 1,700-2,259 residential dwelling units, in addition to commercial, industrial, and open space (City of Santee 1986).

In 2006, the City adopted an amendment to the TCSP relating to 154.05 acres of the planning area for the purpose of developing an office park and mixed-uses. This area is owned by the County of San Diego; 15.23 acres of which is occupied by the Las Colinas facility. The Specific Plan Amendment allows the reconstruction of the Las Colinas facility, not to exceed 45 acres, with the remaining area available for future office/mixed-use development. The building area associated with the Specific Plan Amendment is calculated as follows:

- Commercial/Office: 17,000 square feet per acre
- Residential: 1,400 square feet per acre for mid-range density of 25 dwelling units per acre
- Theater: 6,429 square feet per acre
- Mixed-use office: 37,500 square feet per acre

Rezone Sites 15, 16A, 16B, 17, 18, 19, 20A, and 20B are located within the TCSP and would be subject to the TCSP development design and standards. The Land Use Matrix, Table 2 of the TCSP, contains the recommended allowed uses for the various land use districts within the town center. Uses are either permitted or permitted subject to a conditional use permit. The TCSP Design Manual establishes design concepts and guidelines for development. The Design Manual provides both design concepts which guide the overall development of the Town Center and design standards that are to be applied in individual project developments. Specifically, residential areas within the TCSP are required to take into account the adjacent land use and provide appropriate buffers as well as open view (City of Santee 1986).

4.9.1.3 Surrounding Communities/ Land Uses

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

a. Gillespie Field Airport

Gillespie Field Airport is located outside the City limits, within the adjacent City of El Cajon. It encompasses approximately 757 acres and is owned and operated by the County's Department of Public Works. The airport has three runways and several helipads with two of the runways running parallel in an east-west alignment and one crosswind runway oriented in a north-south alignment.

The Gillespie Field Airport Influence Area (AIA)/Safety Zones extends onto the southern portion of City. The Rezone Sites located within the Gillespie Field Safety Zones are shown on Figure 4.7-2.

b. Marine Corps Air Station Miramar

Lands adjacent to the western boundary of the northern portion of the City are part of MCAS Miramar and are under the jurisdiction of the Department of the Navy. MCAS Miramar's AIA encompasses the City. The Rezone Sites located within the MCAS Miramar Review Areas are shown on Figure 4.7-2.

c. City of San Diego

Lands adjacent to the western boundary of the City are within the East Elliott area of the City of San Diego. The area is primarily uninhabited and included in the Multiple Species Conservation Program (MSCP) Multiple Habitat Planning Area (MHPA) to be preserved as natural habitat. Outside of the MHPA boundaries, there are areas within the community plan designated for Low Density Residential development with 45 maximum single-family residential units. These areas are currently undeveloped.

d. Mission Trails Regional Park

The Mission Trails Regional Park is operated by the City of San Diego but is partially located within the City. The park includes over 5,800 acres with over 40 miles of biking, hiking, and equestrian trail; 191 acres of the park are located within the City. None of the Rezone Sites would encroach into the park area.

4.9.2 Regulatory Framework

4.9.2.1 State

a. State Housing Element Law

State Housing Element law requires cities to regularly update their housing elements to identify and analyze housing need; establish reasonable goals based on those needs; and set forth a comprehensive list of actions to achieve those goals. In the face of mounting housing costs and the lack of affordable housing throughout the state, the legislature has prioritized the provision of a decent home and suitable living environment to each Californian, with particular focus on housing affordable to low and very low-income households. As a result, state Housing Element law (Government Code Section 65583 et seq.) now requires all incorporated cities and unincorporated counties to regularly update their General Plan Housing Element to ensure each city and county in the state provides its fair share of housing at all economic levels. The City has completed its 6th Cycle Housing Element, which is expected to be approved by the State Department of Housing and Community Development this year.

It is further required that jurisdictions demonstrate in their Housing Element that the land inventory is adequately zoned to accommodate that jurisdiction's share of the regional growth. In accordance

with state law, a zoning density of 30 residential units per acre is deemed appropriate to accommodate housing for lower income households within suburban jurisdictions such as the City. In accordance with state law, the City's latest Housing Element includes Program 9 which creates a new R-30 zone throughout the City to allow a density range of 30 to 36 dwelling unit per acre (du/ac) (see Table 3-3).

b. Senate Bill 375 – Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill (SB) 375 (2008) requires the San Diego Association of Governments (SANDAG) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) to address greenhouse gas (GHG) reduction targets from cars and light-duty trucks in the context of its Regional Transportation Plan (RTP).

SB 375 requires the SCS to show how GHG reduction targets could be achieved; and recommended the integration of transportation and residential land use as one of the most impactful strategies for reducing GHG emissions from vehicles. Higher-density infill development located near transit that emphasizes proximity and connectivity to public transit, employment and service centers, walkable areas, and amenities, can reduce vehicle GHG emissions by reducing vehicle trip number and length (assuming travelers are using some other form of non-vehicle mobility).

c. Senate Bill 743 – Environmental Quality

SB 743 (2013) created a process to change the way projects analyze transportation impacts pursuant to CEQA. Environmental review of transportation impacts typically focuses on the delay that vehicles experience at intersections and on roadway segments. That delay was previously measured using a metric known as "level of service," or LOS. Under SB 743, the focus of transportation analysis shifts from driver delay to reduction of greenhouse gas emissions, creation of multimodal networks, and promotion of a mix of land uses. In response to SB 743, the CEQA Guidelines were amended to provide an alternative to LOS for evaluating transportation impacts. The alternative criteria promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses (Governor's Office of Planning and Research 2014).

4.9.2.2 Regional

a. SANDAG

SANDAG is the Council of Governments or Metropolitan Planning Organization (MPO) for the San Diego region. SANDAG is comprised of elected representatives of the 18 cities in San Diego County and the County itself, and serves as the forum for regional decision-making, regional housing needs assessment allocations, and long-term regional transportation planning, to meet future growth and community needs.

Regional Housing Needs Assessment Allocation

Through the Regional Housing Needs Assessment (RHNA) planning process (see Section 3.1.1 for details of the assessment process), SANDAG distributes to the cities and county within its purview, their fair share of the total regional housing needed for each income category. As described in greater detail in Chapter 3.0 and Table 3-1, the City has been assigned a RHNA of 1,219 new units for the 6th Cycle 2021-2029 planning period; with 16.7 percent (203 units) allotted to extremely low income; another 16.7 percent (203 units) to very low income, 16.4 percent (200 units) to low income, 15.4 percent (188 units) to moderate income, and 34.9 percent (425 units) to above-moderate income categories.

As described in Section 3.1.2, and shown in Table 3-2, after subtracting units under construction or anticipated, the City's remaining unmet need is 605 units, distributed over the extremely low and low categories.

b. San Diego Forward: The 2021 Regional Plan

San Diego Forward was adopted by the SANDAG Board of Directors on December 10, 2021. The 2021 Regional Plan focuses on forecasted growth in the region to the year 2050. One of the major goals of the 2021 Regional Plan is to develop an assessable transportation system guided by three primary goals: the efficient movement of people and goods; access to affordable, reliable, and safe mobility options; and healthier air and reduced GHG emissions. and the plan combines and updates the region's two big picture planning documents: the Regional Comprehensive Plan (RCP) and the Regional Transportation Plan (RTP)/SCS. San Diego Forward is intended to provide a plan for future growth through the year 2050 based on principles of sustainability and smart growth. It is intended to result in more compact development patterns with greater emphasis on use of transit and less need to rely on private vehicle travel; it is to be updated every four years to monitor its progress. The San Diego Forward plan contains the following required elements: Policy Element; Sustainable Communities Strategy; Financial Element; and Action Element.

Relevant objectives of San Diego Forward include the following:

Healthy and Complete Communities

- Create great places for everyone to live, work, and play.
- Connect communities through a variety of transportation choices that promote healthy lifestyles, including walking and biking.
- Increase the supply and variety of housing types -- affordable for people of all ages and income levels in areas with frequent transit service and with access to a variety of services.

Sustainable Communities Strategy

Developed in accordance with SB 375 for the 2050 RTP and incorporated into the 2021 San Diego Forward plan as Chapter 2, the SCS identifies ways to achieve SANDAG's regional share of statewide GHG reduction targets from cars and light-duty trucks. The targets for the SANDAG region call for a

19 percent reduction in GHG emissions per capita from automobiles and light-duty trucks compared to 2005 levels by 2020, and a 13 percent reduction by 2035.

Similar to the GHG reduction strategies described previously for SB 743 and SB 375, the SCS focuses on: housing and job growth in the urbanized areas where there is existing and planned infrastructure; protection of sensitive habitat and open space; investment in a network that gives residents and workers transportation options; the promotion of equity for all; and the implementation of the plan through incentives and collaboration.

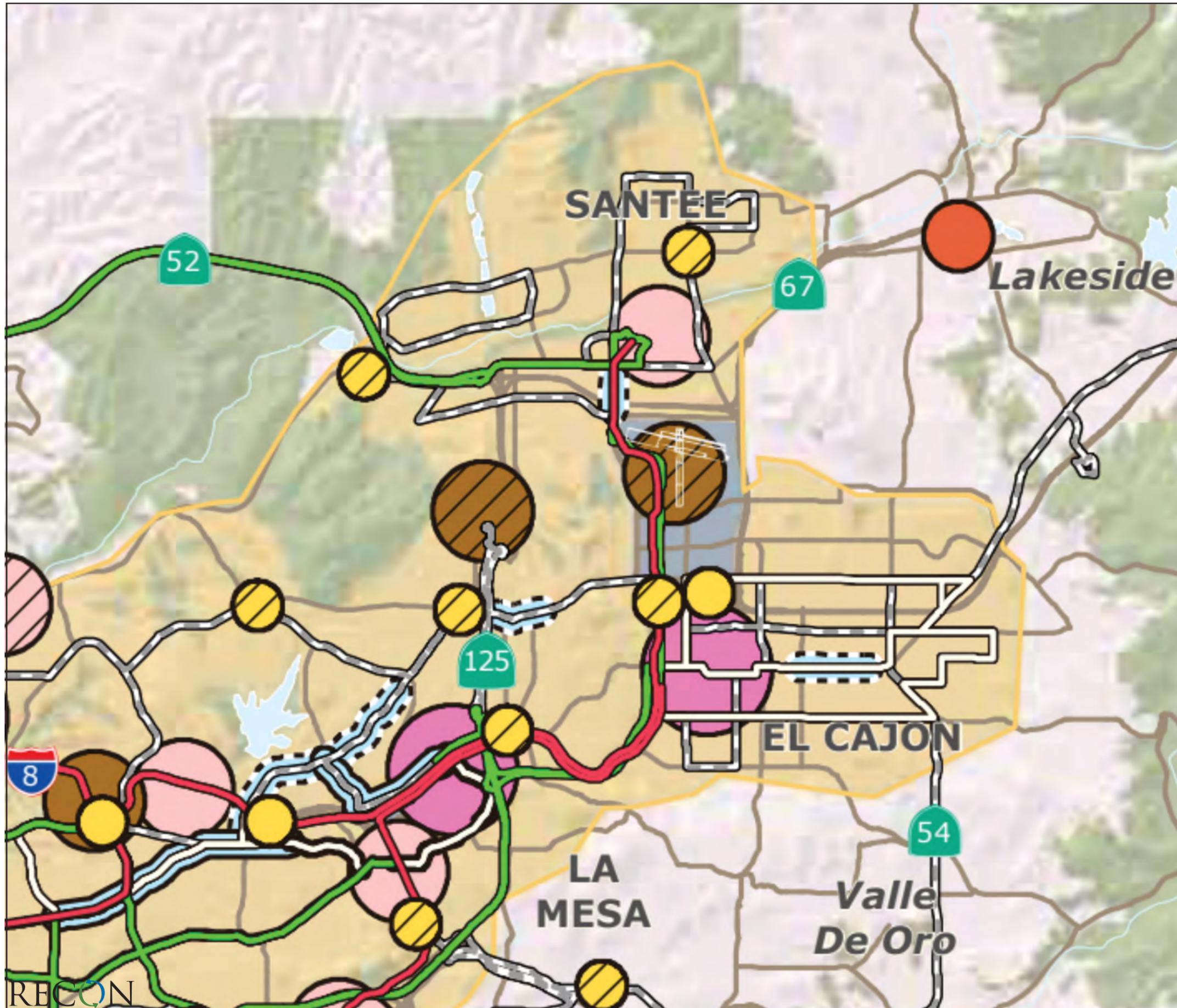
Figure 4.9-3 shows a portion of the Smart Growth Concept Map depicting the Smart Growth Opportunity Area locations within the City. These areas are identified as Town Center and Community Center and coincide with housing and employment density targets proposed by the City. Specifically, Town Centers are defined as suburban downtowns which support low- and mid-rise residential, office, and commercial buildings. The TCSP area is generally served by corridor/regional transit lines and local services. Community Center areas defined as areas with housing within walking/biking distance of transit stations supporting low- to mid-rise residential, office, and commercial buildings. A Community Center draws people from nearby communities and neighborhoods and is generally served by local high-frequency transit (SANDAG 2016).

4.9.2.3 Local

a. Multiple Species Conservation Program

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

Local jurisdictions and special districts will implement their respective portions of the MSCP Plan through subarea plans, which will describe specific implementing mechanisms for the MSCP. The City's Draft MSCP Subarea Plan, although not yet approved, is used by the City as the biological resource guidance document for projects occurring in the City. Figure 4.3-3 shows the City's Draft MSCP Subarea Plan habitat designations. As shown therein, a majority of the most sensitive biological resources are located within the northern portion of the City, with other areas generally associated with the San Diego River and steeper hillsides.



Smart Growth Concept Map

May 2016

Smart Growth Opportunity Areas

- Existing/Planned
- Potential
- Metropolitan Center
- Urban Center
- Town Center
- Community Center
- Rural Village
- Special Use Center
- Mixed Use Transit Corridor

2050 Transit Network* from San Diego Forward: The Regional Plan

- COASTER/AMTRAK/Metrolink
- Trolley/SPRINTER
- SPRINTER Express
- Rapid Transit
- Streetcar/Shuttle
- High Frequency Local Bus
- Local Bus

- Conserved or Proposed Habitat Lands
- Existing Major Employment Areas
- Urban Area Transit Strategy Boundary

FIGURE 4.9-3
Smart Growth Concept Plan



b. San Diego County Airport Land Use Compatibility Plans

The San Diego County Regional Airport Authority (Authority) is committed to protecting the safety and welfare of the general public and the ability of airports to operate now and in the future. One of the Authority's responsibilities is to serve as the Airport Land Use Commission (ALUC) for the County.

The ALUC is responsible for adopting Airport Land Use Compatibility Plans (ALUCPs) for 16 public use and military airports in the County. ALUCPs provide guidance on appropriate land uses surrounding airports to protect the health and safety of people and property within the vicinity of an airport, as well as the public in general. ALUCPs focus on a defined area around each airport known as the AIA. The AIA is composed of noise, safety, airspace protection and overflight factors, in accordance with guidance from the California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics. The City is in the vicinity of two airports: MCAS Miramar and Gillespie Field. The San Diego County ALUC has adopted ALUCPs for each airport. While future development would be subject to the land use compatibility policies and development criteria within AIAs, none of the proposed Rezone Program sites are located within an AIA.

c. General Plan

The General Plan serves as a long-term policy guide for physical, economic, and environmental growth. It is a statement of the community's vision for ultimate growth. State law requires that every city prepare and adopt a comprehensive long-range plan to serve as a guide for the development of the community. City actions, such as those relating to land use allocations, annexations, zoning, subdivision and design review, redevelopment and capital improvements must be consistent with the General Plan. The General Plan designates land use categories for the entire City. Each land use category is identified and defined within the General Plan and includes information on the general uses, development, intensity, siting, and compatibility uses (City of Santee 2003).

The current General Plan Elements were adopted by the City Council on August 27, 2003, except for the Mobility Element which was recently updated and adopted by City Council October 25, 2017. Additionally, the Housing Element has been updated to reflect the 6th Cycle RHNA requirements.

Land Use Element

Figure 4.9-1 shows the land use designations in the adopted General Plan for the City. The Land Use Element is intended to be the guide to the ultimate pattern of development in the community. It specifies the location, type, and amount of housing, commercial services, industrial uses, parks and public facilities, and open space that would compose the City at buildout. Compatibility between adjacent land uses in the City is of primary importance to achieve a safe, livable and functional community and to ensure a high quality of life. To minimize conflicts, land uses must be located in a pattern that considers generic land use characteristics, limitations and requirements, such as traffic and access, noise, public services, siting and visual appearance, and public safety. The Land Use Element provides goals, objectives, and policies that guide City decision makers in directing future

growth and development and regulates the types of land uses and land use intensities within the City (City of Santee 2003).

Housing Element

The Housing Element has been updated this year to reflect the City's 6th Cycle period RHNA requirements. The Housing Element provides the City with a coordinated and comprehensive strategy for promoting the production of safe, decent, and affordable housing within the community. The current action implements Program 9 of the Housing Element.

d. Municipal Code

Title 13 - Zoning

The City Zoning Ordinance is consistent with the City's General Plan and is the primary implementation tool for the Land Use Element. Zoning regulations for the City are adopted and established to serve the public health, safety, and general welfare and to protect the physical, social, and economic stability for residential, commercial, industrial, and other land uses in the City to ensure its orderly and beneficial development. The Zoning Ordinance and Map identify specific types of land uses, intensity of uses, and development performance standards applicable to specific areas and parcels of land within the City. The existing zone assigned to each of the proposed Rezone Program Sites is listed in Table 3-3.

4.9.3 Significance Determination Thresholds

Consistent with Appendix G of the CEQA Guidelines, impacts related to land use would be significant if the project would:

- 1) Threshold 1: Physically divide an established community.
- 2) Threshold 2: 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.

4.9.4 Methodology

The land use analysis in this section evaluates the potential for the project to physically divide a community or to cause an inconsistency with applicable plans and policies or to introduce incompatible land uses relative to existing surrounding land uses, which could result in environmental impacts. The land use analysis relies upon land use and technical data developed by the City, and secondary source information including the adopted General Plan, TCSP, Municipal Code regulations, and data from SANDAG, SanGIS, and the U.S. Census Bureau.

4.9.5 Issue 1: Physically Divide an Established Community

Would the project physically divide an established community?

4.9.5.1 Impact Analysis

All Rezone Sites are in urbanized areas that are already served by existing infrastructure. Implementation of the rezones would result in increased allowable residential density, or newly allowed residential density within all sites, except the Graves Avenue Sites (see Table 3-2). Although the additional density or change to residential use would increase the intensity of land uses at the sites, they would constitute infill development and would not divide an established community. Additionally, the project would not include new major infrastructure that could physically divide an established community. Furthermore, development of the Rezone Sites within the TCSP would be required to adhere to all supplemental development regulations of those sites, as discussed in Section 4.9.1.2a to ensure they would be compatible with the existing community.

4.9.5.2 Significance of Impacts

None of the Housing Sites would require any new major infrastructure or improvements that could physically divide an established community. Therefore, the project would not physically divide an established community, and impacts would be less than significant.

4.9.5.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.9.5.4 Significance After Mitigation

Impacts would be less than significant.

4.9.6 Issue 2: Conflicts with Plans and Policies

Would the project 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 impact?

4.9.6.1 Impact Analysis

The City's 6th Cycle Housing Element included rezone programs required to meet the City's RHNA requirements and comply with state housing mandates. As shown in Figure 4.9-3, the majority of the Rezone Sites would be located within the SANDAG existing/planned town center smart growth opportunity area. All of the Rezone Sites would require changes to existing zoning and/or General Plan land use designations and result in density increases throughout the City. As detailed in Chapter 3.0 and throughout this PEIR, future development at the Rezone Sites may occur either with a discretionary action, or with a ministerial approval for projects that meet certain criteria including providing at least 20 percent of the housing as affordable to lower income residents. Future

discretionary development would require a subsequent site-specific environmental review that would consider each project's consistency with all applicable plans, including the City's General Plan. Future by-right development would be required to adhere to the City's proposed objective design standards, which include design guidelines and regulations to ensure consistency with City plans and policies. Both future ministerial and discretionary review would be subject to review for consistency with the City's General Plan and Municipal Code regulations that serve to reduce or avoid environmental impacts. Table 4.9-1 provides a summary of applicable regulations, plans, and policies and a brief explanation of the projects' consistency with each.

State Housing Element Law (California Government Code Section 65583 et seq.)

Cities are required to update their Housing Elements every eight years. Cities are also required to demonstrate in their Housing Element that the land inventory is adequately zoned to accommodate that jurisdiction's share of the regional growth. Consistent with State Housing Law, the City prepared its 6th Cycle Housing Element, adopted by City Council on July 14, 2021, which covers the planning period from April 15, 2021 to April 15, 2029 (8 years). The Housing Element identifies 34 sites throughout the City with the capacity to accommodate the City's assigned growth/Regional Housing Needs Assessment (RHNA) minimum of 1,219 housing units. Housing Element Programs 9 and 10 commit the City to evaluate candidate sites and rezone as appropriate to achieve adequate housing capacity. The project implements Programs 9 and 10. Therefore, the project is consistent with State Housing Element Law and land inventory/regional growth requirements and no impact would occur.

San Diego Forward

The Regional Plan: San Diego Forward, adopted in 2021, further identified GHG reduction strategies through transportation and land use planning as follows: connect communities through multi-modal transportation choices; and increase a variety of housing options in proximity to existing and planned transit. Consistent with State Housing Law, the City prepared its 6th Cycle Housing Element, adopted by City Council on July 14, 2021, which covers the planning period from April 15, 2021 to April 15, 2029 (8 years). The Housing Element identifies 34 sites throughout the City with the capacity to accommodate the City's assigned growth/Regional Housing Needs Assessment (RHNA) minimum of 1,219 housing units. Housing Element Programs 9 and 10 commit the City to evaluate candidate sites and rezone as appropriate to achieve adequate housing capacity. The project implements Programs 9 and 10. Therefore, the project is consistent with State Housing Element Law and land inventory/regional growth requirements and no impact would occur.

Multiple Species Conservation Program (MSCP)

The City's Draft MSCP Subarea Plan is used by the City as a biological resource guidance document. There are no Rezone Sites located within preserved land; however, a few sites are located adjacent to those 75 percent and 100 percent preserve areas as mapped in the City's Draft Subarea Plan as detailed on Figure 4.3-3. areas. Future development which is adjacent to the preserve areas would be required to adhere to land use adjacency guidelines to ensure no impacts occur. Through compliance with the policies contained in the City's Draft MSCP Subarea Plan as detailed in Section 4.3, the project would be consistent with the goals of the City's Draft MSCP Subarea Plan and no impact would occur.

General Plan, Land Use Element

The Land Use Element provides goals, objectives, and policies that guide City decision makers in directing future growth and development and regulates the types of land uses and land use intensities within the City. Specifically, Policy 2.2 encourage the development of higher density residential developments in areas close the multi-modal transit station and along major road corridors where transit and other convenience services are available. The Rezone Sites are located primarily within the center of the City in proximity to existing major roads and transit. Rezone Sites located within the TCSP provide greater opportunity for residential use of multi-modal and transit options. In addition, the project includes a General Plan amendment to redesignate land uses within the Rezone Sites and adjust residential densities consistent with proposed rezones. Future projects would be required to demonstrate compatibility with surrounding land uses as required by the Land Use Element. Therefore, through adherence to goals and policies, the project would be consistent with the General Plan Land Use Element and no impact would occur.

Municipal Code

The Zoning Ordinance implements the City's General Plan by establishing site specific development use regulations and development standards. The project proposes Rezone actions to change the allowable density within the Rezone Sites. Future projects would be required to show compliance with all development standards associated with the zone. Additionally, the project includes the adoption of objective design and performance standards that would apply to sites that qualify for by-right development. Therefore, all future development would be required to be consistent with zoning use regulations and development standards and no impact would occur.

San Diego County Airport Land Use Compatibility Plans

Portions of the City are subject to regulation by the ACLUP for the Gillespie Field and MCAS Miramar airports. Future development within airport influence areas (AIAs) of Gillespie Field and MCAS Miramar would be subject to the land use compatibility policies and development criteria associated with each respective ALUCP. As detailed on Figure 4.7-2, several proposed Rezone Sites are located within an AIA and some proposed densities may exceed limits for the corresponding airport safety zone.

The City is responsible for submitting the Application for a Consistency Determination to the Authority. Airport staff would review and make recommendations to the ALUC as to the appropriate determination. The ALUC must act upon an application for a determination of consistency with an ALUCP within 60 days of the ALUC deeming such application complete. The City may override an ALUC determination of inconsistency by a two-thirds vote of the City Council if it can make certain findings and provide a 45-day notice of the same to the ALUC and the California Department of Transportation per Public Utilities Code Section 21676.5(a). Where possible conflict between the residential density provisions mandated by state law and Airport Safety Zones are identified with a specific land use proposal, the ALUCP density limitations shall apply unless overridden by the City Council. Since this process is not unique to the City, it does not constitute a distinct or unusual constraint.

Therefore, it is possible that future development plans would not be entirely compatible with the ALUCPs. When development proposals do come forth, they would be required to complete consultation with the ALUC and depending on the ultimate density of the proposal, future development could be found incompatible with the ALUCP. Therefore, at this level of program review, a significant impact could occur with respect to consistency with ALUCPs.

Table 4.9-1 Project Consistency with Land Use Plans and Policies	
Land Use Plans and Policies	Project Consistency
State Regulations, Plans, and Policies	
State Housing Element Law (California Government Code Section 65583 et seq.): Cities are required to update their Housing Elements every eight years. Cities are also required to demonstrate in their Housing Element that the land inventory is adequately zoned to accommodate that jurisdiction’s share of the regional growth.	Consistent with State Housing Law, the City prepared its 6 th Cycle Housing Element, adopted by City Council on July 14, 2021, which covers the planning period from April 15, 2021 to April 15, 2029 (8 years). The Housing Element identifies 34 sites throughout the City with the capacity to accommodate the City’s assigned growth/Regional Housing Needs Assessment (RHNA) minimum of 1,219 housing units. Housing Element Programs 9 and 10 commit the City to evaluate candidate sites and rezone as appropriate to achieve adequate housing capacity. The project implements Programs 9 and 10. Therefore, the project is consistent with State Housing Element Law and land inventory/regional growth requirements.
Regional Regulations, Plans, and Policies	
San Diego Forward: The Regional Plan: San Diego Forward, adopted in 2021, further identified GHG reduction strategies through transportation and land use planning as follows: <ul style="list-style-type: none"> • Connect communities through multi-modal transportation choices; • Increase a variety of housing options in proximity to existing and planned transit; 	Consistent with the Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), a number of Rezone Sites are located in areas identified as Smart Growth Opportunity Area on the SANDAG Smart Growth Concept Map. Specifically, the Rezone Sites within the Town Center Specific Plan (TCSP) are served by local and regional transit lines. The project provides opportunities for increased density within these areas promoting walkable neighborhoods and increased housing within transit hubs. Therefore, the project is consistent with the planning goals and polices of the RTP.
Local Regulations, Plans, and Policies	
Multiple Species Conservation Program (MSCP): The City’s Draft MSCP Subarea Plan is used by the City as a biological resource guidance document.	There are no Rezone Sites located within preserved land; however, a few sites are located adjacent to those 75 percent and 100 percent preserve areas as mapped in the City’s Draft Subarea Plan as detailed on Figure 4.3-3. Future development adjacent to the preserve areas would be required to adhere to land use adjacency guidelines to ensure no impacts occur. Through compliance with the policies

Table 4.9-1 Project Consistency with Land Use Plans and Policies	
Land Use Plans and Policies	Project Consistency
	contained in the City's Draft MSCP Subarea Plan as detailed in Section 4.3, the project would be consistent with the goals of the City's Draft MSCP Subarea Plan.
San Diego County Airport Land Use Compatibility Plans: Portions of the City are subject to regulation by the ACLUP for the Gillespie Field and MCAS Miramar airports.	Future development within airport influence areas (AIAs) of Gillespie Field and MCAS Miramar would be subject to the land use compatibility policies and development criteria associated with each respective ALUCP. As detailed on Figure 4.7-2, several proposed Rezone Sites are located within an AIA and future development densities authorized by the proposed rezones may exceed density limits for the corresponding airport safety zone. Where possible conflict between the residential density provisions mandated by state law and Airport Safety Zones are identified with a specific land use proposal, the ALUCP density limitations apply unless overridden by the City Council. Individual projects would be forwarded to the ALUC for review at the time of specific development proposals. However, as the City Council could override density limitations in the ALUCP, a potential incompatibility with ALUCPs could result.
General Plan, Land Use Element: The Land Use Element provides goals, objectives, and policies that guide City decision makers in directing future growth and development and regulates the types of land uses and land use intensities within the City. Specifically, Policy 2.2 encourage the development of higher density residential developments in areas close the multi-modal transit station and along major road corridors where transit and other convenience services are available.	The Rezone Sites are located primarily within the center of the City in proximity to existing major roads and transit. Rezone Sites located within the TCSP provide greater opportunity for residential use of multi-modal and transit options. In addition, the project includes a General Plan amendment to redesignate land uses within the Rezone Sites and adjust residential densities consistent with proposed rezones. Future projects would be required to demonstrate compatibility with surrounding land uses as required by the Land Use Element. Therefore, through adherence to goals and policies, the project would be consistent with the General Plan Land Use Element.
Municipal Code: Zoning Ordinance: The Zoning Ordinance implements the City's General Plan by establishing site specific development use regulations and development standards.	The project proposes Rezone actions to change the allowable density within the Rezone Sites. Future projects would be required to show compliance with all development standards associated with the zone. Additionally, the project includes the adoption of objective design and performance standards that would apply to sites that qualify for by-right development. Therefore, all future

Table 4.9-1 Project Consistency with Land Use Plans and Policies	
Land Use Plans and Policies	Project Consistency
	development would be required to be consistent with zoning use regulations and development standards.

4.9.6.2 Significance of Impacts

Impacts associated with policy consistency for future development at the Rezone Sites would be less than significant, except with respect to compatible density. The potential for future development within the Rezone Sites to exceed the density limits for the corresponding airport safety zone is a significant impact (Impact LU-1).

4.9.6.3 Mitigation Framework

No feasible mitigation is available to reduce the potential conflict between the allowable density within the airport safety zones and the proposed Rezone Sites. Actual incompatibilities with the ALUCP for future development would be considered by City Council on a project-by-project basis as future development is proposed. While a significant impact is identified associated with ALCUP consistency due to inconsistencies in allowable densities, application of existing regulations and policies related to airport hazards and airport noise would be less than significant as discussed in Sections 4.7 and 4.10.

4.9.6.4 Significance After Mitigation

If determined not to be compatible, impacts would be significant and unavoidable.

4.10 Noise

This section analyzes potential noise impacts associated with buildout of the future development that could occur under the City of Santee (City) 6th Cycle Housing Element Rezone Program (project). The sites included in the analysis are detailed in Table 3-2 and include 25 potential rezone housing sites and the two sites located on Graves Avenue, collectively referred to as the Rezone Sites. Specifically, this section addresses potential noise impacts related to compliance with applicable noise ordinance standards, generation of groundborne noise and vibration, temporary and permanent increases in ambient noise levels, and airport noise. Noise modeling data are contained in Appendix E of this Program Environmental Impact Report (PEIR). Impacts are assessed in accordance with standards established in the City's General Plan Noise Element and the City's Municipal Code.

4.10.1 Existing Conditions

4.10.1.1 Fundamentals of Noise and Vibration

a. Definition and Measurement of Noise

The unit of measurement used to describe a noise level is the decibel (dB). However, the human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, a method called "A-weighting" is used to filter noise frequencies that are not audible to the human ear. A-weighting approximates the frequency response of the average young ear when listening to most ordinary everyday sounds. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the "A-weighted" levels of those sounds. Therefore, the A-weighted noise scale is used for measurements and standards involving the human perception of noise. In this analysis, all noise levels are A-weighted and "dB(A)" is understood to identify the A-weighted decibel.

Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. A 10 dB increase represents a 10-fold increase in sound intensity, a 20 dB change is a 100-fold difference, 30 dB is a 1,000-fold increase, etc. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3 dB decrease.

Human perception of noise has no simple correlation with acoustical energy. The perception of noise is not linear in terms of dB(A) or in terms of acoustical energy. Two equivalent noise sources do not sound twice as loud as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dB(A), increase or decrease; that a change of 5 dB(A) is readily perceptible; and that an increase (decrease) of 10 dB(A) sounds twice (half) as loud (California Department of Transportation [Caltrans] 2013a).

Descriptors

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

- The L_{eq} is the level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound. For example, $L_{eq(1h)}$ is the equivalent noise level over a 1-hour period and $L_{eq(8h)}$ is the equivalent noise level over an 8-hour period. $L_{eq(1h)}$ is a common metric for limiting nuisance noise whereas $L_{eq(8h)}$ is a common metric for evaluating construction noise.
- The CNEL is a 24-hour equivalent sound level. The CNEL calculation applies an additional 5 dB(A) penalty to noise occurring during evening hours, between 7:00 p.m. and 10:00 p.m., and an additional 10 dB(A) penalty is added to noise occurring during the night, between 10:00 p.m. and 7:00 a.m. These increases for certain times are intended to account for the added sensitivity of humans to noise during the evening and night.
- The L_{dn} is also a 24-hour equivalent sound level that applies an additional 10 dB(A) to the sound levels occurring between 10:00 p.m. and 7:00 a.m. By definition, L_{dn} is always less than or equal to CNEL, and the two descriptors usually agree within one decibel. In the context of noise sources discussed in this analysis, L_{dn} and CNEL can be considered synonymous and functionally interchangeable.

Propagation

Sound from a small, localized source (approximating a "point" source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of 6 dB(A) for each doubling of the distance.

Traffic noise is not a single, stationary point source of sound. Over some time interval, the movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point. The drop-off rate for a line source is 3 dB(A) for each doubling of distance.

b. Definition and Measurement of Vibration

Vibration consists of energy waves transmitted through solid material (Federal Transit Administration [FTA] 2006). Groundborne vibration propagates from the source through the ground to adjacent buildings by surface waves. Vibration may be composed of a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how rapidly it is oscillating, measured in hertz (Hz). The normal frequency range of most groundborne vibration that can be felt generally starts from a low frequency of less than 1 Hz to a high of about 200 Hz (FTA 2006).

Vibration energy spreads out as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. Instantaneous groundborne vibration is measured by

its peak particle velocity (PPV). The PPV is normally described in inches per second (inch/sec). Excessive groundborne vibration has potential to result in structural damage.

Continued vibration of building components can also take the form of an audible low-frequency rumbling noise, which is referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hertz), or when foundations or utilities, such as sewer and water pipes, connect the structure and the vibration source.

c. Noise-Sensitive Receivers

Noise-sensitive receivers are associated with land uses wherein indoor and/or outdoor human activities may be subject to stress and/or significant interference from noise. They include residential (single- and multi-family dwellings, mobile home parks, dormitories and similar uses); transient lodging (including hotels, motels and similar uses); hospitals, nursing homes, convalescent hospitals, and other facilities for long-term medical care; and public or private educational facilities, libraries, churches and other places of public gathering. In addition to buildings, exterior use areas may also be considered noise-sensitive receivers. Exterior use areas are areas where frequent human use for prolonged periods (at least an hour) may reasonably occur. Common examples of exterior use areas include residential backyards, multi-family communal areas, patios, picnic areas, recreation areas, playgrounds, active sports areas, and parks. Noise-sensitive receivers occur throughout the City.

d. Vibration-Sensitive Uses

The FTA has identified the following three categories of vibration-sensitive uses:

Category 1 – High Sensitivity Uses:

Buildings where ambient vibration well below levels associated with human annoyance is essential for equipment or operations within the building. Typically uses covered in Category 1 include vibration-sensitive research and manufacturing facilities, hospitals, and university research operations.

Category 2 – Residential Uses:

Buildings where people sleep. Typical uses covered in Category 2 include residential, hotels, and hospitals.

Category 3 – Institutional Uses:

Buildings that do not have vibration-sensitive equipment, but still have the potential for activity interference. Typical uses covered in Category 3 include schools, churches, other institutions, and quiet offices.

Vibration-sensitive uses occur throughout the City. Residential uses are located adjacent to all Rezone Sites except for Sites 16A and 16B. Additionally, the Edgemoor Hospital is located south of Site 19. A detailed discussion of the land uses surrounding the Rezone Sites can be found in Chapter 2, Environmental Setting.

4.10.1.2 Existing Noise

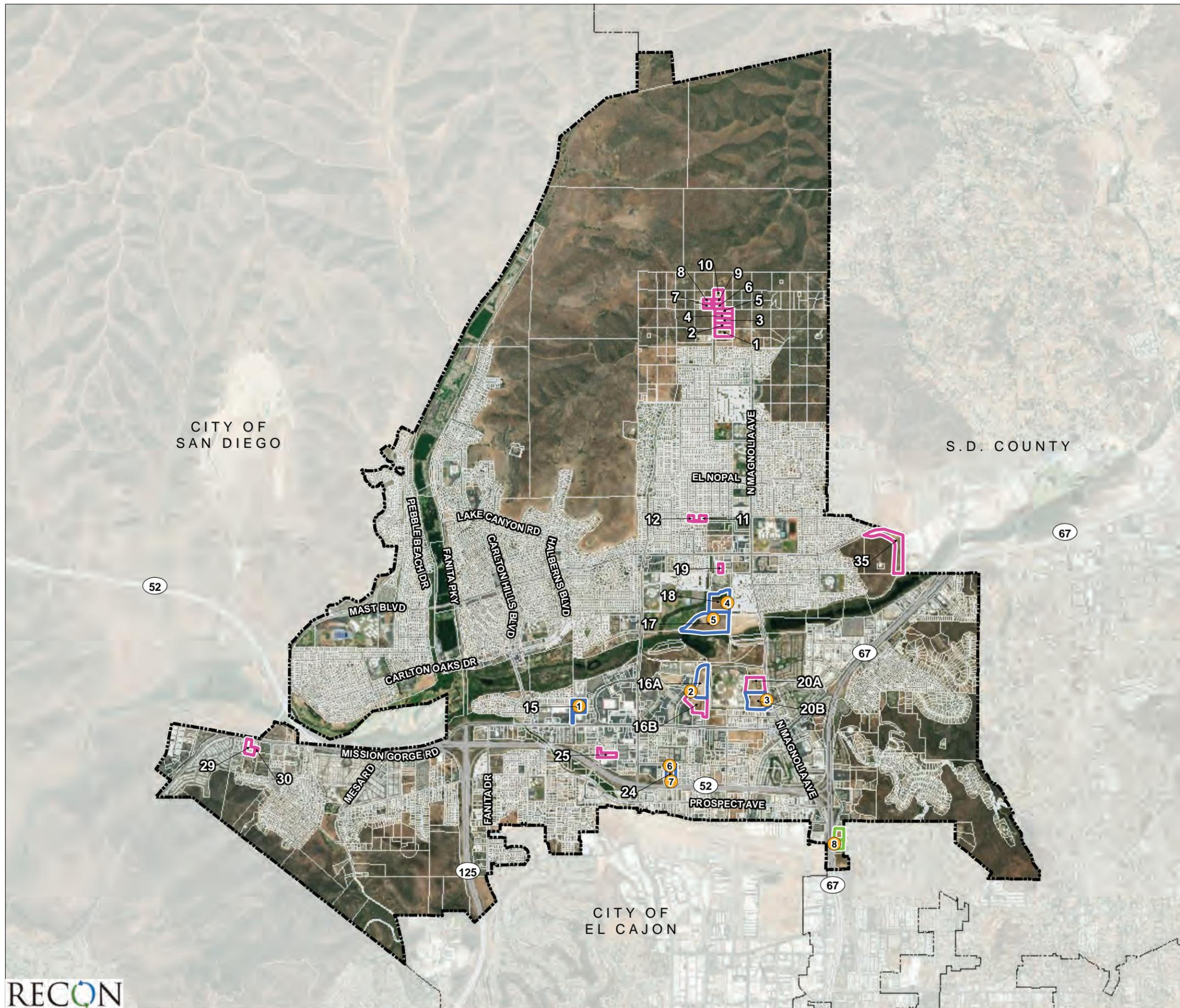
The City is subjected to variable levels of noise in terms of intensity and duration. The major sources of noise include traffic, aircraft from Gillespie Field and Marine Corps Air Station (MCAS) Miramar, commercial/industrial noise, and community activities. For the purpose of this discussion, noise levels refer to the combination of the ambient (background) noise and local noise sources.

a. Measured Noise Levels

Ambient noise levels were measured at the lots which, as described in Chapter 3.0, Project Description, have the potential for future ministerial development and at the Graves Avenue Sites. Noise measurements were not taken at the lots that are not eligible for by-right development since future noise studies would be required for those sites; however, as the City is urbanized and transportation patterns are largely established, the measured ambient noise levels are largely representative of the noise levels at all Rezone Sites. Ambient noise levels were measured at eight locations throughout the City on November 2 and 4, 2021 to provide a characterization of the variability of noise. Noise measurements were taken with Larson-Davis LxT Type 1 Integrating Sound Level Meters, serial numbers 3898 and 3899. Measurement locations are shown in Figure 4.10-1. A summary of the measurements is provided in Table 4.10-1. Based on these measurements, daytime noise levels in the project area range from 48 to 69 dB(A) L_{eq} and are typical of an urban environment.

Table 4.10-1 Ambient Noise Measurements				
I.D.	Location	Date/Time	Noise Level [dB(A) L_{eq}]	Noise Sources
1	Site 15 – Near center of project site	November 2, 2021 12:20 p.m. – 12:35 p.m.	55.2	Vehicle traffic on Mission Gorge Road, fire truck, aircraft
2	Site 16A – Southwestern property boundary adjacent to Town Center Parkway and Riverview Parkway	November 2, 2021 1:02 p.m. – 1:17 p.m.	60.2	Vehicle traffic on Town Center Parkway and Riverview Parkway, aircraft
3	Site 20B – Eastern property line, 50 feet west of Magnolia Avenue	November 2, 2021 1:34 p.m. – 1:49 p.m.	67.1	Vehicle traffic on Magnolia Avenue, aircraft
4	Site 18 – 50 feet west of Cottonwood Avenue	November 2, 2021 10:42 a.m. – 10:57 a.m.	54.1	Aircraft, lawn mower, vehicle traffic on Cottonwood Avenue
5	Site 17 – Near center of project site	November 2, 2021 11:05 a.m. – 11:20 a.m.	48.0	Aircraft
6	Site 24 – 50 feet south of Buena Vista Avenue	November 4, 2021 11:19 a.m. – 11:34 a.m.	56.7	Vehicle traffic on Buena Vista Avenue, aircraft
7	Site 24 – 50 feet north of southern property boundary	November 4, 2021 1:37 p.m. – 1:52 p.m.	65.2	Vehicle traffic on SR-52, aircraft
8	Graves Avenue Sites – 50 feet east of Graves Avenue	November 4, 2021 10:55 a.m. – 11:10 a.m.	68.8	Vehicle traffic on Graves Avenue, aircraft

NOTE: SR-52 = State Route 52.



-  City of Santee Boundary
-  Discretionary Development Sites
-  Eligible By-Right Development Sites
-  Graves Avenue Rezone Sites
-  Noise Measurement Locations



FIGURE 4.10-1
Noise Measurement Locations

b. Existing Vehicle Traffic Noise

Major roads generating the greatest noise levels in the City are States Route 52 (SR-52), SR-125, SR-67, Mission Gorge Road, Magnolia Avenue, and Mast Boulevard. Additionally, numerous other roads within the City are also major sources of noise. The noise contour distances represent the predicted noise level for each roadway without the attenuating effects of noise barriers, structures, topography, or dense vegetation. As intervening structures, topography, and dense vegetation would affect noise exposure at a particular location, the noise contours should not be considered site-specific but are rather guides to determine when detailed acoustic analysis should be undertaken.

Figure 4.10-2 shows the existing vehicle traffic noise contours for the City. As shown, existing noise levels at areas located closest to the roadways exceed 60 CNEL. The local freeways are the dominant noise sources in the City. Noise contours from the freeways in many cases overlap with and encompass the noise contours from local roadways.

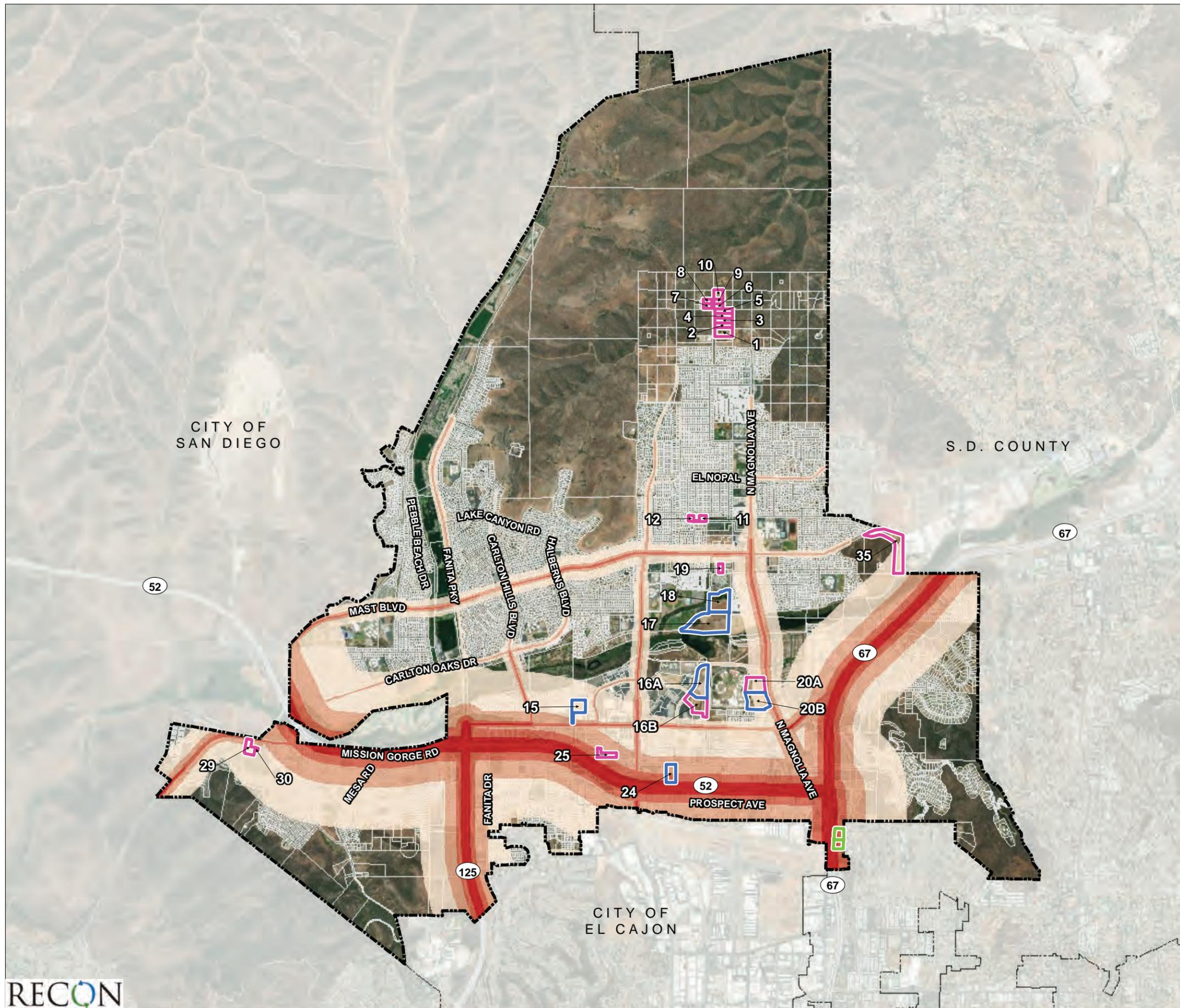
c. Aircraft Noise

Gillespie Field Airport is located outside the City limits, within the adjacent City of El Cajon. It encompasses approximately 757 acres and is owned and operated by the County's Department of Public Works. The airport has three runways and several helipads with two of the runways running parallel in an east-west alignment and one crosswind runway oriented in a north-south alignment. Gillespie Field aircraft noise contours are shown in Figure 4.10-3. As shown, no proposed Rezone Site falls within a 65 CNEL zone or higher. Sites 15, 24, 25, and the Graves Avenue sites are located within the 60 CNEL noise contour.

Lands adjacent to the western boundary of the northern portion of the City are part of MCAS Miramar and are under the jurisdiction of the Department of the Navy. MCAS Miramar aircraft noise contours are also shown in Figure 4.10-3. As shown, the noise contours are entirely outside of the City. There are no proposed Rezone Sites within the MSCA Miramar AIA/Noise Contours.

d. Trolley Noise

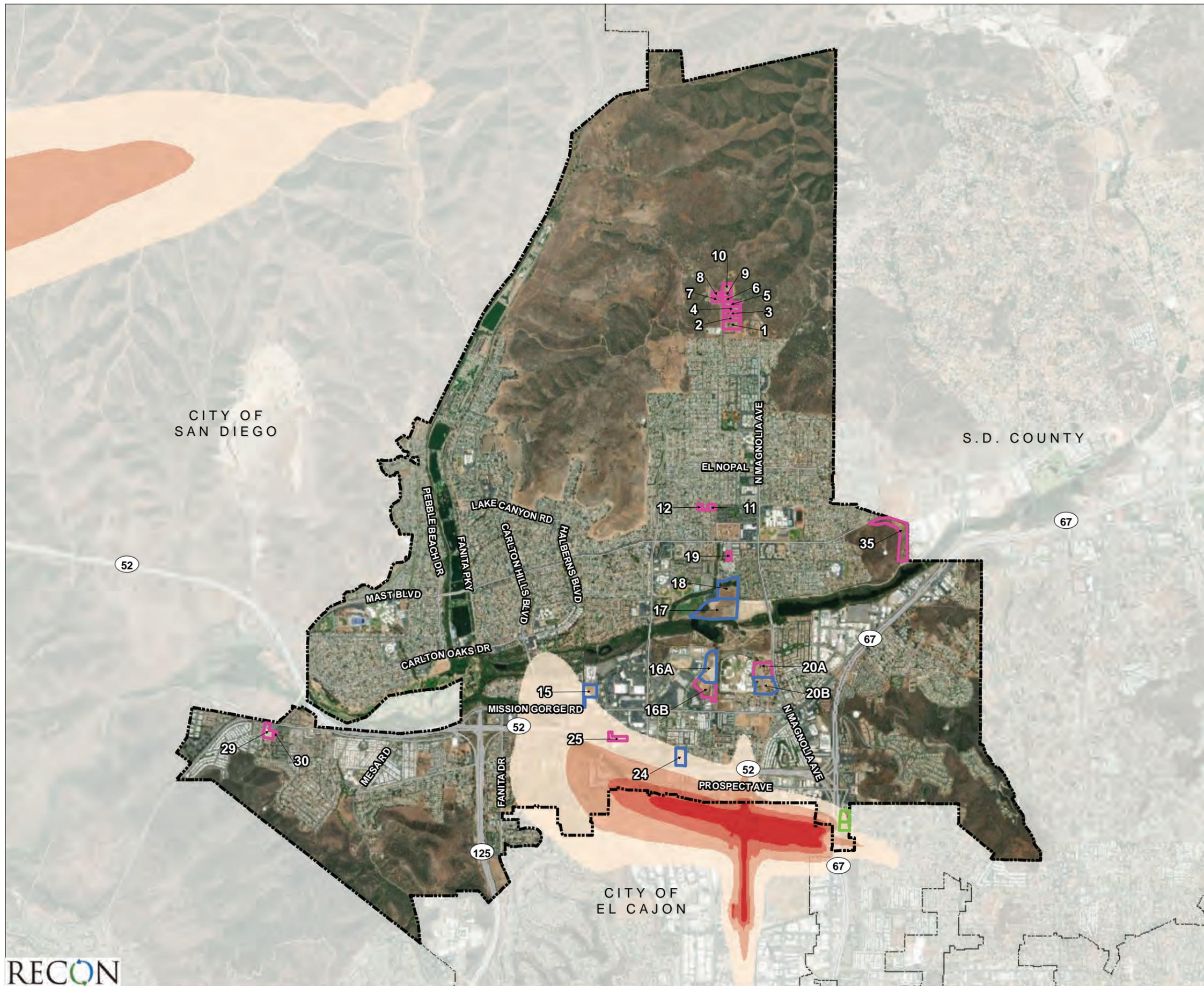
The East County extension to the San Diego Trolley terminates in the Town Center area at the northwest corner of Mission Gorge Road and Cuyamaca Street. The trolley is not a significant noise generator due to its alignment which passes through a primarily commercial corridor on Cuyamaca Street. The proposed Rezone Sites are located at distances of 700 feet or more from the trolley alignment. Therefore, the Rezone Sites would not be impacted by trolley noise, and rail activity is not considered in this noise analysis.



-  City of Santee Boundary
 -  Discretionary Development Sites
 -  Eligible By-Right Development Sites
 -  Graves Avenue Rezone Sites
- Baseline 2020 Noise Contours**
-  60 CNEL
 -  65 CNEL
 -  70 CNEL
 -  75 CNEL



FIGURE 4.10-2
Baseline 2020 Noise Contours



- City of Santee Boundary
 - Discretionary Development Sites
 - Eligible By-Right Development Sites
 - Graves Avenue Rezone Sites
- Airport Noise Contours**
- 60 CNEL
 - 65 CNEL
 - 70 CNEL
 - 75 CNEL



FIGURE 4.10-3
Airport Noise Contours

4.10.2 Regulatory Framework

4.10.2.1 State

a. California Code of Regulations Title 24 Interior Noise Building Standards

Interior noise levels for habitable rooms are regulated also by Title 24 of the California Code of Regulations (CCR) California Noise Insulation Standards. Title 24, Chapter 12, Section 1206.4, of the 2019 California Building Code requires that interior noise levels attributable to exterior sources not exceed 45 CNEL in any habitable room (CCR 2019). A habitable room is a room used for living, sleeping, eating, or cooking. Bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable rooms for this regulation (24 CCR, Chapter 12, Section 1206.4 2019).

4.10.2.2 Local

a. General Plan

The City's General Plan includes various goals, objectives, and policies related to noise standards and protections against excessive noise exposure, including the following:

Noise Element

Objective 1.0. Control noise from sources adjacent to residential, institutional, and other noise-sensitive receptors.

- **Policy 1.1:** The City shall support a coordinated program to protect and improve the acoustical environment of the City including development review for new public and private development and code compliance for existing development.
- **Policy 1.2:** The City shall utilize noise studies and noise contour maps when evaluating development proposals during the discretionary review process.
- **Policy 1.4:** The City shall promote alternative sound attenuation measures rather than traditional wall barrier wherever feasible; these may include glass or polycarbonate walls, berms, landscaping, and the siting of noise-sensitive uses on a parcel away from the roadway or other noise source.
- **Policy 1.5:** The City shall review future projects with particular scrutiny regarding the reduction of unnecessary noise near noise-sensitive areas such as hospitals, schools, parks, etc.

Objective 2.0. Ensure that future developments will be constructed to minimize interior and exterior noise levels.

- **Policy 2.1:** The City shall adhere to planning guidelines and building codes which include noise control for the exterior and interior living space of all new residential developments within noise impacted areas.

- **Policy 2.2:** The City should require new development to mitigate noise impacts to existing uses resulting from new development when: 1) such development adds traffic to existing City streets that necessitates the widening of the street; and 2) the additional traffic generated by new development causes the noise standard or significance thresholds to be exceeded.
- **Policy 2.3:** The City should not require new development to mitigate noise impacts to existing uses when new development only adds traffic already anticipated by the City's General Plan to an existing street but does not necessitate widening of that street.

The Noise Element also provides guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories (Table 4.10-2). Normally acceptable noise levels are defined as satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. Conditionally acceptable noise levels indicate that new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features have been included in the design. Conventional construction with closed windows and fresh air supply systems or air conditioning will normally suffice. The General Plan states that these compatibility guidelines are not prohibitive but should be used as a guide and a resource (City of Santee 2003).

Table 4.10-2 Noise/Land Use Compatibility Guide							
	Community Noise Exposure (CNEL)						
	55	60	65	70	75	80	
Residential – Low Density Single Family Duplex, Mobile Homes							
Residential – Multiple Family							
Transient Lodging – Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes ¹							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							
¹ Applies to noise sensitive areas which serve a significant function for the use which could be adversely affected by noise; such as, outside areas used primarily for instruction, meditation areas, rest and relaxation areas, and other areas where general peace and quiet are important.							

Table 4.10-2 Noise/Land Use Compatibility Guide	
	<p>Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</p>
	<p>Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.</p>
	<p>Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</p>
	<p>Clearly Unacceptable: New construction or development should generally not be undertaken.</p>

The Noise Element further states that when new development may result in the exposure of existing or future noise-sensitive uses to noise levels in excess of 65 dB(A) L_{dn} , an acoustical study will be required. If the acoustical study shows that the noise levels at any noise-sensitive area will exceed 65 dB(A) L_{dn} , the development should not be approved unless the following findings are made:

1. Modifications to the development have been, or will be made, which will reduce the exterior noise levels in noise-sensitive areas to 65 dB(A) L_{dn} or less, or
2. If, with current noise abatement technology, it is not feasible to reduce the exterior noise levels to 65 dB(A) L_{dn} or less, then modifications to the development have been, or will be made, which reduce the exterior noise level to the maximum extent feasible and the interior noise level to 45 dB(A) L_{dn} or less. Particular attention shall be given to noise-sensitive spaces such as bedrooms.
3. For rooms in noise-sensitive areas which are occupied only for a part of the day (schools, libraries, or similar), the interior 1-hour average sound level during occupation, due to noise outside, should not exceed 45 dB(A) L_{eq} .

Further, noise impacts shall be considered significant if any of the following occur as a result of the project:

1. If, as a direct result of the project, noise levels for any existing or planned development will exceed the noise levels considered compatible for that use as identified in Table 4.10-2.
2. If, as a direct result of the proposed development, noise levels which already exceed the levels considered compatible for that use are increased by 3 dB or more.

Section 8.0, Implementation, of the Noise Element lists the following measures that may be incorporated into a proposed project as mitigation measures. The following measures are not always required, and mitigation is not limited to this list:

1. The use of site design techniques, such as the provision of buffers to increase distances between the noise source and receiver, siting of buildings and parking areas, and the careful siting of noise-sensitive outdoor features to minimize noise impacts.
2. Provision of berms, landscaping, and other sound barriers, without the exclusive use of walls (e.g., a combination of a small wall and a berm in concert with the overall streetscape in the area could be appropriate).
3. Insulation of buildings against noise, including thicker-than-standard glazing and mechanical ventilation.
4. Improvement of traffic circulation to "smooth" flow by such measures as interconnecting traffic signals.
5. Consideration of the use of innovative construction technologies and materials in constructing or reconstructing streets .
6. Setting of time limits on certain noisy activities.
7. Purchasing of demonstrably quiet equipment for City use.

b. Municipal Code

Title 5 - Health and Safety

Chapter 5.04 Noise Abatement and Control Ordinance

On-site generated noise is regulated by the City's Municipal Code, Title 5 Health and Safety, Chapter 5.04 Noise Abatement and Control. The sections applicable to the project are as follows:

Section 5.04.040 General Noise Regulations

- A. General Prohibitions. It is unlawful for any person to make, continue, or cause to be made or continued, within the limits of the City, any disturbing, excessive or offensive noise which causes discomfort or annoyance to reasonable persons of normal sensitivity residing in the area. The characteristics and conditions which should be considered in determining whether a violation of the provisions of this section exists, include, but are not limited to, the following:

1. The level of the noise;
 2. Whether the nature of the noise is usual or unusual;
 3. Whether the origin of the noise is natural or unnatural;
 4. The level of the background noise;
 5. The proximity of the noise to sleeping facilities;
 6. The nature and zoning of the area within which the noise emanates;
 7. The density of the inhabitation of the area within which the noise emanates;
 8. The time of day or night the noise occurs;
 9. The duration of the noise;
 10. Whether the noise is recurrent, intermittent, or constant; and
 11. Whether the noise is produced by a commercial or noncommercial activity.
- B. Disturbing, Excessive or Offensive Noises. The following acts, among others, are declared to be disturbing, excessive and offensive noises in violation of this section:
1. Heating and Air Conditioning Equipment and Generators.
 - a. It is unlawful for any person to operate or allow the operation of any generator, air conditioning, refrigeration or heating equipment in such manner as to create a noise disturbance on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit.
 - b. All generators, heating, air conditioning, or refrigeration equipment are subject to the setback and screening requirements in this code.

Section 5.04.070 Motorized Equipment

It is unlawful to operate any lawn mower, backpack blower, lawn edger, leaf blower, riding tractor, or any other machinery, equipment, or other device, or any hand tool which creates a loud, raucous or impulsive sound, within or adjacent to any residential zone between the hours of 10:00 p.m. and 7:00 a.m. of the following day.

Section 5.04.130 Loading and Unloading Operations

- A. It is unlawful for any person to engage in loading, unloading, opening, idling of trucks, closing or other handling of boxes, crates, containers, building materials, garbage cans, dumpsters or similar objects between the hours of 10:00 p.m. and 7:00 a.m. in such a manner as to cause a noise disturbance within or adjacent to a residential district.

Section 5.04.160 Limitations on sources of noise not otherwise addressed:

- A. Between 10:00 p.m. and 7:00 a.m., it is unlawful for any person to generate any noise on the public way that is louder than average conversational level at a distance of 50 feet or more, vertically or horizontally, from the source.

- B. Between 10:00 p.m. and 7:00 a.m., no person is permitted to generate any noise on any private open space that is louder than average conversational level at a distance of 50 feet or more, measured from the property line of the property from which the noise is being generated.

The Noise Abatement and Control Ordinance establishes the City's noise regulation, generally prohibits nuisance noise and states that it is unlawful for any person to make, continue, or cause to be made or continued within the City limits any disturbing, excessive, or offensive noise that causes discomfort or annoyance to reasonable persons of normal sensitivity residing in the area (Municipal Code Section 5.04.040(A)).

Municipal Code Section 5.04.090, which specifically pertains to construction equipment, makes operation of any construction equipment outside the hours of 7:00 a.m. through 7:00 p.m., Monday through Saturday, except holidays, unlawful unless the operation is expressly approved by the Director of Development Services. Construction equipment with a manufacturer's noise rating of 85 dBA L_{max} or greater may only operate at a specific location for 10 consecutive workdays. If work involving such equipment would involve more than 10 consecutive workdays, a notice must be provided to all property owners and residents within 300 feet of the site no later than 10 days before the start of construction. The notice must be approved by the City and describe the proposed project and the expected duration of work and provide a point of contact to resolve noise complaints.

Title 13 - Zoning

Chapter 13.30 General Development and Performance Standards

The intent of this section is to protect properties in all districts and the health and safety of persons from environmental nuisances and hazards and to provide a pleasing environment in keeping with the nature of the district character. Section 13.30.030 applies to operation of land uses and states that no operation or activity is permitted which will create vibration noticeable without instruments at the perimeter of the subject property.

4.10.3 Significance Determination Thresholds

Consistent with Appendix G of the CEQA Guidelines, impacts related to noise would be significant if the project would:

- 1) Threshold 1: Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the proposed project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- 2) Threshold 2: Generate of excessive groundborne vibration of groundborne noise levels.
- 3) Threshold 3: 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, expose people residing or working in the project area to excessive noise levels.

4.10.4 Methodology

The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with the Regional Housing Needs Assessment (RHNA). Thus, while the project does not propose specific development, this analysis assesses the noise impacts from future development at the Rezone Site. A dual analysis is provided to address the following: (1) a programmatic approach to future development within those Rezone Sites that would be developed under the City's discretionary permit process and therefore subject to subsequent environmental review; and (2) a parcel-specific approach to future development within those sites that would be, or have the potential, to be developed ministerially under the Housing Element.

Future development at the Rezone Sites would generate noise from a variety of sources including transportation (i.e., vehicle traffic), stationary noise, construction noise, and vibration. Methods used to assess noise from each of these sources are discussed below.

4.10.4.1 Traffic Noise

a. Land Use Compatibility with Traffic Noise

Traffic noise occurs adjacent to every roadway and is directly related to the traffic volume, speed, and mix of vehicles. Noise levels were modeled for approximately 400 circulation element roadway segments in the City and vicinity. Existing (year 2020) and future (year 2050) traffic volumes, speeds, and truck percentages for each roadway segment in the City were obtained from the traffic engineer (CR Associates 2021) and the San Diego Association of Governments (SANDAG). The Federal Highway Administration (FHWA) Traffic Noise Model algorithms were used to calculate distances to noise contours for each roadway. The FHWA model takes into account traffic mix, speed, and volume; roadway gradient; relative distances between sources, barriers, and sensitive receptors; and shielding provided by intervening terrain or structures.

The analysis of the noise environment considered that the topography was flat with no intervening terrain between sensitive land uses and roadways. Because modeled predicted noise levels do not account for obstructions, they are higher than those which would actually occur. In actuality, buildings and other obstructions along the roadways would shield distant receivers from the traffic noise. The future noise contour distances were used to develop City-wide noise contour mapping in order to determine land use compatibility. Existing and future vehicle traffic noise contour distances calculations are provided in Appendix E.

b. Ambient Noise Increases from Project-Generated Traffic

The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with proposed rezones. Future development at the Rezone Sites would increase traffic volumes on local roadways. Noise level increases would be greatest nearest the Rezone Sites, where the greatest concentration of project-related traffic would occur, and would diminish at greater distances from these areas. Traffic noise is primarily a function of volume, vehicle mix, speed, and proximity. For purposes of this analysis, the vehicle mix, speed,

and proximity are assumed to remain constant in the future. Thus, the primary factor affecting noise levels would be increased traffic volumes, which correlate directly with sound energy. As decibels are measures in a logarithmic scale, a doubling of the sound energy, such as doubling of traffic volume, would increase the noise level by 3 dB(A).

Freeway noise levels were modeled at 100 feet from the freeway centerline, and other roadway noise levels were modeled at 50 feet from the roadway centerline. Existing and future noise levels at 100 feet from freeways and 50 feet from roadways were used to determine the increase in ambient noise levels due to buildout of the project. Existing and future vehicle traffic noise calculations are provided in Appendix E.

4.10.4.2 Stationary Noise

Stationary sources of noise include activities associated with a given land use. The City includes multiple land uses, including residential, commercial, industrial, and mixed-use land uses. Various land uses contain on-site stationary noise sources, including rooftop heating, ventilation, and air conditioning (HVAC) equipment; mechanical equipment; emergency electrical generators; parking lot activities; loading dock operations; and recreation activities. Stationary noise is considered a "point source" and attenuates over distance at a rate of 6 dB(A) for each doubling of distance. The exact location and nature of future stationary noise sources is not known at this time, and therefore cannot be calculated in this analysis. Impacts were assessed in this analysis by identifying potential types of stationary sources and locations of mixed-use land use interfaces and identifying applicable regulations and a mitigation framework for addressing impacts.

4.10.4.3 Construction Noise

Construction noise has the potential to result in temporary ambient noise increase due to construction activities. Construction noise is generated by diesel-powered construction equipment used for site preparation and grading, removal of existing structures and pavement, loading, unloading, and placing materials and paving. Diesel engine-driven trucks also bring materials to the site and remove the spoils from excavation. Table 4.10-3 summarizes typical construction equipment noise levels.

Construction equipment would generate maximum noise levels between 70 and 95 dB(A) L_{max} at 50 feet from the source when in operation. During excavation, grading, and paving operations, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non-equipment tasks, such as measurement. Average construction noise levels were calculated for the simultaneous operation of three common pieces of construction equipment: backhoe, excavator, and loader. The usage factors were applied to the maximum noise level at 50 feet for each piece of equipment, and then noise levels were added logarithmically. Hourly average noise levels would be approximately 83 dB(A) L_{eq} at 50 feet from the center of construction activity when assessing three pieces of common construction equipment working simultaneously. Noise levels would vary depending on the nature of the construction including the duration of specific activities, nature of the equipment involved, location of the particular receiver, and nature of intervening barriers.

Table 4.10-3 Typical Construction Equipment Noise Levels		
Equipment	Noise Level at 50 Feet [dB(A) L_{eq}]	Typical Duty Cycle
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 kilovolt ampts or less)	70	50%
Generator (more than 25 kilovolt amps)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
Impact Pile Driver (diesel or drop)	95	20%
In situ Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Roller	74	40%
Scraper	85	40%
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%
Vibratory Pile Driver	95	20%
SOURCE: FHWA 2006. dB(A) = A-weighted decibels. L_{eq} = one-hour equivalent noise level.		

For the sites that would have the potential to be developed ministerially, parcel-specific construction noise level contours were developed using SoundPlan Essential, version 4.1 (Navcon Engineering 2018). SoundPLAN calculates noise propagation based on the International Organization for Standardization method (ISO 9613-2 – Acoustics, Attenuation of Sound during Propagation Outdoors). The model calculates noise levels at selected receiver locations using input parameter estimates such as total noise generated by each noise source; distances between sources, barriers, and receivers; and shielding provided by intervening terrain, barriers, and structures. The model outputs can be developed as noise level contour maps or noise levels at specific receivers. In all cases, receivers were modeled at 5 feet above ground elevation, which represents the average height

of the human ear. To reflect the nature of grading and construction activities, construction equipment was modeled over as an area source over the footprint of each of the sites.

4.10.4.4 Vibration

a. Construction Vibration

Human reaction to vibration is dependent on the environment the receiver is in as well as individual sensitivity. For example, vibration outdoors is rarely noticeable and generally not considered annoying. Typically, humans must be inside a structure for vibrations to become noticeable and/or annoying. Based on several federal studies, the threshold of perception is 0.035 inch per second (in/sec) peak particle velocity (PPV), with 0.24 in/sec PPV being a distinctly perceptible (Caltrans 2013b). Neither cosmetic nor structural damage of buildings occurs at levels below 0.1 in/sec PPV.

Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Representative vibration source levels were obtained from the FTA (2006) and were evaluated at the nearest structure to the project site. Vibration perception would occur at structures, as people do not perceive vibrations without vibrating structures. The ground vibration levels associated with various types of construction equipment are summarized in Table 4.10-4.

Equipment	Approximate PPV Vibration Level at 25 feet (inch/second)
Pile Driver, Impact (Upper Range)	1.518
Pile Drive, Impact (Typical)	0.644
Pile Driver, Sonic (Upper Range)	0.734
Pile Drive, Sonic (Typical)	0.170
Vibratory Roller	0.210
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003
SOURCE: FTA 2018. PPV = peak particle velocity	

b. Operational Vibration

In addition to construction, land uses commonly associated with operational sources of groundborne noise and vibration include mining and other extractive facilities or railways. There are no operational sources of vibration in the vicinity of the Rezone Sites, the project would not be a source of operational groundborne vibration, and the sites are located 700 feet or more from the trolley line. Therefore, the only potential source of vibration impact is from construction. Accordingly, the analysis focuses on vibration from construction equipment only.

4.10.5 Issue 1: Noise Standards

Would the project result in 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?

4.10.5.1 Impact Analysis

a. Vehicle Traffic Noise

Increase in Ambient Noise

The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with the proposed rezones. Future development as a result of development at the Rezone Sites would increase traffic volumes on local roadways. As discussed in Section 4.10.2(a), a significant impact would occur if, as a direct result of the project, (1) noise levels would exceed the compatibility standards identified in Table 4.10-2, or (2) noise levels which already exceed the levels considered compatible for that use are increased by 3 dB or more.

The noise analysis is based on the existing (year 2020) and future (year 2050) traffic volume data. The traffic analysis included approximately 400 circulation element roadway segments within the City and vicinity. The change in noise level was calculated for these roadway segments, as well as SR-52, SR-126, and SR-67, for the existing condition and buildout of the project. Noise impacts were determined by comparing the change in noise levels between the existing condition and buildout of the project to the criteria listed above.

Based on the impact criteria above, project buildout would result in a significant noise increase over existing ambient noise levels at nine of the analyzed roadway segments. The impacted segments are summarized in Table 4.10-5. Complete calculations for all roadways segments are included in Appendix E.

Roadway	Segment	Existing Noise Level (dB(A) L _{dn} at 50 feet)	Project Buildout Year 2050 Noise Level (dB(A) L _{dn} at 50 feet)	Noise Increase (dB)
Cuyamaca Street	Princess Joann Road to Woodglen Vista Drive	60.3	66.4	6.1
Cuyamaca Street	Woodglen Vista Drive to El Nopal	62.6	66.1	3.5
Fanita Parkway	Lan Canyon Road to Mast Boulevard	63.1	66.9	3.8
Magnolia Avenue	Princess Joann Road to Alphonse Street	49.9	65.4	15.5
Magnolia Avenue	Alphonse Street to City Hall	49.9	65.4	15.5
Magnolia Avenue	City Hall to Kerrigan Street	63.3	67.2	3.9
Magnolia Avenue	Kerrigan Street to Woodglen Vista Drive	63.3	67.2	3.9
Magnolia Avenue	Len Street to El Nopal	65.6	68.7	3.1
Summit Avenue	North of Princess Joann Road	50.5	66.4	15.9

For informational purposes, noise level increases associated with buildout (year 2050) of the adopted land use plan were also calculated. It was found that no significant noise level increases would occur under the adopted land use plan. Therefore, the nine impacted roadway segments identified in Table 4.10-5 are a direct result of buildout of the project. Impacts related to the permanent increase in ambient noise would be significant.

Land Use Compatibility

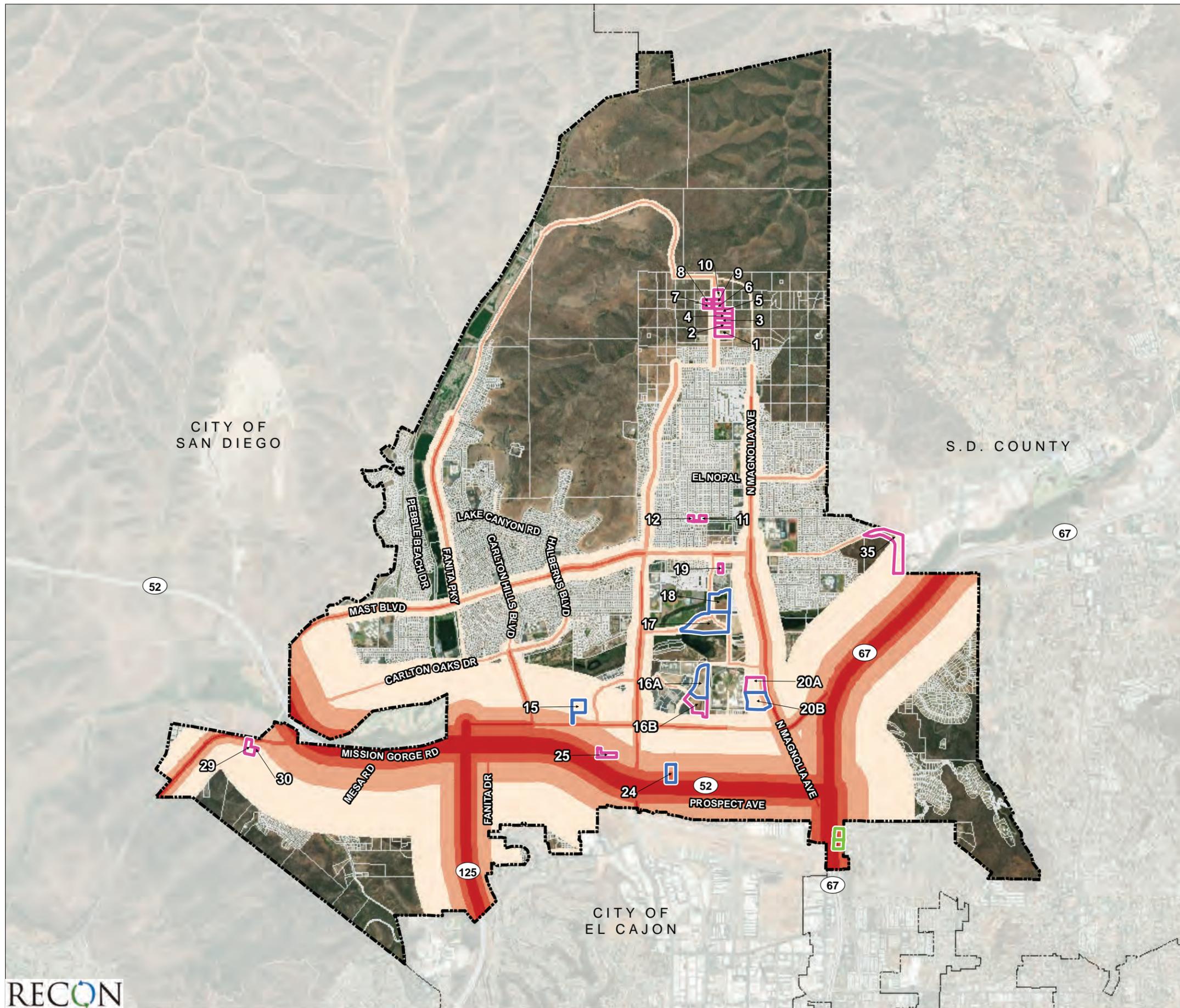
The General Plan Noise Element provides guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories (see Table 4.10-2). As shown, multi-family residential uses are normally acceptable with noise levels up to 65 dB(A) L_{dn} and conditionally acceptable with noise levels up to 70 dB(A) L_{dn} . Future vehicle traffic noise contours with buildout of the project are shown in Figure 4.10-4.

Sites 1 through 10

Sites 1 through 10 are located off Summit Avenue and Summit Crest Avenue, north of SR-52 and northwest of SR-67. Sites 1 through 10 have a total development potential of 124 multi-family units. As shown in Figure 4.10-5.1, future noise levels are projected to exceed 65 dB(A) L_{dn} only immediately adjacent to Summit Avenue. To accommodate project access, Summit Avenue would need to be improved and the 65 dB(A) L_{dn} noise contour may fall within the Summit Avenue right-of-way. Development of Sites 1 through 10 would require future discretionary review. Any siting of new noise-sensitive land uses within a noise environment that exceeds the normally acceptable land use compatibility criterion represents a potentially significant impact and would require a separate noise study through the development review process to determine the level of impacts and required mitigation. Noise Element Policy 2.1 would require that future development include noise control for exterior and interior living spaces of all new residential development. Section 8.0 of the Noise Element provides implementation measures that may be incorporated into a project to reduce noise levels. Additionally, as required by the CCRs (see Section 4.10.2.1), future ministerial and discretionary projects would be required to demonstrate that interior noise levels would be reduced to 45 dB(A) L_{dn} or less. However, absent a specific development proposal with site designs, the potential for shielding of exterior use areas cannot be known at this programmatic level of review. Therefore, due to the siting of new noise-sensitive land uses in an area that may exceed normally acceptable land use compatibility criterion due to transportation noise sources, a significant impact would result.

Sites 11 and 12

Sites 11 and 12 are located off Conejo Road, north of SR-52 and northwest of SR-67. Site 11 has the potential to be developed with eight multi-family units, and Site 12 has the potential to be developed with six multi-family units. As shown in Figure 4.10-5.2, these sites are located well outside the 65 dB(A) L_{dn} noise contour. Noise levels would be less than the City's normally acceptable noise standard, and impacts would be less than significant.



- City of Santee Boundary
 - Discretionary Development Sites
 - Eligible By-Right Development Sites
 - Graves Avenue Rezone Sites
- 2050 Noise Contours with Project**
- 60 CNEL
 - 65 CNEL
 - 70 CNEL
 - 75 CNEL



FIGURE 4.10-4
Future Vehicle Traffic Noise Contours

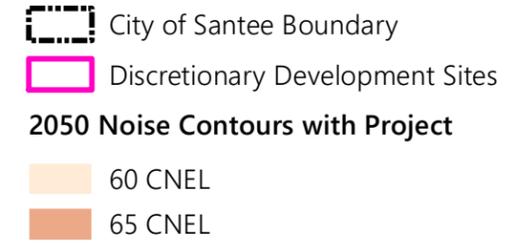
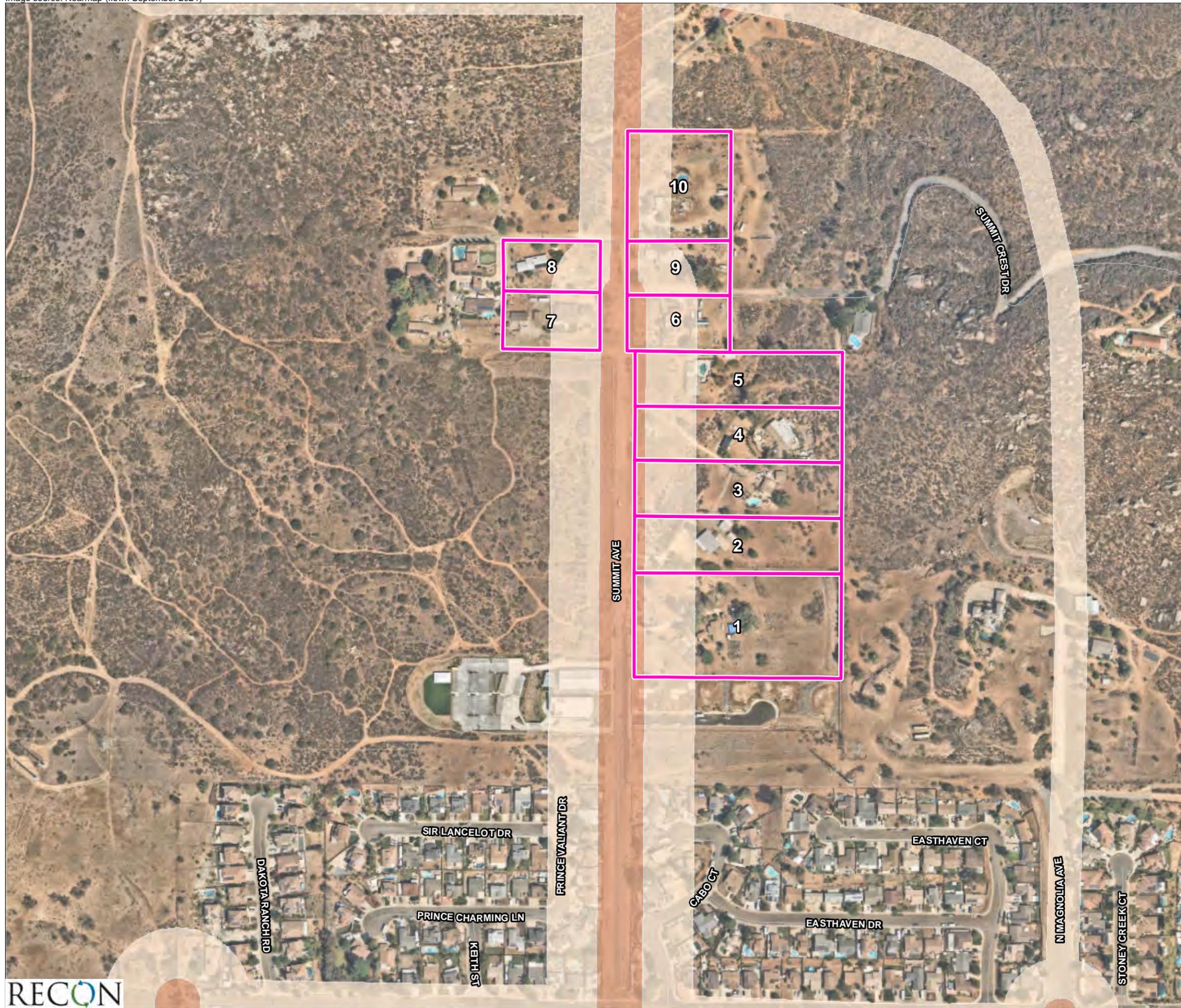


FIGURE 4.10-5.1
Future Vehicle Traffic Noise Contours –
Sites 1 through 10

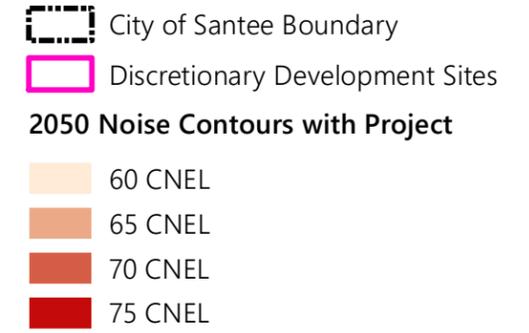
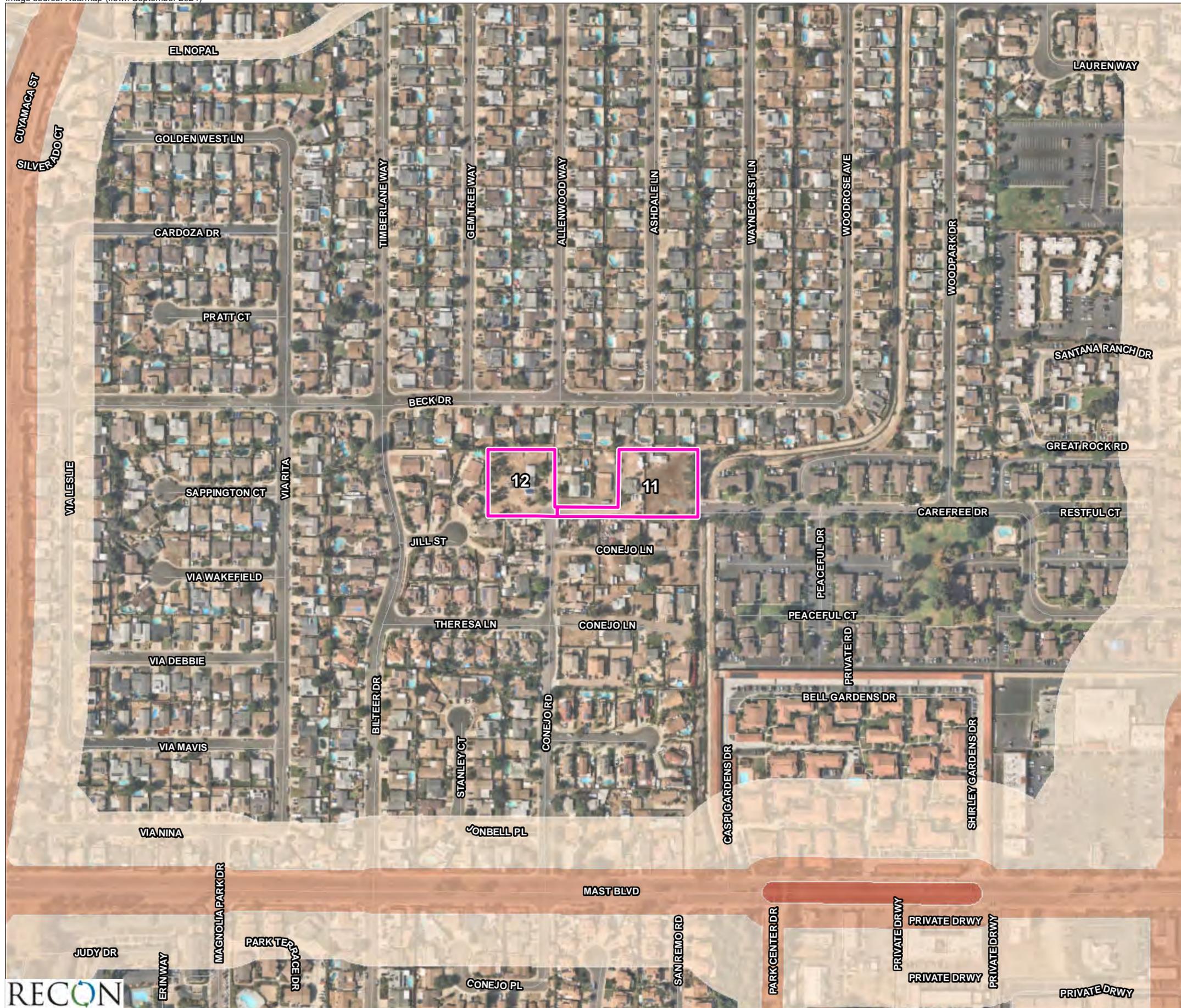


FIGURE 4.10-5.2
 Future Vehicle Traffic Noise Contours –
 Sites 11 and 12

Site 15

Site 15 is located north of SR-52, on Town Center Parkway within the Santee Town Center. Site 15 has the potential to be developed with 115 multi-family units. As shown in Figure 4.10-5.3, the driveway access to Site 15 is located within the 65 dB(A) L_{dn} noise contour for Mission Gorge Road, however, the developable area of Site 15 is located outside the dB(A) L_{dn} noise contour. These noise contours do not take into account shielding provided by the buildings located between the site and the adjacent roadways. Therefore, actual future noise levels at the project site would be less than shown. Noise levels at Site 15 would be compatible with the City's noise normally acceptable noise standard of 65 dB(A) L_{dn} , and noise impacts would be less than significant.

Site 15 is eligible for by-right development. Since noise levels would be less than 65 dB(A) L_{dn} , no noise reduction measures would be required.

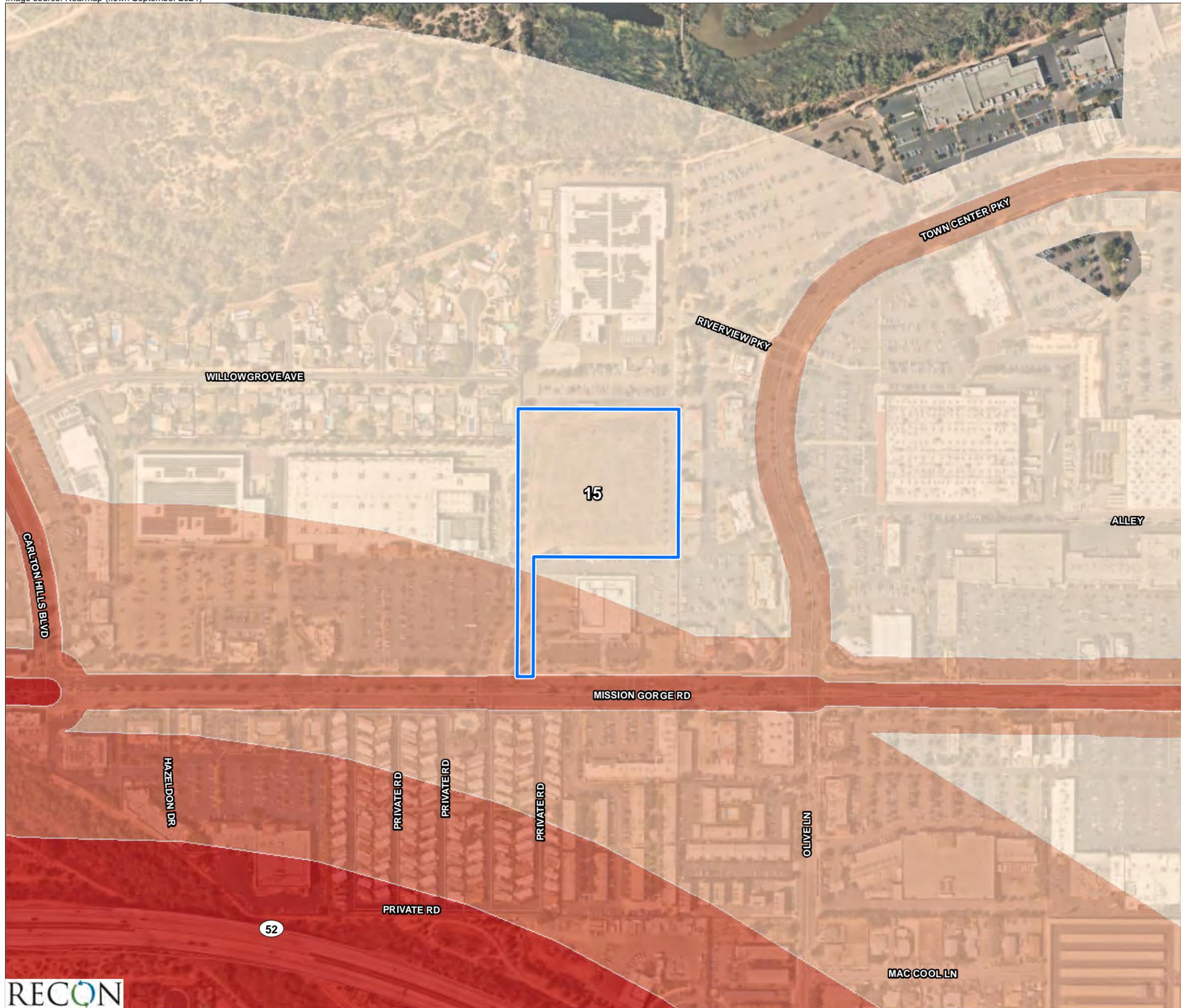
Sites 16A and 16B

Sites 16A and 16B are located north of SR-52 and west of SR-67, off Civic Center Drive near town center. Site 16A has the potential to be developed with 333 multi-family units, and Site 16B has the potential to be developed with 120 multi-family units. Additionally, Site 16A could include ground-floor retail uses. As shown in Figure 4.10-5.4, Sites 16A and 16B are located outside the 65 dB(A) L_{dn} noise contour. Noise levels would be less than the City's normally acceptable noise standard, and impacts would be less than significant.

Site 16A is eligible for by-right development. Since noise levels would be less than 65 dB(A) L_{dn} , no noise reduction measures would be required.

Sites 17 and 18

Sites 17 and 18 are located off Cottonwood Avenue, north of SR-52 and west of SR-67. Site 17 has the potential to be developed with 279 multi-family units, and Site 18 has the potential to be developed with 98 multi-family units. Park Center Drive currently terminates in a cul-du-sac at the western boundary of Site 18 and northern boundary of Site 17. The future circulation element roadway plan includes extensions through these sites, and as shown in Figure 4.10-5.5, those roadway extensions were reflected in the future year 2050 SANDAG traffic modeling. Future noise levels are projected to exceed 65 dB(A) L_{dn} only immediately adjacent to these future roadway extensions, and the 65 dB(A) L_{dn} noise contour may fall within the roadway right-of-way. Future noise levels at the majority of Sites 17 and 18 would be less than 65 dB(A) L_{dn} . Noise levels would not exceed the conditionally acceptable noise standard of 70 dB(A) L_{dn} . Sites 17 and 18 are eligible for by-right development. Under the current circulation element roadway system, exterior noise levels would not exceed 65 dB(A) L_{dn} , and no noise reduction measures would be required. Should the roadway extensions be included in the future project design, noise levels would exceed 65 dB(A) L_{dn} immediately adjacent to the roadways, but would not exceed 70 dB(A) L_{dn} .



-  City of Santee Boundary
-  Eligible By-Right Development Sites
- 2050 Noise Contours with Project**
 -  60 CNEL
 -  65 CNEL
 -  70 CNEL
 -  75 CNEL



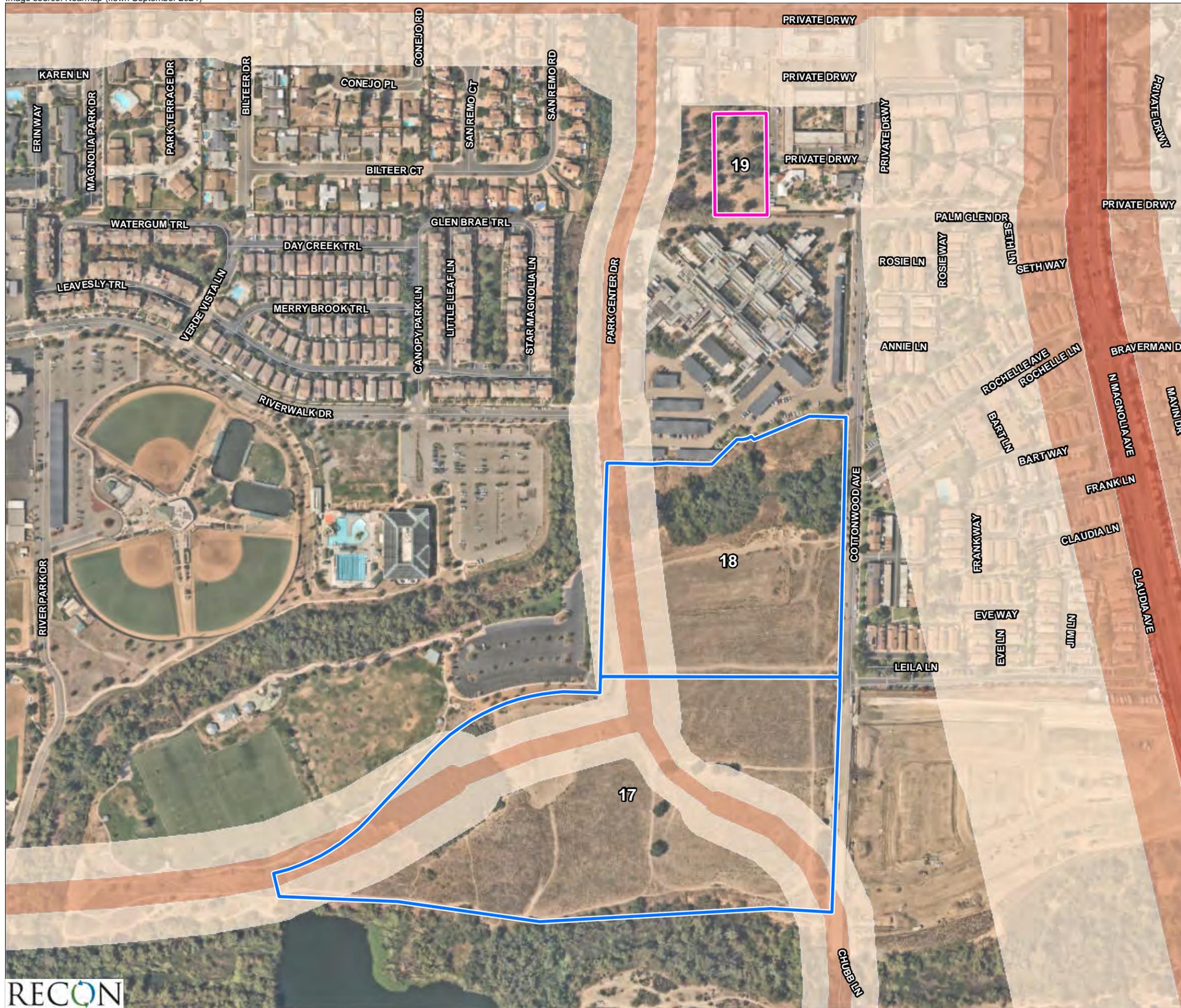
FIGURE 4.10-5.3
Future Vehicle Traffic Noise Contours –
Site 15



- City of Santee Boundary
 - Discretionary Development Sites
 - Eligible By-Right Development Sites
- 2050 Noise Contours with Project**
- 60 CNEL
 - 65 CNEL
 - 70 CNEL
 - 75 CNEL



FIGURE 4.10-5.4
 Future Vehicle Traffic Noise Contours –
 Sites 16A and 16B



- City of Santee Boundary
 - Discretionary Development Sites
 - Eligible By-Right Development Sites
- 2050 Noise Contours with Project**
- 60 CNEL
 - 65 CNEL
 - 70 CNEL
 - 75 CNEL



FIGURE 4.10-5.5
Future Vehicle Traffic Noise Contours –
Sites 17, 18 and 19

At any specific location, the actual existing noise would depend upon not only the source noise level but also the nature of the path from the source to the sensitive receptor. Buildings, walls, dense vegetation, and other barriers would block the direct line of sight and reduce noise levels at the receptor. As an example, a first row of buildings would reduce traffic noise levels at receptors by 3 to 5 dB(A) behind those structures depending on the building-to-gap ratio. Large continuous structures can provide substantially greater attenuation of traffic noise. Additionally, due to the provision of common exterior use areas, multi-family residential land uses can generally provide greater shielding to these areas, thus providing exterior use areas that comply with the compatibility guidelines.

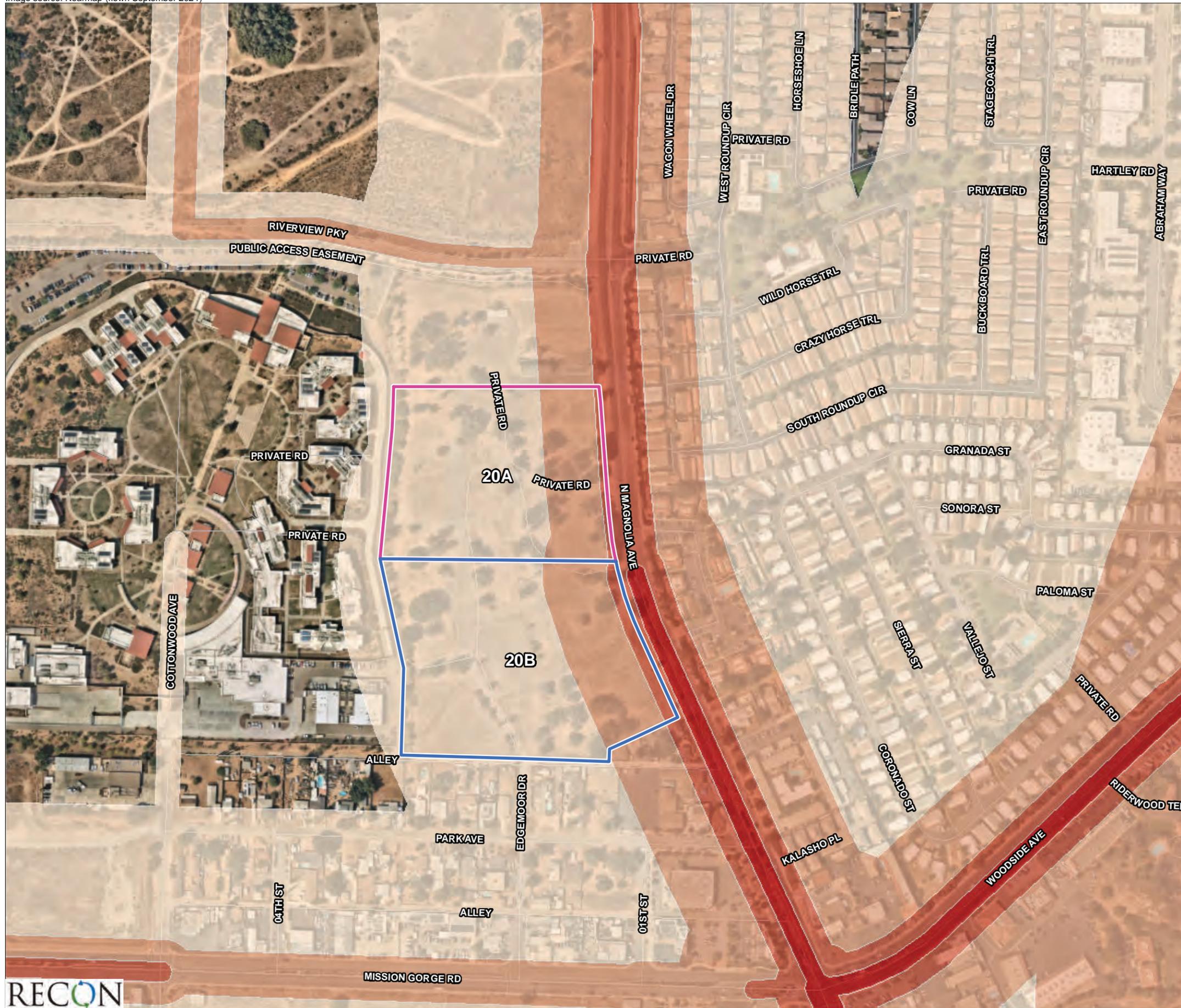
Any siting of new noise-sensitive land uses within a noise environment that already exceeds the normally acceptable land use compatibility criterion represents a potentially significant impact and would require a separate noise study through the development review process to determine the level of impacts and required mitigation. Noise Element Policy 2.1 would require that future development include noise control for exterior and interior living spaces of all new residential development. Section 8.0 of the Noise Element provides implementation measures that may be incorporated into a project to reduce noise levels. Additionally, as required by the California Code of Regulations (see Section 4.10.2.1), future ministerial and discretionary projects would be required to demonstrate that interior noise levels would be reduced to 45 dB(A) L_{dn} or less. However, absent a specific development proposal with site designs, the potential for shielding of exterior use areas cannot be known at this programmatic level of review. Therefore, due to the siting of new noise-sensitive land uses in an area that may exceed normally acceptable land use compatibility criterion due to transportation noise sources, a significant impact would result.

Site 19

Site 19 is off Park Center Drive, north of SR-52 and west of SR-67. Site 19 has the potential to be developed with 32 multi-family units. Site 19 is eligible for by-right development. As shown in Figure 4.10-5.5, Site 19 is located outside the 60 dB(A) L_{dn} noise contour. Noise levels would be less than the City's normally acceptable noise standard, and impacts would be less than significant. Since noise levels would be less than 65 dB(A) L_{dn} , no noise reduction measures would be required.

Sites 20A and 20B

Sites 20A and 20B are located west of SR-67 and north of SR-52, along Magnolia Avenue. Site 20A has the potential to be developed with 170 multi-family units, and Site 20B has the potential to be developed with 300 multi-family units. Additionally, Site 20B could include ground-floor retail uses. As shown in Figure 4.10-5.6, future exterior noise levels are projected to exceed 65 dB(A) L_{dn} at the eastern portion of the sites adjacent to Magnolia Avenue. As with Sites 17 and 18, due to the provision of common exterior use areas, multi-family residential land uses can generally provide greater shielding to these areas, thus providing exterior use areas that comply with the compatibility guidelines. However, absent a specific development proposal with site designs, the potential for shielding of exterior use areas cannot be known at this programmatic level of review. Therefore, due to the siting of new noise-sensitive land uses in an area that may exceed normally acceptable land use compatibility criterion due to transportation noise sources, a significant impact would result.



- City of Santee Boundary
- Discretionary Development Sites
- Eligible By-Right Development Sites
- 2050 Noise Contours with Project**
- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL



FIGURE 4.10-5.6
Future Vehicle Traffic Noise Contours –
Sites 20A and 20B

Site 24

Site 24 is located at 9953 Buena Vista Avenue, north of SR-52 and west of SR-67. Site 24 has the potential to be developed with 105 multi-family units, and is eligible for by-right development. As shown in Figure 4.10-5.7, future exterior noise levels are projected to exceed 65 dB(A) L_{dn} due to vehicle traffic on SR-52. It should be noted that SR-52 is elevated above Site 24 and includes a concrete masonry wall between the project site and SR-52. The noise contours do not take into account the difference in elevation or the shielding provided by the wall. Therefore, noise levels at Site 24 are less than represented in Figure 4.10-5.7. The measured noise levels at Site 24 were 56.7 and 65.2 dB(A) L_{eq} (see Table 4.10-1). As with other identified sites with the potential to exceed 65 dB(A) L_{dn} , due to the provision of common exterior use areas, multi-family residential land uses can generally provide greater shielding to these areas, thus providing exterior use areas that comply with the compatibility guidelines. However, absent a specific development proposal with site designs, the potential for shielding of exterior use areas cannot be known at this programmatic level of review. Therefore, due to the siting of new noise-sensitive land uses in an area that may exceed normally acceptable land use compatibility criterion due to transportation noise sources, a significant impact would result.

Site 25

Site 25 is located at 8801 Olive Lane, north of SR-52 and east of SR-67. Site 25 has the potential to be developed with 41 multi-family units. As shown in Figure 4.10-5.8, future exterior noise levels are projected to exceed 65 dB(A) L_{dn} due to vehicle traffic on SR-52. It should be noted that SR-52 is elevated above Site 25. The noise contours do not take into account the difference in elevation, or shielding provided by buildings located between the site and SR-52. Therefore, noise levels at Site 25 are less than represented in Figure 4.10-5.8. Absent a specific development proposal with a detailed site plan and site specific noise modeling, the potential for exterior use areas to be designed to meet noise standards cannot be known at this programmatic level of review. Therefore, due to the siting of new noise-sensitive land uses in an area that may exceed normally acceptable land use compatibility criterion due to transportation noise sources, a significant impact would result.

Sites 29 and 30

Site 29 is located at 7737 Mission Gorge Road, west of SR-52. Site 30 is located directly next to Site 29 at 8714 Starpine Drive. Site 29 has the potential to be developed with 64 multi-family units, and Site 30 has the potential to be developed with 28 multi-family units. As shown in Figure 4.10-5.9, future exterior noise levels are projected to exceed 65 dB(A) L_{dn} at the northern half of Site 29 due to vehicle traffic on Mission Gorge Road. Noise levels would be less than 65 dB(A) L_{dn} at the southern half of Site 29 and all of Site 30. Noise levels at Site 30 would be less than the City's normally acceptable noise standard, and impacts would be less than significant. Since noise levels would be less than 65 dB(A) L_{dn} , no noise reduction measures would be required for Site 30. However, future development at Site 29 could exceed exterior noise standards. Absent a specific development proposal with a detailed site plan and site-specific noise modeling, the potential for exterior use areas to be designed to meet noise standards cannot be known at this programmatic level of review. Therefore, due to the siting of new noise-sensitive land uses in an area that may exceed normally acceptable land use compatibility criterion due to transportation noise sources, a significant impact would result with respect to Site 29.

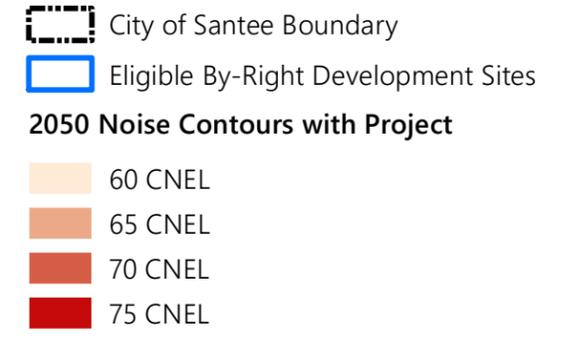
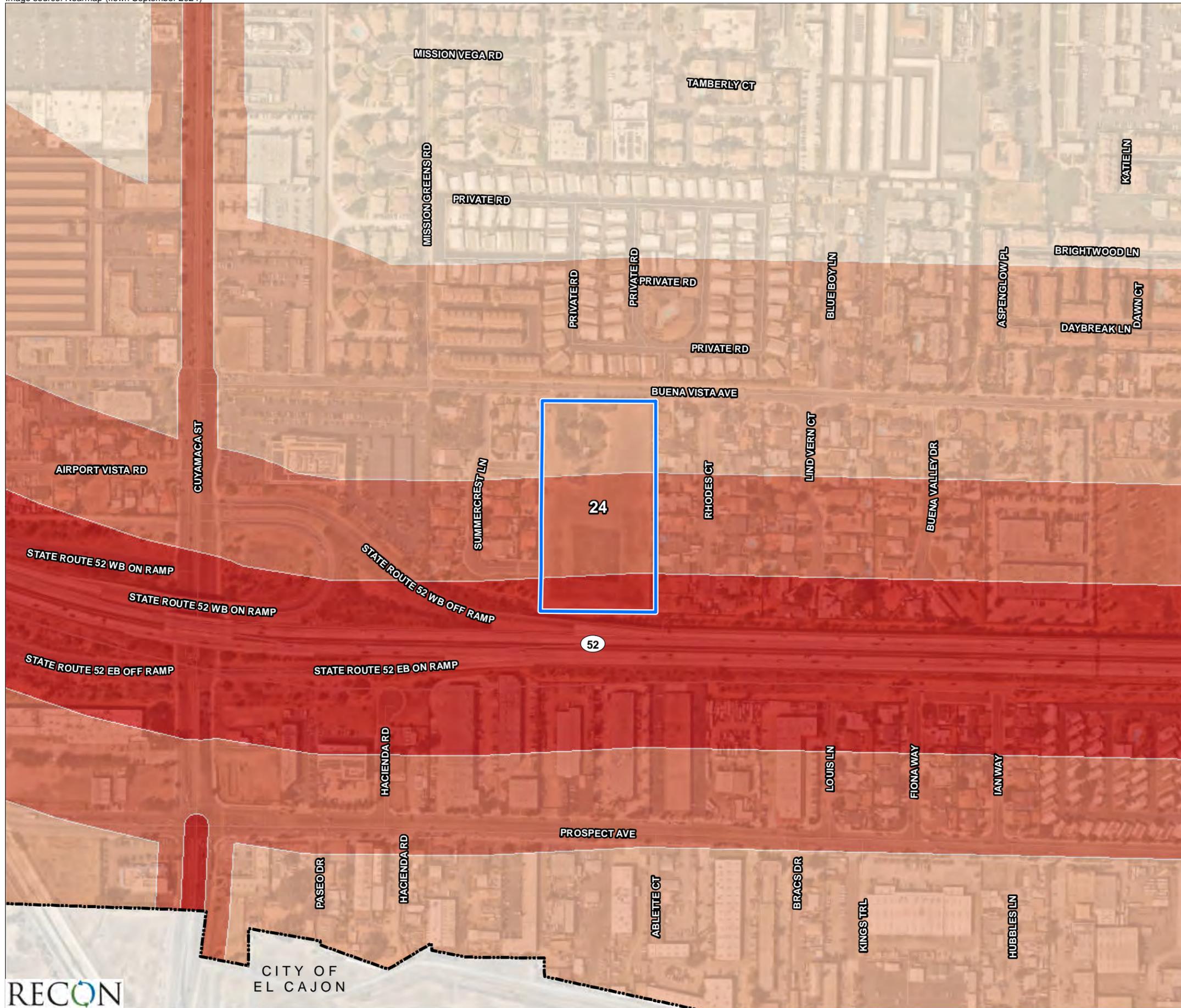


FIGURE 4.10-5.7
 Future Vehicle Traffic Noise Contours –
 Site 24

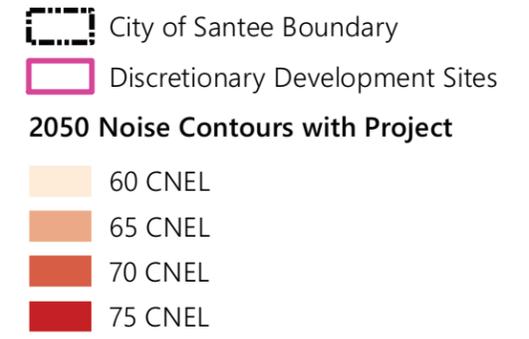
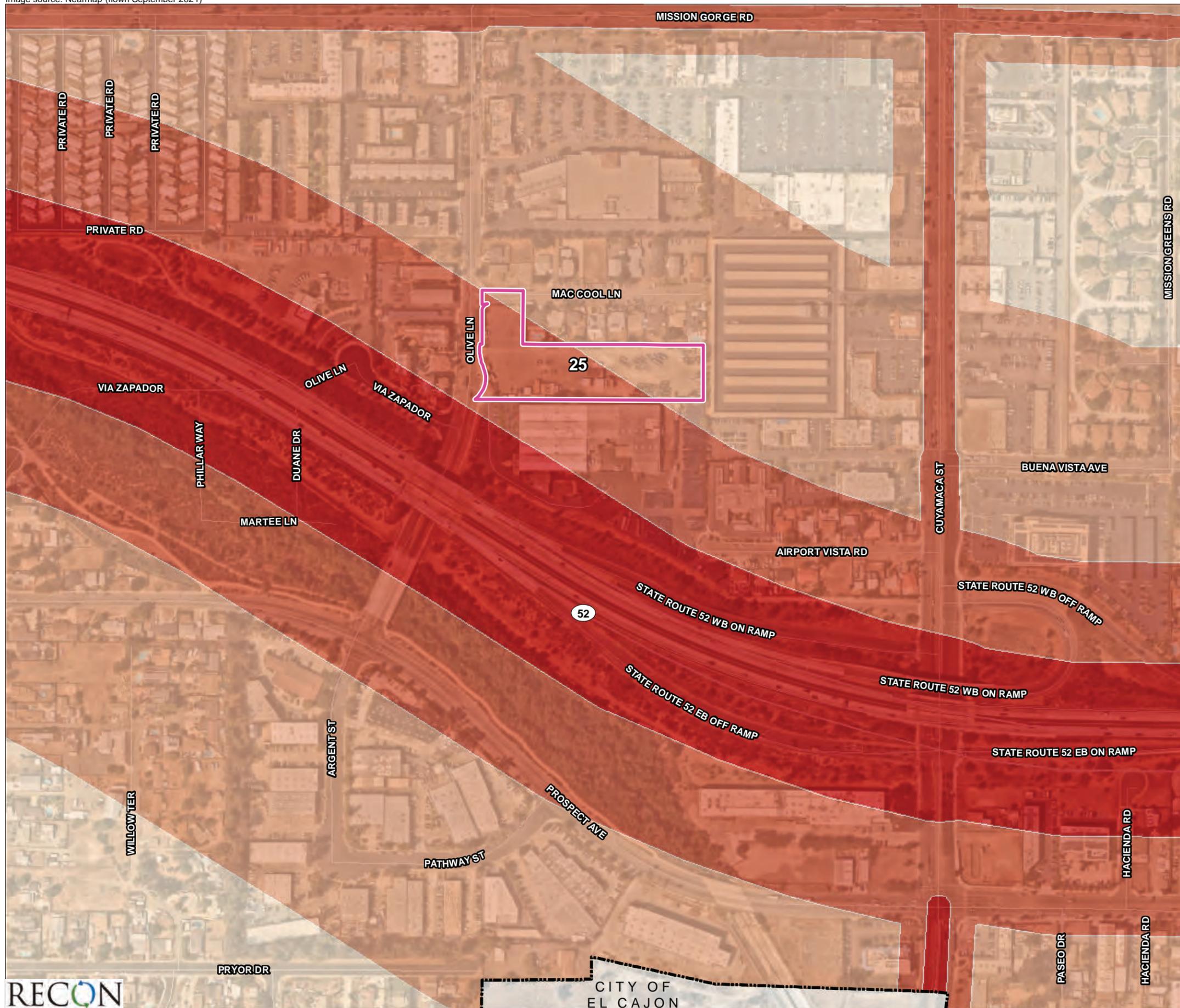


FIGURE 4.10-5.8
Future Vehicle Traffic Noise Contours –
Site 25

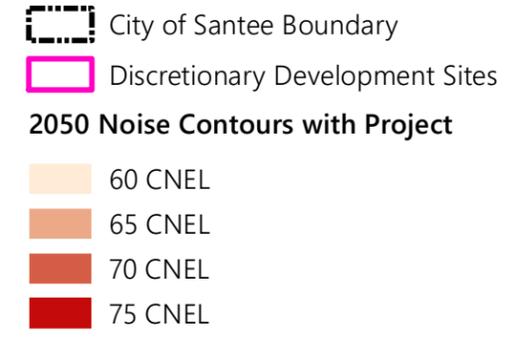
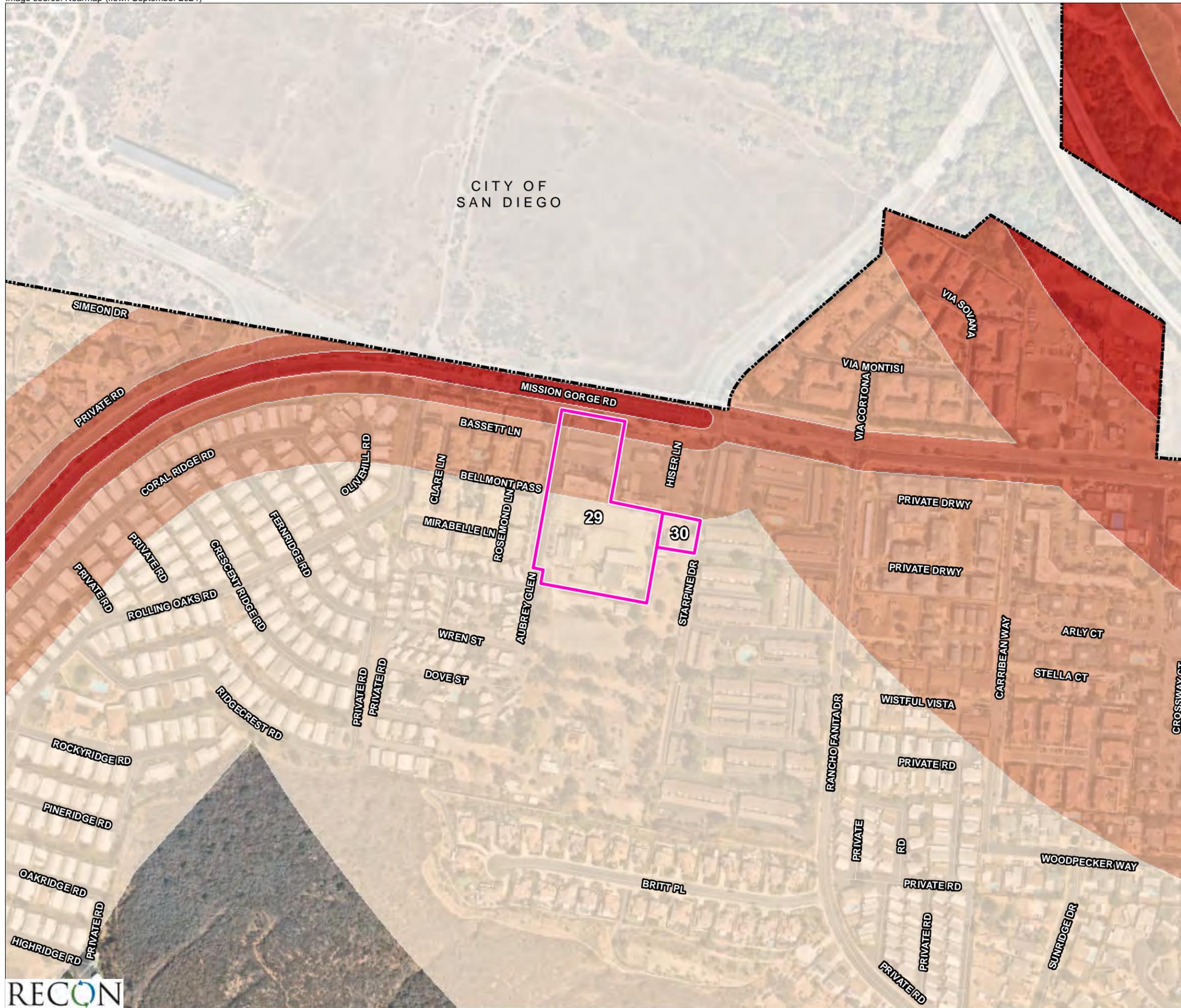


FIGURE 4.10-5.9
Future Vehicle Traffic Noise Contours –
Sites 29 and 30

Site 35

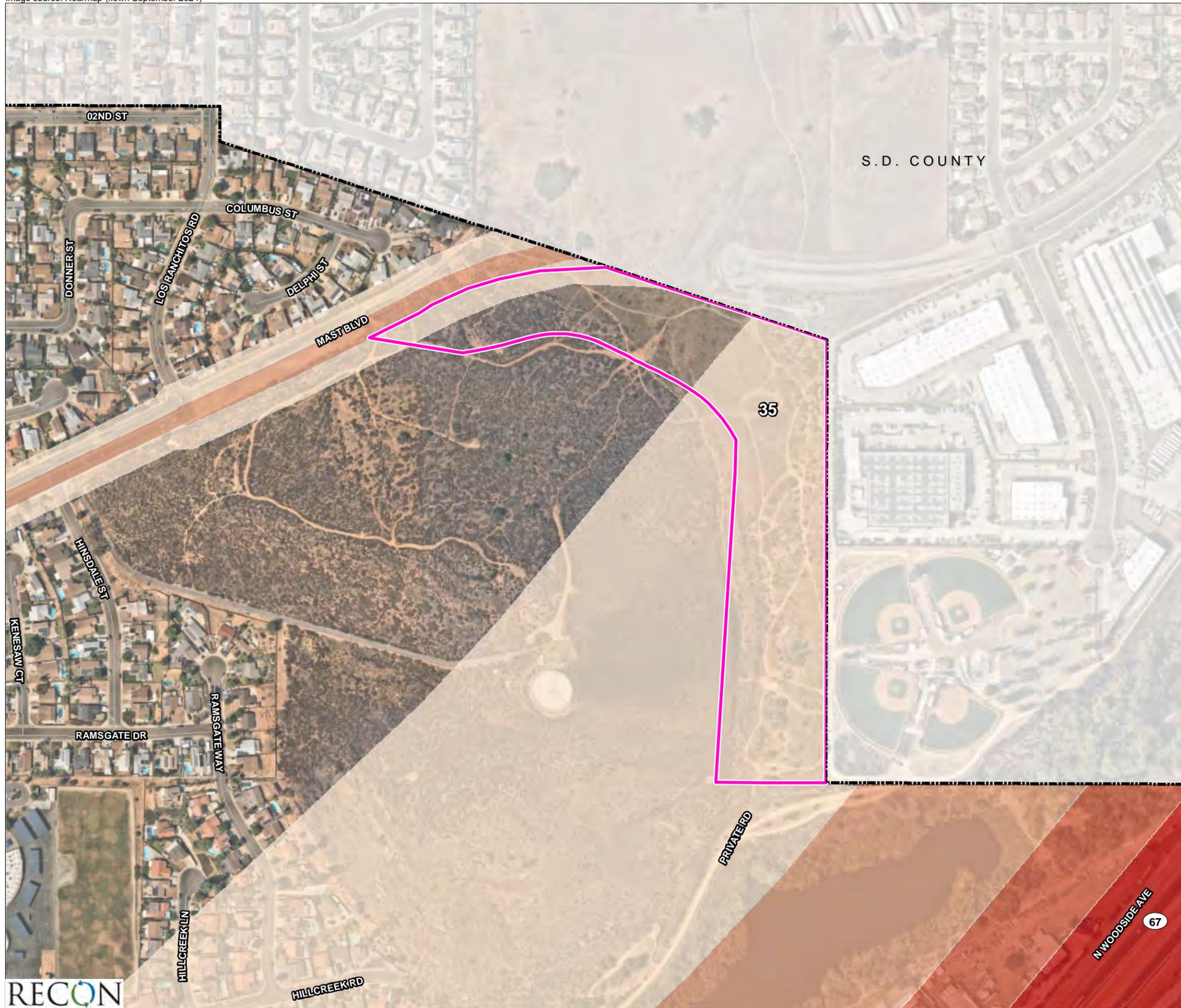
Site 35 is located northwest of SR-67 and north of SR-52, adjacent to the termini of Mast Boulevard. Mast Boulevard does not currently connect adjacent to the project site, but a connection is identified in the future year 2050 SANDAG traffic modeling. However, City Council adopted a policy in 2017 to not extend Mast Boulevard. Therefore, noise levels would be less than those identified in Figure 4.10-5.10. Site 35 has the potential to be developed with 122 multi-family units, and would be eligible for by-right development. As shown in Figure 4.10-5.10, future noise levels are not projected to exceed 65 dB(A) L_{dn} at Site 35. The future 65 dB(A) L_{dn} noise contour for the Mast Boulevard connection would lie within the roadway right-of-way. Noise levels would be less than the City's normally acceptable noise standard, and impacts would be less than significant. Since noise levels would be less than 65 dB(A) L_{dn} , no noise reduction measures would be required.

b. Stationary Noise

A significant impact would occur if implementation of the project resulted in the exposure of people to noise levels that violate the regulations contained in City's Municipal Code, Title 5 Health and Safety, Chapter 5.04 Noise Abatement and Control. Stationary sources of noise include activities associated with a given land use. For example, noise sources from residential land uses would include vehicles arriving and departing, landscaping activities, and HVAC equipment, and noise sources from commercial land uses would include fast food restaurants, parking lots, truck loading/unloading activities, and HVAC equipment. Noise generated by residential or commercial uses is generally short-lived and intermittent, and are not a substantial source of noise. Potential noise conflicts could occur in mixed-use areas where residential uses are located in close proximity to commercial and retail uses.

Noise levels within the City are currently dominated by vehicle traffic on freeways and heavily traveled area roadways, and would continue to be the primary source of noise under project buildout. Therefore, future noise levels from residential and commercial stationary sources throughout the City would not be expected to increase the hourly or daily average sound level with respect to current conditions. Future development of the Rezone Sites would include residential and mixed-use land uses that are not anticipated to be a significant source of stationary noise.

The City requires that noise from new stationary sources comply with the City's Noise Abatement and Control Ordinance, which provides general noise regulations, prohibits disturbing, excessive or offensive noises, and places noise limitations on motorized equipment and loading and unloading operations. Noise Abatement and Control Ordinance requirements would reduce nuisances to sensitive land uses. The City Police or Code Enforcement Officer enforces the Noise Abatement and Control Ordinance, and violations are punishable by a fine for each day a violation occurs and may be subject to abatement by restraining order or injunction. Consequently, stationary-source noise from these types of proposed land uses would not substantially increase the noise environment, and impacts would be less than significant.



- City of Santee Boundary
- Discretionary Development Sites
- 2050 Noise Contours with Project**
- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL



FIGURE 4.10-5.10
 Future Vehicle Traffic Noise Contours –
 Site 35

c. Construction Noise

Future development implemented under the project could result in a temporary ambient noise increase due to construction activities. Construction noise typically occurs intermittently and varies depending upon the nature or phase of construction (e.g., demolition; land clearing, grading, and excavation; erection). Construction noise would be short term and would include noise from activities such as site preparation, truck hauling of material, pouring of concrete, and the use of power tools. Noise would also be generated by construction equipment use, including earthmovers, material handlers, and portable generators, and could reach high noise levels for brief periods. Significant noise impacts may occur from operation of heavy earthmoving equipment and truck haul that would occur with construction of individual development projects. Implementation of the project anticipates an increase in development intensity.

As discussed in Section 4.10.2.2(b), the City's Municipal Code Section 5.04.090 regulates noise associated with construction equipment and activities through time of day restrictions (e.g., days of the week and hours of operation), and requires that notice be given when construction equipment with a manufacturer's noise rating of 85 dB(A) L_{max} will operate at a specific location for 10 consecutive workdays. Future development at the Rezone Site would be subject to this standard.

As discussed in Section 4.10.4.3, hourly average noise levels would be approximately 83 dB(A) L_{eq} at 50 feet from the center of construction activity when assessing three pieces of common construction equipment working simultaneously. Noise levels would vary depending on the nature of the construction activities including the duration of specific activities, the equipment involved, the location of the sensitive receivers, and the presence of intervening barriers. Using a construction equipment noise level of 83 dB(A) L_{eq} at 50 feet, construction noise level contours for the sites that would have the potential to be developed ministerially were calculated. Construction contours are shown in Figures 4.10-6.1 through 4.10-6.6. As shown, construction noise levels would generally range from 65 to 75 dB(A) L_{eq} near the project boundaries.

Construction of individual developments associated with potential future development at Rezone Sites would temporarily increase the ambient noise environment in the vicinity of each individual project. Because construction activities associated with any individual development may occur near noise-sensitive receptors and depending on the project type noise disturbances may occur for prolonged periods of time, construction noise impacts associated with potential future development at Rezone Sites are considered significant.

Although residences adjacent to the Rezone Sites would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary. Both discretionary and ministerial project would be required to adhere to the time of day restrictions and notification requirements of Santee Municipal Code Section 5.04.090. However, construction activities associated with any individual development may occur near noise-sensitive receptors. Depending on the equipment list, time of day, phasing, and overall construction durations, noise disturbances may occur for prolonged periods of time or during the more sensitive nighttime hours. Therefore, construction noise impacts would be considered potentially significant.



-  City of Santee Boundary
-  Eligible By-Right Development Sites
- Construction Noise Contours**
-  60 dB(A) L_{eq}
-  65 dB(A) L_{eq}
-  70 dB(A) L_{eq}
-  75 dB(A) L_{eq}



FIGURE 4.10-6.1
Construction Noise Contours –
Site 15

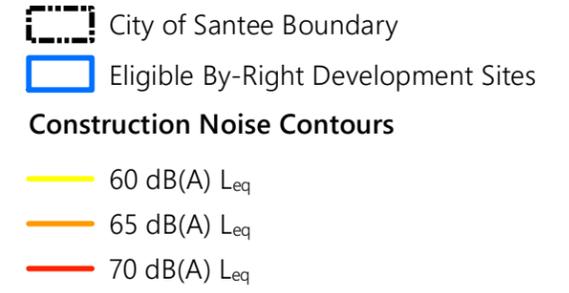
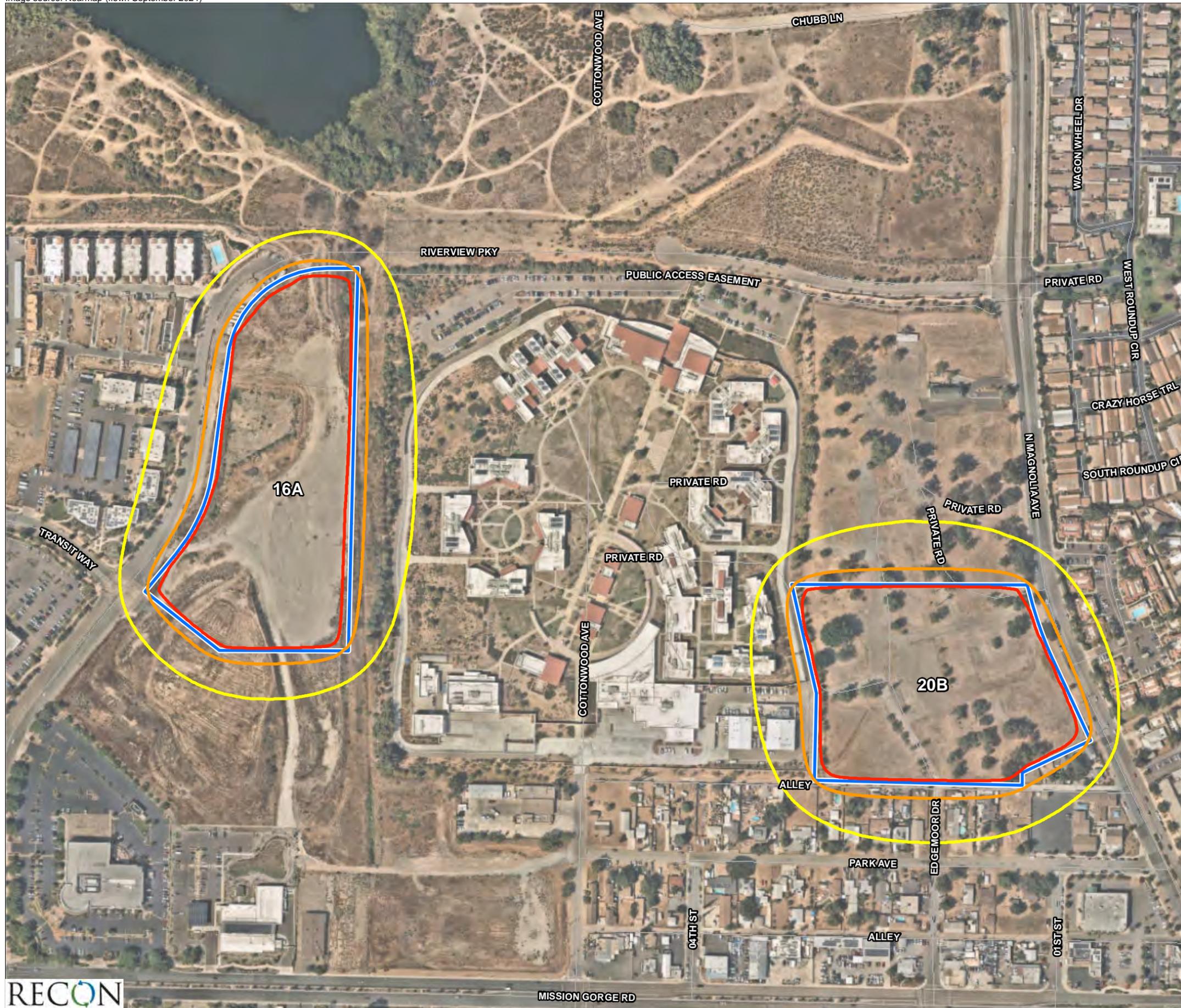
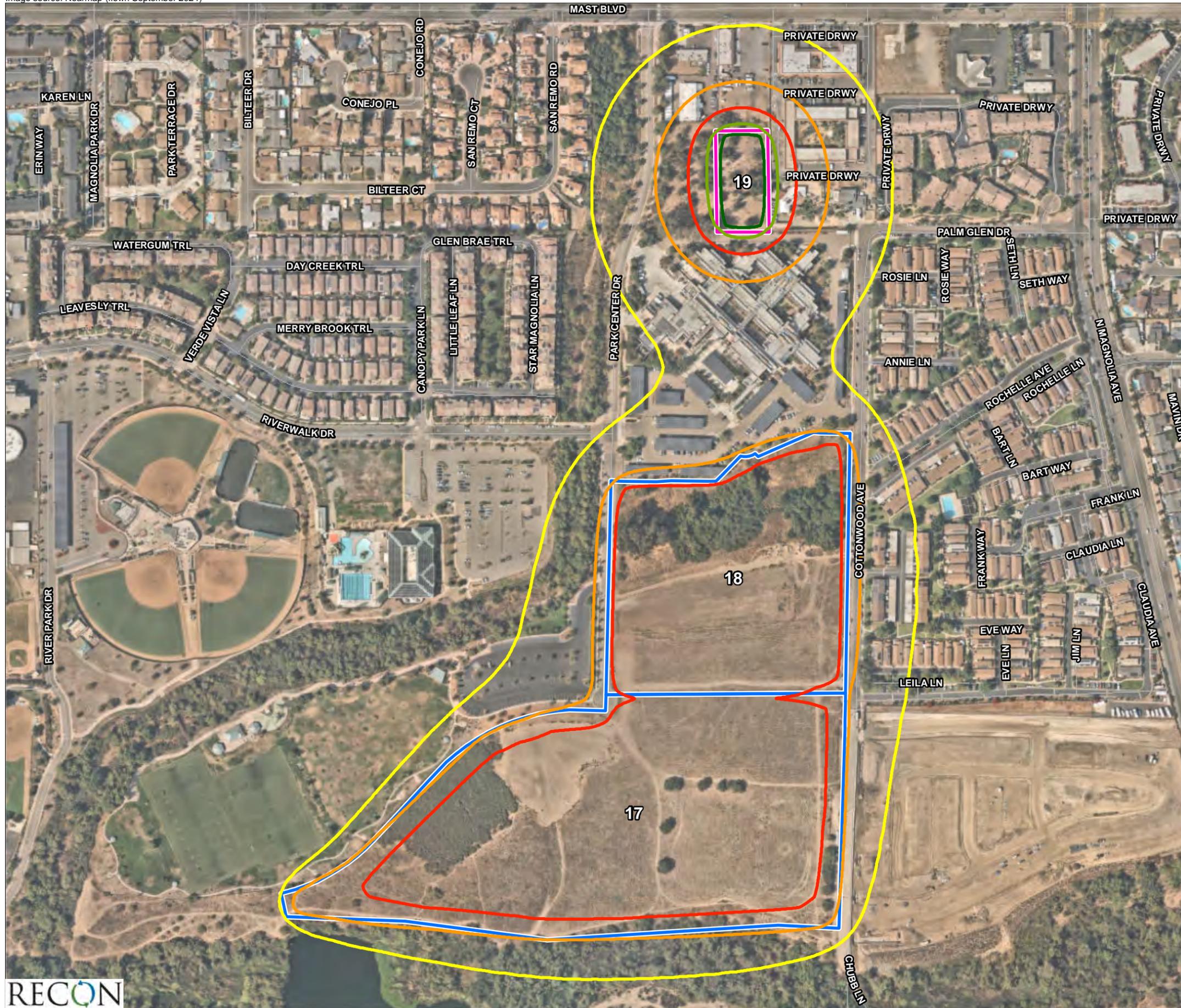


FIGURE 4.10-6.2
Construction Noise Contours –
Sites 16A and 20B



- City of Santee Boundary
- Discretionary Development Sites
- Eligible By-Right Development Sites
- Construction Noise Contours**
 - 60 dB(A) L_{eq}
 - 65 dB(A) L_{eq}
 - 70 dB(A) L_{eq}
 - 75 dB(A) L_{eq}
 - 80 dB(A) L_{eq}



FIGURE 4.10-6.3
Construction Noise Contours –
Sites 17, 18 and 19

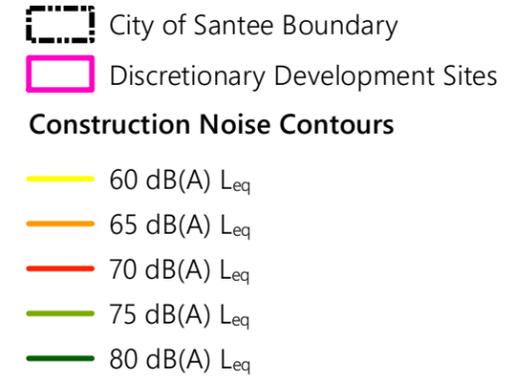
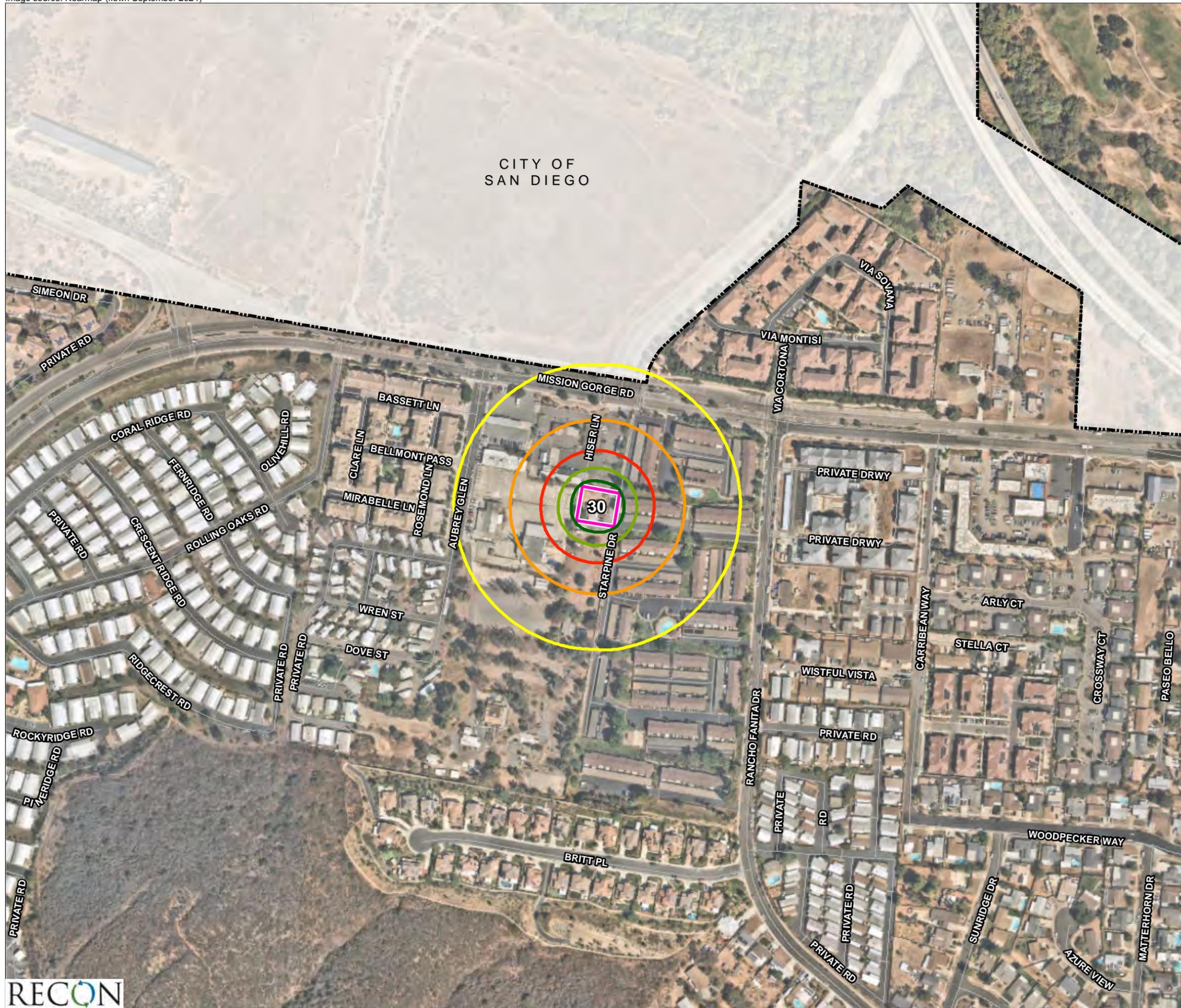
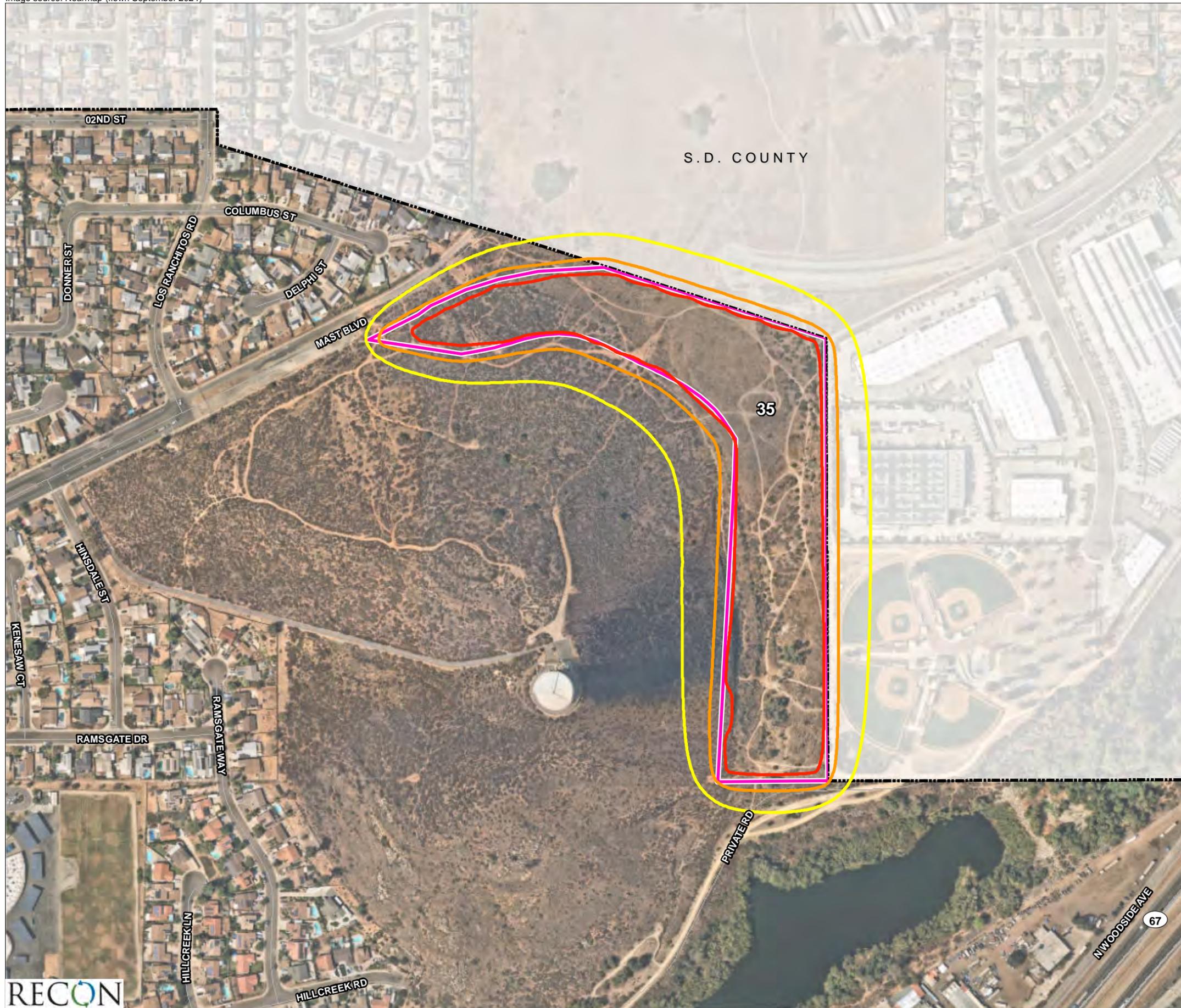


FIGURE 4.10-6.4
Construction Noise Contours –
Site 30



- City of Santee Boundary
- Discretionary Development Sites
- Construction Noise Contours**
 - 60 dB(A) L_{eq}
 - 65 dB(A) L_{eq}
 - 70 dB(A) L_{eq}

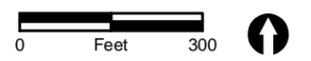
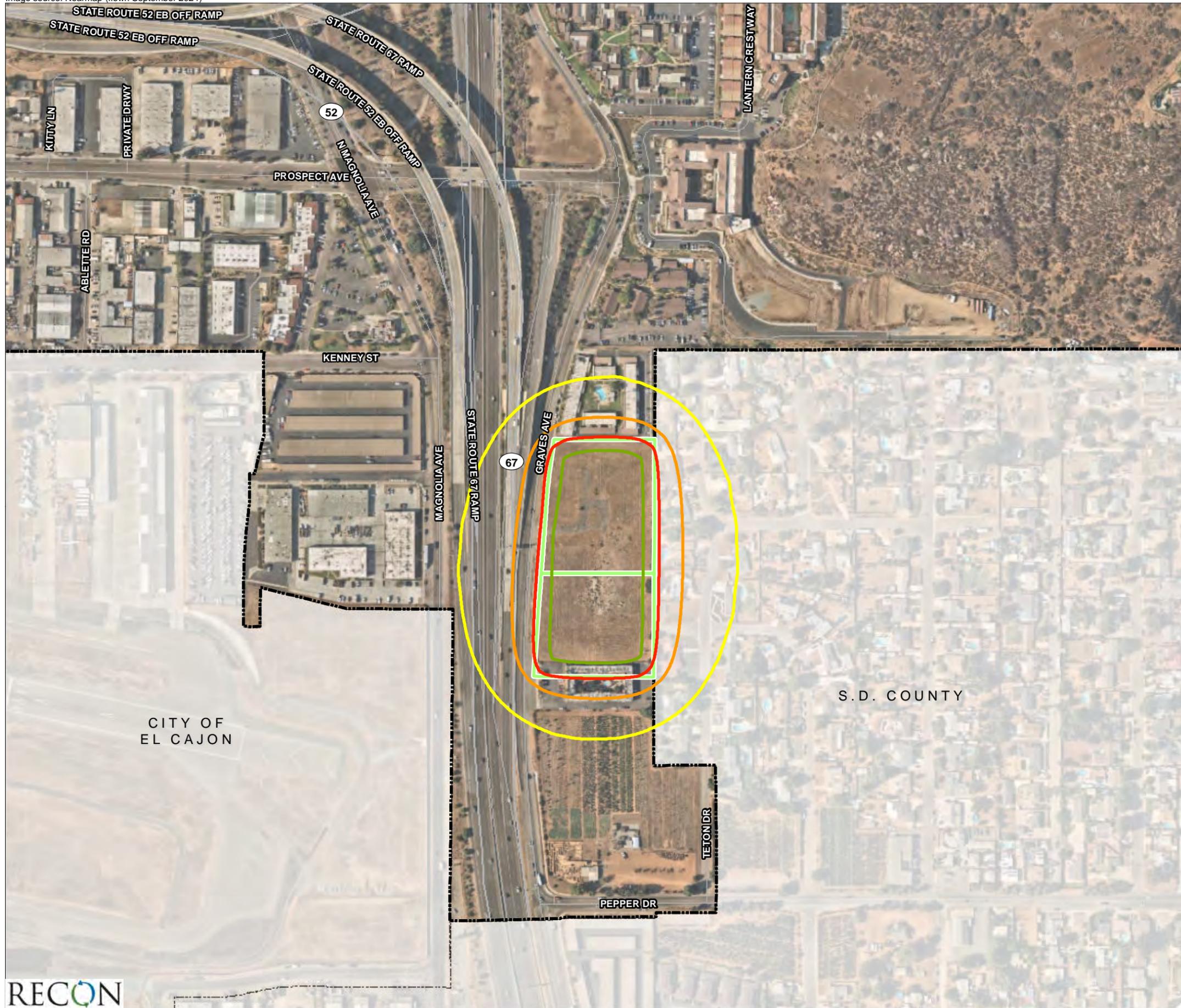


FIGURE 4.10-6.5
Construction Noise Contours –
Site 35



-  City of Santee Boundary
-  Graves Avenue Rezone Sites
- Construction Noise Contours**
-  60 dB(A) L_{eq}
-  65 dB(A) L_{eq}
-  70 dB(A) L_{eq}
-  75 dB(A) L_{eq}



FIGURE 4.10-6.6
Construction Noise Contours –
Graves Avenue Sites

4.10.5.2 Significance of Impacts

a. Vehicle Traffic Noise

Increase in Ambient Noise

Buildout of the project would result in a significant noise increase over existing ambient noise levels at nine of the analyzed roadway segments. The Noise Element contains Policies 2.2 and 2.3 that requires new development to mitigate the noise impact to existing uses resulting from new development. Possible noise-reduction measures would include retrofitting older homes with new window and door components with higher sound transmission class (STC) ratings. However, for existing uses, it cannot be determined whether the existing structures contain adequate attenuation to reduce interior noise to the 45 dB(A) L_{dn} standard nor what measures would be required to retrofit these structures. In addition, there is no mechanism in place for implementing such a retrofit. Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Thus, impacts to existing sensitive land uses due to the increase in ambient noise levels associated with buildout of the project would remain significant and unmitigated (Impact NOS-1).

Land Use Compatibility

As discussed, exterior noise levels are projected to exceed 65 dB(A) L_{dn} at the following Rezone Sites: Sites 1 through 10, Sites 17 and 18, Sites 20A and 20B, Site 24, Site 25, and Site 29. Impacts to sensitive receivers from exterior noise levels from vehicle traffic would be significant (Impact NOS-2).

Regarding interior noise, as required by the CCRs (see Section 4.10.2.1), future ministerial and discretionary projects would be required to demonstrate that interior noise levels would be reduced to 45 dB(A) L_{dn} or less. Therefore, vehicle traffic noise affecting building interiors would be less than significant.

b. Stationary Noise

The City requires that noise from new stationary sources comply with the requirements of the City's Noise Abatement and Control Ordinance, which provides general noise regulations, prohibits disturbing, excessive or offensive noises, and places noise limitations on motorized equipment and loading and unloading operations. Noise Abatement and Control Ordinance requirements would reduce nuisances to sensitive land uses. With enforcement of the Noise Abatement and Control Ordinance, noise impacts associated with stationary sources of noise would be less than significant.

c. Construction Noise

Construction activities associated with any individual development may occur near noise-sensitive receptors and noise disturbances may occur. Without project-specific information to evaluate potential construction noise impacts and specific distances to sensitive receptors, impacts are considered significant at this programmatic level of review (Impact NOS-3).

4.10.5.3 Mitigation Framework

Mitigation is proposed for implementation of both discretionary and by-right development projects. Mitigation would either be applied during a future discretionary review or for by-right development, would be applied as a requirement of the City's objective design and performance standards adopted as part of the project. Future development of Rezone Sites would require implementation of the following mitigation framework:

MM-NOS-1: Applications for future development, where the City has determined a potential for land use compatibility impacts related to vehicle traffic, shall be required to comply with the following mitigation measure:

Prior to the issuance of a permit to develop at the Rezone Sites, the City shall assess whether proposed noise-sensitive receivers or associated noise-sensitive exterior use areas would be subject to transportation noise levels that potentially conflict with policies established in the City's General Plan. Based on the analysis herein, the following sites are anticipated to require implementation of this measure: Sites 1 through 10, Sites 17 and 18, Sites 20A and 20B, Site 24, Site 25, and Site 29. Where noise levels would potentially conflict with City policies, the City shall require preparation of a noise technical analysis by a qualified professional that demonstrates (1) noise levels would not exceed the City's General Plan Noise Element compatibility guidelines, or (2) noise levels which already exceed the levels considered compatible for that use are not increased by 3 dB or more. In lieu of detailed analysis, the City will accept information demonstrating that noise reduction techniques have been incorporated that would reduce noise levels at exterior use areas consistent with City standards. Noise reduction techniques may include site design (including building orientation) that provides noise barriers free of gaps and obstructs line-of-sight between the source and receiver, and has a weight of at least 2 pounds per square foot, or other noise reduction technique as applicable.

The following mitigation measure would address potentially significant impacts related to construction noise associated with development within the Rezone Sites.

MM-NOS-2: The City shall review applications for future development to determine applicability of a Construction Noise Best Management Plan. An applicant may provide site-specific noise generation information demonstrating that construction activities will not exceed 75 dB at the nearest sensitive receptor. If this site-specific information is not provided, a construction best management plan shall be required when the construction site is located within 150 feet of a sensitive receptor. The criteria of 150 feet is provided as a screening tool for use by the City, based on an average construction noise level of 83 dB, attenuating to 75 dB at 150 feet.

Construction Noise Best Management Practice Plan

Where applicable based on the criteria provided above, the City shall require preparation and implementation of a best management practice plan that

demonstrates how noise levels would be minimized to comply with the time of day restrictions and notification requirements of Santee Municipal Code Section 5.04.090.

Noise reduction measures can include, but are not limited to, the following:

1. Construction equipment with a manufacturer's noise rating of 85 dB(A) L_{max} or greater may only operate at a specific location for 10 consecutive workdays. If work involving such equipment would involve more than 10 consecutive workdays, a notice must be provided to all property owners and residents within 300 feet of the site no later than 10 days before the start of construction. The notice must be approved by the City and describe the proposed project and the expected duration of work and provide a point of contact to resolve noise complaints.
2. Idling times for noise-generating equipment used in demolition, construction, site preparation, and related activities shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.
3. Demolition, construction, site preparation, and related activities within 100 feet from the edge of properties with existing, occupied noise-sensitive uses shall incorporate all feasible strategies to reduce noise exposure for noise-sensitive uses, including:
 - a. Provide written notice to applicable noise-sensitive land uses at least two weeks prior to the start of each construction phase of the construction schedule;
 - b. Ensure that construction equipment is properly maintained and equipped with noise control components, such as mufflers, in accordance with manufacturers' specifications;
 - c. Re-route construction equipment away from adjacent noise-sensitive uses;
 - d. Locate noisy construction equipment away from surrounding noise-sensitive uses;
 - e. Use sound aprons or temporary noise enclosures around noise-generating equipment;
 - f. Position storage of waste materials, earth, and other supplies in a manner that will function as a noise barrier for surrounding noise-sensitive uses;
 - g. Use the quietest practical type of equipment;
 - h. Use electric powered equipment instead of diesel or gasoline engine powered equipment;
 - i. Use shrouding or shielding and intake and exhaust silencers/mufflers; and

- j. Other effective and feasible strategies to reduce construction noise exposure for surrounding noise-sensitive uses.
4. For construction of buildings that require the installation of piles, an alternative to installation of piles by hammering shall be used where sensitive receptors are located within 150 feet. This could include the use of augured holes for cast-in-place piles, installation through vibration or hydraulic insertion, or another low-noise technique.

4.10.5.4 Significance After Mitigation

a. Vehicle Traffic Noise

Increase in Ambient Noise

Impacts to existing sensitive land uses due to the increase in ambient noise levels associated with buildout of the Rezone Sites would remain significant and unmitigated.

Land Use Compatibility

With implementation of MM-NOS-1, and implementation of the General Plan policies and implementation measures listed above, impacts from transportation noise sources would be reduced less than significant.

b. Stationary Noise

Impacts associated with stationary noise would be less than significant. No mitigation is required,

c. Construction Noise

With implementation of MM-NOS-2, impacts associated with construction noise would be reduced to less than significant.

4.10.6 Issue 2: Groundborne Noise and Vibration

Would the project result in exposure of persons to or generation of excessive groundborne vibration of groundborne noise levels?

4.10.6.1 Impact Analysis

Construction activities may include demolition of existing structures, site preparation work, excavation of parking and subfloors, foundation work, and building construction. Demolition for an individual site may last several weeks to months and may produce substantial vibration. Excavation for underground levels could also occur on some development sites, and vibratory pile driving could be used to stabilize the walls of excavated areas. Piles or drilled caissons may also be used to support building foundations. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and damage to nearby structures at

the highest levels. Vibration perception would occur at structures, as people do not perceive vibrations without vibrating structures.

Human reaction to vibration is dependent on the environment the receiver is in as well as individual sensitivity. For example, vibration outdoors is rarely noticeable and generally not considered annoying. Typically, humans must be inside a structure for vibrations to become noticeable and/or annoying. Based on several federal studies, the threshold of perception is 0.035 in/sec PPV, with 0.24 in/sec PPV being a distinctly perceptible (Caltrans 2013b). Neither cosmetic nor structural damage of buildings occurs at levels below 0.1 in/sec PPV.

As with any type of construction, vibration levels during any phase may at times be perceptible. However, non-pile driving or foundation work construction phases that have the highest potential of producing vibration (such as jackhammering and other high power tools) would be intermittent and would only occur for short periods of time for any individual development site. By use of administrative controls, such as scheduling construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect nearby properties as required by Municipal Code Section 5.04.090, perceptible vibration can be kept to a minimum and as such would result in a less than significant impact with respect to perception.

Pile driving has the potential to generate the highest groundborne vibration levels and is the primary concern for structural damage when it occurs within close proximity of structures. Vibration generated by construction equipment has the potential to be substantial, since it has the potential to exceed the FTA criteria for architectural damage (FTA 2018). Construction details and equipment for future project-level development is not known at this time. Therefore, construction vibration impacts would be considered potentially significant.

4.10.6.2 Significance of Impacts

Construction details, locations, and equipment for future project-level developments under the project are not known at this time but may cause vibration impacts. Impacts related to vibration associated with future development within the Rezone Sites would be potentially significant (Impact NOS-3).

4.10.6.3 Mitigation Framework

Mitigation is proposed for implementation of both discretionary and by-right development projects. Mitigation would be either be applied during a future discretionary review or for by-right development, would be applied as a requirement of the City's objective design and performance standards adopted as part of the project. Future development of Rezone Sites would require implementation of the following mitigation framework:

MM-NOS-3: Applications for future development, where the City has determined a potential for vibration impacts in relation to sensitive receptors, shall be required to comply with the following mitigation measure:

Prior to the issuance of a permit to develop at the Rezone Sites, the City shall determine whether the construction process will require equipment or activities that may result in vibration, such as pile driving. For projects requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. These distances are based on reference vibration levels generated by pile drivers and vibratory rollers and standard vibration propagation rates as published by the Federal Transit Administration *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018). This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving, and static rollers as opposed to vibratory rollers, shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.

4.10.6.4 Significance After Mitigation

Implementation of the controls outlined in MM-NOS-3 would ensure future development with the potential to generate substantial vibration implement a plan to ensure vibration thresholds are not exceeded during construction. With implementation of MM-NOS-3, Impact NOS-4 related to groundborne vibration would be reduced to less than significant.

4.10.7 Issue 3: Airport Noise

Would the project be 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, and expose people residing or working in the area to excessive noise levels?

4.10.7.1 Impact Analysis

As discussed in Section 4.10.1.2, Gillespie Field Airport and MCAS Miramar are located in the vicinity of the City. Gillespie Field is located outside the City limits, within the adjacent City of El Cajon, and lands adjacent to the western boundary of the northern portion of the City are part of MCAS Miramar. Figure 4.10-3 shows the Gillespie Field and MCAS Miramar noise contours. As shown, the Rezone Sites are located outside the 65 CNEL aircraft noise contours. Therefore, the project would not expose people to significant aircraft noise levels. Impacts would be less than significant.

4.10.7.2 Significance of Impacts

No portions of the Rezone Sites are within the 65 CNEL noise contours of any airport. Implementation of the project would not expose noise-sensitive land uses to incompatible levels of aircraft noise.

4.10.7.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.10.7.4 Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

4.11 Population/Housing

This section analyzes potential impacts associated with population and housing that could result from implementation of the City of Santee (City) 6th Cycle Housing Element Rezone Program (project). The analysis focuses on growth in population directly and indirectly related to buildout of future development of sites detailed in Table 3-2. The sites include 25 potential rezone housing sites and the two sites located on Graves Avenue, collectively referred to as the Rezone Sites. This section is based on data available from the California Department of Finance, San Diego Association of Governments (SANDAG), and the Santee General Plan Housing Element.

4.11.1 Existing Conditions

4.11.1.1 Regional Setting

SANDAG projects the region's population will grow by nearly one million people by 2050. This forecast is consistent with previous expectations although future growth rates have been reduced due to increased domestic migration out of the region. The growth in population will drive job growth and housing demand within the region – adding nearly 500,000 jobs and more than 330,000 housing units by 2050. This forecast represents a continuing trend in the San Diego region to provide more housing and job opportunities in the existing urbanized areas of the region.

a. Population

The population growth rate for the San Diego region (i.e., County of San Diego) between 2016 and 2050 is shown in Table 4.11-1. The region's anticipated (2025) population of approximately 3.5 million is expected to increase 13.2 percent by 2050.

As shown in Table 4.11-1, the percent change in population anticipated for the City would be less than the regional trend.

Year	County of San Diego			City of Santee		
	Total Population	Population Increase	Percent Change ¹	Population	Population Increase	Percent Change ¹
2025	3,470,838	--		58,358	--	
2035	3,620,329	149,491		61,897	3,539	
2050	3,746,054	125,725	13.2%	63,070	1,173	11.8%

¹Change from 2025-2050.
SOURCE: SANDAG Series 14: Regional Growth Forecast (SANDAG 2021a).

b. Housing

As shown in Table 4.11-1, the region needs to plan for an 13.2 percent increase in population; the City needs to plan for an 11.8 percent increase in population. As shown in Table 4.11-2, total housing units forecasted through the year 2050 would accommodate the anticipated population growth.

Year	San Diego Region			City of Santee		
	Total Housing Units	Population Increase	Percent Change ¹	Total Housing Units	Population Increase	Percent Change ¹
2025	1,288,207	--		21,683	--	
2035	1,409,853			24,064		
2050	1,471,286		23.6%	24,611		19.9%

¹Change from 2025-2050.
SOURCE: SANDAG Series 14: Regional Growth Forecast (SANDAG 2021a).

4.11.2 Regulatory Framework

4.11.2.1 State

a. Senate Bill 375 and Assembly Bill 1233

Senate Bill (SB) 375, the Sustainable Communities and Climate Protection Act, was approved in 2008. SB 375 focuses on reducing greenhouse gas emissions, as discussed further in Section 4.6.2. As a part of this effort, this act requires that regional housing needs be addressed in conjunction with regional transportation in order to integrate housing, land use, and transportation planning together. In the San Diego region, this unified regional planning effort is completed by SANDAG via San Diego Forward. SB 375 also requires the Regional Housing Needs Assessment (RHNA) be completed every eight years and, if a jurisdiction does not meet this requirement, penalties may be incurred.

b. Regional Housing Needs Assessment

To respond to state population and household growth, and to ensure the availability of decent affordable housing for all income groups, the state enacted a law that requires SANDAG and other councils of governments to periodically distribute the state identified housing need for their regions. As discussed in Section 3.2, local jurisdictions are required by state law (Government Code Section 65580 et seq.) to plan for their fair share of projected housing reconstruction needs in their region over a specified planning period. Housing unit construction goals are set by the State Department of Housing and Community Development and allocated to cities through regional planning agencies. Housing and Community Development is responsible for determining this regional need, initiating the process by which each region must then distribute their share of statewide need to all jurisdictions within its region.

The City has recently updated their Housing Element for an eight-year planning period spanning 2021 through 2029 (6th Cycle Housing Element Update; 2021-2029 Housing Element). The City's RHNA allocation for the 6th Cycle Housing Element Update is a total of 1,219 units of total new construction, allocated by income level categories as follows:

- Extremely Low Income: 203 units (17 percent of total)
- Very Low Income: 203 units (17 percent of total)
- Low Income: 200 units (16 percent of total)
- Moderate Income: 188 units (15 percent of total)
- Above-Moderate Income: 425 units (35 percent of total)

The 2021-2029 Housing Element includes Programs 9 and 10, which require the adoption of rezones to allow the City to accommodate the required housing.

4.11.2.2 Regional

a. San Diego Forward

San Diego Forward (SANDAG 2021b), adopted by the SANDAG Board of Directors on December 10, 2021, is a comprehensive regional planning document that sets the vision for the future of the San Diego region and includes various planning document components to guide future improvements to meet that vision. The Regional Plan is updated every four years and combines three planning documents that SANDAG must complete per state and federal laws: The Regional Transportation Plan, Sustainable Communities Strategy, and Regional Comprehensive Plan. In addition, San Diego Forward addresses regional growth and housing needs utilizing regional growth forecast and the RHNA.

4.11.2.3 Local

a. General Plan

Housing Element

The City's General Plan, Housing Element, adopted on July 14, 2021, is designed to provide the City with a coordinated and comprehensive strategy for promoting the production of safe, decent, and affordable housing within the community. The Housing Element is an eight-year plan for the 2021-2029 period. State law requires housing elements to be updated periodically to reflect a community's changing housing needs. A critical measure of compliance with the state Housing Element law is the ability of a jurisdiction to accommodate its share of the regional housing needs – RHNA. For the San Diego region, the regional growth projected by the state was for the period between June 30, 2020 and April 15, 2029.

4.11.3 Significance Determination Thresholds

Consistent with the CEQA Guidelines, impacts related to population/housing would be significant if the project would:

- 1) Threshold 1: 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).
- 2) Threshold 2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

4.11.4 Methodology

Population and housing data was obtained from the SANDAG Final Series 14 2016 – 2050 Regional Growth Forecast (SANDAG 2021a). This information was compared to the forecasted growth under the project to determine the change in population and housing as a result of the project. To determine if this change was significant, the analysis then assesses if the potential population and housing change would result in physical environmental effects related to the area not being capable of supporting such growth or if the project would displace housing in a manner that would require replacement housing elsewhere.

4.11.5 Issue 1: Induce Unplanned Population Growth

Would the project 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)?

4.11.5.1 Impact Analysis

The project would result in the adoption of rezones required to implement the 6th Cycle Housing Element as described in Table 3-2. SANDAG has allocated the City its share of the regional housing need for the 2021-2029 RHNA period based on a number of factors, including recent growth trends, income distribution, and capacity for future growth. The proposed rezoning would result in the potential future construction of up to 1,945 residential units which more than accommodates the City's RHNA allocation of 1,219 units. Rezones beyond the 1,219 RHNA allocation have been proposed to provide for flexibility for decisionmakers to adopt all or a portion of the proposed rezones. The additional rezones would also provide a buffer should the City's RHNA allocation increase the future. The additional rezones provide capacity for projected growth in the region. Considering the rate of growth and barriers to housing development, the additional capacity would not induce unplanned population growth in the region but would provide additional opportunities to achieve buildout of required RHNA allocation. As shown in Table 4.11-1, the region needs to plan for a 13.2 percent increase in population while the City needs to plan for an 11.8 percent increase in population. The project would facilitate land use changes in the City that would allow the City and region to achieve their housing goals. The project would further implement SANDAG's vision and goals by placing higher density in areas most able to support residential growth, including existing infrastructure and access to transit and would therefore be consistent with the RTP/SCS. State requirements to allow for ministerial approvals of certain housing projects that include an affordable component, which would facilitate and encourage construction of housing in the City. The project would not induce substantial unplanned population growth as all rezones are located within existing developed areas

with access to services, roadways, and utilities. Therefore, the project would not induce unplanned population growth, and impacts would be less than significant.

4.11.5.2 Significance of Impacts

The project would not induce substantial unplanned population growth because all rezones are located within existing developed areas with access to services, roadways, and utilities. Furthermore, the purpose of the project is to facilitate implementation of the City's adopted Housing Element. Therefore, impacts would be less than significant.

4.11.5.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.11.5.4 Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

4.11.6 Issue 2: Displace People or Housing

Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

4.11.6.2 Impact Analysis

Figures 2-4a through 2-4c show the existing zoning districts for the Rezone Sites. Sites 1 through 12, 24, and 30 each contain a single-family residence. Future redevelopment within Rezone Sites with existing residential land uses would have the potential to displace some people and housing through demolition of existing residential structures. However, for each home that would be removed, more housing units would be provided in its place which would accommodate more people and ensure no net loss of housing. The analysis provided in this PEIR evaluates the potential physical impacts of future housing construction and identifies a mitigation framework that would be applied to ensure impacts are minimized to the greatest extent feasible. Impacts related to displacement of people and housing would be less than significant.

4.11.6.2 Significance of Impacts

Future redevelopment within Rezone Sites that support residential land uses would have the potential to displace some people and housing through demolition of existing residential structures. However, for each home that would be removed, more housing units would be provided in its place which would accommodate more people and ensure no net loss of housing. Therefore, impacts would be less than significant.

4.11.6.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.11.6.4 Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

4.12 Public Services and Recreation

This section analyzes potential impacts to public services and recreation that could result from buildout allowed by the City of Santee (City) 6th Cycle Housing Element Rezone Program (project). The sites included in the analysis are detailed in Table 3-2 and include 25 potential rezone housing sites and the two sites located on Graves Avenue, collectively referred to as the Rezone Sites. Public services and facilities are those functions that serve residents, businesses, and community members on a community-wide basis. These functions include fire protection and emergency medical services, police protection, public schools, libraries, and parks and recreation.

4.12.1 Existing Conditions

4.12.1.1 Fire Protection and Emergency Medical Services

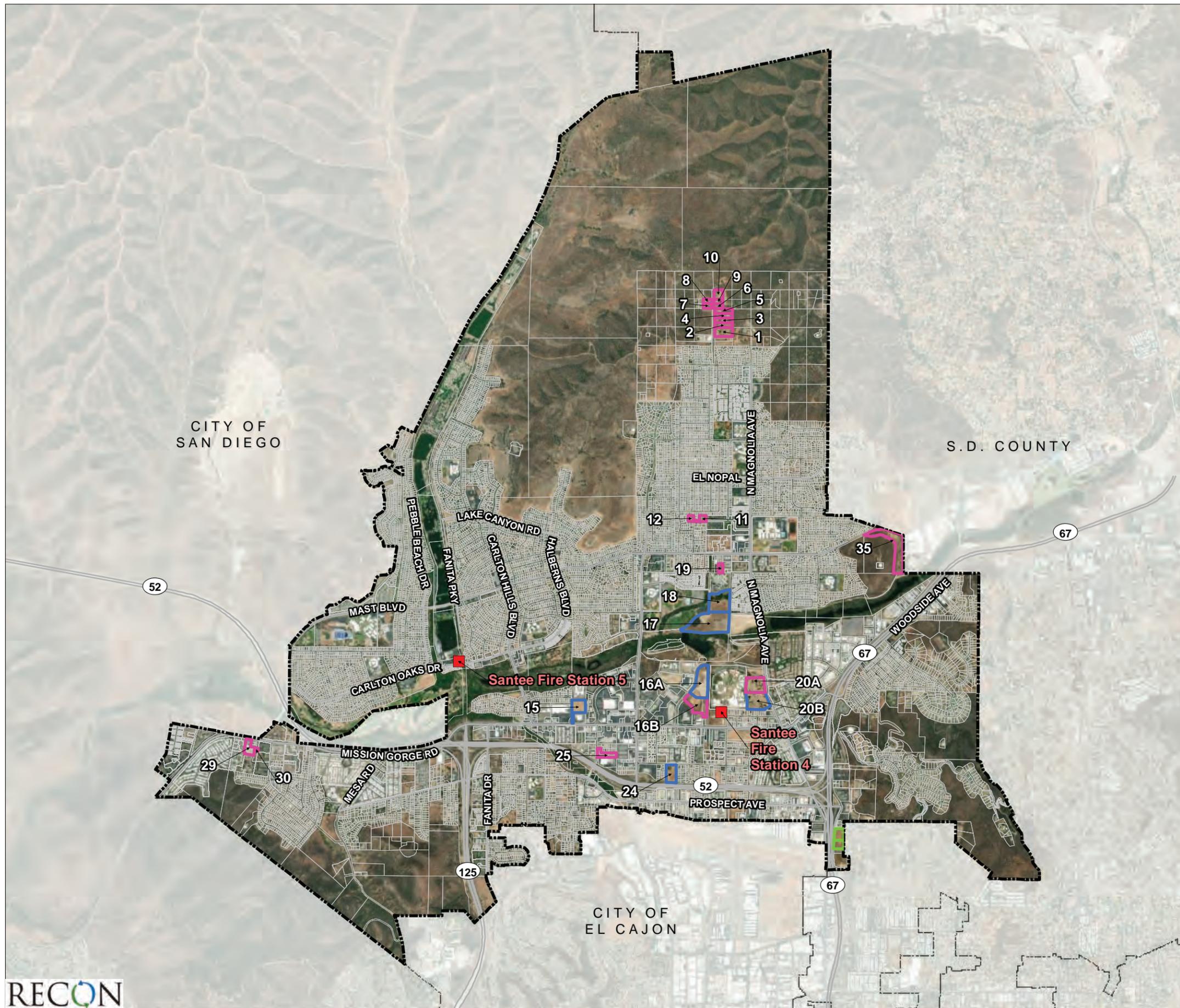
The Santee Fire Department (SFD) provides fire and paramedic service in the City. The SFD is a full-service department, providing structural fire suppression, wildland fire suppression, medical first response, advanced life support, paramedic ambulance service, search and rescue operations, hazardous materials operations, public education programs, emergency preparedness planning, and fire code inspection services and permits (City of Santee 2021). The department currently maintains two stations, one at 8950 Cottonwood Avenue (Station 4) and another at 9130 Carlton Oaks Drive (Station 5) (Figure 4.12-1). The Cottonwood Avenue station has one battalion chief's vehicle and four response units: one fire engine, one fire truck, one brush engine, and one paramedic ambulance with a minimum daily staffing of nine personnel distributed as follows:

- Fire Engine 4 is staffed with one captain, one engineer, and one firefighter-paramedic.
- Fire Truck 4 is staffed with one captain, one engineer, and one firefighter-paramedic.
- Brush Engine 4 is cross-staffed with personnel from Fire Truck 4. This crew cross-staffs the Truck and Brush units and responds in the appropriate apparatus based on the nature of the alarm.
- Paramedic Ambulance 4 is staffed with two firefighter-paramedics.
- Battalion Vehicle 2 is staffed with one battalion chief.

Station 4 also houses two reserve fire engines and two reserve ambulances.

The Carlton Oaks Drive station (Station 5) currently has three response units: two fire engines and one paramedic ambulance with a minimum daily staffing of eight personnel, distributed as follows:

- Fire Engine 5 is staffed with one captain, one engineer, and one firefighter-paramedic.
- Fire Engine 205 is staffed with one captain, one engineer, and one firefighter-paramedic.
- Paramedic Ambulance 5 is staffed with two firefighter-paramedics.



-  City of Santee Boundary
-  Discretionary Development Sites
-  Eligible By-Right Development Sites
-  Graves Avenue Rezone Sites
-  Fire Stations



FIGURE 4.12-1
Fire Protection Services

Emergency call volumes related to typical projects, such as new residential developments, can be estimated based on the historical per capita call volume from a particular fire jurisdiction. In 2019, the City's Fire and Life Safety Department documented 5,791 total incidents generated by a Citywide total population of approximately 58,000 persons. The City's per capita annual call volume is approximately 100 calls per 1,000 persons.

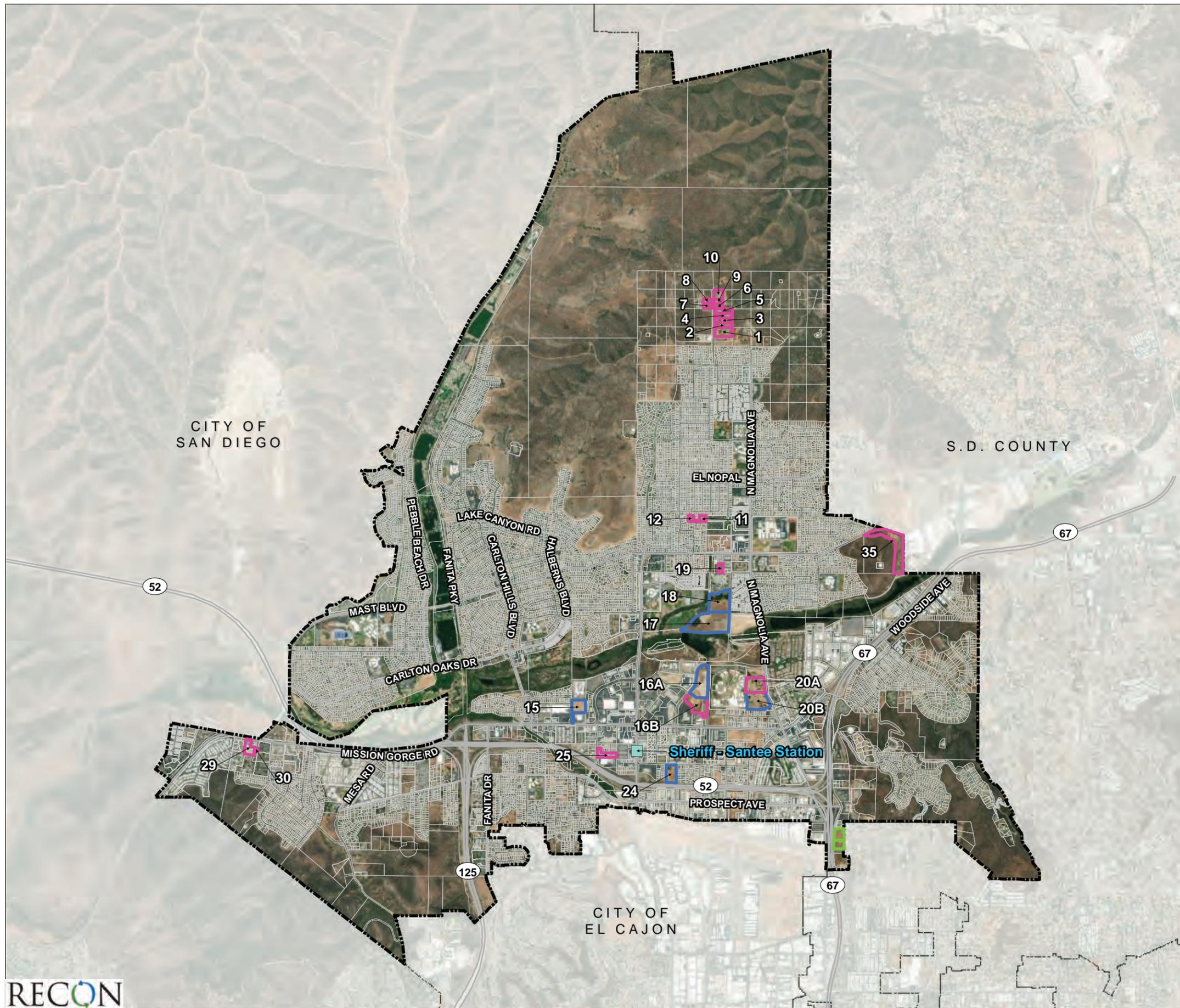
The City's General Plan states the goal is to provide an average maximum initial response time of no more than 6 minutes for fire, rescue and emergency medical services with an average maximum response time of no more than 10 minutes for supporting paramedic transport units 90 percent of the time (City of Santee 2003). The average SFD response times (from unit notification until unit arrives on scene, averaged) for emergency and non-emergency calls are 6 minutes and 18 seconds for fire and explosions; 5 minutes and 43 seconds for rescue and emergency medical; and 6 minutes and 40 seconds for service and non-emergency calls.

The City has a signed automatic aid agreement on first alarm or greater fires with adjacent and nearby fire departments including Alpine Fire Protection District, East County Fire Protection District, El Cajon Fire Department, Lakeside Fire Protection District, La Mesa Fire Department, Lemon Grove Fire Department, San Miguel Fire Protection District, and the SFD. Each participating member has a mutual aid agreement with the others and participate in the Unified San Diego County Emergency Services Organization to provide paramedic and fire protection services in the event that additional firefighting units are required.

4.12.1.2 Police Protection Services

Police protection in the City is provided by the San Diego County Sheriff's Department under a contractual agreement with the City. The Santee Sheriff's substation is located at 8811 Cuyamaca Street (Figure 4.12-2). The substation has over 60 employees providing patrol and traffic services, criminal investigations, juvenile intervention, crime analysis, and crime prevention education. A Sheriff's Station storefront is operated in the Santee Town Center near the San Diego Trolley line and San Diego Christian College. The station includes an active volunteer unit that provides community services including vacation checks and regular visits to homebound citizens (County of San Diego Sheriff's Department 2021).

The City has contracted with the Sheriff's Department for 14 enforcement units during each 24-hour period. These units are divided into two beats, one for law enforcement and another for traffic enforcement. There are a total of 54 sworn law enforcement officers, and other personnel including retired senior volunteers and reserve officers. The ratio of officers to population is one officer per 1,000 residents (City of Santee 2003).



-  City of Santee Boundary
-  Discretionary Development Sites
-  Eligible By-Right Development Sites
-  Graves Avenue Rezone Sites
-  Police Station



FIGURE 4.12-2
Police Protection Services

The Santee Sheriff's Station typically has quicker response times than the County of San Diego (County) average. The average response time for non-priority calls within the unincorporated County was approximately 30 minutes while the average response time for priority calls within the unincorporated area was approximately 16 minutes. Response times vary greatly between command areas. Typically, response times in urbanized or built-out areas are lower than in areas that are rural and characterized by spaced or scattered development patterns (County of San Diego 2011). In contrast, the average priority call response time for general law enforcement within the City is 9 minutes for priority 1 to 2 calls and 20 minutes for priority 3 to 7 calls. Service calls are assigned a priority based on the nature of the incident and the level of urgency.

The crime rate in the City is lower than San Diego County as a whole. In 2017, total crimes reported in the City were equivalent to 17.88 per 1,000 persons in the population, while those reported in the County were equivalent to 20.5 crimes per 1,000 persons. For violent crimes, the City reported 1.7 per 1,000 persons, while the County as a whole reported 3.7 per 1,000 persons. For property crimes, 13.8 per 1,000 persons were reported in the City, while 19.1 per 1,000 persons were reported in the County (SANDAG 2020).

4.12.1.3 Schools

a. Elementary Schools

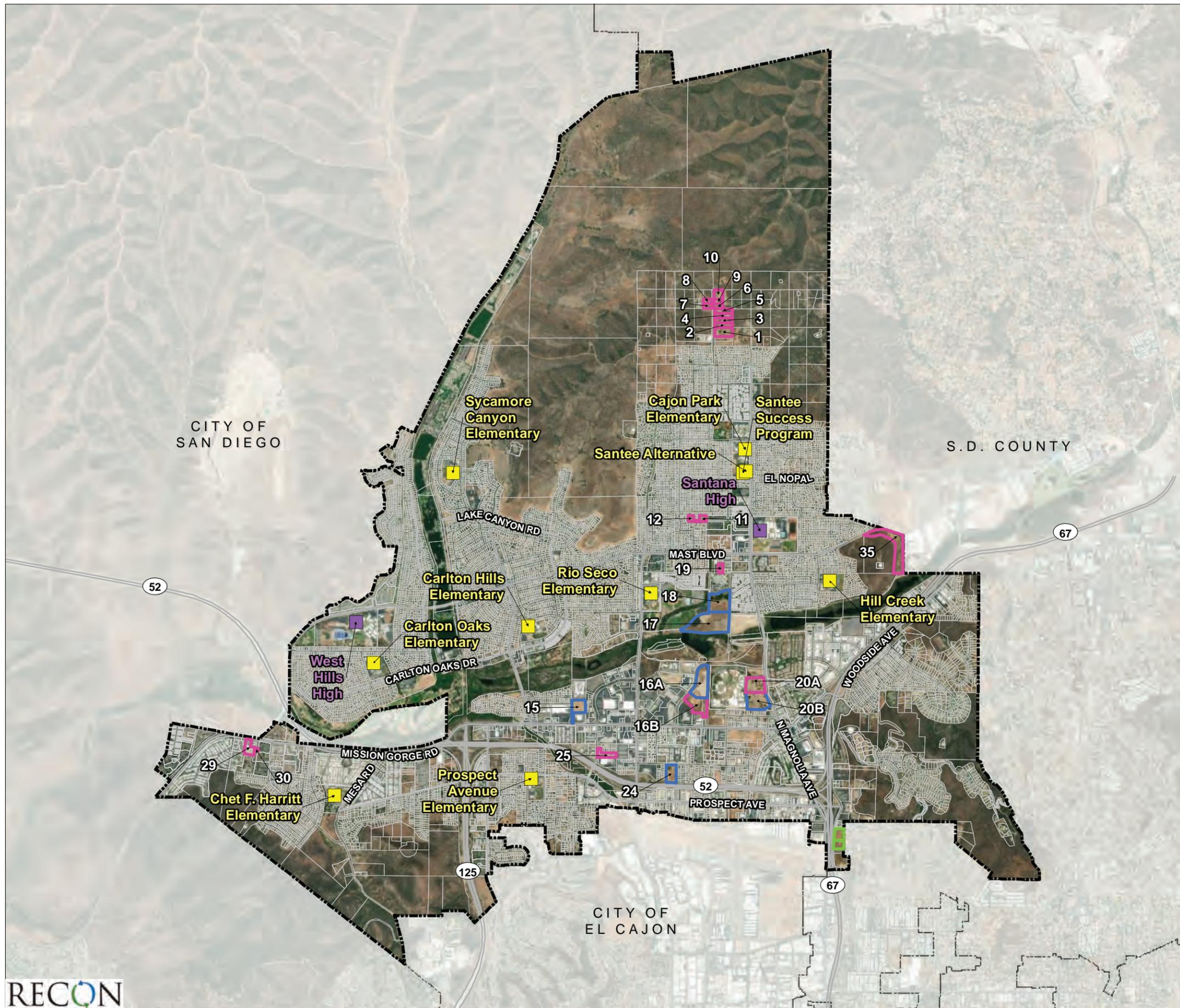
The Santee School District (SSD) serves the Santee area for grades kindergarten through eighth grade (K-8) and has ten schools, nine of which are within the City (Figure 4.12-3). Existing (K-8) schools serving the City are Cajon Park, Carlton Hills, Carlton Oaks, Chet F. Harritt STEAM Elementary, Hill Creek Elementary, PRIDE Academy at Prospect Avenue, Rio Seco Elementary, and Sycamore Canyon. In addition, SSD also has the Alternative School, which is an alternative education school to assist children being home-schooled and operates a tenth elementary school, Pepper Drive Elementary, which is located outside the City. The estimated enrollment for the SSD for the 2019-2020 academic year was 6,792 students, with an enrollment capacity of 7,982 (Education Data Partnership 2021).

b. High School

The Grossmont Union High School District (GUHSD) serves the Santee area for grades 9 through 12. The high school district has 19 schools, 2 of which are in Santee: West Hills High School on Mast Boulevard near Medina Drive; and Santana High School on Magnolia Avenue between Mast Boulevard and Second Street (see Figure 4.12-3). The estimated enrollment for the GUHSD for the 2019-2020 academic year was 21,720 students, with an enrollment capacity of a projected 32,607 (Education Data Partnership 2021).

4.12.1.4 Library Services

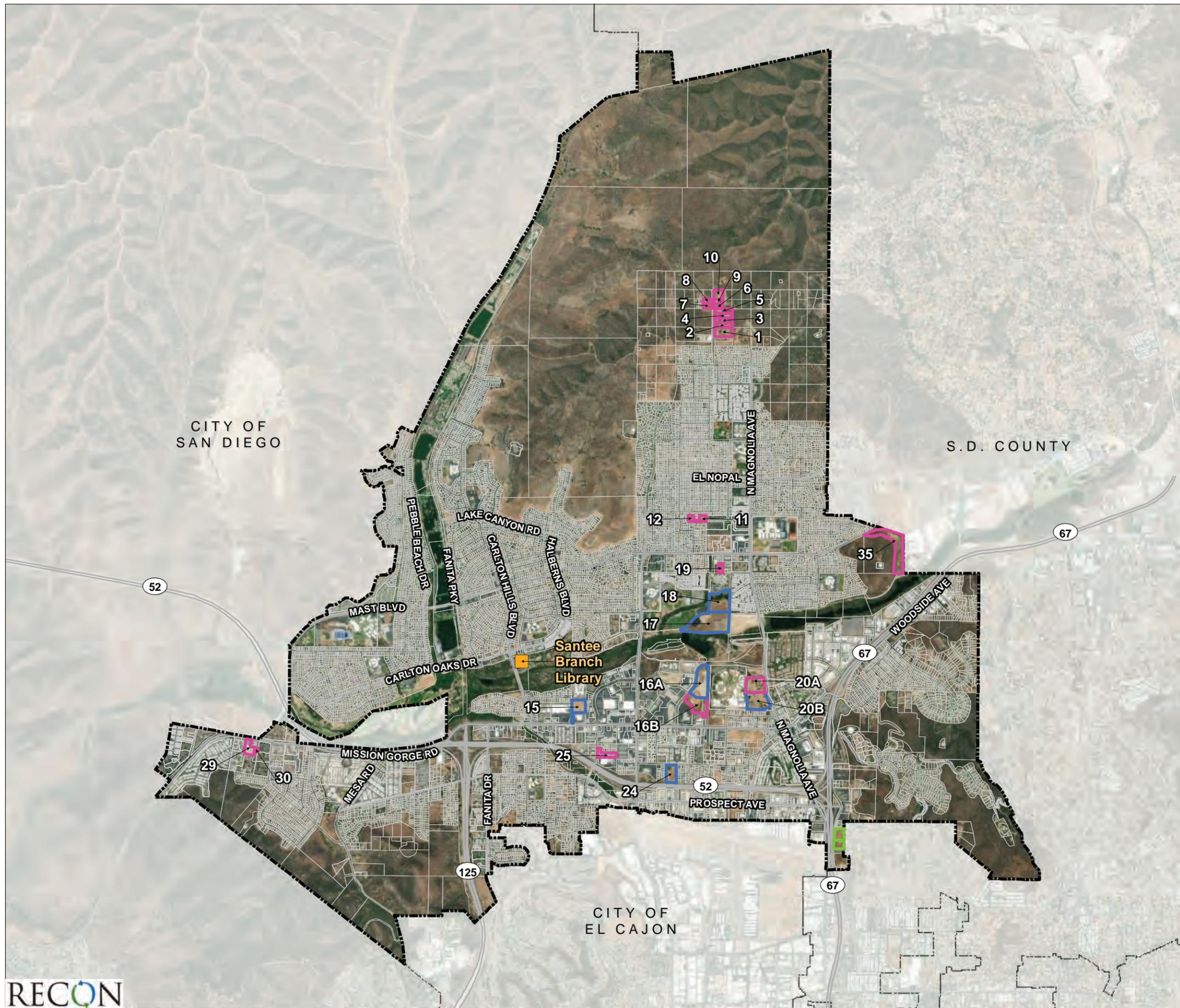
Currently, library service in the City is provided by the San Diego County Library (SDCL) system. The Santee branch library is located on Carlton Hills Boulevard (Figure 4.12-4). There are also libraries nearby in the communities of Lakeside, San Carlos, and El Cajon (City of Santee 2003).



-  City of Santee Boundary
-  Discretionary Development Sites
-  Eligible By-Right Development Sites
-  Graves Avenue Rezone Sites
-  Elementary School
-  High School



FIGURE 4.12-3
Schools



-  City of Santee Boundary
-  Discretionary Development Sites
-  Eligible By-Right Development Sites
-  Graves Avenue Rezone Sites
-  Library



FIGURE 4.12-4
 Library Services

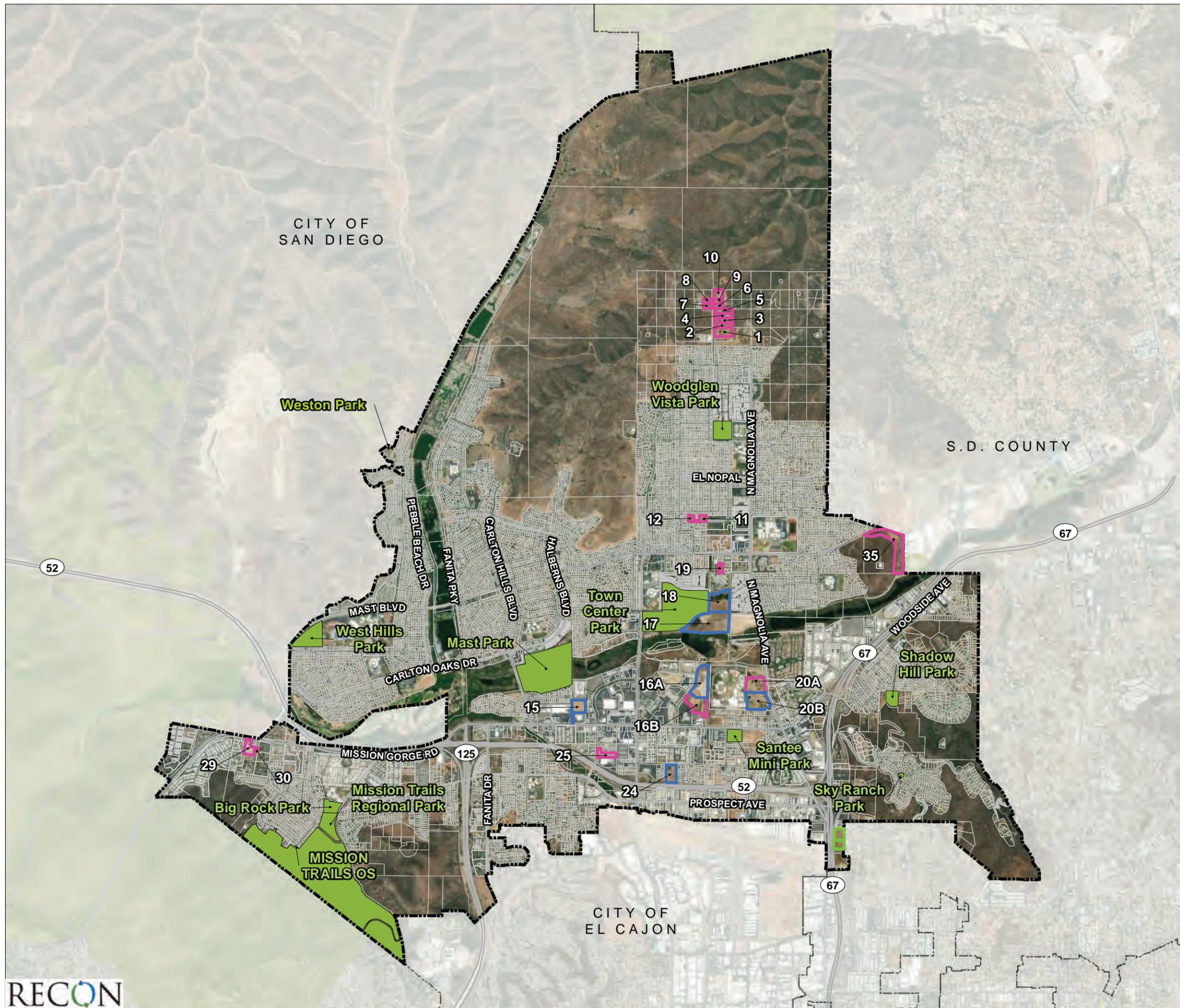
In addition to these branches, the City of San Diego Public Library operates a Bookmobile that is used primarily to bring books to immobile people, educate elementary school children, and provide access to books when a particular branch is closed for some reason. Several cities within the County are also part of a countywide cooperative relationship known as the Serra Cooperative Library System. This cooperative library system allows residents of the various cities and the County of San Diego to use facilities of other public libraries in the same area. For example, a resident of the City of Santee could use the City of San Diego Main Library or any branch library facilities through the Serra Cooperative Library System, and a resident of the City of San Diego could use the library facilities of the City of Santee. This system expands the accessibility of public library facilities to communities that are adjacent to each other (City of Santee 2003).

The Friends of Santee Library, a non-profit organization working out of the SDCL, operates a used bookstore in which all proceeds benefit the Santee branch library programs, events, and the New Library Building Fund. The Friends of Santee Library created the New Library Building Fund in response to demand for a new, larger library in the City.

The SDCL service ratio goal is 0.5 square feet of library floor space for each resident averaged throughout the service area. However, this is a very ambitious goal and most of the County libraries do not meet the goal. Based on the City's current population of 64,551, a total of 32,275 square feet of library space would be required to achieve the County's goal. Thus, the 7,500 square feet of library space contained within the Santee Library would achieve 23 percent of the goal. Although the goal is not met, library service within the City is considered to be adequate due to the additional programs mentioned above.

4.12.15 Open Space and Recreational Facilities

The City offers a variety of parks and recreational services within the City's boundary. A wide range of active and passive public recreation opportunities are available in a network of regional, community, neighborhood, and mini-parks, which differ based on size, available facilities, and location. All parks and recreational facilities located in the Santee General Plan area, including those maintained by other agencies such as the County, are shown on Figure 4.12-5. The City's 2017 Parks and Recreation Master Plan Update identifies 265.82 acres for various park types in addition to approximately 272.25 acres of regional parkland, including Mission Trails and Goodan Ranch/Sycamore Canyon County Preserve (Table 4.12-1; City of Santee 2003, 2017). The recently constructed Weston Park located at 9050 Trailmark Way is not included in the latest Master Plan Update, but provides additional park acreage. Approximately 190.91 acres of other recreational facilities, which include the Santee Aquatics Center and Santee Lakes Recreation Preserve, are also accessible to the City. Parks and recreation land in school playgrounds, ballfields, and courts account for an additional 109.24 acres in the City. In total, the City has access to approximately 838.22 acres of developed park, open space, and recreational facilities including mini-parks, neighborhood parks, community parks, school playgrounds, regional parks, and City-owned open space (see Table 4.12-1).



-  City of Santee Boundary
-  Discretionary Development Sites
-  Eligible By-Right Development Sites
-  Graves Avenue Rezone Sites
-  Existing Parks



FIGURE 4.12-5
Parks and Recreational Facilities

Based on the current population of 64,551 residents, 838.22 acres represents a ratio of 12.98 acres of developed park, open space, and recreational facilities for every 1,000 residents. The City's Parks and Recreation Master Plan sets the City's goal for parks at 10 acres of parkland for every 1,000 people in the City. Of the 10 acres, the goal is for five acres to be developed public parkland and the remaining five acres be comprised of other recreational facilities, such as the school facilities and the Mission Trails and Goodan Ranch regional parks. While this standard is the City policy, and will continue to direct City park development efforts, the City has also attempted to locate new parks in areas that are currently deficient in park acreage. Currently, almost every home within the City is within one mile of a neighborhood park and within three miles of a community or future regional-serving park (City of Santee 2003).

A brief description of the City's mini-parks, neighborhood parks, community parks, school playgrounds, regional parks, and City-owned open space is provided below and summarized in Table 4.12-1.

Table 4.12-1 Existing Parks and Recreational Facilities in the City of Santee		
Park/Facility Name	Date Constructed	Total Acreage
Parks – Mini-Parks		
Santee Mini-Park	1994	0.25
Sky Ranch	2010	0.73
Parks - Neighborhood		
Deputy Ken Collier Neighborhood Park	2016	0.57
Big Rock	1976	5.77
Shadow Hill	1998	4.51
Woodglen Vista	1980	9.74
West Hills	1994	13.99
Parks – Community		
Mast Park	1982	24.70
Mast Park West	2011	0.80
Town Center West	2003	10.97
Town Center East	2011	24.73
Sportsplex	2011	16.53
Parks – Regional		
Mission Trails	1974	192.00
Goodan Ranch/Sycamore Canyon Preserve	1991	80.25
Open Space		
Forester Creek	2010	24.96
Walker Preserve	2015	39.71
Shadow Hill	1998	0.61
Sky Ranch	2010	0.55
Mast Park	1982	37.50
Mast Park West	1982	42.50
Non-Park City Asset		6.70
Other Recreational Facilities		
City Aquatics Center – Town Center Community Plan East	2001	0.91
Santee Lakes Recreation Preserve	1967	190.00

Table 4.12-1 Existing Parks and Recreational Facilities in the City of Santee		
Park/Facility Name	Date Constructed	Total Acreage
Schools		
School Playgrounds, Ballfields, and Courts	Various	109.24
Total Parks and Recreational Lands		838.22
Trails		
		Length in Linear Miles
Paved Surface Trails	Various	17.08
Non-Paved Trails	Various	3.00
Bikeways	Various	44.27
Total Trails		64.35
SOURCE: City of Santee 2003, 2017.		

- Mini-Parks:** Mini parks are small areas, no larger than two acres which serve a population of between 500 to 1,000. Features include picnic tables, children’s play area, open space/grass area, barbeque grills, and shade structures. There are two mini parks within the City, Santee Mini Park (0.25 acre) and Sky Ranch Mini Park (0.73 acre).
- Neighborhood Parks:** Neighborhood parks range in size from 2 to 20 acres and serve a population of between 2,000 and 5,000. They typically provide the following types of recreation opportunities: active sports, passive recreation and relaxation, and neighborhood centers. There are five neighborhood parks within the City, Deputy Ken Collier Park (0.57 acre), Big Rock Park (5.77 acres), Shadow Hill Park (4.51 acres), Woodglen Vista Park (9.74 acres), and West Hills Park (12.00 acres).
- Community Parks:** Community parks range in size from 20 to 50 acres and serve a population of 10,000 to 25,000. Recreational activities commonly include the use of sports fields, camping, fishing, and passive recreation. There are five community parks in the City. Mast Park (24.70 acres), Mast Park West (0.80 acres), Town Center West (10.97 acres), Town Center East (24.73 acres), and Sportsplex (16.53 acres).
- Regional Parks:** Some of the most diverse recreational opportunities are found in two regional parks. Recreational opportunities include visitor centers, multi-use trails, boating, picnic tables, and a variety of other recreational amenities. There are two regional parks within or adjacent to the City, Mission Trails Regional Park (192 acres) and Goodan Ranch/Sycamore Canyon Preserve (80.25 acres).
- Open Space:** Open space areas offer active and passive recreational opportunities, including hiking and equestrian uses. There are seven open space areas within or adjacent to the City, Forester Creek (24.96 acres), Walker Preserve (39.71 acres), Shadow Hill (0.61 acre), Sky Ranch (0.55 acre), Mast Park (37.50 acres), Mast Park West (42.50 acres), and a non-park City assets (6.70 acres).
- Other Recreational Facilities:** There are two other recreational facilities within or adjacent to the City, the City Aquatics Center and the Santee Lakes Recreation Preserve. The City Aquatics Center provides aquatic and recreation programs, including training pool, activity pool with

a play structure, water slide, water exercise area, swim lessons, and water aerobics classes. The Santee Lakes Recreation Preserve, owned and operated by the Prado Dam Municipal Water District, a 190-acre preserve with seven recycled water lakes stocked with sport fish and recreational amenities such as camping, cabin rentals, fishing, boating, special events, playgrounds, walking trails, and bird watching.

- **School Sites:** Existing school sites in the SSD and Grossmont Union High School District are utilized through use agreements to provide public outdoor recreational areas for City residents. Active recreation uses including sports fields, hard-court games (tennis, basketball) and other indoor recreational facilities. Due to their limited time availability to the public, these school areas are figured for park acreage purposes at 50 percent of their total acreage (City of Santee 2003).
- **Trails:** In addition to the parks and recreation acreages above, the City also has 64.35 linear miles of trails that include paved and non-paved surface trails and bikeways, as shown in Table 4.12-1. In addition, the Stowe Trail, an approximately 6-mile-long trail runs parallel to the eastern border of Marine Corps Air Station (MCAS) Miramar (MCAS Miramar 2021). The Stowe Trail allows mountain biking, hiking, and other outdoor activities via permits obtained from the Marine Corps (MCAS Miramar 2021).

a. Recreational Programming

In addition to providing physical park facilities, the City also offers a wide range of recreational programs and activities for tots, youths, teens and adults. Programs include performing arts, sports and fitness, arts and crafts, enrichment, and day. The City also provides senior-specific activities including get-away trips and sponsors several community-wide events such as the Summer Concert Series and the Fourth of July fireworks show.

The Santee Civic Center is located at 10601 Magnolia Avenue and can accommodate a variety of activities, meetings and events, such as weddings/receptions, club meetings, anniversary parties, reunions, business workshops, etc.

There are also several sport leagues that offer recreational activities for City youths. These leagues include baseball, softball, soccer, basketball, and football. While these are not City recreational offerings, the City does provide financial assistance in coordinating use of City fields and maintaining joint access agreements for use of school fields.

4.12.2 Regulatory Framework

The following regulatory framework discussion focuses on state and local regulations because there are no relevant public services or recreation-related federal laws.

4.12.2.1 State

a. Fire Regulations

State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code, which include regulations concerning building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire-suppression training. The state Fire Marshal enforces these regulations and building standards in all state-owned buildings, state-occupied buildings, and state institutions throughout California. The code also includes topics such as fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions to protect and assist first responders, and industrial processes.

b. Police Protection

Emergency Response/Evacuation Plans

California Government Code, Section 8607(a), directs the Governor's Office of Emergency Services to prepare a Standardized Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. The program is intended to effectively manage multi-agency and multijurisdictional emergencies in California. SEMS consists of five organizational levels, which are activated as necessary: (1) Field Response, (2) Local Government, (3) Operational Area, (4) Regional, and (5) State.

Local governments must use the SEMS to be eligible for funding of their response-related personnel costs under state disaster assistance programs. The City has adopted an Emergency Operation Plan that is consistent with the SEMS.

c. Schools

Development Impact Fees/Senate Bill 50 (SB-50)

Proposition 1A, the Kindergarten-University Public Education Facilities Bond Act of 1998, or Senate Bill (SB) 50, was approved by voters in November 1998. This proposition provided \$6.7 billion in general obligation bonds for K-12 public school facilities as well as the first funding for the new School Facility Program, which provides state funding assistance for new construction and modernization. This bill made major changes in the State School Facilities Program as well as developer fee mitigation for school districts in California. A primary result of SB 50 was the creation of different levels of developer fees. Specifically, the levy and collection of developer fees is governed by Education Code, Section 17620, and Government Code, Sections 65995 through 65998 and 66000 through 66008:

- Level 1 fees are the current statutory fees (also referred to as "Stirling Fees") allowed under Education Code, Section 17620.

- Level 2 fees are outlined in California Government Code, Section 65995.5, and allow school districts to impose higher fees on residential construction if certain conditions are met. This level of developer fees is subject to a School Facility Needs Analysis based on Government Code, Section 65995.6.
- Level 3 developer fees are outlined in Government Code, Section 65995.7, and may be implemented by a district if the state certifies that there is no money available for facilities.

d. Open Space and Recreation

Public Park Preservation Act

The primary instrument for protecting and preserving parkland is the state Public Park Preservation Act. Under the California Public Resources Code, cities and counties may not acquire any real property that is used as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

Quimby Act

Originally passed in 1975, the Quimby Act (California Government Code, Section 66477) allows cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. This act allows local agencies to establish ordinances requiring developers of residential subdivisions to pay impact fees for land or recreational facilities. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities. In 1982, the act was substantially amended, further defining acceptable uses of or restrictions on Quimby funds, establishing acreage/population standards and formulas for determining the exaction, and indicating that the exactions must be closely tied to a proposed project's impacts. Currently, park fees in the City are \$7,856 per single-family residential unit and \$7,162 per multi-family residential unit (City of Santee 2017).

4.12.2.2 Local

a. General Plan

The City General Plan contains policies related to public services and recreation.

Land Use Element

Objective 3.0: Provide and maintain the highest level of service possible for all community public services and facilities.

- **Policy 3.1:** The City should ensure that land divisions and developments are approved within the City only when a project's improvements, dedications, fees and other revenues to the City and other agencies fully cover the project's incremental costs to the City and other agencies. These costs are for providing new or upgraded capital improvements and other public facilities and equipment resulting from, and attributable to the project, which are necessary to protect and promote the public's health, safety and welfare and to implement feasible mitigation measures. Such facilities include, but are not limited to: parks, bridges,

major roads, traffic signals, street lights, drainage systems, sewers, water, flood control, fire, police, schools, hiking/bicycle trails and other related facilities. In calculating benefits of land divisions and developments, the City may consider other public objectives and goals including social, economic (job creation, secondary economic benefits, etc.) and environmental factors.

Safety Element

Objective 4.0: Minimize injuries, loss of life, and property damage resulting from fire hazards.

- **Policy 4.2:** The City should ensure that all new development meets established response time standards for fire and life safety services.
- **Policy 4.8:** Encourage and support the delivery of a high level of emergency services through cooperation with other agencies and use of available financial opportunities.
- **Policy 4.10:** Encourage the continued development, implementation and public awareness of fire prevention programs.
- **Policy 4.11:** In order to minimize fire hazards, the Santee Fire Department shall routinely be involved in the review of development applications. Considerations shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations and needed fire flow requirements.
- **Policy 4.12:** The timing of additional fire station construction or renovation, or new services shall relate to the rise of service demand in the City and surrounding areas.
- **Policy 4.13:** Support mutual aid agreements and communications links with County and the other municipalities participating in the Unified San Diego County Emergency Service Organization.
- **Policy 5.4:** The City shall involve law enforcement personnel in the review of new development applications through participation in the Development Review process.

Conservation Element

As discussed in the Conservation Element of the General Plan, the City provides four types of recreational accommodations for residents and visitors.

Objective 11.0: Promote a balanced mix of open space uses with development throughout the City to enhance visual resources, avoid hazards and conserve resources.

- **Policy 11.1:** The City should promote the dedication of open space or parklands and the designation of private open space within all proposed residential developments.
- **Policy 11.2:** The City should encourage, where feasible, the development of an interconnected system of open spaces throughout the City.

- **Policy 11.4:** The City should ensure that adequate passive and active open space uses are incorporated into the development of the Town Center, Fanita Ranch, Rattlesnake Mountain and other large, existing vacant areas.

Recreation Element

As discussed in the Recreation Element of the General Plan, the City provides four types of recreational accommodations for residents and visitors. These include mini-parks, neighborhood parks, community parks, and regional parks.

- Mini-parks are small areas no larger than 2 acres and serve a population of about 500 to 1,000 people.
- Neighborhood parks serve a larger population, from 2,000 to 5,000, and generally range in size from 2 to 20 acres. They often are located adjacent to elementary schools and should provide three types of recreation: open areas for passive recreation and relaxation, active sports areas, and a neighborhood center.
- Community parks supplement the neighborhood parks by providing activities that require more space and specialized functions, which serve a larger population (10,000–25,000), range in size from 20 to 200 acres, and include school playgrounds and ballfields and the Santee Lakes Recreation Preserve.
- Regional parks serve the entire County and, as such, are at least 200 acres in size.

The Recreation Element also contains goals, guidelines, and policies to guide the management of the parks and recreational system and requires that a project provide adequate active and passive forms of recreation. The Recreation Element recognizes the contributory role habitat preserves can play in meeting the recreational needs of citizens. The Recreation Element also recognizes the City's Draft Multiple Species Conservation Program Subarea Plan as contributing to passive recreational opportunities such as hiking, biking, and nature appreciation.

Objective 1.0: Provide a minimum of 10 acres of park and recreational facilities for every 1,000 population in Santee. These 10 acres could include a combination of local parks, trails, school playgrounds, and other public facilities that meet part of the need for local recreational facilities.

- **Policy 1.1:** The City shall increase the amount of park and recreational facility acreage in Santee to more closely conform to the local parkland standard.
- **Policy 2.2:** The City shall encourage the inclusion of recreational facilities in all mixed land use **developments**, especially within the Town Center and the Fanita Ranch.

Trails Element

As discussed in the Trails Element of the Santee General Plan, the City plans to continue developing bicycle, equestrian, and pedestrian trails throughout the City to expand recreational and commuter use of this trails system.

Objective 1.0: Provide a safe and viable regional and community trails within the City.

- **Policy 1.1: Priority** should be placed on establishing multiple use trails (pedestrians, bicyclists, equestrians) wherever feasible.
- **Policy 1.2:** All **new** subdivisions or planned developments whether residential, commercial, or industrial which include proposed trail locations shall dedicate easements which will provide safe and direct access to community or regional trails, and provide for trail maintenance.
- **Policy 1.5:** The City's **trail** network should link focal points of the City such as Town Center, Fanita Ranch, employment centers, schools, residential neighborhoods, parks and open space, and the San Diego River.

Objective 5.0: To provide paved trails which are safe.

- **Policy 5.2:** Trails should be designed to facilitate bicycle riding by incorporating standards **which** would reduce slopes, sharp curves, and interference with vegetation, pedestrians, and traffic.
- **Policy 5.3:** Bicycle paths should be incorporated into the design of community land use plans, Capital Improvement Projects, and in parks and open space as specified in the General Plan.

Objective 6.0: Provide unimproved trails that are viable routes within the community.

- **Policy 6.1: Priority** shall be given to designating unimproved trails for multipurpose use whenever feasible.
- **Policy 6.2: Develop** a future system of trails on the Fanita Ranch site as well as throughout the City's Multiple Species Conservation Program Preserve Planning Area. Priority shall be given to using existing trail alignments whenever feasible.

Objective 8.0: Provide community trails that link with regional trail systems and facilities.

- **Policy 8.1: Encourage** the establishment of trail systems in the East Elliot area and on the Fanita Ranch site that link the Fanita Ranch and Mission Trails Regional Park with Santee Lakes and Goodan Ranch Regional Park/Sycamore Canyon Open Space Preserve and any future northern expansion of Mission Trails Regional Park.

b. Municipal Code

Title 12 - Subdivision of Land, Development Fees, and Dedications

Chapter 12.30 - Development Impact Fees establishes appropriate standards for public facilities, including drainage improvements, traffic improvements, traffic signals, public park facilities, community facilities and other public improvements, public services, and community amenities. This chapter effectively establishes provisions to collect fees as a condition of approval of a final map or as a condition of issuing a building permit. The purpose of the fees established by this chapter is to

impose upon new development the costs of constructing public facilities that are reasonably related to the impacts of the new development.

Chapter 12.40 - Park Lands Dedication establishes the provision for dedication of land, payment of in-lieu fees, or a combination of both to provide park and recreation facilities to serve future residents of a subdivision development. Santee Municipal Code, Section 12.40.070, requires the amount of land to be dedicated based on the average occupancy rate per residential unit type and the ratio of dedication equivalent to 5 acres per 1,000 population (City of Santee 2020).

4.12.3 Significance Determination Thresholds

Consistent with Appendix G of the CEQA Guidelines, impacts to public services and recreation would be significant if the proposed project would:

- 1) Threshold 1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
 - a. Fire protection
 - b. Police protection
 - c. Schools
 - d. Parks
 - e. Other public facilities
- 2) Threshold 2: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility occur or be accelerated.
- 3) Threshold 3: Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.12.4 Methodology

The impact analysis in the following subsections is based on an evaluation of the project's potential demand for new services and recreational facilities. Public services and recreation information was acquired through secondary source materials and regional and local planning documents, including the City's General Plan, fire protection regulations, and evacuation plans. School districts were contacted to determine the capacity to serve projected school populations. Will-serve correspondence from public schools were obtained and are included as Appendix F.

4.12.5 Issue 1a: Fire Service

Would the project promote growth patterns resulting in the need for and/or provision of new or physically altered fire emergency facilities in order to maintain service ratios, response times, or other performance objectives, and the construction of which could cause significant environmental impacts?

4.12.5.1 Impact Analysis

As detailed in Chapter 3.0, Project Description, the project includes implementation of the 6th Cycle Housing Element program which commits the City to evaluate the Rezone Sites and implement rezones as appropriate to achieve adequate housing capacity to meet the City's Regional Housing Needs Assessment (RHNA) allocation obligations, which is a total of 1,219 units. The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with the proposed rezones. The future construction of residential units associated with Rezone Sites would accommodate future population growth within the City anticipated by the San Diego Association of Governments (SANDAG); however, construction of these residential units could potentially increase demand for fire protection facilities.

All future development, whether discretionary or by-right, would be required to adhere to the City's Municipal Code. Specifically, Chapter 12.50, would require payment of a Development Impact Fee (DIF) to ensure the costs of constructing public facilities that are reasonably related to the impacts of the new development. Likewise, future project compliance with the City's General Plan requires land developers to pay the cost of ensuring adequate public services and facilities. Safety Element Policy 4.2 requires that all new development meets established response time standards for fire and life safety services, and Policy 4.12 requires the timing of additional fire station construction or renovation, or new services to be related to the rise of service demands. Development at the Rezone Sites would not directly result in sufficient demand to require construction of new fire facilities; however, each incremental housing development would pay DIF towards anticipated fire facility needs that would ultimately support funding for improvements to fire facilities and operations. At the time future fire facilities are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new fire facilities. Therefore, at this programmatic level of review, impacts related to the need for and/or provision of new or physically altered fire emergency facilities would be less than significant.

4.12.5.2 Significance of Impacts

Future discretionary and/or by-right development within the Rezone Sites would not directly result in sufficient demand to require construction of new fire facilities. While each incremental housing development would pay DIF toward anticipated fire facility needs, the project would not warrant construction of a new facility at this time. Construction of any future fire facilities would be evaluated under a separate environmental review and approval. Project impacts associated with construction of fire protection facilities would be less than significant.

4.12.5.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.12.5.4 Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

4.12.6 Issue 1b: Police Protection

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities in order to maintain service ratios, response times, or other performance objectives, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?

4.12.6.1 Impact Analysis

The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with the proposed rezones. While future development at the Rezone Sites would accommodate future population growth within the City, construction of these residential units could potentially increase demand for police protection facilities.

All future development, whether discretionary or by-right, would be required to adhere to the City's municipal code. Specifically, Chapter 12.50, would require payment of a DIF to ensure the costs of constructing public facilities that are reasonably related to the impacts of the new development. Likewise, future project compliance with the City's General Plan requires land developers to pay the cost of ensuring adequate public services and facilities. Safety Element Policy 4.2 requires that all new development meets established response time standards for fire and life safety services, and Policy 5.4 requires the involvement of law enforcement personnel in the review of new development applications through participation in the Development Review process. Development at the Rezone Sites would not directly result in sufficient demand to require construction of new police facilities, since each incremental housing development would pay DIF towards anticipated police facility needs. Additionally, the review of project applications by law enforcement personnel would ensure that City's police department are comfortable with the level of safety associated with the proposed development. In the future, if law enforcement facilities are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new fire facilities. Therefore, at this programmatic level of review, impacts related to the need for and/or provision of new or physically altered police facilities would be less than significant.

4.12.6.2 Significance of Impacts

Future discretionary and/or by-right development within the Rezone Sites would not directly result in sufficient demand to require construction of new police facilities, since each incremental housing development would pay DIF toward anticipated facility needs, and the City's police department would be involved in the development review process. Construction of any future police facilities would be evaluated under a separate environmental review and approval. Project impacts associated with construction of police facilities would be less than significant.

4.12.6.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.12.6.4 Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

4.12.7 Issue 1c: Schools

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

4.12.7.1 Impact Analysis

The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with the proposed rezones. Future development at the Rezone Sites would accommodate future population growth within the City. The Santee School District and the Grossmont Union High School District were contacted to determine their availability to accommodate student enrollment generated by the project. The Santee School District estimated that the project would generate an additional 495 students, while the Grossmont Union High School District estimated student generation of approximately 300 high school students. While development of future residential units would have the potential to generate students that would place additional demand on school facilities, both the SSD and GUHSD have excess enrollment capacity, indicating that additional students can be accommodated. Refer to Appendix F for correspondence from the respective districts indicating the availability of school enrollment.

Additionally, all future development, whether discretionary or by-right would be required to adhere to state statutory fees pursuant to SB 50. Specifically, the SSD and GUHSD each currently levy impact fees on development within their district boundaries consistent with SB 50. For SSD and GUHSD, residential development fees are \$2.35/square foot and \$1.00/square foot, respectively. Future development projects would also be required to demonstrate compliance with the City's General Plan which requires land developers to ensure adequate schools for potential residents.

Development within the Rezone Sites would not directly result in sufficient demand to require construction of new school facilities, based on the existing capacity at area schools and the payment of SB 50 fees. At the time future schools are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new school facilities. Therefore, at this programmatic level of review, impacts related to the need for and/or provision of new or physically altered schools would be less than significant.

4.12.7.2 Significance of Impacts

Development within the Rezone Sites would not directly result in sufficient demand to require construction of new school facilities, based on the capacity at existing schools and the fact that future housing development would be required to pay its SB 50 share as required by the SSD and GUHSD toward anticipated facility needs. Construction of any future school facilities would under a separate environmental review and approval. Payment of GUHSD fees consistent with SB 50 and would ensure that impacts associated with construction of schools would be less than significant.

4.12.7.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.12.7.4 Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

4.12.8 Issue 1e: Library Services

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

4.12.8.1 Impact Analysis

The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with the proposed rezones. Development at the Rezone Sites would accommodate future population growth within the City. As noted in Section 4.12.1.4, based on the San Diego County service ratio goals for library services the Santee Library, with 75,000 square feet of space, is at a deficit; however, the combination of a cooperative library system with surrounding cities, and participation in Bookmobile, library service within the City is considered to be adequate. Nonetheless, construction of additional residential units could potentially increase demand for library services.

All future development, whether discretionary or by-right, would be required to adhere to the City's Municipal Code. Specifically, Chapter 12.50, would require payment of DIF to ensure the costs of

constructing public facilities that are reasonably related to the impacts of the new development, including libraries. Additionally, the City would continue to participate in programs related to providing residents access to library books and programs and support the efforts of the Friends of Santee Library, a non-profit organization committed to raising funds for a new larger library. Development within the Rezone Sites would not directly result in sufficient demand to require construction or expansion of a library, since each incremental housing development would pay its fair share toward anticipated library facility needs. At the time a future library is proposed, it would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new school facilities. Therefore, at this programmatic level of review, impacts related to the need for and/or provision of new or physically altered library would be less than significant.

4.12.8.2 Significance of Impacts

Development within the Rezone Sites would not directly result in sufficient demand to require construction of new library facilities, since each incremental housing development would pay its fair share toward anticipated library facility needs. Construction of any future library facilities would under a separate environmental review and approval. Project impacts associated with construction of libraries would be less than significant.

4.12.8.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.12.8.4 Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

4.12.9 Issues 1d, 2 and 3: Parks and Recreational Facilities

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

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?

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

4.12.9.1 Impact Analysis

The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with the proposed rezones. Development at the

Rezone Sites would accommodate future population growth within the City. As detailed in Section 4.12.1.5, the City currently meets its overall goal for parkland; however, construction of additional residential units could potentially increase demand for park and recreational facilities.

All future development, whether discretionary or by-right, would be required to pay in-lieu fees consistent with the Quimby Act and City Municipal Code Section 12.40 to fund additional park facilities within the City. Payment of such fees would allow the City to continue to implement numerous General Plan policies in place to maintain park and recreation facilities within the City, including Land Use Policy 3.1 (adequate parkland consistent with development); Conservation Element Policies 11.1, 11.2, and 11.4 (promote dedicated open space, both active and passive, throughout the City); Recreation Element Policies 1.1 and 2.2 (increase parkland ratios, and focus on recreational facilities to be constructed in mixed-use development); and numerous Trails Element policies which all envision the continued development of bicycle, equestrian and pedestrian trails throughout the City. Development within the Rezone Sites would not directly result in sufficient demand to directly require construction or expansion of a parks and recreational facilities, since each incremental housing development would pay its fair share toward anticipated park needs. At the time a future parkland project is proposed, it would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new park facilities. Therefore, at this programmatic level of review, impacts related to the need for and/or provision of new or physically altered parks and recreation facilities would be less than significant.

4.12.9.2 Significance of Impacts

Development within the Rezone Sites would not directly result in sufficient demand to require construction of new park facilities, since each incremental housing development would pay its fair share toward anticipated park needs. Construction of any future parks would be under a separate environmental review and approval. Impacts associated with park and recreation facilities would be less than significant.

4.12.9.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.12.9.4 Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

4.13 Transportation

This section evaluates the potential transportation impacts that could result from implementation of the City of Santee (City) 6th Cycle Housing Element Rezone Program (project). The sites included in the analysis are detailed in Table 3-2 and include 25 potential rezone housing sites and the two sites located on Graves Avenue, collectively referred to as the Rezone Sites. This section addresses potential impacts associated with changes to vehicle miles traveled (VMT) and transportation resulting from implementation of the project and evaluates the project's consistency with applicable transportation goals and policies. Information in this section is based on a Transportation Impact Study prepared by CR Associates included as Appendix G.

4.13.1 Existing Conditions

This section describes the project's transportation study area and the existing roadway network, pedestrian and bicycle networks, and public transit.

4.13.1.1 Roadway Network

The existing roadway network in the City consists of regional facilities such as State Routes (SR-) 52, 67, and 125, as well as numerous arterials and local streets. These regional corridors run adjacent to or traverse the City, carrying significant levels of traffic while providing regional access to and from the City. Existing primary north-south roadways include Carlton Hills Boulevard, Cuyamaca Street, Cottonwood Avenue, Fanita Drive, Graves Avenue, and Magnolia Avenue. Existing primary east-west roadways include Carlton Oaks Drive/Halberns Boulevard, El Nopal, Mast Boulevard, Mission Gorge Road, Prospect Avenue, Town Center Parkway, and Woodside Avenue.

a. Freeways

SR-52 - SR-52 is a major east-west regional facility and provides access between the Interstate 5 (I-5) and SR-67. SR-52 is also known as the Soledad Freeway and the San Clemente Canyon Freeway. There are plans to add one lane in each direction, as well as two reversible lanes, from I-15 to SR-125. These plans were put on hold in 2008 due to a budget shortfall. Completion is scheduled to take place by 2040 per current San Diego Association of Governments (SANDAG) Regional Transportation Plan (RTP).

SR-67 - SR-67 is a major north-south regional facility and provides access for the rural northeastern parts of the County of San Diego to the major east-west freeway facilities in central and southern San Diego County. Also known as the San Vicente Freeway, SR-67 starts in the City of El Cajon and ends in the rural unincorporated community of Ramona.

SR-125 - SR-125 is a major north-south regional facility and provides access from the City of Santee to the north to Otay Mesa Road in the City of Chula Vista, near the United States-Mexico border. SR-125 becomes a toll road south of SR-54 entering the City of Chula Vista.

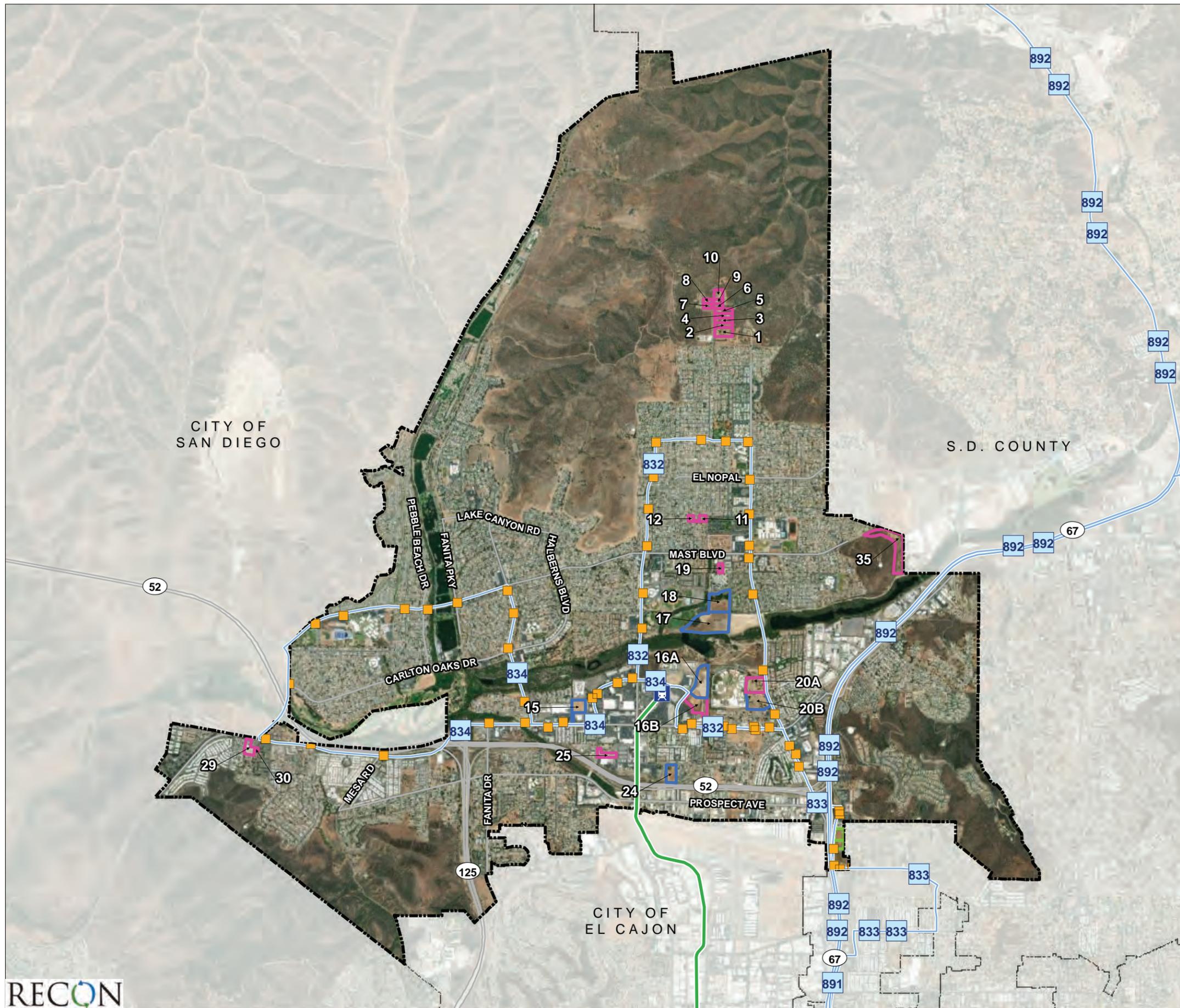
4.13.1.2 Public Transit

Transit service throughout the City is provided by the Metropolitan Transit System (MTS), and includes both bus and light rail trolley services. Approximately 40 percent of the total City population¹, or 24,015 residents, live within 0.25 mile of a transit stop. There are currently three intracity bus routes serving the City. Intracity bus routes include routes 832, 833, and 834. Many of the existing transit stops within the City are devoid of basic amenities such as shelters, benches, and trash cans, which likely reduces the appeal of utilizing public transit (City of Santee 2017a).

The City is also served by the San Diego Trolley Green Line (Route 530), with one station located at the Santee Transit Center. The Green Line runs between the Santee Transit Center and the 12th and Imperial Avenue Transit Center in downtown San Diego. The line provides service from Santee through Mission Valley, and into downtown San Diego via the Old Town Transit Center. Refer to Figure 4.13-1 for the location of transit routes including bus stops and the Green Line Transit Center in relation to the Rezone Sites. Table 4.13-1 shows those Rezone Sites closest to transit stops, of which, eight of the Rezone sites are located within one-quarter mile of a transit stop.

Rezone Site	Distance to Transit Stop (miles)	Within ¼ mile to Transit
1 - 10	0.75 to 1	No
11, 12	0.3	No
15	0.05	Yes
16A, 16B	0.2	Yes
17, 18	0.3	No
19	0.27	No
20A, 20B	0.1	Yes
24	0.5	No
25	0.4	No
29, 30	0.12	Yes
35	0.8	No
Graves Avenue Sites	0.05	Yes

¹City population based on Census Bureau; April 2020 is 60,037.



- City of Santee Boundary
- Discretionary Development Sites
- Eligible By-Right Development Sites
- Graves Avenue Rezone Sites
- Transit Center
- Bus Stop
- Transit Route**
- Green Line Light Rail
- Bus Line



FIGURE 4.13-1
Public Transit Facilities

4.13.1.3 Pedestrian and Bicycle Network

Pedestrian facilities generally include sidewalks, curb ramps, and other amenities such as street trees for shading. There are approximately 1,088,681 linear feet of sidewalks within the City. Bicycle travel has become an integral part of transportation and circulation network planning and are a component of the City's transportation system. The term "bikeway" is used to define lanes designated primarily for safe bicycle travel. There are three classifications of bikeways (City of Santee 2003):

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

The City currently contains approximately 33.8 miles of bicycle facilities, over half of which are Class II bicycle lanes. Of the City's existing roadways, 14 percent have bicycle facilities. According to the American Community Survey, approximately 24 residents currently bike to work, which represents 0.1 percent of all workers in the City (City of Santee 2017b).

4.13.2 Regulatory Framework

Several existing federal, state, regional, and local plans and programs provide transportation and traffic guidance. Applicable plans are discussed below.

4.13.2.1 Federal

a. 2010 Highway Capacity Manual

Prepared by the Transportation Research Board, the 2010 Highway Capacity Manual (HCM) is a joint effort between the Transportation Research Board, Federal Highway Administration (FHWA), and American Association of State Highway and Transportation Officials to provide concepts, guidelines, and computational procedures for calculating capacity and quality of service for highway facilities, including freeways, intersections (signalized and unsignalized), and rural highways. In addition, the 2010 HCM addresses the effects of transit, pedestrians, and bicycles on transportation system performance.

4.13.2.2 State

a. Senate Bill 375 Sustainable Communities and Climate Protection Act

Senate Bill 375 (SB 375) (2008) aims to reduce greenhouse gas (GHG) emissions from passenger vehicles through an integrated approach to regional transportation and land use planning. Local

governments have an important role to play in reducing GHG emissions since cities and counties are required to update the housing elements of their general plans to implement their share of their Regional Housing Needs Assessment (RHNA) allocation, which, in areas with Metropolitan Planning Organizations (MPOs), must be consistent with the Sustainable Communities Strategy (SCS) of the regional transportation plans.

There is a strong link between land use, housing location decisions, and strategies to reduce emissions from the transportation sector. Within urbanized areas, residential development accounts for the largest share of land area, constituting a major influence on regional development footprints and travel patterns. As such, integrating transportation and residential land use is one of the most impactful strategies for reducing GHG emissions, as well as other forms of air pollution, for the transportation system. Governmental actions supporting the location, variety, and availability of housing are critical to implementing GHG emissions reduction policies. Infill development patterns that emphasize proximity and connectivity to public transit, walkable areas, employment and service centers, and amenities can increase the effectiveness of these relationships.

b. State Transportation Improvement Program

The California State Transportation Improvement Program (STIP) is an intermodal program of transportation projects that is consistent with the statewide transportation plan and planning processes, metropolitan plans, and Title 23 of the Code of Federal Regulations. The STIP was first prepared in 2006, and is added to every two years by the California Department of Transportation (Caltrans) in cooperation with the MPOs and the regional transportation planning agencies. The most recent STIP Guidelines were adopted on August 27, 2015. In San Diego County, the MPO and regional transportation planning agency is SANDAG. The STIP contains all capital and non-capital transportation projects or identified phases of transportation projects for funding under the Federal Transit Act and Title 23 of the U.S. Code, including federally funded projects. All projects funded through the STIP in San Diego County are included in the SANDAG Regional Transportation Improvement Program discussed in Section 4.13.2.3.b.

c. Senate Bill 743 Environmental Quality

SB 743 (2013) created a process to change the way projects analyze transportation impacts pursuant to the California Environmental Quality Act (CEQA). Previously environmental review of transportation impacts focused on the delay that vehicles experience at intersections and on roadway segments. That delay was measured using a metric known as "level of service," or LOS. Under SB 743, the focus of transportation analysis has shifted from driver delay to reduction of GHG emissions, creation of multimodal networks and promotion of a mix of land uses since July 1, 2020. The Governor's Office of Planning and Research (OPR) has amended the CEQA Guidelines to provide an alternative to level of service for evaluating transportation impacts. The alternative criteria must promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. According to the legislative intent contained in SB 743, these changes were necessary to more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG emissions.

4.13.2.3 Regional

a. San Diego Forward

San Diego Forward (Regional Plan) was adopted by the SANDAG Board of Directors on December 10, 2021. San Diego Forward combines and updates the region's two regional planning documents: the Regional Comprehensive Plan (2004) and the San Diego Forward (2015)/Sustainable Communities Strategy (2011). San Diego Forward provides a vision for the region's growth through the year 2050. The plan reflects a strategy for a more sustainable future which includes investing in a transportation network that will provide people more travel choices, protects the environment, creates healthy communities, and stimulates economic growth (SANDAG 2021). San Diego Forward includes a detailed blueprint for how we will invest in our transportation system in ways over the next 35 years. The plan outlines the investment of nearly \$204 billion in year-of expenditure dollars in local, state, and federal dollars to build a comprehensive, interconnected transportation system that provides choices.

b. Regional Transportation Improvement Program

The Regional Transportation Improvement Program (RTIP) is a multi-year program that includes all proposed major highway, arterial, transit, and non-motorized projects in the region. Improvements to nearly all of the major highways in the San Diego region are included in the 2021 RTIP, adopted by the SANDAG Board of Directors on February 26, 2021. The 2021 RTIP covers fiscal years 2021 through 2025.

4.13.2.4 Local

a. City of Santee VMT Analysis Guidelines

Consistent with SB 743, the Santee City Council approved a resolution adopting its VMT Analysis Guidelines on April 27, 2022. The guidelines contain thresholds of significance for purposes of analyzing transportation impacts under CEQA. The intent of the VMT Analysis Guidelines is to provide consistency in significance determinations to integrate environmental review with other environmental program planning and regulation.

b. Active Santee Plan

The Active Santee Plan (ASP; 2021) was prepared as a comprehensive update of the Bicycle Master Plan (2009) of the Santee General Plan and a comprehensive pedestrian plan. The ASP provides a framework for development of the City's bicycle network and pedestrian network. Many of the highest priority segments identified in the ASP have been implemented or are currently being constructed, including segments of the River Trail (City of Santee 2017a).

The goal of the ASP is to encourage alternative means of transportation on a regional and community scale. The four overarching goals identified as desired future outcomes for active transportation within the City include:

- A balanced, interconnected multimodal transportation network that allows for the efficient and safe movement of all people and goods, and that supports the current and future needs of Santee community members and travel generated by planned land uses.
- Encourage alternative means of transportation on a regional and community scale for all trip types: work commute, school commute, errands and recreation.
- Designate the location and the appropriate type of bikeways and paved bicycle trails that would have the greatest potential to serve the commuter and recreational needs of the community of Santee.
- To create an environment that allows for school aged children to safely walk and ride their bicycles to school on convenient and connected networks.

Specific ASP objectives and policies that are relevant to the project are described below:

Objective 1.0: Ensure that the existing and future transportation system is accessible, safe, reliable, efficient, integrated, convenient, well connected, and multi-modal.

- **Policy 1.1:** The City shall provide integrated transportation and land use decisions that enhance smart growth development served by complete streets, which facilitate multimodal transportation opportunities.

Objective 2.0: Upgrade and maintain Santee's transportation corridors to meet the safety needs of all roadway users – including youth and elderly and travelers of varying physical abilities – and to provide a well-connected system throughout the City.

- **Policy 2.3:** The City's pedestrian and bicycle networks should connect to trailheads, in particular at such locations as the San Diego River Trail and at parks and open spaces.
- **Policy 2.4:** Near commuter rail stations, provide access paths to these transit centers to encourage walking and cycling.

Objective 3.0: Develop, maintain, and support a safe, comprehensive and integrated bikeway system that encourages bicycling.

- **Policy 3.2:** The City shall require new development and redevelopment to provide connections to existing and proposed bicycle routes, where appropriate.

Objective 5.0: Promote bicycle usage

- **Policy 5.2:** Bicycle racks should be made available at all new or rehabilitated nonresidential developments.
- **Policy 5.3:** The City shall consider every street in Santee as a street that bicyclists will use.
- **Policy 5.4:** Develop a City-wide bicycle map.

Objective 7.0: Develop and maintain an accessible, safe, complete and convenient pedestrian system that encourages walking.

- **Policy 7.1:** The City should require the incorporation of pedestrian-friendly design concepts where feasible including separated sidewalks and bikeways, landscaped parkways, traffic calming measures, safe intersection designs and access to transit facilities and services into both public and private developments.

Objective 8.0: Increased use of alternative modes of travel to schools to reduce peak hour vehicular trips, save energy, and improve air quality around schools.

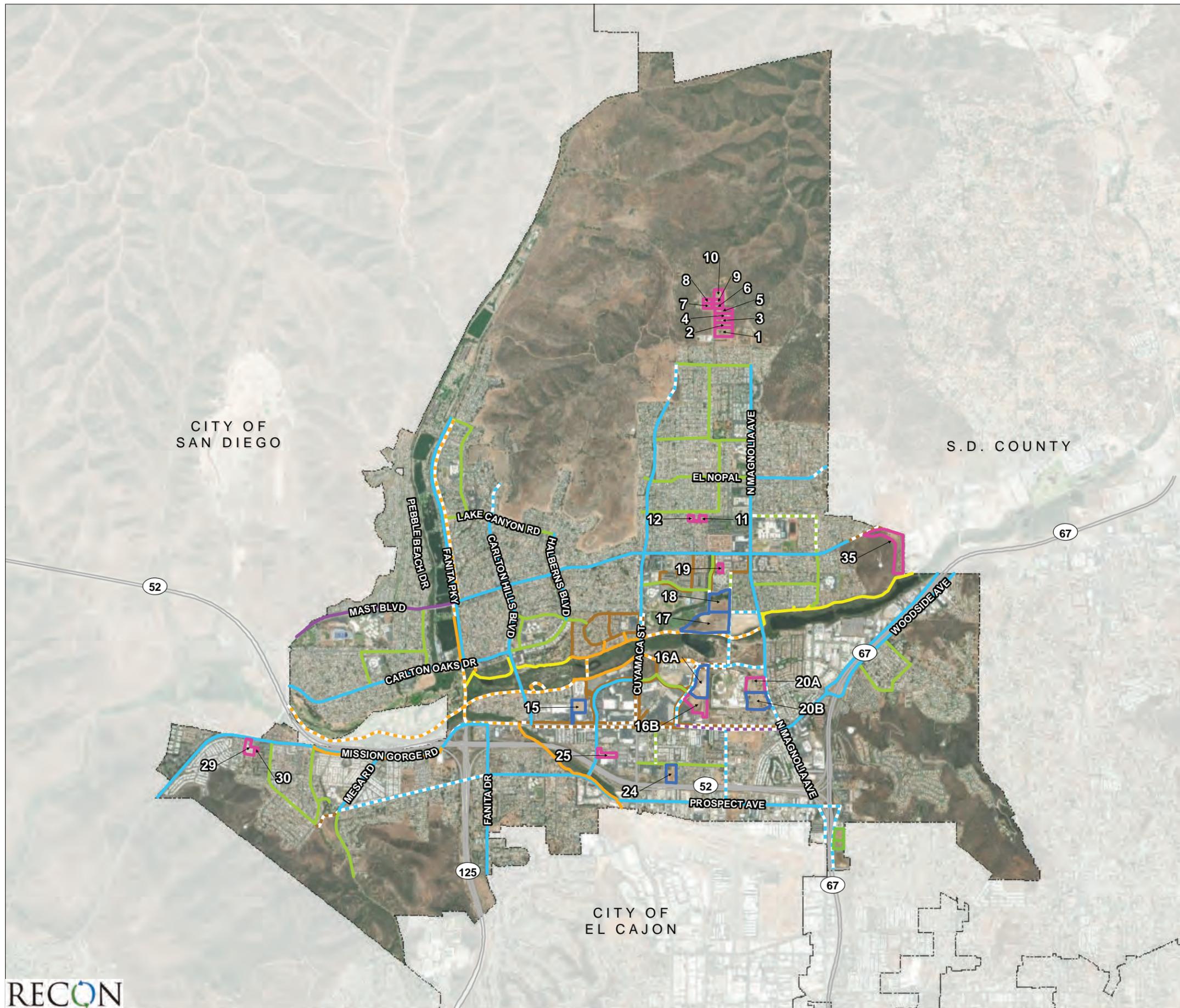
- **Policy 8.2:** The City should improve safety of walking and biking environment around schools to reduce school-related vehicle trips.

In addition to goals, objectives, and policies, the ASP includes recommendations consisting of a planned bicycle network, sidewalk infill and trail accessibility enhancements. As shown in Figure 4.13-2, the City's planned bicycle network includes three classifications: Bicycle paths (Class 1; should be utilized as much as possible for regional and community trails, but not for those designated on small local streets where traffic volume is minimal); Bicycle lanes (Class 2; should be utilized as necessary links to bicycle paths or local routes where paths are not feasible); and Bicycle routes (Class 3; should be utilized for necessary links or as interim links prior to the implementation of bicycle lanes or paths. Implementation includes signage). Planned sidewalk infill locations and trail access enhancements and their proximity to the Rezone Sites are shown in Figures 4.13-3 and 4.13-4, respectively.

c. General Plan

Divided into nine elements, the General Plan is a statement of intent by the City as to the future development of the community. This is accomplished through objectives and policies that serve as a long-term policy guide for physical, economic, and environmental growth.

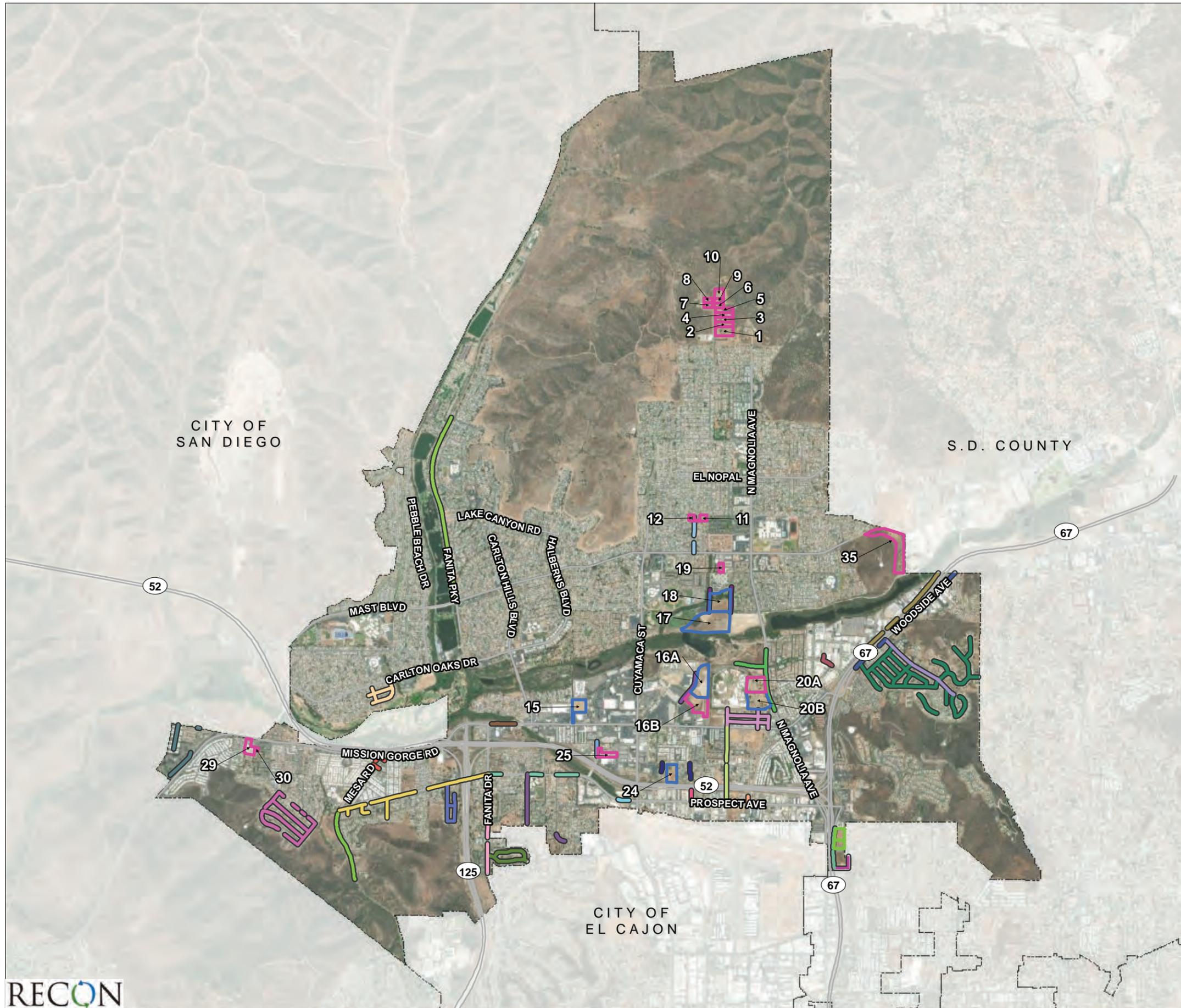
As one of the mandated elements of the General Plan, the Mobility Element (City of Santee 2017a) serves as an update to the General Plan's Circulation Element intended to provide a vision and framework for the development of the City's transportation network through the year 2035, while assuming full buildout of the current General Plan land uses. This update describes existing transportation systems in the City and establishes a plan for a multi-modal transportation system. This element is intended to provide for a balanced mobility system that will support travel demands associated with land uses in the Land Use Element while maintaining a high quality of life for the residents of the City and all roadway users.



- Discretionary Development Sites
 - Eligible By-Right Development Sites
 - Graves Avenue Rezone Sites
- Existing Bicycle Facilities**
- Class I - Existing Bike Path
 - Class II - Existing Bike Lane
 - Class II - Existing Buffered Bike Lane
 - Class III - Existing Bike Route
 - Existing Multi-use Path (Paved)
 - Existing Multi-use Path (Unpaved)
- Proposed Bicycle Facilities**
- Class I - Proposed Bike Path
 - Class II - Proposed Bike Lane
 - Class II - Proposed Buffered Bike Lane
 - Class III - Proposed Bike Route
 - Proposed Multi-use Path (Paved)



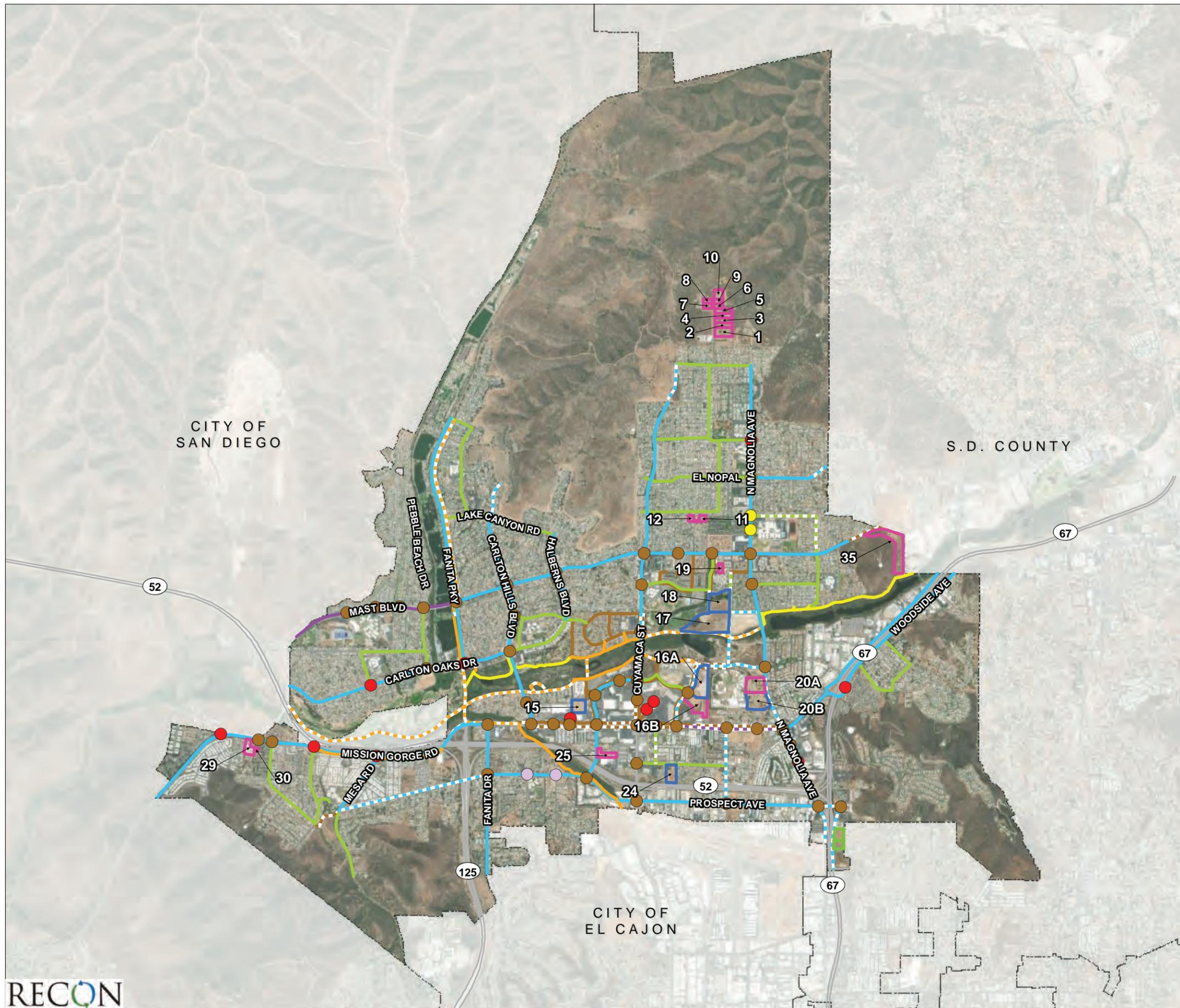
FIGURE 4.13-2
Planned Bicycle Network



- Discretionary Development Sites
 - Eligible By-Right Development Sites
 - Graves Avenue Rezone Sites
- Pedestrian Project by Group**
- Project Group
 - (Colors Indicate Grouping)



FIGURE 4.13-3
 Planned Sidewalk Infill Projects



- Discretionary Development Sites
 - Eligible By-Right Development Sites
 - Graves Avenue Rezone Sites
- Existing Bicycle Facilities**
- Class I - Existing Bike Path
 - Class II - Existing Bike Lane
 - Class II - Existing Buffered Bike Lane
 - Class III - Existing Bike Route
 - Existing Multi-use Path (Paved)
 - Existing Multi-use Path (Unpaved)
- Proposed Bicycle Facilities**
- Class I - Proposed Bike Path
 - Class II - Proposed Bike Lane
 - Class II - Proposed Buffered Bike Lane
 - Class III - Proposed Bike Route
 - Proposed Multi-use Path (Paved)
- Bike Detection**
- All Directions
 - East, West
 - North, South
 - Limited Loop Detection



FIGURE 4.13-4
Planned Trail Accessibility Enhancements

The goal of the Mobility Element is a balanced, interconnected multimodal transportation network that allows for the efficient and safe movement of all people and goods, and that supports the current and future needs of City community members and travel generated by planned land uses. The relevant objectives and policies are as follows (City of Santee 2017a):

Mobility Element

Objective 1.0: Ensure that the existing and future transportation system is accessible, safe, reliable, efficient, integrated, convenient, well-connected and multimodal. The system will accommodate active transportation, and accommodate people of all ages and abilities, including pedestrians, disabled, bicyclists, users of mass transit, motorists, emergency responders, freight providers, and adjacent land uses.

- **Policy 1.1:** The City shall provide integrated transportation and land use decisions that enhance smart growth development served by complete streets, which facilitate multimodal transportation opportunities.
- **Policy 1.2:** The City should design streets in a manner that is sensitive to the local context and recognizes that needs vary between mixed use, urban, suburban, and rural settings.

Objective 2.0: Develop an efficient, safe and multi-modal transportation network, consisting of local roads, collectors, arterials, freeways and transit services, in a manner that promotes the health and mobility of Santee residents and that meets future circulation needs, provides access to all sectors of the City, and supports established and planned land uses.

- **Policy 2.1:** The City shall encourage an automobile LOS "D" on street segments and at intersections throughout the circulation network while also maintaining or improving the effectiveness of the non-automotive components of the circulation system (i.e., pedestrians, bicyclists, and public transit), especially in the Santee Town Center area. The City may approve a lower automobile LOS if it finds that the effectiveness of non-automotive components of the circulation system would be maintained or improved as a result.
- **Policy 2.2:** The City should ensure adequate accessibility for all modes to the northern undeveloped area of the City by designating a functional network of public streets for future dedication either prior to, or concurrent with anticipated need.
- **Policy 2.7:** The City should coordinate with Caltrans, SANDAG, MTS [Metropolitan Transit System], and other responsible agencies to identify, plan, and implement needed transportation improvements.

Objective 7.0: Develop, maintain, and support a safe, comprehensive and integrated bikeway system that encourages bicycling, as documented in the City's Bicycle Master Plan.

- **Policy 7.4:** The City should require new development and redevelopment to provide connections to existing and proposed bicycle routes, where appropriate.

Objective 8.0: Develop and maintain an accessible, safe, complete and convenient pedestrian system that encourages walking.

- **Policy 8.1:** The City should require the incorporation of pedestrian-friendly design concepts where feasible including separated sidewalks and bikeways, landscaped parkways, traffic calming measures, safe intersection designs and access to transit facilities and services into both public and private developments.

4.13.3 Significance Determination Thresholds

Consistent with Appendix G of the CEQA Guidelines, impacts related to transportation would be significant if implementation of the project would:

- 1) Threshold 1: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
- 2) Threshold 2: Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).
- 3) Threshold 3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- 4) Threshold 4: Result in inadequate emergency access.

4.13.4 Methodology

Three study scenarios were evaluated, including Base Year and two future year alternatives, as follows:

- Base Year (2016) – establishes the baseline VMT within the project study area (City and its region).
- No Project (Adopted General Plan) – represents buildout of the City's currently adopted General Plan Land Use and Mobility Elements.
- Proposed Project – represents buildout of the City and the Rezone Sites. The Rezone Sites override the sites identified in the City's currently adopted General Plan.

For purposes of the environmental analysis, a travel demand model forecasting process was utilized to estimate the future resident VMT per capita within the region as well as within the City. A model validation process was completed which included verification of land use inputs, as well as additional adjustments of roadway, transit, active transportation networks including but not limited to roadway speeds, number of lanes, and centroid loadings for each of the study alternatives. The model was additionally validated to ensure the commercial land use assumptions for Rezone Sites 16A, 20B, and the Graves Avenue commercial sites were taken into account. Since the model area (or traffic analysis zone) within which these sites are located contain similar or greater commercial intensity, the land use input was not modified for the commercial land uses. With implementation of all rezones, the

modeling showed an increase in 987 employees with project buildout (2050). This value was used in modeling inputs for the air quality and GHG analysis.

4.13.5 Issue 1: Circulation System

Would the project conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

4.13.5.1 Impact Analysis

The project includes evaluation of Rezone Sites that would increase ultimate development intensity on selected sites. Additionally, development at Rezone Sites may proceed within a ministerial approval in certain circumstances. Future development on these sites could have an effect on the circulation system including transit, roadway, bicycle, and pedestrian facilities.

Future development that requires a discretionary review would be subject to a site-specific environmental review that considers consistency with all applicable plans including the City's Active Santee Plan. Consistency review associated with future discretionary review would ensure impacts associated with policy consistency related to the circulation system would be less than significant.

While potential future ministerial development projects would not require a subsequent environmental review, these projects would be subject to a ministerial review that would include consistency with the City's Public Works Standards. The City's Engineering Division review would ensure individual projects include appropriate frontage requirements to ensure consistency with the City's Mobility Element and the ASP. Pedestrian and bicycle improvements necessary to meet City Public Work Standards could include providing sidewalks and landscape buffers, Americans with Disabilities Act (ADA) accessibility requirements, and other improvements that would support bicycle, pedestrian, and transit accessibility. To support implementation of these requirements, the project includes objective design and performance standards that would be implemented during the review process for future ministerial development. The standards include a requirement that project applicants shall make roadway improvements along the project frontage including adjoining intersections in accordance with the Mobility Element.

Regarding transit, future development at Rezone Sites would be consistent with Policy 2.2 within the City's General Plan Land Use Element, which encourages the development of higher density residential developments in areas close to the multi-modal transit station (at Santee Town Center) and along major road corridors where transit and other convenience services are available. Refer to Figure 4.13-1 and Table 4.13-1 for the location of transit including bus stops and the Green Line trolley stop at the Santee Town Center in relation to the Rezone Sites. As shown, the project would add density in locations proximate to transit, providing consistency with City policies. Furthermore, all future site-specific projects would be reviewed to ensure conflict with transit facilities. All development (discretionary and ministerial) would be subject to implementation of the City's Public Works Standards which includes general design criteria related to circulation and parking.

The required engineering and Mobility Element consistency review, along with application of the objective design and performance standards for ministerial projects, associated with development at

Rezone Sites would avoid conflicts with applicable plans or policies related to transit, roadway, bicycle, and pedestrian facilities. Therefore, the project would not conflict with a plan, ordinance, or policy addressing transit, roadway, bicycle, and pedestrian facilities and impacts would be less than significant.

4.13.5.2 Significance of Impacts

Ministerial and discretionary development at the Rezone Sites would adhere to an engineering and policy review that would ensure consistency with applicable policies related to transit, roadway, bicycle, and pedestrian facilities. Therefore, the project would not conflict with a plan, ordinance, or policy addressing the circulation system, and impacts would be less than significant.

4.13.5.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.13.5.4 Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

4.13.6 Issue 2: Vehicle Miles Traveled

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

4.13.6.1 Impact Analysis

CEQA Guidelines Section 15064.3 requires that the determination of significance for transportation impacts be based on VMT instead of a congestion metric such as LOS. The change in the focus of transportation analysis is the result of SB 743, as detailed in Section 4.13.2.2(c). The Transportation Impact Study (TIS; see Appendix G) evaluated project impacts based on the resident VMT per capita metric, which includes all daily vehicle-based person trips originated from or ending at the home location of the individual (driver or passenger). The VMT/Capita includes, for all San Diego County residents, all vehicle-based resident travel grouped and summed to the home location of the individual. It includes all resident vehicle travel: home-based and non-home-based. The VMT for each individual is then summed for all individuals residing in a particular census tract and divided by the population of that census tract to arrive at Resident VMT/Capita .

The City of Santee VMT Analysis Guidelines (adopted on April 27, 2022) recommends setting a VMT per capita threshold of 15 percent below that of existing development as a reasonable threshold based on an extensive review of applicable research, including California Air Resources Board assessments of the VMT reductions that would be needed to meet the state's long-term climate goals. In other words, in order to result in a less than significant impact, VMT per capita resulting from a project should be at or below the 85th percentile of the citywide average for that land use type (City of Santee 2022).

The VMT analysis utilized the average resident VMT per capita for the City and was determined using SANDAG's Series 14 Base Year (2016). Table 4.13-2 displays the City's resident VMT efficiency metrics for the Base Year (2016) conditions. The 2016 baseline is the base year model in the SANDAG Series 14 Regional Transportation Model. As shown, the City's VMT per capita is 20.5 miles per person.

	City of Santee	Project % of Citywide Resident VMT per Capita
2016 Base Year Resident VMT per Capita (Existing Conditions)	20.5	-
Resident VMT per Capita with Project	18.7	91.2% (>85%) ¹

SOURCE: Appendix G.

¹In order to have a less than significant VMT impact, a project must demonstrate it can achieve a VMT per capita of 85 percent or less than the citywide average.

As shown in Table 4.13-2, with implementation of the Rezone Sites, including buildout of the City's General Plan land use and transportation network, the average resident VMT per capita of City would be reduced to 18.7 (from 20.5 under base year). While the project would result in a reduction in VMT per capita which would move the City in the direction of reducing VMT Citywide, the 18.7 VMT per capita represents 91.2 percent of the base year citywide average. As a result, VMT per capita associated with the project would be greater than 85 percent of the citywide average and would exceed the VMT threshold, which would be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). In order to have a less than significant VMT impact, a project must demonstrate it can achieve a VMT per capita of 85 percent or less than the citywide average.

4.13.6.2 Significance of Impacts

Future development of the Rezone Sites in conjunction with the project would change the Citywide VMT efficiency to 18.7 compared to 20.5 under the Base Year (2016), representing a slight increase in VMT efficiency with the project. However, this VMT efficiency of 18.7 with the project represents 91 percent of the citywide average, which exceeds the VMT significance threshold. Therefore, projected VMT per capita with the project would exceed the 85 percent threshold representing a significant impact (Impact TRA-1).

4.13.6.3 Mitigation Framework

Mitigation is proposed for implementation of both discretionary and by-right development projects. Mitigation would either be applied during a future discretionary review or for by-right development would be applied as a requirement of the City's objective design and performance standards adopted as part of the project. Future development of Rezone Sites would require implementation of the following mitigation framework:

MM-TRA-1: VMT Reduction

The City shall require implementation of applicable Mobility Element Policies that would support VMT reductions for individual projects. Specifically, the City shall require that future projects are compliant with Mobility Element Policies 9.1 through 9.5, which encourage the use of Transportation Demand Management (TDM) strategies, such as ride sharing programs, flexible work schedule programs, and incentives for employees to use transit. Additionally, alternative transportation modes, such as walking, cycling and public transit are encouraged to reduce peak hour vehicular trips, save energy, and improve air quality. Sample TDM measures that may be applied at the project-level are provided below:

- Increase mixed-use development
- Increase transit accessibility
- Provide pedestrian network improvement along project frontage
- Provide bicycle network improvement along project frontage
- Provide bicycle parking and bike lockers
- Implement subsidized or discounted transit passes
- Provide rider-sharing programs
- Implement commute trip reduction marketing
- Implement school pool program
- Implement bike-sharing or micro mobility program
- Provide local shuttle to connect visitors to different attractions throughout the City

Additional measures can be found in the California Air Pollution Control Officers Association Quantifying Greenhouse Gas Mitigation Measures report (<http://www.aqmd.gov/docs/default-source/ceqa/handbook/capcoa-quantifying-greenhouse-gas-mitigation-measures.pdf>). Mitigation measures should be consistent with the City's Active Transportation Plan.

4.13.6.4 Significance After Mitigation

Implementation of the MM-TRA-1 as part of future projects reviews would potentially reduce VMT per capita. However, the effectiveness of VMT reducing measures is context-sensitive and would vary depending on project details, such as the location, access to transit, etc. At a program level of review, it is not guaranteed that each individual project would be able to fully mitigate the potential impacts particularly considering the high VMT per capita in the City compared to the citywide average. While MM-TRA-1 would minimize VMT impacts associated with future development at the Rezone Sites, impacts would not be fully mitigated. Therefore, impacts associated with VMT would remain significant and unavoidable.

4.13.7 Issue 3: Hazards Due to a Design Feature

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

4.13.7.1 Impact Analysis

The project does not propose any changes to the existing roadway network. Future site-specific development may require improvements to the existing roadway network. These improvements would be subject to an engineering review to ensure roads and access are configured consistent with established roadway design standards. While potential future ministerial development projects would not require a subsequent environmental review, these projects would be subject to a ministerial review that would include consistency with the City's Public Works Standards. The Engineering Division review would ensure individual projects do not create hazards and are designed consistent with established standards.

Additionally, all future development would be subject to policies set forth in the Mobility Element of the General Plan. Implementation of Policy 3.1 (Streets and Freeway System) states the City to encourage the development of improved signalization and intersection design while taking into consideration the safety of all modes. In addition, Policy 3.1 (Streets and Freeway System) states the City should encourage the utilization of traffic control devices, such as center medians and/or left-turn pockets where appropriate and that do not conflict with safety and discourage the installation of median cutes where traffic safety cannot be assured. Therefore, implementation of the existing regulatory framework would ensure future development would not result in hazards due to a design feature. Impacts would be less than significant.

4.13.7.2 Significance of Impacts

The project does not propose any changes to the existing roadway network. Future site-specific development would be designed consistent with established roadway design standards. Therefore, the project would not substantially increase hazards, and impacts would be less than significant.

4.13.7.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.13.7.4 Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

4.13.8 Issue 4: Emergency Access

Would the project result in inadequate emergency access?

4.13.8.1 Impact Analysis

The project does not propose any changes to the existing roadway network. Access for future site-specific development to the existing roadway network would be configured consistent with established roadway design standards that would allow for emergency access. As described in Section 4.7, Hazards and Hazardous Materials, the City implements the Santee Emergency Operations Plan to ensure adequate emergency access within the City. Additionally, the City implements its Mobility Element Policy Objective 1.0, which ensures that the existing and future transportation system is accessible, safe, reliable, efficient, integrated, convenient, well-connected, and multimodal. The system will accommodate active transportation, and accommodate people of all ages and abilities, including pedestrians, disabled, bicyclists, users of mass transit, motorists, emergency responders, freight providers and adjacent land uses. In addition, Policy 3.3 states the City shall ensure that newly constructed roadways are designed to permit rapid access for emergency vehicles. To support implementation of the Mobility Element for ministerial projects, the project also includes adoption of objective design and performance standards that would be implemented during the review process for future ministerial development. The standards include a requirement that project applicants shall make roadway improvements along the project frontage including adjoining intersections in accordance with the Mobility Element. Therefore, the project would not result in inadequate emergency access, and impacts would be less than significant.

4.13.8.2 Significance of Impacts

The project does not propose any changes to the existing roadway network. Access for future site-specific development to the existing roadway network would be configured consistent with established roadway design standards that would allow for emergency access. The City would continue to implement the Santee Emergency Operations Plan to ensure adequate emergency access within the City. Therefore, the project would not result in inadequate emergency access, and impacts would be less than significant.

4.13.8.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.13.8.4 Significance After Mitigation

Impacts would be less than significant. No mitigation is required.

4.14 Utilities and Service Systems

This section analyzes potential impacts to public utilities (water [demand and supply], storm drain, wastewater, solid waste disposal, and energy) that could result from implementation of the City of Santee (City) 6th Cycle Housing Element Rezone Program (project). The sites included in the analysis are detailed in Table 3-2 and include 25 potential rezone housing sites and the two sites located on Graves Avenue, collectively referred to as the Rezone Sites. This evaluation is based on available reference material cited throughout the section, including regional and local studies and public documents.

4.14.1 Existing Conditions

4.14.1.1 Current and Projected Water Use Demands

Padre Dam Municipal Water District (PDMWD; District) is the service provider for the City. One hundred percent of PDMWD's potable water supply is imported through the San Diego County Water Authority (SDCWA). The SDCWA is one of 26 Metropolitan Water District of Southern California (Metropolitan) member agencies (PDMWD 2021).

PDMWD's 2020 Urban Water Management Plan (UWMP) describes water demands of the agency's customers, including the City. The actual demand for potable water throughout the service area is shown in Table 4.14-1.

Table 4.14-1 Retail: Demand for Potable and Non-Potable Water – Actual ¹			
Land Use Type	2020 Actual		
	Additional Description (as needed)	Level of Treatment when Delivered	Volume
Single-Family	Municipal and Industrial	Drinking Water	5,447
Multi-Family	Municipal and Industrial	Drinking Water	1,793
Commercial	Municipal and Industrial	Drinking Water	1,112
Institutional/Governmental	Municipal and Industrial	Drinking Water	191
Landscape	Municipal and Industrial	Drinking Water	362
Agricultural Irrigation		Drinking Water	106
Other	Construction	Drinking Water	99
Other	Unbilled Unmetered ²	Drinking Water	30
Other	Potable Supplement to Recycled Water System	Drinking Water	18
Losses ³		Drinking Water	431
Total			9,588

¹Water use by sector is summarized from billing records based on individual meter readings.
²Unbilled unmetered includes water flushing, sewer flushing, and firefighting. Values were obtained from the American Water Works Association (AWWA) Audit Report 2020 (PDMWD 2021:Appendix E).
³Losses obtained from AWWA Audit Report 2020 equates to approximately 449 acre-feet per year (PDMWD 2021:Appendix E). Potable supplement to recycled water was included as part of the losses in the audit. Thus, losses in this table are adjusted to reflect losses without the potable supplement to the recycled water system.

As shown in Table 4.14-1 residential demands (single-family and multi-family) account for 7,240 acre-feet per year (AFY) or approximately 76 percent of the PDMWD's total demand. The potable water demand projections are developed and are based on a combination of general plan land use information, specific plans in the service area, per capita water use, water demand factors, and future planned development information provided by City and other member agencies. Table 4.14-2 contains the projected potable water demands within and outside of the District boundaries from 2025 through 2045.

Land Use Type	Projected Water Use ¹				
	2025	2030	2035	2040	2045
Residential	7,438	8,217	9,004	9,683	10,070
Commercial	1,398	1,465	1,525	1,585	1,645
Institutional/Governmental	188	191	194	196	199
Landscape	357	579	730	817	822
Agricultural Irrigation	104	161	181	186	187
Other ²	127	137	146	156	166
Losses ³	442	449	455	461	468
Other Potable/Outside of District ⁴	2,388	2,388	2,388	2,388	2,388
Total	12,442	13,586	14,623	15,473	15,944

¹Projections based on District's Master Plan Update (in progress).
²Other category includes construction and water used for potable flushing, sewer flushing, and firefighting.
³Includes potable water supplement to recycled water.
⁴Outside of District includes the near-term annexations, which includes Viejas tribe, Ewiiapaayp tribe, and the I-8 corridors outside of the District's eastern boundary.

As shown in Table 4.14-2, the District potable water demand is anticipated to increase to 15,944 AFY by year 2045. It is noted that as temperatures rise due to global climate changes, water demands from various types of users will likely increase. The altered climate patterns in California creating hotter days and longer heat waves will increase customer water use and evaporative water losses. The combination of a long-term reduction in water supply availability with a long-term increase in water demand and higher summer demand peaks will increase pressure on the District and SDCWA to meet demands (PDMWD 2021).

Conservation measures assist in reduction of demand. The California Department of Water Resources (DWR) developed mandates for the State of California to conserve water due to the increase in drought frequency. Four methods were developed by DWR for agencies to calculate target water use in compliance with Senate Bill X7-7. The District utilizes Method 3, requiring the limited water use to not exceed 95 percent of the DWR's target water use. Because of the ongoing conservation efforts of East County customers, the District has experienced a sustained per-capita average water use reduction of approximately 25 percent per capita water use since 2010 (City of Santee 2020).

4.14.1.2 Water Supply and Distribution System

Water supply sources for the District fall into two categories: (1) purchased or imported water; and (2) recycled water. Padre Dam produces two million gallons of recycled water a day at the Ray Stoyer Water Recycling Facility (WRF). With the exception of the recycled water produced, the District imports all water supply from SDCWA. This potable water supply is imported from the California State Water Project (SWP) (North Bay, South Bay, and California aqueducts) and the Colorado River (Los Angeles and Colorado River aqueducts) by Metropolitan. The water supply is treated at Metropolitan's Skinner Treatment Plant near Temecula, California and then released into SDCWA's system (PDMWD 2021).

The District is additionally looking to expand its recycled water supply and increase potable reuse to provide drought-proof sources of water. Currently, recycled water from Santee Lakes provides water supplies for irrigation purposes. However, potable reuse is projected to make up 17 percent of San Diego County's drinking water supply by 2035. Padre Dam is currently working with Helix Water District, the City of El Cajon, and the County of San Diego on the East County Advanced Water Purification Project. This project would purify recycled water in order to create up to 30 percent of East County's drinking water supply. Together with projects including Pure Water San Diego and Pure Water Oceanside, the East County Advanced Water Purification Project is anticipated to reduce San Diego County's reliance on imported water over the long term.

The District relies on the SDCWA to acquire water transfer agreements, as needed, for water supply reliability during normal and dry year conditions. These water transfers consist of water purchases from Metropolitan, water transfers from Imperial Irrigation District that consist of water savings from canal lining projects that wheel water through Metropolitan's conveyance facilities, and spot water transfers that are pursued on an as-needed basis to offset reductions in supplies from Metropolitan. In addition to water imported through Metropolitan, SDCWA signed and amended an agreement (Water Authority-IID Water Conservation and Transfer Agreement) with the Imperial Irrigation District (IID) for long-term transfer of conserved Colorado River water. The term of the agreement is 45 years with a provision to extend for an additional 30 years (PDMWD 2021).

In 2012, SDCWA also entered into a formal Water Purchase Agreement with Poseidon Water to purchase desalinated ocean water at the Carlsbad Desalination Plant. The desalinated water is conveyed to SDCWA's Twin Oaks Valley Water Treatment Plant and is mixed with existing drinking water supplies. The Carlsbad Desalination Plant is able to produce 56,000 AFY, of which 50,000 AFY is conveyed to SDCWA (PDMWD 2021).

The actual source and volume of water for the year 2020 is presented in Table 4.14-3. As shown in Table 4.14-3, the District's actual supply was approximately 11,338 AFY.

Table 4.14-3 Retail: Water Supplies – Actual		
Water Supply	2020	
	Actual Volume (AFY)	Water Quality
Purchased or Imported Water	9,588	Drinking Water
Recycled Water	1,750	Recycled Water
Total	11,338	
SOURCE: PDMWD 2021.		

The projected water supply in five-year increments is included in Table 4.14-4. The projected supply values are based on supplying normal demands and include the purchased water and recycled water supplies.

Table 4.14-4 Retail: Water Supplies – Projected						
Land Use Type	Additional Description (as needed)	Project Water Use (Reasonably Available Volume)				
		2025	2030	2035	2040	2045
Purchased or Imported Water	In-District	6,054	7,198	8,235	9,085	9,556
Purchased or Imported Water	Outside of District	2,388	2,388	2,388	2,388	2,388
Recycled Water	n/a	1,232	1,232	1,232	1,232	1,232
Potable Reuse	East County Advanced Water Purification Project	4,000	4,000	4,000	4,000	4,000
Total		13,674	14,818	15,855	16,705	17,176
SOURCE: PDMWD 2021.						

4.14.1.3 Storm Drain System

The City's drainage basins and storm drain conveyance system discharges both directly and indirectly to the San Diego River through the various creeks and channels such as Forester Creek and Sycamore Creek. These untreated discharges are then conveyed by the San Diego River westward to the Pacific Ocean, at Ocean Beach. The City establishes, maintains, and enforces adequate legal authority within its jurisdiction to control pollutant discharges into and from its storm drain system (City of Santee 2015). The City has approximately 1,400 storm drain inlets within residential areas, 114 inlets within commercially zoned areas, and 210 inlets within industrial zoned areas (City of Santee 2015).

4.14.1.4 Wastewater and Recycled Water System

a. Wastewater Collection, Treatment and Disposal

PDMWD provides wastewater collection and treatment services to the City. The PDMWD Sewer System Management Plan (2019) describes the District's sewer collection, conveyance, and treatment system. The District's wastewater collection system consists of sewer mains, lift stations, and flow diversion structures. The PDMWD service area contributed nearly 5,042 AFY of wastewater flow into the District's wastewater treatment plant (WWTP) in 2020. The majority of the collected wastewater flows to the District's Influent Pump Station. From there, up to 1,856 AFY of wastewater is pumped to the District's Ray Stoyer WRF; the remaining flow is pumped to the City of San Diego's Metropolitan Wastewater System (Metro) where it ultimately receives advanced primary treatment at the Point Loma Wastewater Treatment Plant (PDMWD 2021).

The District has an effective operation and maintenance (O&M) program in place that includes cleaning, inspection, and monitoring of the sewer collection system. The O&M program is based on a proactive preventative maintenance approach to keep the collection system in good repair, preventing excessive infiltration/inflow, minimizing system failures which can lead to overflows, and protecting the capital investment in the collection system (PDMWD 2019).

b. Recycled Water

The PDMWD's existing recycled water system includes approximately 31 miles of distribution mains within the District's Water Service Area. The key recycled water system facilities include the Ray Stoyer WRF, the Recycled Water Effluent Pump Station, and Fanita Terrace Reservoir (PDMWD 2021). The District's recycled water customer base and associated demand steadily increased from 2001 to 2014 with a peak of 1,025 AFY in 2014. Since 2014, recycled water demands have decreased. In the year 2019-2020, the District served 250 customers with a combined recycled water demand of 780 AFY. This total excludes the recycled water supply discharged to Santee Lakes.

Recycled water uses include landscape irrigation, including parks, medians, homeowners association landscapes, dust control, and recreational impoundment which is the replenishment and flushing of Santee Lakes. Table 4.14-5 provides the projected and actual uses for recycled water in the City of for the year 2020.

Use Type	2020 Projected Use	2020 Actual Use
Landscape Irrigation	896	780
Recreational Impoundment	1,120	970
Total Water Use	2,016	1,750

SOURCE: PDMWD 2021.

The PDMWD does not plan on expanding the future recycled water system; however, PDMWD is implementing a Phase I Water Recycling Project which includes the expansion of the Ray Stoyer Reclamation Facility, construction of a new advanced water purification facility, potable reuse conveyance pipelines, a product water pump station, and a biosolids digestion facility to offset energy demands of the project. It will create 3,900 acre-feet, or 127 million gallons, per year of potable water by capturing wastewater flows that would otherwise be discharged to the ocean.

Through the future Advanced Water Purification (AWP) Program, PDMWD will generate potable reuse water for local surface water augmentation. The AWP Program is intended to deliver highly purified water to Lake Jennings, a reservoir owned and operated by the Helix Water District. As part of this program, PDMWD will no longer discharge recycled water into Santee Lakes; therefore, the recycled water use is anticipated to decrease further in future years (PDMWD 2021).

4.14.1.5 Solid Waste Disposal

The City's franchise waste hauler, Waste Management, Inc., is responsible for the collection, removal, and disposal of solid waste for residential and commercial uses in the City. In addition, the hauler provides curbside recycling and yard waste collection, household hazardous waste disposal services, public education, and other services required to meet the waste management needs of the City. This includes the development of programs necessary to meet the state-mandated 50 percent waste reduction goal established by Assembly Bill (AB) 939 (the California Integrated Waste Management Act of 1989).

As of 2019, the waste disposal rate in California per resident was approximately 6.7 pounds per day and a recycling rate of 37 percent. Currently, most of the waste collected in the City is disposed at the approximately 603-acre Sycamore Landfill in the eastern portion of the city of San Diego. According to the Solid Waste Information System database maintained by the California Department of Resources Recycling and Recovery (CalRecycle), the landfill's maximum permitted capacity is approximately 147,908,000 cubic yards, with a current remaining capacity of approximately 113,972,637 cubic yards as of 2019. Based on the remaining capacity and disposal rates, the Sycamore Landfill is expected to remain open until December 31, 2042 (CalRecycle 2021).

4.14.1.6 Utilities

a. Electric Power Facilities

The San Diego Gas & Electric Company (SDG&E) provides electricity to the San Diego region, including the City. The City is currently served with electricity through both aboveground and underground transmission lines within City streets.

b. Natural Gas Facilities

SDG&E provides natural gas to the San Diego region, including the City. The City is currently served with natural gas through underground gas mains within City streets.

c. Telecommunications Facilities

The City is currently supplied with telecommunications services through various private companies. The infrastructure is typically located underground in vaults and conduit and aboveground on overhead power lines with pole-mounted cables and transformers. Antennas may also be mounted in towers or on roofs.

4.14.2 Regulatory Framework

4.14.2.1 Federal

a. Telecommunications Act of 1966

The Telecommunications Act of 1996 amended the Communications Act of 1934. It provided major changes in laws affecting cable television, telecommunications, and the internet. The law's main purpose is to stimulate competition in telecommunication services. The law specifies (1) how local telephone carriers can compete, (2) how and under what circumstances local exchange carriers can provide long-distance services, and (3) the deregulation of cable television services.

b. Safe Drinking Water Act

The Safe Drinking Water Act (SDWA), passed by Congress in 1974, authorizes the federal government to set national standards for drinking water. These National Primary Drinking Water Regulations protect against both naturally occurring and man-made contaminants. The SDWA sets enforceable maximum contaminant levels (MCLs) for drinking water, and all water providers in the United States, excluding private wells serving fewer than 25 people, must treat water to remove contaminants.

The 1986 amendments to the SDWA and the 1987 amendments to the Clean Water Act (CWA) established the U.S. Environmental Protection Agency (USEPA) as the primary authority for water programs throughout the country. The USEPA is the federal agency responsible for providing clean and safe surface water, groundwater, and drinking water, and protecting and restoring aquatic ecosystems. USEPA Region 9 (Pacific Southwest) includes Arizona, California, Hawaii, Nevada, the Pacific Islands (Northern Marianas, Guam, and American Samoa), and 148 Tribal Nations located within Arizona, California, and Nevada.

c. Clean Water Act

The CWA (33 United States Code Section 1251 et seq.) (1972) is the primary federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. The CWA established basic guidelines for regulating discharges of pollutants into the waters of the United States and requires that states adopt water quality standards to protect public health, enhance the quality of water resources, and ensure implementation of the CWA.

Section 401 of the CWA requires that any applicant for a federal permit to conduct any activity, including the construction or operation of a facility that may result in the discharge of any pollutant, must obtain certification from the state. Section 402 of the CWA established the National Pollutant

Discharge Elimination System (NPDES) to regulate the discharge of pollutants from point sources. The CWA was amended in 1987 to address urban runoff. One requirement of the amendment was the obligation for municipalities to obtain NPDES permits for discharges of urban runoff from their municipal separate storm sewer systems (MS4s).

4.14.2.1 State

a. Water and Wastewater

California Department of Public Health Drinking Water Program

The California Department of Public Health Drinking Water Program conducts most enforcement activities related to water providers abiding by MCLs set by the SDWA. If a water system does not meet standards, it is the water supplier's responsibility to notify its customers. The Drinking Water Program is within the Division of Drinking Water and Environmental Management, and San Diego falls under the Southern California Field Operation Branch in Region V, District 14. The Drinking Water Program is also responsible for the following tasks:

- Regulating public water systems;
- Certifying drinking water treatment and distribution operators;
- Supporting and promoting water system security;
- Providing support for small water systems and for improving technical, managerial, and financial capacity; and
- Providing funding opportunities for water system improvements.

Department of Water Resources

The California DWR was established in 1956 and is responsible for the operation and maintenance of the California SWP. DWR is also responsible for:

- Overseeing the statewide process of developing and updating the California Water Plan (Bulletin 160 series);
- Protecting and restoring the Sacramento–San Joaquin Delta;
- Regulating dams, providing flood protection, and assisting in emergency management;
- Educating the public about the importance of water and its proper use; and
- Providing technical assistance to service local water needs.

California Water Plan (Update 2018)

The California Water Plan is the state's strategic plan for managing and developing water resources statewide for current and future generations, as required by the California Water Code. The 2018 Update provides recommended actions, funding scenarios, and an investment strategy to bolster efforts by water and resource managers, planners, and decision-makers to overcome California's water resource challenges.

Urban Water Management Planning Act (California Water Code, Division 6, Part 2.6, Section 10610 et. seq.)

The Urban Water Management Planning Act was developed due to concerns for potential water supply shortages throughout California. It requires information on water supply reliability and water-use efficiency measures. Urban water suppliers are required, as part of the act, to develop and implement UWMPs to describe their efforts to promote the efficient use and management of water resources.

Senate Bill 606 and Assembly Bill 1668

Signed in 2018, Senate Bill (SB) 606 and Assembly Bill (AB) 1668 emphasize efficiency and stretching existing water supplies throughout the state through the understanding that efficient water use is the most cost-effective way to achieve long-term conservation goals. Specifically, the bills call for creation of new urban efficiency standards for indoor use, outdoor use, and water lost leaks, as well as any appropriate variances for unique local conditions. The State Water Board is expected to adopt these standards by regulation no later than June 30, 2022.

California Senate Bill 1087: Sewer and Water Service Priority for Housing Affordable to Lower-Income Households (2006)

This statute requires local governments to provide a copy of the updated housing element to water and sewer providers immediately subsequent to adoption. Water and sewer providers must grant priority for service allocation to proposed development that includes housing units affordable to lower-income households. Additionally, UWMPs are required to include projected water use for future lower-income households.

California State Senate Bill 221 and Senate Bill 610 (January 2002)

SB 610 requires water suppliers to prepare a Water Supply Assessment report for inclusion by land use agencies within the California Environmental Quality Act (CEQA) process for new developments subject to SB 610. SB 221 requires water suppliers to prepare written verification that sufficient water supplies are planned to be available prior to approval of large-scale subdivisions. As defined in SB 221 and SB 610, large-scale projects include residential development projects that include more than 500 residential units and/or shopping centers or business establishments resulting in a net increase of more than 1,000 employees or more than 500,000 square feet of floor space.

Water Conservation Act of 2009 (Senate Bill X7-7)

The Water Conservation Act of 2009 (Senate Bill X7-7) was enacted in November 2009 and requires that all water suppliers increase their water use efficiency, requiring the state to reduce urban water consumption by 20 percent by the year 2020. The key purpose of the law is to encourage both urban and agricultural water providers to implement conservation strategies, monitor water usage, and report data to the DWR. The law sets goals and deadlines regarding when the implementations must occur and, in an attempt to encourage participation, makes water suppliers ineligible for state water grants or loans unless certain terms have been met.

Senate Bill 7 Water Meters in Multi-Unit Structures

SB7, approved by the Governor in 2016, requires water meters and submeters to be installed in apartments and other rental housing buildings constructed after January 1, 2018. According to the law, owners of such properties must provide residents with accurate information about the volume and cost of their water use, and water bills must be based on actual usage rather than by estimation or other methodology. The purpose of the law is to encourage responsible water use and conservation in a state that is experiencing a multi-year drought. The legislation amended and added regulations to the Civil Code, the Health and Safety Code, and the Water Code, relating to housing.

b. Stormwater

Municipal Separate Storm Sewer System Permits

The San Diego Regional Water Quality Control Board (RWQCB) regulates discharges from Phase I municipal separate storm sewer systems (MS4s) in the San Diego region under the Regional MS4 Permit. The Regional MS4 Permit covers 39 municipal, county government, and special district entities (referred to jointly as "copermittees") in the County of San Diego, southern County of Orange, and southwestern County of Riverside who own and operate large MS4s that discharge stormwater (wet weather) runoff and non-stormwater (dry weather) runoff to surface waters throughout the San Diego region. The Regional MS4 Permit, Order No. R9-2013-0001, was adopted on May 8, 2013, and initially covered the County of San Diego copermittees. Order No. R9-2015-0001 was adopted on February 11, 2015, amending the Regional MS4 Permit to extend coverage to the County of Orange copermittees. Finally, Order No. R9-2015-0100 was adopted on November 18, 2015, amending the Regional MS4 Permit to extend coverage to the County of Riverside copermittees. The City is 1 of 18 municipalities in the County of San Diego that is a copermittee.

2006 Waste Discharge Requirements Order

The State Water Resources Control Board (SWRCB) adopted Statewide General Waste Discharge Requirements for Sewer Systems (Order No. 2006-0003-DWQ). The intent of the order is to regulate all collections systems in the state in an effort to reduce or eliminate the number of sanitary sewer overflows which, by their nature, pollute the environment. A sanitary sewer overflow is any overflow, spill, release, discharge, or diversion of wastewater from a sewer system. The order is applicable for all publicly-owned sewage collection systems with more than one mile of sewer pipe.

c. Solid Waste

California Integrated Waste Management Act of 1989 (Assembly Bill 939 and as amended by Assembly Bill 341)

AB 939, the California Integrated Waste Management Act of 1989, establishes the current organization, structure, and mission of CalRecycle as an integrated waste management hierarchy that consists of the following (in order of importance): source reduction, recycling, composting, and land disposal of solid waste. AB 939 requires cities and counties in the state to reach a 50 percent waste reduction goal by the year 2000 and beyond. It also requires counties to develop an integrated

waste management plan that describes local waste diversion and disposal conditions, and lays out realistic programs to achieve the waste diversion goals.

Originally, the Integrated Waste Management Plan mandated to divert 25 percent of their solid waste by 1995 and 50 percent by 2000. AB 341 amends these requirements as follows: (1) CalRecycle to issue a report to the Legislature that includes strategies and recommendations that would enable the state to divert 75 percent of the solid waste generated in the state from disposal by January 1, 2020; (2) requires businesses that meet specified thresholds in the bill to arrange for recycling services by January 1, 2012; (3) streamlines the amendment process for non-disposal facility elements, by allowing changes without review and comment from a local task force; and (4) allows a solid waste facility to modify their existing permit, instead of having to undergo a permit revision, under specified circumstances.

Senate Bill 1383: CalRecycle Organics Regulation

In September 2016, the state set methane emission reduction targets for California in Senate Bill 1383, intended as a statewide effort to reduce emissions of short-lived climate pollutants (like organic waste) in various sectors of California's economy. Specifically, SB 1383 establishes statewide targets to reduce the amount of organic waste disposed of in landfills (50 percent reduction by 2020 and 75 percent by 2025). It also sets a goal to rescue at least 20 percent of currently disposed edible food by 2025 and redirect that food to people in need. The new regulations will take effect in January 2022.

Assembly Bill 1826

In October 2014, Governor Brown signed AB 1826, Chesbro (Chapter 727, Statutes of 2014), requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. Organic waste means food waste, green waste, landscape and pruning waste, non-hazardous wood waste, and food-soiled paper waste that is mixed in with food waste. Currently, businesses that generate 4 cubic yards or more of solid waste per week must have had an organic waste recycling program in place. Multi-family properties are regulated but only required to divert green waste and non-hazardous wood waste. This law also requires local jurisdictions across the state to implement an organic waste recycling program to divert organic waste generated by businesses, including certain multi-family residential units, starting on January 1, 2016. An exemption process is available for rural counties.

Senate Bill 1374

SB 1374 seeks to assist jurisdictions with diverting their construction and demolition (C&D) waste material with a primary focus on CalRecycle developing and adopting a model C&D diversion ordinance for voluntary use by California jurisdictions. CalRecycle adopted such an ordinance at its March 16, 2004, meeting. In 2011, the City adopted an ordinance to promote the recycling of C&D debris to meet the City's obligations under AB 939 and the California Green Buildings Standards Code.

4.14.2.2 Local

a. Metropolitan Water District of Southern California Urban Water Management Plan (2020)

Metropolitan Water District of Southern California (Metropolitan) demonstrates its ability to meet expected water demands in the region for the next quarter century, even under drought conditions, through its Urban Water Management Plan. Required by the state, the plan provides a summary of Metropolitan's anticipated water demands and supplies through 2045 and shows we will meet demands under normal water years, single dry-years, and five-year drought sequences. At the center of Metropolitan's 2020 UWMP plan is its diverse portfolio of water resources, including imported supplies from the Colorado River and State Water Project; local projects offering water recycling and groundwater recovery; short- and long-term water transfers; storage, both inside and outside of the region; and continued investment in water-use efficiency and demand management.

b. Padre Dam Urban Water Management Plan (2020)

Padre Dam's Urban Water Management Plan addresses the District's water system and includes a description of the water supply sources, magnitudes of historical and projected water use and a comparison of water supply and water demands during normal, single-dry, and multiple-dry years. The State legislature requires the document to contain a detailed evaluation of the supplies necessary to reliably meet demands over at least a 20-year period in both normal and dry years. The 2020 Urban Water Management Plan serves as the long-term guide to ensure a safe and reliable water supply for the District's population of more than 103,000. Padre Dam additionally has a Water Shortage Contingency Plan (PDMWD 2020) that outlines planned water shortage response levels and actions that would be taken in the event of potable water shortages. Shortage levels 1 through 6 are defined along with associated demand reduction actions.

c. Santee General Plan

The City of Santee contains policies related to storm water, wastewater, water distribution system, water use, solid waste disposal, and the provision of public utilities. Pertinent goals and policies are listed below:

Land Use Element

Objective 3.0: Provide and maintain the highest level of service possible for all community public services and facilities.

- **Policy 3.1:** The City should ensure that land divisions and developments are approved within the City only when a project's improvements, dedications, fees and other revenues to the City and other agencies fully cover the project's incremental costs to the City and other agencies. These costs are for providing new or upgraded capital improvements and other public facilities and equipment resulting from, and attributable to the project, which are necessary to protect and promote the public's health, safety and welfare and to implement feasible mitigation measures. Such facilities include, but are not limited to: parks, bridges,

major roads, traffic signals, street lights, drainage systems, sewers, water, flood control, fire, police, schools, hiking/bicycle trails and other related facilities. In calculating benefits of land divisions and developments, the City may consider other public objectives and goals including social, economic (job creation, secondary economic benefits, etc.) and environmental factors.

- **Policy 3.2:** The City should encourage the development and use of recycled water for appropriate land uses to encourage the conservation of, and reduce demand for, potable water.
- **Policy 3.6:** Development projects shall be reviewed to ensure that all necessary utilities are available to serve the project and that any land use incompatibilities or impacts resulting from public utilities shall be mitigated to the maximum extent possible.

Safety Element

Objective 3.0: Minimize the risk of damage to persons, property and the environment caused by hazardous materials.

- **Policy 3.8:** Promote safe, environmentally sound means of solid waste disposal for the community.
- **Policy 3.9:** Investigate ways to encourage businesses to recycle their waste.

d. City of Santee Best Management Practices Design Manual

The City's Best Management Practices (BMP) Design Manual provides guidelines for compliance with on-site post-construction stormwater requirements in the Regional MS4 Permit and assists the land development community by streamlining project reviews and maximizing cost-effective environmental benefits, meeting performance standards specified in the Regional MS4 Permit. By following the process outlined in the BMP Design Manual, applicants (for both private and public developments) can develop a single integrated design that complies with the Regional MS4 Permit source control and site design requirements, stormwater pollutant control requirements (i.e., water quality), and hydromodification management (flow control and sediment supply) requirements.

e. Municipal Code

The City's primary legal authority for requiring construction projects to implement water quality control measures are set forth in Chapters 9.06, 11.40, and 12.30 of the Santee Municipal Code.

Chapter 9.06, Stormwater Management and Discharge Control

The purposes of Chapter 9.06, Storm Water Ordinance, are as follows (City of Santee 2020):

1. Effectively prohibiting non-stormwater discharges to the stormwater conveyance system.
2. Eliminating illicit discharges and illicit connections to the stormwater conveyance system.

3. Reducing the discharge of pollutants from the stormwater conveyance system, to the maximum extent practicable in order to achieve applicable water quality objectives for surface waters in San Diego County.
4. Achieving compliance with Total Maximum Daily Load (TMDL) regulations.

Ultimately, the intent of this chapter is to protect and enhance the water quality of our watercourses, water bodies, and wetlands in a manner pursuant to and consistent with the Clean Water Act (CWA), Porter-Cologne Act, and Regional MS4 Permit.

Chapter 11.40, Excavation and Grading

This chapter establishes minimum requirements for grading, excavating, and filling of land and provides water quality protection provisions. It also provides for the issuance of permits and provides for the enforcement of the chapter provisions.

Chapter 12.30, Development Impact Fees

There are several development impact fees in the Santee Municipal Code. These fees impose on new development the costs of constructing public facilities, which are reasonably related to the impacts of the new development. The drainage fee, in particular, provides funds for the installation of needed drainage improvements identified in the City of Santee Citywide Drainage Study prepared by BSI Consultants dated February 1990 (BSI Consultants 1990). Section 12.30.160 in the Santee Municipal Code includes how fees are calculated depending on land use types (City of Santee 2020).

4.14.3 Significance Determination Thresholds

Consistent with Appendix G of the CEQA Guidelines, impacts to utilities and service systems would be significant if the project would:

- 1) Threshold 1: Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities which could cause significant environmental effects.
- 2) Threshold 2: Not have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.
- 3) Threshold 3: Result in determination by the wastewater 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.
- 4) Threshold 4: 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.
- 5) Threshold 5: Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.14.4 Methodology

The potential for significant impacts associated with the project has been determined based upon review of existing secondary source information, including the Padre Dam Urban Water Management Plan, the City's BMP Design Manual, and applicable regulations discussed in Section 4.14.2. Specific utility requirements of individual projects are not assessed as no specific development project is proposed. Rather, the analysis addresses anticipated utility demand and associated environmental impacts programmatically to identify whether existing regulations, including implementation of the Housing Overlay would adequately address impacts associated with the provision of required utilities and services.

4.14.5 Issue 1: Utility Infrastructure

Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

4.14.5.1 Impact Analysis

The project would result in the adoption of rezones required to implement the 6th Cycle Housing Element as described in Table 3-2. The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with the proposed rezones. Potential physical impacts associated with future utility infrastructure needs is described below.

a. Water

Development anticipated in the Rezone Sites would occur within areas of the City that are already served by existing water utility infrastructure. Expansion of water infrastructure is not anticipated to adequately serve future development beyond lateral connections to serve individual projects. While future Rezone Sites would require connection to existing water pipelines, localized water utility infrastructure improvements and relocations would be evaluated upon submittal of project specific development plans. All future project applications, whether discretionary or ministerial would be required to comply with relevant City regulations and adhere to the mitigation framework presented in this PEIR, including MM-VIS-1, MM-AQ-1, MM-BIO-1 through MM-BIO-6, MM-CUL-1 through MM-CUL-3, MM-GEO-1, MM-GHG-1 and MM-GHG-2, MM-HAZ-1, MM-NOS-1 through MM-NOS-3, and MM-TRA-1, which would ensure that any physical impacts associated with construction of pipeline connections to existing water infrastructure would be addressed as part of the City review for each individual project. Additionally, future projects would be required to comply with General Plan policies including Land Use Element Policy 3.6, which requires the review of development projects to ensure that all necessary utilities are available to serve the project.

b. Wastewater

Development anticipated in the Rezone Sites would occur within areas of the City that are already served by existing wastewater utility infrastructure and no expansion of existing facilities would be required to serve the project. Although future Rezone Sites would require localized connection to existing wastewater pipelines, wastewater utility infrastructure improvements and relocations would be evaluated upon submittal of project specific development plans. All future project applications, whether discretionary or ministerial would be required to comply with relevant City regulations and adhere to the mitigation framework presented in this PEIR, including MM-VIS-1, MM-AQ-1, MM-BIO-1 through MM-BIO-6, MM-CUL-1 through MM-CUL-3, MM-GEO-1, MM-GHG-1 and MM-GHG-2, MM-HAZ-1, MM-NOS-1 through MM-NOS-3, and MM-TRA-1, which would ensure that any physical impacts associated with construction of pipeline connections to wastewater infrastructure would be addressed as part of the City review for each individual project. Additionally, future projects would be required to comply with General Plan policies including Land Use Element Policy 3.6, which requires the review of development projects to ensure that all necessary utilities are available to serve the project.

c. Stormwater

Development anticipated in the Rezone Sites would occur within areas of the City that are already served by existing stormwater infrastructure. Existing stormwater infrastructure would be able to accommodate post project stormwater flows considering existing requirements for detention and on-site infiltration. Although future Rezone Sites would require connection to existing stormwater facilities, localized stormwater infrastructure improvements would be evaluated upon submittal of project specific development plans. All future project applications, whether discretionary or ministerial would be required to comply with relevant City regulations and adhere to the mitigation framework presented in this PEIR, including MM-VIS-1, MM-AQ-1, MM-BIO-1 through MM-BIO-6, MM-CUL-1 through MM-CUL-3, MM-GEO-1, MM-GHG-1 and MM-GHG-2, MM-HAZ-1, MM-NOS-1 through MM-NOS-3, and MM-TRA-1, which would ensure that any physical impacts associated with construction of pipeline connections to existing water infrastructure would be addressed as part of the City review for each individual project. Additionally, future projects would be required to comply with General Plan policies including Land Use Element Policy 3.6, which requires the review of development projects to ensure that all necessary utilities are available to serve the project.

It is further noted that future projects would be required to design all on-site storm water facilities to comply with the City's BMP Design Manual. As discussed in greater detail in Section 4.8 of this Program Environmental Impact Report (PEIR), adherence to the BMP Design Manual ensures new development and redevelopment provide adequate storm water facilities that are compatible with existing City systems and conform to all performance standards presented in the MS4 permit. Physical impacts of all utility improvements would be addressed as part of the future project-specific applications and appropriate mitigation for impacts would be applied consistent with this PEIR.

d. Electric Power, Natural Gas, and Telecommunications

Development anticipated in the Rezone Sites would occur within areas of the City that are already served by existing electrical, natural gas, and telecommunications utility infrastructure. Although

future Rezone Sites would require connection to these existing facilities, localized utility infrastructure improvements and relocations would be evaluated upon submittal of project specific development plans. All future project applications, whether discretionary or ministerial would be required to comply with relevant City regulations and adhere to the mitigation framework presented in this PEIR, including MM-VIS-1, MM-AQ-1, MM-BIO-1 through MM-BIO-6, MM-CUL-1 through MM-CUL-3, MM-GEO-1, MM-GHG-1 and MM-GHG-2, MM-HAZ-1, MM-NOS-1 through MM-NOS-3, and MM-TRA-1, which would ensure that any physical impacts associated with construction of connections to existing electrical, natural gas, and telecommunications utility infrastructure would be addressed as part of the City review for each individual project. Additionally, future projects would be required to comply with General Plan policies including Land Use Element Policy 3.6, which requires the review of development projects to ensure that all necessary utilities are available to serve the project.

4.14.5.2 Significance of Impacts

Future development at the Rezone Sites is located within existing developed areas with access to utility infrastructure. No development is proposed as part of the project; however, it is anticipated that future projects would require only localized utility extensions or improvements. No major upgrades or expansions to Citywide infrastructure is anticipated to serve the project's water, wastewater, stormwater or other utility needs. Any localized connections would be evaluated as part of each site-specific development proposal. All projects whether discretionary or ministerial would be reviewed for conformance with local regulations and adherence to General Plan policies; however, physical impacts associated with localized utility infrastructure improvements and relocations associated with the future development of the Rezone Sites could result in significant impacts (Impact UTIL-1).

4.14.5.3 Mitigation Framework

Mitigation is proposed for implementation of both discretionary and by-right development projects. Mitigation would be either be applied during a future discretionary review or for by-right development, would be applied as a requirement of the City's objective design and performance standards adopted as part of the project. Future development of Rezone Sites would require implementation of the following mitigation framework:

See MM-VIS-1, MM-AQ-1, MM-BIO-1 through MM-BIO-6, MM-CUL-1 through MM-CUL-3, MM-GEO-1, MM-GHG-1 and MM-GHG-2, MM-HAZ-1, MM-NOS-1 through MM-NOS-3, and MM-TRA-1.

4.14.5.4 Significance After Mitigation

Impacts associated with the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities would be reduced to a level less than significant with implementation of the mitigation framework MM-VIS-1, MM-AQ-1, MM-BIO-1 through MM-BIO-6, MM-CUL-1 through MM-CUL-3, MM-GEO-1, MM-GHG-1 and MM-GHG-2, MM-HAZ-1, MM-NOS-1 through MM-NOS-3, and MM-TRA-1.

4.14.6 Issue 2: Water Supply

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

4.14.6.1 Impact Analysis

As shown in Table 4.14-2, water use within the PDMWD service area is projected to be 12,442 AFY in 2025 increasing to 15,944 AFY in 2045. Residential demands account for 7,438 AFY (or 60 percent) of the total projected 2025 demand and 10,070 AFY (or 63 percent) of the total projected 2045 demand. The estimate is based on SANDAG demographic estimates included in the PDWMD UWMP (PDMWD 2020) which included the anticipated increase in population from 92,434 in 2020 to 117,701 by the year 2045. The project would add an additional 1,209 multi-family housing units compared to what would be allowed under the City's existing General Plan/Zoning. The increase in population associated with the project would be consistent with the anticipated population increase analyzed in the PDMWD UWMP. As shown in Table 4.14-4, water supplies are projected to exceed the needs of the PDMWD service area and would adequately cover the demands of the project. Specific projected demands related to normal, dry and multiple dry years are discussed in the PDMWD UWMP (2020). As shown therein, with continued conservation, the use of recycled water, and the addition of added supply with the upcoming AWP Project, supplies are projected to meet demands through year 2045 under average year, single-dry year, and for a five-consecutive-year drought conditions.

The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with the proposed rezones. Buildout potential within the Rezone Sites could result in the construction of up to 1,945 residential dwelling units that have not all been specifically accounted for within the latest PDMWD planning documents. UWMPs are required to be updated on a five-year cycle and the next update to the PDMWD UWMP is anticipated by 2025. Future UWMP updates would account for the anticipated water use associated with future development consistent with any adopted rezones. While the proposed rezones would add development potential within the City, the increase water demand would be covered in the water district's projected water supplies. Additionally, it is noted that higher density residential development is more water efficient than single-family residential.

Existing regulations would ensure water-efficient fixtures are installed with new development. The California Green Building Standards Code requires 20 percent reduction in indoor water use relative to specified baseline levels. Santee Municipal Code Section 13.10.040 provides minimum standards for residential development and requires that all appliances and fixtures shall be energy conserving (e.g., reduced consumption showerheads, water conserving toilets, etc.). The requirements for the energy efficiency of buildings are set forth in the current California Energy Code for Climate Zone 10 in which the City is located. Additionally, all new residential units, including accessory dwelling units, shall meet or exceed California Green Building Standards Tier 2 Voluntary Measures.

Additionally, all future projects would be required to adhere to the following ongoing water conservation measures mandated by the PDMWD as authorized by Water Code sections 375 et seq.:

- Stop washing down paved surfaces, including but not limited to sidewalks, driveways, parking lots, tennis courts, or patios, except when it is necessary to alleviate safety or sanitation hazards.
- Stop water waste resulting from inefficient landscape irrigation, such as runoff, low head drainage, or overspray, etc. Similarly, stop water flows onto non-targeted areas, such as adjacent property, non-irrigated areas, hardscapes, roadways, or structures. Irrigation runoff is prohibited.
- Irrigate residential and commercial landscape before 10 a.m. and after 6 p.m. only.
- Do not irrigate while it is raining and within 48 hours after it rains.
- Use a hand-held hose equipped with a positive shut-off nozzle or bucket to water landscaped areas, including trees and shrubs located on residential and commercial properties that are not irrigated by a landscape irrigation system.
- Use recirculated or recycled water to operate ornamental fountains, ponds, and similar decorative water features.
- Wash vehicles using a bucket and a hand-held hose with positive shut-off nozzle, mobile high pressure/low volume wash system, or at a commercial site that re-circulates (reclaims) water on-site. Boats and boat engines may be washed down immediately after use using a bucket or hand-held hose with positive shut-off nozzle. Runoff is prohibited.
- Repair all water leaks within five days of notification by Padre Dam unless other arrangements are made with the CEO/General Manager. Severe water leaks must be stopped immediately.
- Use recycled or non-potable water for construction purposes, such as dust control and soil compaction, when available and required by Padre Dam (PDMWD 2020).

Based on the PDMWD estimated water supply, water efficiency of multi-family development, water conservation requirements, along with existing regulations that require new construction to be water efficient, it is not anticipated that the project would affect the ability of PDMWD to plan for adequate water supplies within the City during normal, dry, and multiple dry years.

4.14.6.2 Significance of Impacts

Future residential projects anticipated in the Rezone Sites would be required to adhere to state and local water conservation and efficiency measures. Based on the water efficiency of multi-family development and existing regulations that require new construction to be water efficient, future development consistent with the proposed rezones would affect the ability of PDMWD to plan for adequate water supplies within the City during normal, dry, and multiple dry years. Impacts would be less than significant.

4.14.6.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.14.6.4 Significance After Mitigation

Impacts related to water supply would be less than significant. No mitigation is required.

4.14.7 Issue 3: Wastewater Treatment

Would the project 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?

4.14.7.1 Impact Analysis

Development anticipated in the Rezone Sites would occur within areas of the City that are already served by existing wastewater infrastructure, including pipelines to the PDMWD WWTP and WRF. Although future development within the Rezone Sites would require connection to existing wastewater infrastructure within surrounding roadways and result in additional wastewater generation, the PDMWD is currently implementing plans to expand the Ray Stoyer Reclamation Facility, which would allow for treatment of wastewater for potable use that would otherwise be discharged to the ocean. Thus, additional capacity improvements would not be anticipated with the project as wastewater flows would ultimately be managed as a potable resource or a recycled water resource. Furthermore, as discussed in response to Issue 2, higher density residential development would generally be more water efficient than lower density residential and all new development would be subject to water conservation requirements that would help to minimize wastewater flows. All future project applications, whether discretionary or ministerial would be required to adhere to the City's Municipal Code which requires the assurance of adequate water facilities through payment of development impact fees for the constructing public facilities, which are reasonably related to the impacts of the new development (SMC Chapter 12.30). Additionally, future projects would be required to comply with General Plan policies including Land Use Element Policy 3.6, which requires the review of development projects to ensure that all necessary utilities are available to serve the project.

4.14.7.2 Significance of Impacts

Future development at the Rezone Sites is located within existing developed areas with access to utility infrastructure. No development is proposed as part of the project; however, it is anticipated that future projects would generate wastewater that would add to the providers existing commitments. Based on the PDMWD existing facility capacity and expansion plans for the Ray Stoyer WRF in addition to the water efficiency of multi-family residential development, the project would not result in a determination by the wastewater treatment provider that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. All projects whether discretionary or ministerial would be reviewed for conformance with local

regulations and adherence to General Plan policies. Therefore, through regulatory conformance, impacts associated with the adequacy of infrastructure and capacity related to wastewater services would be less than significant.

4.14.7.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.14.7.4 Significance After Mitigation

Impacts associated with the adequacy of infrastructure and capacity related to wastewater services would be less than significant. No mitigation is required.

4.14.8 Issues 4 and 5: Solid Waste

Would the project 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?

Would the project comply with federal, state, or local management and reduction statutes and regulations related to solid waste?

4.14.8.1 Impact Analysis

Although waste generation associated with multi-family development is generally less than single-family homes, future development within the Rezone Sites would increase solid waste generation throughout the City due to the increase in the number of overall residential units that would be allowed with the proposed rezones. CalRecycle (2019) defines multi-family development as having a waste generation rate of 4 pounds/dwelling unit/day. The project would add an additional 1,209 multi-family housing units compared to what would be allowed under the City's existing General Plan/Zoning. The addition of 1,209 multi-family housing units would increase solid waste generation by 4,836 pounds per day. As detailed above, the Sycamore Landfill is expected to remain open until December 31, 2042 with current remaining capacity of approximately 113,972,637 cubic yards as of December 31, 2016. Future projects, whether discretionary or ministerial, would be required to adhere to state and local regulations relating to solid waste and recycling. Specifically, the City is required to meet solid waste diversion goals set forth in the California Integrated Waste Management Act which would decrease waste delivered to the landfill. Additional measures for the reduction of solid waste includes goals set by the state to reduce organic waste disposed of in landfills. The City would require future development to contract with available solid waste service providers that would provide the required solid waste disposal, including recycling and organic material recycling to meet existing State and local requirements. Future projects would also be required to comply with General Plan Safety Element Policy 3.8 which promotes the safe, environmentally sound means of solid waste disposal for the community.

4.14.8.2 Significance of Impacts

Future development at the Rezone Sites is located within existing developed areas with access to solid waste disposal services. No development is proposed as part of the project; however, it is anticipated that future projects would result in an increased in solid waste generation. Solid waste requirements associated with the future development of the Rezone Sites would be evaluated upon submittal of project specific development plans. All projects whether discretionary or ministerial would be reviewed for conformance with state and local regulations and adherence to General Plan policies. Therefore, through regulatory conformance, impacts associated with the solid waste disposal and capacity would be less than significant.

4.14.8.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.14.8.4 Significance After Mitigation

Impacts associated with solid waste disposal and capacity would be less than significant. No mitigation is required.

4.15 Wildfire

This section analyzes potential wildfire hazard conditions that could result from implementation of the City of Santee (City) 6th Cycle Housing Element Rezone Program (project). The sites included in the analysis are detailed in Table 3-2 and include 25 potential rezone housing sites and the two sites located on Graves Avenue, collectively referred to as the Rezone Sites. The evaluation identifies existing potential wildfire conditions and addresses whether buildout of the project could result in exacerbating wildfires.

4.15.1 Existing Conditions

4.15.1.1 Climate

The Pacific Ocean influences the Inland County of San Diego (County) and the City's weather, and are frequently under the influence of a seasonal, migratory subtropical high-pressure cell known as the "Pacific High". Wet winters and dry summers with mild seasonal changes characterize the southern California climate. The local climate, which has a large influence on wildfire risk, is typical of a Mediterranean area. The climate pattern is occasionally interrupted by extreme periods of hot weather, winter storms, or dry, easterly Santa Ana winds. The average high temperature for the City during July is around 88 degrees Fahrenheit (°F). Precipitation typically occurs between December through April with 12 inches of rain per year. The prevailing wind is an on-shore flow from the Pacific Ocean, which is approximately 15 miles to the west.

Hot, dry Santa Ana winds, which typically occur in the fall, but have in recent years also occurred in the spring (May, in particular), are usually from the northeast and can gust to speeds of 50 miles per hour or higher. The Santa Ana winds are the result of occasional pressure gradients between the high pressure in the plateaus of the Great Basin and the lower pressure gradient over the Pacific Ocean (Murphee et al. 2018). Drying vegetation with fuel moisture of less than 5 percent for smaller fuels (which dry faster than larger fuels) is possible during the summer months and becomes fuel available to advancing flames should an ignition occur. Extreme conditions include 92°F temperatures in summer and winds of up to 50 miles per hour during the fall based on worst-case conditions from County data sets during the Cedar Fire (in 2003). Relative humidity of 12 percent or less is possible during fire season.

4.15.1.2 Vegetation (Fuels)

As discussed in PEIR Section 4.7.6, the potential for wildland fires represents a hazard where development is adjacent to open space or within close proximity to wildland fuels. Vegetation is important relative to wildfire as some vegetation, such as grassland habitats, are highly flammable while other vegetation, such as chaparral and oak riparian forest, may be more difficult to ignite but would burn under more intense fire conditions. The City's steep scrub brush-covered hillsides, and surrounding vacant land create areas of Very High Fire Hazard Severity Zone (VHFHSZ) as shown in Figure 4.7-3. Specifically, Rezone Sites 1 through 10, and 35 are located within the City's VHFHSZ.

Additionally, much of the City is included in the wildland-urban interface area (WUIA) as shown in Figure 4.7-4. Housing Sites 11, 12, 15, 19, 29, and 30 are located within the WUIA.

4.15.1.3 Fire History

Fire history information provides an understanding of fire frequency, fire type, most vulnerable project areas, and significant ignition sources. Fire history represented in this section uses the Fire and Resource Assessment Program (FRAP) database. FRAP summarizes fire perimeter data dating to the late 1800s but is incomplete because it only includes fires over 10 acres in size and does not have complete perimeter data, especially for the first half of the twentieth century.

There have been 65 fires recorded by the California Department of Forestry and Fire Protection (CAL FIRE) since 1910 (CAL FIRE 2018) in the Santee area. In total, 16 fires ranging from 25 acres (unnamed 1974 fire) to 280,276 acres (Cedar Fire in 2003) are noted to have burned in the area. The most notable fire, the Cedar Fire, occurred during October and November 2003, and burned large areas of central San Diego County.

Based on fire history data for the City, fire return intervals range between 1 and 25 years. This indicates significant wildfire potential in the region and the potential for occasional wildfire encroachment, most likely from the large expanses of open space.

4.15.2 Regulatory Framework

The following section discusses applicable state and local regulations pertaining to wildfire. There are no federal wildfire regulations that apply.

4.15.2.1 State

a. California Building Code

The California Building Code (California Code of Regulations (CCR) Title 24, Part 2) contains regulations that must be followed to satisfy minimum acceptable levels of safety for buildings and non-building structures. Chapter 7A focuses primarily on fire-resistive construction methods for exterior wildfire exposure for preventing ember penetration into buildings, which is a leading cause of structure loss from wildfires.

b. California Department of Forestry and Fire Protection

CAL FIRE protects the people of California from fires, responds to emergencies, and protects and enhances more than 31 million acres of California's privately owned wildlands. CAL FIRE's firefighters, fire engines, and aircraft which responded to 8,112 wildland fires in 2020, which burned approximately 1,443,152 acres (CAL FIRE 2021). As part of the CAL FIRE team since 1995, the Office of the State Fire Marshal supports the CAL FIRE mission to protect life and property through fire prevention engineering programs, law, and code enforcement and education.

c. California Fire Code

The California Fire Code (CCR Title 24, Part 9) contains regulations consistent with nationally recognized accepted practices for safeguarding, to a reasonable degree, life and property from the hazards of the following: fire and explosion; hazardous conditions in the use or occupancy of buildings or premises; and dangerous conditions arising from the storage, handling, and use of hazardous materials and devices. It also contains provisions to assist emergency response personnel. The California Fire Code and the California Building Code use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment.

d. California Public Resources Code

Fire Hazard Severity Zones – California Public Resources Code, Sections 4201–4204

California Public Resources Code, Sections 4201–4204 applies to state responsibility areas, and Government Code Sections 51175–89 direct CAL FIRE to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. The Fire Hazard Severity Zones (FHSZs) define the application of various mitigation strategies to reduce risk associated with wildland fires. Fire hazard designations are based on topography, vegetation, and weather, among other factors, with higher hazard category sites including steep terrain, unmaintained fuels/vegetation, and WUIA locations. Projects situated in VHFHSZs require fire hazard analysis and application of fire protection measures that have been developed to specifically result in defensible communities in these WUIA locations.

California Strategic Fire Plan

The California Strategic Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CAL FIRE. By placing the emphasis on what needs to be done long before a fire starts, the California Strategic Fire Plan looks to reduce firefighting costs and property losses, increase firefighter safety, and contribute to ecosystem health. The Strategic Fire Plan has a vision for a natural environment that is more fire resilient, buildings and infrastructure that are more fire resistant, and a society that is more aware of and responsive to the benefits and threats of wildland fire—all achieved through local, state, federal, tribal, and private partnerships (CAL FIRE 2018).

e. Senate Bill 1241

In 2012, Senate Bill 1241 added Section 66474.02 to Title 7, Division 2, of the California Government Code, commonly known as the “Subdivision Map Act.” The statute prohibits subdivision of parcels designated very high fire hazard, or that are in a State Responsibility Area, unless certain findings are made prior to approval of the Vesting Tentative Map. The statute requires that a city or county planning commission make three new findings regarding fire hazard safety before approving a subdivision proposal. The three findings are (1) the design and location of the subdivision and its lots are consistent with defensible space regulations found in California Public Resources Code, Section 4290–91; (2) structural fire protection services would be available for the subdivision through a publicly funded entity; and (3) ingress and egress street standards for fire equipment are met per any applicable local ordinance and California Public Resources Code, Section 4290.

f. State Fire Regulations

Fire regulations for California are established in Sections 13000 et seq. of the California Health and Services Code (California Health & Safety Code Section 13000) and include regulations for structural standards (similar to those identified in the California Building Code); fire protection and public notification systems; fire protection devices, such as extinguishers and smoke alarms; standards for high-rise structures and childcare facilities; and fire suppression training.

4.15.2.2 Regional

a. County of San Diego Code of Regulatory Ordinances, Sections 96.1.005 and 96.1.202, Removal of Fire Hazard

The County Fire Authority, in partnership with CAL FIRE, the Bureau of Land Management, and the U.S. Forest Service, is responsible for the enforcement of defensible space inspections. Inspectors are responsible for ensuring that adequate defensible space has been created and maintained around structures. City businesses are required to undergo an annual fire prevention inspection. These inspections are to ensure compliance with fire codes and City Fire Code Amendments. Inspections provide an opportunity for the City's fire personnel to identify potential ignition sources of fire prior to an event and to familiarize themselves with various building layouts throughout the City. The City contracts with Fire Prevention Services to perform routine defensible space inspections and the program is managed by Code Compliance in Santee. If violations of the program requirements are noted, inspectors list the required corrective measures and provide a reasonable time frame in which to complete the task. If violations still exist upon re-inspection, the local fire inspector will forward a complaint to the County for further enforcement action.

b. San Diego County Multi-Jurisdictional Hazard Mitigation Plan

The purpose of the County's Multi-Jurisdictional Hazard Mitigation Plan (MHMP: County of San Diego 2017) is to identify the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and human-made hazards. The City participates in the MHMP. An important component of the plan is the Community Emergency Response Team, which educates community members about disaster preparedness and trains them in basic response skills, such as fire safety, light search and rescue, and disaster medical operations. The City is one of 20 jurisdictions that support and participate in the team.

c. County of San Diego Emergency Operations Plan

The County's Emergency Operations Plan dictates who is responsible for an evacuation effort and how regional resources will be requested and coordinated. First responders are responsible for determining initial protective actions before the Emergency Operations Center and emergency management personnel have an opportunity to convene and gain situational awareness. Initial protective actions are shared and communicated to local Emergency Operations Centers and necessary support agencies as soon as possible to ensure an effective, coordinated evacuation.

During an evacuation effort, the designated County Evacuation Coordinator is the County Sheriff, who is also the Law Enforcement Coordinator. The County Evacuation Coordinator is assisted by other law enforcement and support agencies.

4.15.2.3 Local

a. Santee Emergency Operations Plan

On August 12, 2020, City Council approved the updated City Emergency Operations Plan (EOP) to provide a framework to use in performing emergency functions before, during, and after an emergency event, natural disaster, or technological incident. The EOP is based on the San Diego County Operational Area Emergency Plan, but designed to meet the needs of the City with respect to organizational structure and the City's top hazards. This plan establishes the emergency organization and addresses the coordination of emergency response activities. The goal of this plan is to provide for a coordinated effective response to ensure the protection of life, property, and the environment.

The EOP is based on a whole community approach. This concept is a process by which residents, emergency management representatives, organizational and community leaders, and government officials can understand and assess the needs of their respective communities and determine the best ways to organize and strengthen their resources, capacities, and interests. Under the EOP, the Santee Fire Department and Police Department work together to provide coordinated training on procedures and processes for managing emergency incidents.

b. General Plan

The City's General Plan Safety Element contains policies related to the reduction loss of life, injuries, and damage to property resulting from fire. Relevant policies are listed below.

Safety Element

- **Policy 4.1:** Proposed development should be approved only after it is determined that there will be adequate water pressure to maintain the required fire flow at the time of development.
- **Policy 4.2:** The City should ensure that all new development meets established response time standards for fire and life safety services.
- **Policy 4.4:** The City shall require emergency access routes in all developments to be adequately wide to allow the entry and maneuvering of emergency vehicles.
- **Policy 4.7:** The City shall ensure that the distribution of fire hydrants and capacity of water lines is adequate through periodic review.
- **Policy 4.8:** Encourage and support the delivery of a high level of emergency services through cooperation with other agencies and use of available financial opportunities.

- **Policy 4.9:** All proposed development shall satisfy the minimum structural fire protection standards contained in the adopted edition of the Uniform Fire and Building Codes; however, where deemed appropriate the City shall enhance the minimum standards to provide optimum protection.
- **Policy 4.10:** Encourage the continued development, implementation, and public awareness of fire prevention programs.
- **Policy 4.12:** The timing of additional fire station construction or renovation, or new services shall relate to the rise of service demand in the City and surrounding areas.
- **Policy 4.15:** In order to minimize fire hazards the Santee Fire and Life Safety Department shall routinely be involved in the review of development applications. Considerations shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations and needed fire flow requirements.

c. Municipal Code

Chapter 11.18 of the City's Municipal Code adopts the 2019 California Fire Code, Part 9, Title 24, of the California Code of Regulations. The California Fire Code includes regulations requiring all new commercial or residential development to install sprinkler systems, the minimum required unobstructed street widths for fire apparatus access, and requirements that include a Fire Protection Plan for development in WUIA. The City requires a minimum of 26 feet width for fire apparatus access roadways throughout the City which is more restrictive than the California Fire Code. Ordinance 570 amended the City's Municipal Code to formally adopt the 2019 California Fire Code as the City's Fire Code.

4.15.3 Significance Determination Thresholds

Consistent with Appendix G of the CEQA Guidelines, impacts related to wildfire would be significant if the project would:

- 1) Threshold 1: Substantially impair an adopted emergency response plan or emergency evacuation plan.
- 2) Threshold 2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of wildfire.
- 3) Threshold 3: 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.
- 4) Threshold 4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes.

4.15.4 Methodology

The impact evaluation of potential impacts associated with wildfire consisted of a review of secondary sources, including the City's adopted VHFHSZ map.

4.15.5 Issue 1: Emergency Response Plans

Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

4.15.5.1 Impact Analysis

The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with state Housing Element Law. Buildout of the Rezone Sites would increase density and create new mixed-use and residential mixed-use development throughout the City, resulting in greater population concentrations within these redeveloped neighborhoods. This could result in an increase in demand on emergency evacuation.

The project does not propose any changes in the City's existing circulation network, and no land uses are proposed that would impair implementation of or physically interfere with the City's emergency response plan, evacuation routes, or conflict with any of the MHMP specific hazard mitigation goals, objectives, and related actions. Specifically, the MHMP requires each jurisdiction to develop and publish evacuation procedures that are available to the public. The City provides educational materials related to emergency preparedness. All residents of the City have access to the materials, as well all Community Emergency Response Team training and information. Furthermore, applications for all future projects within the e Rezone Sites, whether discretionary or by-right, would be reviewed and approved by the City's Fire Department prior to issuance of building permit to ensure consistency with fire standards and regulations (Fire Code). Additionally, future development would be required to adhere to the City's General Plan (Safety Element) policies including, 4.2, 4.3, 4.4, 4.11, and 4.12 which address emergency response and emergency evacuation. Therefore, buildout of the Rezone Sites and Graves Avenue Rezone Sites would not conflict with emergency response, and impacts would be less than significant.

4.15.5.2 Significance of Impacts

Impacts associated with emergency response plans would be less than significant.

4.15.5.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.15.5.4 Significance After Mitigation

All future projects would be required to adhere to City regulations and comply with General Plan policies. Therefore, impacts would be less than significant.

4.15.6 Issue 2: Wildfire

Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of wildfire?

4.15.6.1 Impact Analysis

As shown in Figure 4.7-3, Rezone Sites 1 through 10 and 35 are located within the CAL FIRE VHFHSZ. Locating residential land uses adjacent to or within a high fire hazard area can result in increased fire-related risk to people and structures.

Future development located within the VHFHSZ would be required to adhere to California Fire Code Title 19, Division 1, Section 3.07(b), requiring a minimum 30-foot brush clearance around structures for fire safety. Further codified by the City in Municipal Code Chapter 11.18, all new developments, subdivisions, or tracts that are planned in Fire Hazard Severity Zones and/or WUIA shall have a minimum of 100 horizontal feet of "fuel modified" defensible space between structures and wildland areas. The City's General Plan policies 4.2 through 4.13 provide guidance for the minimization of fire hazards including ensuring adequate response times, setting standards for emergency access, structural standards, other planning design measures required to be considered in all new development. Additionally, future discretionary projects would require review by the Building Official/Fire Marshal. Adherence to fire code regulations and General Plan policies would ensure impacts associated with risk of wildland fires would be less than significant.

4.15.6.2 Significance of Impacts

Impacts related to wildfire would be less than significant.

4.15.6.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.15.6.4 Significance After Mitigation

All future projects would be required to adhere to City regulations and comply with General Plan policies. Therefore, impacts would be less than significant.

4.15.7 Issue 3: Infrastructure

Would the project 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?

4.15.7.1 Impact Analysis

The project does not propose the construction of new housing or infrastructure. All impacts associated with required infrastructure improvements including any required measures to address fire safety would be evaluated in their respective subsequent environmental documents for discretionary projects, or as part of the ministerial review for by-right sites. Furthermore, all future development would undergo design review pursuant to the City's Design Guidelines. With specific reference to Rezone Sites 1 through 10 and 35, which are located within the VHFHSZ, development on these sites would be required to include enhanced fire protection measures as detailed in the City's building and fire codes. The City fire chief may also use their authority to require additional building, planning, or landscaping requirements that provide enhanced fire protection.

4.15.7.2 Significance of Impacts

Future development within the Housing Sites, whether discretionary or by-right, would be required to adhere to all regulatory requirements in place to minimize wildfire hazards including applicable sections of the City fire and building codes, and requirements from the fire chief that would be identified during future building permit reviews. Therefore, buildout of the project would not exacerbate fire risk or result in temporary or ongoing impacts on the environment. Impacts associated with the installation or maintenance of associated infrastructure would be less than significant.

4.15.7.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.15.7.4 Significance After Mitigation

All future projects would be required to adhere to City regulations and comply with General Plan policies. Therefore, impacts would be less than significant.

4.15.8 Issue 4: Flooding or landslide

Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes?

4.15.8.1 Impact Analysis

Wildfires can greatly reduce the amount of vegetation from hillsides. Plant roots stabilize the soil and aboveground plant structures slow water, allowing it to percolate into the soil. Removal of surface vegetation as a result of a wildfire reduces the ability of the soil surface to absorb rainwater and can allow for increased runoff that may include large amounts of debris. If burned or exposed soil conditions exist post-fire, the rate of surface water runoff is increased as water percolation into the soil is reduced. The potential for surface runoff and debris flows increases significantly for areas recently burned by large wildfires (Moench and Fusaro 2012).

Slope failures, mudflows, and landslides are common in areas where steep hillsides and embankments are present, and such conditions would be exacerbated in a post-fire environment where vegetative cover has been removed. CAL FIRE mapping data indicates low to moderate erosion potential within the City limits.

Development at the Rezone Sites would be required to demonstrate that development would be elevated out of the floodplain and would not affect the conveyance of flood waters through elevated building pads, and/or other compliance measures as specified by the Federal Emergency Management Agency. All future development would conform to design requirements associated with proper site preparation and grading practices and would implement surface drainage improvements and erosion-control measures and construction best management practices.

As discussed in Section 4.7, Hazards and Hazardous Materials, all future development would be required to meet the most current seismic safety requirements in the CBC, as adopted by the City, including design and construction measures intended to resist potential earthquake damage. Compliance with these requirements would prevent exposure of people or structures to significant risks of downstream flooding or landslides due to post-fire slope instability or drainage changes.

4.15.8.2 Significance of Impacts

Development of the Rezone Sites would be required to comply with applicable regulations and policies related to flooding, drainage patterns, and landslides. Therefore, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, and impacts would be less than significant.

4.15.8.3 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

4.15.8.4 Significance After Mitigation

All future projects would be required to adhere to City regulations and comply with General Plan policies. Therefore, impacts would be less than significant.

Chapter 5

Significant Unavoidable Environmental Effects/ Significant Irreversible Environmental Changes

The California Environmental Quality Act (CEQA) Guidelines Section 15126.2 (c) and (d) require that the significant unavoidable impacts of the project, as well as any significant irreversible environmental changes that would result from project implementation, be addressed in an environmental impact report (EIR).

5.1 Significant Environmental Effects Which Cannot Be Avoided if the Project is Implemented

In accordance with CEQA Guidelines Section 15126.2 (c) any significant unavoidable impacts of a project, including those impacts that can be mitigated but not reduced to below a level of significance despite the applicant's willingness to implement all feasible mitigation measures, must be identified in the EIR. Implementation of the 6th Cycle Housing Element Rezone Program (project) would result in significant, unavoidable impacts associated with the following issues: air quality (consistency with air quality plans, criteria pollutants), greenhouse gas emissions (emissions, policy consistency), noise (ambient noise), and transportation (vehicle miles traveled [VMT]). Chapter 4.0 of this Program Environmental Impact Report (PEIR) provides more detail about the nature and extent of these impacts related to the project.

These impacts would remain significant and unavoidable as a result of the project (refer to Chapter 4.0 of this PEIR for further detail). All other significant impacts identified in Chapter 4.0, Environmental Analysis, of this PEIR can be reduced to below a level of significance with implementation of the mitigation framework provided in Chapter 4.0 of this PEIR.

5.2 Significant Irreversible Environmental Changes Which Would Result if the Project is Implemented

CEQA Guidelines Section 15126.2 (d) requires an evaluation of significant irreversible environmental changes. Examples of possible irreversible changes include:

- Primary impacts such as the use of nonrenewable resources (i.e., biological habitat, agricultural land, mineral deposits, water bodies, energy resources and cultural resources);
- Secondary impacts, which would generally commit future generations to similar uses (such as highway improvements that provide access to a previously inaccessible areas); and
- Environmental accidents potentially associated with buildout of the Rezone Sites.

5.2.1 Non-renewable Resources

A majority of the 25 housing rezone sites and two Graves Avenue sites, collectively known as the Rezone Sites, are located within existing developed or disturbed areas; however, a few sites are located on vacant land with potentially sensitive resources present. While the potential for impacts to biological habitat and cultural resources is low, there is a potential for impacts to resources at certain sites. Biological and cultural resource impacts associated with future development would be mitigated to a level less than significant, as described in Sections 4.3 and 4.4. The potential for paleontological resources impacts to occur associated with future development at the Rezone Sites would be mitigated to less than significant (Section 4.5) with implementation of a mitigation framework that would ensure paleontological monitoring is required (where appropriate). Implementation of the project would result in less than significant impacts to water bodies (drainage and water quality) as described in Section 4.8.

As described in Chapter 8.0, the Farmland Mapping and Monitoring Program classifies the majority of the Rezone Sites as "Urban and Built Up Land," "Other Land," and "Grazing Land." The areas classified as "Grazing Lands" are not considered a significant farmland resource under CEQA. A few Rezone Sites are classified as "Farmland of Local Importance"; however, there is no recent history of agricultural use at these sites. There are no lands protected by a Williamson Act Contract within the City. There are no lands protected by a Williamson Act Contract within the City. Additionally, there is no forestland within the City, and the City does not possess any zoning classifications for forestland, timberland, or timberland production zones. Therefore, no impacts to agricultural and forestry resources would occur.

Although Rezone Sites 1-12, 18, 19, 24, 25, 29, and 30 and both Graves Avenue Sites are located within a Mineral Resource Zone (MRZ) 2 designated area, these areas are not zoned for mining operations and no mining operations existing within the sites. While these lands may support mineral resources, mining operations at these sites would not be feasible considering the proximity to sensitive receptors and existing established neighborhoods. Furthermore, the Rezone Sites are not designated as locally important mineral resource recovery sites in the City's General Plan. Therefore, the project would not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan, and impacts would be less than significant.

With regard to energy resources, actions related to future development would result in an irretrievable commitment of nonrenewable resources, including energy supplies and construction materials, such as lumber, steel and aggregate. Non-renewable energy resources (coal, natural gas, oil) would be used in construction, heating and refrigeration of food and water, transportation, lighting, and other associated energy needs.

Residential and mixed-use development anticipated within the Rezone Sites, together with other projects in the City, would require the commitment or destruction of other nonrenewable and slowly renewable resources. These resources include (but are not limited to) lumber and other forested products; sand and gravel; asphalt; petrochemical construction materials; steel, copper, lead, other metals; and water. However, the amount and rate of consumption of these resources would not

result in significant environmental impacts because multi-family and mixed-use development are not uses that are associated with an unnecessary, inefficient, or wasteful use of resources.

As described previously, the Rezone Sites are mainly developed with existing commercial uses or located on underutilized residential sites. Development at the Rezone Sites would reinvigorate underutilized areas by allowing new residential uses in close proximity to commercial services and community facilities, while preserving established residential neighborhoods. Most of the project areas are presently developed. Development on vacant parcels would, however, result in the long-term commitment to urbanization because reversion back to vacant land would be difficult and highly unlikely. However, the development of mid- to high-density residential units or mixed-uses would result in an efficient provision of housing and efficient land use pattern.

In summary, future construction and operation associated with implementation of the Rezone Program would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these particular resource quantities for future generations or for other uses. Therefore, although irreversible environmental changes would result from future development, such changes would not be considered significant.

5.2.2 Secondary Impacts

The Rezone Sites are accessible via major roadways (e.g., State Routes (SR) 52, 67, and 125, as well as numerous arterials and local streets) and are served by existing utilities, and other public services. As a result, secondary impacts are not anticipated from environmental changes resulting from the construction of new infrastructure, as discussed in Sections 4.12 and 4.14.

5.2.3 Environmental Accidents

The CEQA Guidelines also require a discussion of the potential for irreversible environmental damage caused by an accident associated with the project. As described in Section 4.7, Hazards and Hazardous Materials, implementation of the proposed project would allow for the development of residential and mixed-uses (including commercial uses) that commonly store, use, and dispose of hazardous materials. Likewise, industries and businesses using hazardous materials may expand or increase to accommodate the projected population growth under buildout of the project.

Due to the nature of past and current land uses, future development/redevelopment within the City has the potential to expose people and the environment to hazards through the routine transport, use, disposal, or accidental release of hazardous materials. Businesses that are likely to store hazardous substances and petroleum products or generate waste include the following: gasoline service stations, automobile repair facilities, dry cleaning facilities, photograph developing facilities, and medical and dental facilities.

All future projects would be subject to review to ensure conformance with the Municipal Code, General Plan policies, and regulations imposed by federal, state, and local agencies. Compliance with applicable federal, state, and local hazardous materials regulations such as the Chemical Accident Prevention Provision, Emergency Planning and Community Right-to-Know Act, the Robert T. Stafford Disaster Relief and Emergency Assistance Act, the California Health and Safety Code, California Code

of Regulations Title 23, the Aboveground Petroleum Storage Act, California Accidental Release Prevention Program, and the California Emergency Services Act would ensure that buildout of the Rezone Sites would not result in irreversible environmental damage related to the accidental release of hazardous materials.

Chapter 6

Growth Inducement

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) evaluate the “growth-inducing” effects of a proposed project. Specifically, CEQA Guidelines Section 15126.2(e) requires that an EIR:

Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (for example, a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population might tax existing community services facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

A project can directly or indirectly induce growth. Construction of new housing would directly induce population growth. However, if a project creates substantial new permanent employment opportunities, it could indirectly induce growth by stimulating the need for additional housing and services to support the new employment demand. It could also indirectly induce growth by removing infrastructure limitations or regulatory constraints on a required public service, such as roads or water service. The following section analyzes potential impacts that could result from growth inducing conditions from the City of Santee’s (City) 6th Cycle Housing Element Rezone Program (project).

6.1 Population and Housing Growth

The project would result in the adoption of rezones required to implement the 6th Cycle Housing Element as described in Table 3-2. The rezoning of the 25 housing sites and the two sites located on Graves Avenue, collectively referred to as the Rezone Sites, would result in the potential future construction of up to 1,945 residential units which more than accommodates the Regional Housing Needs Assessment (RHNA) allocation of 1,219 units for the City’s share of statewide forecasted growth through April 15, 2029. Overall, the region needs to plan for an additional 171,685 units. The San Diego Association of Governments (SANDAG) has allocated the City its share of the regional housing need for the 2021-2029 RHNA period based on a number of factors, including recent growth trends, income distribution, and capacity for future growth. As the project would implement necessary rezones needed to facilitate construction of housing in the City to meet state housing mandates, it would support and encourage redevelopment of housing to support a range of income levels in the City. For projects that would be allowed to process ministerially, some obstacles to development would be removed, particularly the processing time and cost associated with a discretionary entitlement process. However, the project does not involve other changes in the environment (such

as construction of a wastewater treatment plant or a road within an undeveloped area) that would allow for unplanned population growth. Therefore, while the project would result in growth, it would be growth that has been anticipated under the City's Housing Element and would accommodate the City's RHNA allocation associated with anticipated growth in the City.

6.2 Removal of an Impediment to Growth

The project does not propose the construction or expansion of new housing, services, or other infrastructure development; rather it would adopt rezones that would facilitate future development consistent with state Housing Element Law. A vast majority of the permitted future residential units and mixed-use development would occur as infill development and redevelopment within urbanized areas already served by essential roads, utilities, and public services. Therefore, the project would not remove an impediment to growth.

6.3 Foster Economic or Employment Growth

The City is adding a new R-30 Mixed-Use Overlay Zone that would apply within the Town Center to allow mixed-use development and a residential density range of 30 to 36 dwelling units per acre. Specifically, Rezone Sites 16A and 20B would be designated with the new R-30 zone, potentially allowing a combined 633 residential units with mixed use commercial at these sites. New commercial uses permitted within the mixed-use overlay zone would generally be composed of local neighborhood-serving retail and office uses, intended to serve the residents of new and existing housing in the immediate area. The project additionally would rezone two Graves Avenue sites to General Commercial which would allow for a range of commercial uses. These rezones would allow for commercial development in new areas which would foster economic growth consistent with the City's existing commercial growth projections based on the SANDAG modeling completed for the transportation analysis (refer to Section 4.13.4 and Appendix G for discussion of commercial assumptions in the SANDAG Series 13 model). The potential for new commercial land uses with the proposed rezones would therefore be consistent with existing projections for commercial development in the City and would not be considered growth inducing in regard to significant economic or employment growth for the City.

6.4 Conclusion

Overall, the project would facilitate growth through rezoning to allow more housing to meet RHNA allocations. However, the project would not induce unplanned growth. The project would serve to accommodate projected and planned growth under the City's Housing Element and pursuant to the City's RHNA allocation. The project would not remove an impediment to growth; nor does it propose to develop or permit the encroachment into an isolated area adjacent to open space, or foster economic and employment expansion. As discussed above, the project would accommodate projected population growth and would not be considered growth inducing because it would provide housing capacity for projected population growth. The opportunities to provide housing would be consistent with the City's need to establish a resilient housing base for the community and comply with state law.

Chapter 7

Cumulative Impacts

This section addresses cumulative impacts associated with implementation of the City of Santee (City) Housing Element Rezone Program Implementation (project). The California Environmental Quality Act (CEQA) Guidelines Section 15355 defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Section 15355 further states that cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Section 15130(a) of the CEQA Guidelines requires a discussion of cumulative impacts of a project “when the project’s incremental effect is cumulatively considerable.” Cumulatively considerable, as defined in Section 15065(a)(3), “means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.”

According to Section 15130(b) of the CEQA Guidelines, the discussion of cumulative effects “. . . need not provide as great a detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness” The evaluation of cumulative impacts is to be based on either (a) “a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those impacts outside the control of the agency,” or (b) “a summary of projections contained in an adopted local, regional, or statewide plan or related planning document, that describes or evaluates conditions contributing to the cumulative effect Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency” (CEQA Guidelines Section 15130(b)(1)). Pursuant to Section 15130(d), cumulative impact discussions may rely on previously approved land use documents such as general plans, specific plans, and local coastal plans, which may be incorporated by reference.

7.1 Cumulative Analysis Setting and Methodology

In the case of the project, which includes a number of rezones within various sites throughout the City (Rezone Sites) that would ultimately be built out over a 20+ year buildout horizon, cumulative effects would occur from development associated with buildout of the rezone sites combined with effects of development on land within and around the City and the region in the horizon year (2045). The cumulative impacts of the project would, therefore, consider growth projected by the City and the County of San Diego. A broad examination of cumulative impacts involves considering buildout of the project together with growth and new development in the surrounding jurisdictions identified above.

The geographic area considered for each cumulative impact depends upon the impact that is being analyzed. For example, in assessing air quality impacts, all development within the air basin contributes to regional emissions of criteria pollutants, and basin wide projections of emissions are the best tool for

determining the cumulative effect. Each subsection below identifies the specific parameters for the cumulative evaluation.

A significant impact would occur if the project's contribution to the cumulative effect is determined to be substantial. Each subsection below provides an overview of the potential cumulative impacts that could occur followed by a summary of the project's contribution to that cumulative effect. The subsection concludes with a determination of the significance of the project.

7.1.1 Plans and Programs Evaluated for Determination of Cumulative Impacts

Multiple federal, state, and local planning documents and programs were used to evaluate the project's contribution to cumulative impacts. These plans and programs are discussed under the Regulatory Framework subsections throughout Chapter 4.0. Highlighted below are a number of regional and City plans and programs relied upon throughout the cumulative evaluation.

7.1.1.1 San Diego Forward: The 2021 Regional Plan

San Diego Forward combines and updates the region's two big picture planning documents: the Regional Comprehensive Plan and the Regional Transportation Plan/Sustainable Community Strategy. San Diego Forward provides a vision for the region's growth through the year 2050. The plan reflects a strategy for a more sustainable future.

7.1.1.2 General Plan

The City's General Plan serves as a blueprint for physical development and contains goals and policies, which aim to enhance the City's character, to provide a balance of land uses and services, and to preserve environmentally sensitive areas.

7.1.1.3 Municipal Code

The City's Municipal Code contains the primary zoning implementation mechanisms for the General Plan Land Use Element. The zoning ordinance classifies and regulates the uses of land and structures within the City, consistent with the General Plan. The Zoning Code (Title 13) is adopted to protect and to promote the public health, safety, comfort, convenience, prosperity, and general welfare of residents and businesses in the City. The City's Zoning Code also regulates the physical development of land by imposing minimum standards on lot size, lot width and depth, setbacks, and by placing maximum limits on lot coverage and floor area ratio. These development standards are intended to reduce unacceptable mass and bulk, ensure proper scale of development, provide minimum light, air, and open space for every lot, and minimize the potential for spillover and edge effects between uses.

7.2 Cumulative Effect Analysis

7.2.1 Aesthetics

Based on the location of the Rezone Sites, the study area for the assessment of cumulative visual impacts includes the entirety of the City in addition to portions of each of the surrounding cities within the viewshed of the project area including: the City of El Cajon to the south and southeast; the City of San Diego to the west and northwest; and the County of San Diego to the east and northeast. The project is comprised of 25 Rezone Sites that are a part of the Housing Element sites inventory, with two additional sites located on Graves Avenue. Future development within these Rezone Sites could have a cumulative impact on visual resources due to changes in the existing visual quality and aesthetics resulting from incremental increases in density and urbanization. This growth could gradually alter the visual quality of the study area. The following is a summary of the project's contribution to cumulative aesthetic impacts.

As discussed in Section 4.1, Aesthetics, the vacant and underutilized sites are primarily located within urbanized areas that are surrounded by residential and commercial development. Development of these Rezone Sites would be consistent with the visual quality and character of surrounding development based on application of required design review and consistency with City Municipal Code standards. Additionally, some of the underutilized sites consist of aging structures with poor visual quality, and redevelopment of these structures would result in new residential structures developed consistent with the visual requirements of the City's Municipal Code. Furthermore, development of vacant and underutilized sites within the City's General Plan and/or Town Center Specific Plan areas would be required to adhere to the land use plans that provide supplemental development regulations of those sites.

Regarding public views, the Rezone Sites are located throughout the City. Development at most sites would constitute infill development resulting in development consistent with surrounding urbanization that would not affect existing views. However, some larger vacant sites located near the San Diego River or within undeveloped lands that are not surrounded by urbanized lands could affect views. Both future ministerial and discretionary development would be required to adhere to relevant portions of the City's Municipal Code including Chapter 13.08, et seq., which establishes the City's development review procedures. For ministerial and discretionary development of Rezone Sites, the requirement for Development Review consistent with Municipal Code Chapter 13.08 would ensure consistency with General Plan policies and applicable design and development review requirements including supplemental development regulations from the Town Center Specific Plan. The Development Review process would ensure that future development would not degrade scenic vistas and views and, therefore, there would be no substantial cumulative obstruction of public views.

Regarding light pollution, development of the Rezone Sites would be required to comply with the City's Municipal Code standards related to light and glare (Chapter 13.08.070(G)), which requires that outdoor lighting be directed away from adjacent properties and set in a way to avoid any detriment to the surrounding area. Additionally, the City's General Plan Community Enhancement Element includes the standard for lighting and signage to minimize spillover of lighting through use of directional, cut-off, and non-glare fixtures.

Overall, the development of the Rezone Sites combined with development in the surrounding cumulative study areas would not result in a cumulatively significant visual impact due to the urbanized nature of the cumulative study area. Adherence to regulatory requirements including Development Review consistent with Municipal Code Chapter 13.08 implementation and Town Center Specific Plan development regulations would ensure that future development would not substantially degrade scenic resources. Thus, the project's incremental contribution to visual impacts would not be cumulatively considerable and cumulative visual impacts would be less than significant.

7.2.2 Air Quality

Cumulative impacts to air quality may be regional or localized. Regional air quality would be impacted if emissions from the project contributed to cumulative degradation of air quality in the San Diego Air Basin (SDAB). Localized air quality would be impacted if emissions from the project and other proximate emissions sources resulted in pollutant concentrations that exceeded standards at a sensitive receptor. The analysis provided in Section 4.2 is cumulative in nature as it considers buildout of land uses to the year 2045.

The study area for the assessment of cumulative regional air quality impacts is the SDAB which is considered a nonattainment area due to exceedances of the California Ambient Air Quality Standards (CAAQS) for ozone and inhalable particulate matter (PM₁₀). Future development within the study area could have a cumulative impact on air quality due to increased air pollution emissions associated with construction and operations, including transportation.

The cumulative assessment of regional air quality impacts to the SDAB relies partially on assessment of the project's consistency with the adopted Regional Air Quality Strategies (RAQS) and State Implementation Plan (SIP). The RAQS and SIP are based on growth forecasts for the region, which are in turn based on maximum buildout of land uses as allowed in the adopted community and general plans. As discussed in Section 4.2.5, the project would result in increased land use intensity compared to what is anticipated under the adopted General Plan, and thereby would likely result in increased air emissions that are not accounted for in the RAQS. Because the significant air quality impact stems from an inconsistency between the project and the adopted land use plans upon which the RAQS was based, a significant impact would occur until the San Diego Air Pollution Control District updates the RAQS.

As detailed in Section 4.2.6, construction and operational emissions associated with cumulative construction activities associated with buildout of the Rezone Sites may result in some instances where future development would occur simultaneously and would cumulatively exceed the relevant thresholds. Therefore, cumulative construction-related regional air quality impacts would be potentially significant (Impact AQ-2). Regarding cumulative operational emissions, since buildout of the project would conflict with implementation of the RAQS, a cumulatively considerable net increase in emissions would occur compared to the emissions that would occur under existing land use designations. This is the same impact identified above as Impact AQ-1 related to inconsistency with the RAQs.

Mitigation Measure AQ-1 would be applied to address significant cumulative construction impacts. This measure would apply as a requirement of the City's Objective Design and Performance

Standards, and would ensure individual projects apply measures to reduce construction related air pollutants. No feasible mitigation has been identified to address the project's inconsistency with the RAQs. The RAQS is updated periodically by the San Diego Air Pollution Control District, at which time the growth projections of jurisdictions would be incorporated, and consistency would be achieved. Therefore, until the anticipated growth is included in the emissions estimates of the RAQs and the SIP, cumulative impacts relative to conformance with the RAQs would remain significant and unavoidable.

7.2.3 Biological Resources

The study area for the assessment of cumulative impacts to biological resources includes the East County inland region composed of the City and neighboring jurisdictions identified above. As discussed in Section 4.3, Biological Resources, the Rezone Sites are largely located on existing urbanized properties that contain limited biological value. Future development of Rezone Sites that require a discretionary process would be subject to future environmental review. For these projects, site-specific analysis would be required to identify the presence of sensitive species and appropriate mitigation would be applied to reduce potential impacts. Application of a future discretionary review and implementation of the City's General Plan Mitigation Monitoring Requirements for biological resources would ensure impacts would not be cumulatively considerable.

However, some future development on Rezone Sites may proceed with ministerial process which would not require a subsequent environmental review. For ministerial projects, potential development could occur on lands that support sensitive species, wildlife, or nesting/migratory birds, resulting in a potentially significant impact. Additionally, indirect impacts could occur from development located adjacent to sensitive habitats. However, implementation of mitigation measure BIO-1 would require all future development projects to conduct surveys to identify potential sensitive plant or wildlife species, including any migratory or nesting birds. If potentially significant impacts to sensitive biological resources are identified, the future projects shall recommend appropriate mitigation to reduce the impacts to below a level of significance. Therefore, implementation of mitigation measure BIO-1 would reduce potentially significant cumulative impacts to a level less than significant. Compliance with existing federal and state regulations, General Plan policies and implementation of mitigation measures BIO-1 through BIO-4 would ensure that future development within the Rezone Sites would not result in a cumulatively considerable contribution to biological resources impacts. Impacts to sensitive vegetation communities would be reduced to less than significant levels with the implementation of mitigation measures BIO-2 and BIO-5, for both discretionary and by-right development projects.

Impacts to state or federally protected wetlands associated with future discretionary projects within the Rezone Sites would require mitigation framework for the implementation of both discretionary and by-right development projects. The implementation of mitigation measure BIO-6 would reduce impacts to a level less than significant and ensure that the project would not contribute to a significant cumulative impact to biological resources.

7.2.4 Cultural Resources and Tribal Cultural Resources

The study area for the assessment of cumulative impacts to cultural resources includes the entirety of the City because loss of cultural resources would be detrimental to the entire City. Future development within the cumulative study area could have a cumulative impact on cultural resources through loss of records or artifacts as land is developed (or redeveloped).

As discussed in Section 4.4, future development in accordance with the project could impact historical or archaeological resources, which may be present within the project areas (see Impact CUL-1, CUL-2, and CUL-3). Implementation of mitigation measures CUL-1, CUL-2, and CUL-3 would reduce impacts to cultural resources to less than significant through the requirement for historic and archaeological surveys and archaeological monitoring during grading and construction. Implementation of these measures would ensure that the project would not contribute to a significant cumulative impact to historical or archaeological resources.

7.2.5 Geology/Soils

The study area for the assessment of cumulative impacts related to geology and soils is the City. Future development would be required to adhere to regulatory requirements including the California Building Code and City's Municipal Code requirements for soils engineering/engineering geology reports and erosion control plans would prevent adverse effects associated with fault rupture, ground shaking, liquefaction, or landslides. Like the project, all future development would be required to adhere to all regulations applicable to the site/zone, including Chapter 11.40 (Grading Ordinance), which include objective standards relating to the elimination or reduction of potential seismic hazards prior to the issuance of permits. Additionally, all development would be subject to General Plan policies from the Safety Element. Future development at the Rezone Sites in addition to other future development within the City would be required to adhere to regulatory requirements including preparation of Storm Water Pollution Prevention Plan and Municipal Code Chapter 11.40 (Grading Ordinance) to ensure that they would not result in substantial soil erosion or the loss of topsoil. Adherence to California Building Code requirements as adopted by the City would ensure that future development would not create substantial direct or indirect risks associated with expansive soils.

Regarding paleontological resources, the mitigation measure GEO-1 would reduce project impacts to less than significant. Additionally, other development in the City would be required to implement measures identified in the City's General Plan mitigation monitoring program for paleontological resources which would reduce impacts to a level less than significant. All potential impacts associated with geology and soils would be reduced to less than significant levels because future development would be required to adhere to regulations and implement the General Plan EIR's existing mitigation framework. Additionally, mitigation measure GEO-1 would require applicants to provide information to the City regarding the paleontological sensitivity of the site. On properties determined to be moderately to highly sensitive for paleontological resources where grading would disturb sensitive formations, the ordinance shall require implementation of a mitigation plan. Therefore, implementation of mitigation measure GEO-1 would ensure that the project would not contribute to a significant cumulative impact to paleontological resources.

7.2.6 Greenhouse Gas Emissions

The analysis of greenhouse gas (GHG) emissions is, by its nature, a cumulative issue; thus, the study area is global in nature. The analysis provided in Section 4.6 was modeled in year 2035 to align with the Sustainable Santee Plan emission projections and for the Housing Element buildout year 2050. The Rezone Sites were modeled in the soonest operational year of 2024. Development at the Rezone Sites would increase GHG emissions and would exceed VMT thresholds. Both ministerial and discretionary development implemented under the project would be required to demonstrate compliance with Sustainable Santee Plan through completion of the Consistency Checklist. Overall, the project would be consistent with the 2017 Scoping Plan, 2021 Regional Plan/SCS, and Sustainable Santee Plan goals; however, because the project would result in an increase in development not accounted for in the Sustainable Santee Plan and would result in significant VMT impacts, the project would conflict with GHG emissions reduction plans and impacts would be significant. To reduce potentially significant impacts associated with VMT associated with future development within the Rezone Sites, mitigation measure TRA-1, described in Section 4.13.6, would be implemented. While the Consistency Checklist and the requirement for implementation of measures associated with mitigation measure TRA-1 would minimize GHG impacts associated with future development at the Rezone Sites, impacts would not be fully mitigated. Likewise, cumulatively significant impacts associated with GHG emissions would remain significant and unavoidable.

7.2.7 Hazards and Hazardous Materials

The study area for the assessment of cumulative impacts to hazards and hazardous materials impacts is the City. As population growth increases, the number of people potentially exposed to hazards and hazardous materials would increase.

Generally, the release of hazardous materials has site-specific impacts that do not compound or increase in combination with impacts elsewhere. As discussed in Section 4.7, future development in within the Rezone Sites could result in hazards to the public or the environment by disturbance of existing unknown contaminated soils. Mitigation measure HAZ-1 would require that future projects identify potentially hazardous conditions prior to grading, through preparation of a Phase I Environmental Site Assessment (ESA) and a Phase II ESA if necessary. Remediation of any contaminated soils would be required prior to development. Additionally, cumulative projects within the region would be required to comply with applicable federal, state, and local regulations of agencies having jurisdiction over hazardous materials, including the U.S. EPA, federal Resource Conservation and Recovery Act, County Department of Health Services, and County of San Diego Department of Environmental Health. Therefore, implementation of mitigation measure HAZ-1 would ensure that the project would not contribute to a significant cumulative impact to hazards or the release of hazardous materials. The cumulative study area for airport hazards includes the entirety of the airport influence area (AIA) for the Gillespie Field Airport. The Airport Land Use Compatibility Plan (ALUCP) includes policies that are applicable within the AIA. In order to assure safety compliance with the Gillespie Field ALUCP, future development must adhere to the existing City policies and regulations, and policies of the ALUCP. Therefore, the project's incremental contribution to airport hazard impacts would not be cumulatively considerable. As discussed in Section 4.7, the project would not impair implementation of or physically interfere with the City's

emergency response plan, evacuation routes and would not conflict with any Multi-Jurisdictional Hazard Mitigation Plan hazard mitigation goals. Furthermore, applications for all future projects within the project areas in addition to cumulative projects in the surrounding area would require review and approval by the Santee Fire Department prior to issuance of building permit. Therefore, the cumulative impacts associated with airport safety would be less than significant.

Regarding potential cumulative impacts related to wildfire, Rezone Sites 1 through 10 and 35 are located within the City's designated Very High Fire Hazard Severity Zone. However, cumulative impacts resulting from development of these sites in addition to development of cumulative projects within high fire hazard areas would be reduced through adherence to California Fire Code Title 19, Division 1, Section 3.07(b), which requires a minimum 30-foot brush clearance around structures for fire safety. Additionally, future cumulative projects would be required to comply with state and local regulations including City Municipal Code Chapter 11.18, which states all new developments, subdivisions, or tracts that are planned in Fire Hazard Severity Zones and/or Wildland Urban Interface Areas shall have a minimum of 100 horizontal feet of "fuel modified" defensible space between structure and wildland areas. Adherence to these regulations and the General Plan policies would reduce risks in conjunction with future development related to wildland fire. Thus, the project's incremental contribution to wildfire impacts would not be cumulatively considerable and cumulative impacts would be less than significant.

7.2.8 Hydrology and Water Quality

The study area for potential hydrology and water quality impacts is the drainage basin or basins applicable to each Rezone Site as shown on Figure 4.8-1 of this Program Environmental Impact Report (PEIR).

7.2.8.1 Water Quality

While future development within the drainage basins of each Rezone Site has the potential to increase pollutants discharged into surface waters, all future development would be subject to federal, state, and local regulations aimed at controlling water quality impacts. Both discretionary and ministerial development would be required to adhere to regulatory requirements including Santee Municipal Code Chapters 9.06 (Stormwater Ordinance) and Chapter 11.40 (Grading Ordinance), which include requirements to ensure storm water runoff is captured and treated and erosion control measures are implemented. Thus, based on the requirements of future development within the Rezone Sites to comply with the existing regulatory framework that requires treatment of pollutants generated on-site, the project's incremental contribution to cumulative water quality impacts would be less than cumulatively considerable and cumulative impacts associated with water quality would be less than significant.

7.2.8.2 Drainage

While future development has the potential to alter drainage patterns resulting in increased erosion, stormwater runoff, and impacts to the existing drainage system, all future development would be subject to federal, state, and local regulations aimed at reducing polluted storm water and avoiding overloading the City's drainage system. Both ministerial and discretionary development would be

required to adhere to regulatory requirements including City Municipal Chapter 9.06 (Stormwater Ordinance), which includes requirements for the elimination or reduction of storm water runoff. Impacts associated with drainage patterns and storm water runoff would be less than cumulatively considerable and cumulative impacts associated with drainage would be less than significant.

7.2.8.3 Flooding

Future development of the Rezone Sites would be required to conform to applicable federal, state, and City regulatory standards to effectively avoid and/or address potential impacts associated with development in flood zones. The Rezone Sites are not within an area anticipated to be adversely affected by a tsunami. Implementation of all regulatory requirements would ensure that cumulative impacts related to flood hazards would be less than significant.

7.2.9 Land Use and Planning

The study area for the assessment of cumulative land use impacts would be the City and neighboring jurisdictions as detailed above. Cumulative land use impacts could result from changes to land use plans, which become incompatible and/or unsustainable.

Adoption of the project could contribute to cumulative impacts if buildout would conflict with land use plans and/or policies. As discussed in Section 4.9.6, policy consistency review associated with future discretionary development at the Rezone Sites would ensure no conflict would occur related to policies or regulations adopted for the purpose of mitigating an environmental impact. Future development at the Rezone Sites may occur either with a discretionary action, or with a ministerial approval for project that meet certain criteria. Future discretionary development would require a subsequent site-specific environmental review that would consider each project's consistency with all applicable plans, including the City's General Plan. Future by-right development would be required to adhere to the City's proposed Objective Design Standards which includes design guidelines and regulations to ensure consistency with City plans and policies. Both future ministerial and discretionary review would be subject to review for consistency with the City's General Plan and Municipal Code regulations that serve to reduce or avoid environmental impacts. Therefore, cumulative impacts related to policy inconsistency would be less than significant.

7.2.10 Noise

The analysis provided in Section 4.10 is cumulative in nature as it considers future (year 2050) traffic volumes. Refer to Section 4.10.5.1 for details on the increase in noise levels due to buildout of roads.

Future development at the Rezone Sites would result in a significant noise increase over existing ambient noise levels at nine of the analyzed roadway segments. The Noise Element contains Policies 2.2 and 2.3 that requires new development to mitigate the noise impact to existing uses resulting from new development. Possible noise-reduction measures would include retrofitting older homes with new window and door components with higher sound transmission class ratings. However, for existing uses, it cannot be determined whether the existing structures contain adequate attenuation to reduce interior noise to the 45 A-weighted decibels day-night equivalent level [dB(A) L_{dn}] standard nor what measures would be required to retrofit these structures. In addition, there is no mechanism

in place for implementing such a retrofit. Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation and potentially significant cumulative noise impacts would remain significant and unmitigated.

Future development at the Rezone Sites could expose sensitive receivers to exterior noise levels that exceed 65 community noise equivalent level and impacts from vehicle traffic would be significant. Regarding interior noise, future ministerial and discretionary projects would be required to demonstrate that interior noise levels would be reduced to 45 dB(A) L_{dn} or less. Mitigation measures NOS-1 would address land use compatibility impacts related to vehicle traffic and requires the City to assess whether proposed noise-sensitive receivers or associated noise-sensitive exterior use areas would be subject to transportation noise levels that potentially conflict with policies established in the City's General Plan. Therefore, implementation of mitigation measure NOS-1 and implementation of the General Plan policies would reduce noise impacts associated with transportation to a level less than significant ensuring that the project would not contribute to a significant cumulative noise impact.

Regarding stationary noise, the City requires that noise from new stationary sources comply with the City's Noise Abatement and Control Ordinance, which provides general noise regulations, prohibits disturbing, excessive or offensive noises, and places noise limitations on motorized equipment and loading and unloading operations. Noise Abatement and Control Ordinance requirements would reduce nuisances to sensitive land uses. With enforcement of the Noise Abatement and Control Ordinance, noise impacts (direct and cumulative) associated with stationary sources of noise would be less than significant.

Construction activities associated with any individual development may occur near noise-sensitive receptors and noise disturbances may occur. Without project-specific information to evaluate potential construction noise impacts and specific distances to sensitive receptors, impacts are considered significant at this programmatic level of review. Mitigation measures NOS-2 and NOS-3 would address potentially significant impacts related to construction noise associated with development within the Rezone Sites. Based on the criteria outlined in Section 4.10.5.3, the City shall require preparation and implementation of a construction noise best management practice plan that demonstrates house noise levels would be minimized to comply with the time of day restrictions and notification requirements of the City's Municipal Code. Mitigation measure NOS-3 would ensure future development with the potential to generate substantial vibration implement a plan to ensure vibration thresholds are not exceeded during construction. Implementation of the requirements specified in mitigation measures NOS-2 and NOS-3 would reduce construction noise exposure to a level less than significant. However, for construction sites that are adjacent to noise-sensitive uses, there still could be a substantial temporary increase in noise levels that could lead to adverse noise-related impacts. Other construction sites could create similar increases in noise levels, resulting in a cumulative construction noise impact, which would be significant and unavoidable.

7.2.11 Population and Housing

The study area considered for the population and housing cumulative impact analysis is defined as the region. Buildout of the project would respond to the need for affordable housing in compliance with Regional Housing Needs Assessment allocation and associated projected population increase

within the City through the horizon year. The increase in housing stock would accommodate the projected growth in population in the region and is consistent with adopted plans and regional growth principles. No permanent displacement of housing or people would occur with implementation of the project. Significant population and housing impacts associated with cumulative development within the region is not anticipated to result in a displacement of housing or people because future development is generally growth accommodating and each jurisdiction has a mandate to comply with its adopted Housing Element and associated Regional Housing Needs Assessment allocation. Therefore, cumulative impacts associated with population and housing would be less than significant.

7.2.12 Public Services and Recreation

The study area for public services and recreation is the applicable provider's service area. New development or redevelopment within the service area could result in cumulative impacts associated with additional demands for public services, resulting in the need for new or expanded facilities. As discussed in Section 4.12, all future development within the City would be reviewed to ensure that adequate facilities and services are available at the time of application. Other projects proposed in the City would similarly be required to demonstrate adequate facilities are available prior to development. All future development is required to pay applicable fees that support schools, parks, and recreational facilities. Cumulative impacts would be less than significant.

7.2.13 Transportation

The Office of Planning and Research (OPR) Technical Advisory recommends setting a VMT per capita threshold of 15 percent below that of existing development as a reasonable threshold. In other words, in order to result in a less than significant impact, VMT per capita resulting from a project should be at or below the 85th percentile of the region's average for that land use type (OPR 2018). The VMT analysis utilized the average resident VMT per capita for San Diego County as the regional average. A plan-to-ground analysis compared the project to Base Year (2016), which is representative of the baseline conditions. As shown in Table 4.13-2, the City has a less efficient VMT per capita when compared to the region, at approximately 108 percent of the region's resident VMT per capita. The higher VMT per capita in the City compared to the greater San Diego County is representative of major job centers being located in other areas of San Diego County and City residents relying heavily on commutes to job centers in other cities.

As detailed in Chapter 4.13 and shown in Table 4.13-2, future development at the Rezone Sites in conjunction with buildout of the City's General Plan land use map and transportation network would result in a change from 20.5 VMT per capita in the base year (2016) to 18.7 VMT per capita, representing a slight increase in VMT efficiency in the City. Mitigation measure TRA-1 would ensure implementation of the Mobility Element Policies outlined in Chapter 4.13 that would support VMT reductions for individual projects. While mitigation measure TRA-1 would minimize VMT impacts associated with future development at the Rezone Sites, impacts would not be fully mitigated. This analysis is cumulative in nature as it considers citywide buildout of the existing plan plus the project. Based on the City's higher VMT per capita compared to the regional average, other development in

the City is also likely to result in significant VMT impacts. Therefore, cumulative impacts related to VMT would be significant and unavoidable.

7.2.14 Utilities and Service Systems

The study area for public utilities is the applicable provider's service area. Future development at the Rezone Sites is located within existing developed areas with access to utility infrastructure. Significant utility extensions or improvements are not anticipated beyond local connections from adjacent roadways. Utility infrastructure improvements and relocations associated with the future Rezone Sites would be evaluated in their respective subsequent environmental documents for discretionary projects, or as part of the ministerial review that will be implemented through an overlay zone that includes objective standards and requirements to reduce physical impacts to the extent feasible. Similarly, other projects in the City would be required to undergo a similar review to ensure the environmental impacts of utility and services improvements are minimized. A cumulative impact related to the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects, is not anticipated. Cumulative impacts related to utilities and service systems would be less than significant.

7.2.14.1 Storm Water System

Development anticipated in the Rezone Sites would occur within areas of the City that are already served by existing stormwater infrastructure. Although future Rezone Sites would require connection to these existing facilities, stormwater infrastructure improvements would be evaluated upon submittal of project-specific development plans. All future project applications, whether discretionary or ministerial would be required to adhere to the mitigation framework presented in this PEIR which would ensure that any physical impacts associated with construction of pipeline connections to existing water infrastructure would be addressed as part of the City review for each individual project. At this program-level of review, the project's incremental contribution to storm water facility impacts would not be cumulatively considerable.

7.2.14.2 Wastewater

Development anticipated in the Rezone Sites would occur within areas of the City that are already served by existing wastewater utility infrastructure. Although future Rezone Sites would require connection to these existing facilities, wastewater utility infrastructure improvements and relocations would be evaluated upon submittal of project-specific development plans. All future project applications, whether discretionary or ministerial, would be required to adhere to the mitigation framework presented in this PEIR which would ensure that any physical impacts associated with construction of pipeline connections to wastewater infrastructure would be addressed as part of the City review for each individual project. Thus, the project's incremental contribution to wastewater impacts would not be cumulatively considerable.

7.2.14.3 Water System/Water Supply

Cumulative impacts related to the water system and water supply would be less than significant because future development within the City would require a project-by-project review to confirm the availability of adequate fire hydrant flow, and if necessary, determine the local water system improvements needed to achieve required fire hydrant flow. Buildout potential within the Rezone Sites could result in the construction of up to 1,945 residential dwelling units that have not all been accounted for within the latest Padre Dam Municipal Water District (PDMWD) planning documents. Urban Water Management Plans (UWMPs) are required to be updated on a five-year cycle and the next update to the PDMWD UWMP is anticipated by 2025. Future UWMP updates would account for the anticipated water use associated with future development consistent with any adopted rezones. While the proposed rezones would add development potential within the City, they would primarily authorize higher density residential development which is more water efficient than single-family residential. Based on the water efficiency of multi-family development, water conservation requirements, along with existing regulations that require new construction to be water efficient, it is not anticipated that the project would affect the ability of PDMWD to plan for adequate water supplies within the City during normal, dry, and multiple dry years. Thus, the project's incremental contribution to water system/water supply impacts would not be cumulatively considerable.

7.2.14.4 Solid Waste Disposal

Cumulative impacts related to solid waste disposal would be less than significant because an existing regulatory framework is in place, detailed in Section 4.14.8, that would apply to future development associated with the project in addition to cumulative development within the City. Future development at the Rezone Sites is located within existing developed areas with access to solid waste disposal services. No development is proposed as part of the project; however, it is anticipated that future projects would result in an increase in solid waste generation. Solid waste requirements associated with the future development of the Rezone Sites would be evaluated upon submittal of project-specific development plans. All projects whether discretionary or ministerial would be reviewed for conformance with state and local regulations and adherence to General Plan policies. Thus, with implementation of the existing regulatory framework addressing solid waste disposal, the project's incremental contribution to solid waste disposal impacts would not be cumulatively considerable.

7.2.15 Wildfire

The study area for the assessment of cumulative impacts related to wildfire is the City. Development at the Rezone Sites would not physically interfere with any emergency response or evacuation plans because they would not include any features that would prevent continued implementation of these plans. Additionally, applicable General Plan Safety Element policies would continue to be implemented to ensure adequate citywide emergency response and preparedness. Development of the Rezone Sites, especially within or adjacent to Very High Fire Hazard Severity Zone, could potentially result in impacts related to wildfire. However, future ministerial and discretionary development at Housing Sites would be required to adhere to all regulatory requirements in place to minimize wildfire hazards including applicable sections of the Municipal Code, fire and building

codes, and requirements from the fire chief that would be identified during future building permit reviews. Additionally, implementation of the City's General Plan policies support implementation of measures that will enhance wildfire safety. Future discretionary projects would require review by the Building Official/Fire Marshal. All impacts associated with infrastructure improvements including any required measures to address fire safety would be evaluated in their respective subsequent environmental documents for discretionary projects, or as part of the ministerial review for by-right sites. The City fire chief may also use their authority to require additional building, planning, or landscaping requirements that provide enhanced fire protection. Development of future Rezone Sites would be required to comply with applicable regulations and policies related to flooding, drainage patterns, and landslides, and thereby avoid significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Like the project, all future development in the City would be required to comply with applicable Municipal Code and building and fire code regulations that would reduce the potential for cumulative impacts. The project's incremental contribution to impacts related to wildfire would not be cumulatively considerable.

Chapter 8

Effects Found Not to be Significant

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) briefly describe potential environmental effects that were determined not to be significant, and therefore were not discussed in detail in the EIR. Based on initial environmental review, the City of Santee (City) determined that the project would not have the potential to cause significant impacts associated with the environmental categories discussed below.

8.1 Agricultural and Forestry Resources

Consistent with CEQA Guidelines Appendix G, a significant impact to agricultural and forestry resources would occur if the project would:

- 1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
- 2) Conflict with existing zoning agricultural use, or a Williamson Act contract.
- 3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g]).
- 4) Result in the loss of forest land or conversion of forest land to non-forest use.
- 5) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

The California Department of Conservation, Division of Land Resource Protection, identifies important farmland throughout the state through its Farmland Mapping and Monitoring Program (FMMP). The FMMP is non-regulatory and was developed to inventory land and provide categorical definitions of important farmlands and consistent and impartial data to decision makers for use in assessing present status, reviewing trends, and planning for the future of California's agricultural land resources. The FMMP classifies the majority of the Rezone Sites as "Urban and Built Up Land," "Other Land," and "Grazing Land." The areas classified as "Grazing Lands" are not considered a significant farmland resource under CEQA. A few Rezone Sites are classified as "Farmland of Local Importance"; however, there is no recent history of agricultural use at these sites. There are no lands protected by a Williamson Act Contract within the City. Additionally, there is no forestland within the City, and the City does not possess any zoning classifications for forestland, timberland, or timberland production zones. Therefore, no impacts to agricultural and forestry resources would occur.

8.2 Energy

Consistent with CEQA Guidelines Appendix G, a significant impact to energy would occur if the project would:

- 1) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- 2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

8.2.1 Energy Consumption

Energy use associated with a project typically includes fuel (gasoline and diesel), electricity, and natural gas, and sources include the following:

- Construction-related vehicle and equipment energy use;
- Transportation energy use from people traveling to and from a project area during operation; and
- Building and facility energy use during operation.

8.2.1.1 Construction

Construction grading and construction activities consume energy through the operation of heavy off-road equipment, trucks, and worker traffic. At the program-level, it is too speculative to quantify total construction-related energy consumption of future development, either in total or by fuel type. Energy used during future construction of the project areas is not considered significant given typical energy use associated with the type of development proposed and short-term nature of the energy consumption. There are no conditions in the project areas that would require non-standard equipment or construction practices that would increase fuel-energy consumption above typical rates. Consistent with state requirements, all construction equipment would meet California Air Resources Board (CARB) Tier 3 In-Use Off-Road Diesel Engine Standards. Engines are required to meet certain emission standards, and groups of standards are referred to as Tiers. A Tier 0 engine is unregulated with no emission controls, and each progression of standard level (i.e., Tier 1, Tier 2, Tier 3, etc.) generate lower emissions, use less energy, and are more advanced technologically than the previous tier. CARB's Tier 3 In-Use Off-Road Diesel Engine Standards requires that construction equipment fleets become cleaner and use less energy over time. Therefore, the project would not result in a wasteful and inefficient use of energy resources during the construction of future development, and impacts would be less than significant.

8.2.1.2 Long-term Operations

Long-term operational energy use associated with buildout of residential housing at the Rezone Sites includes fuel consumption of vehicles; electricity and natural gas consumption by residents and commercial operations, and energy consumption related to obtaining water. However, anticipated

housing will be multi-family housing which is a more efficient way to provide housing than lower density single-family development. Although the project would provide capacity for future housing development that could increase energy use, energy demand of future residential development would be consistent with energy demand for multi-family housing within other cities in the region and would not be associated with inefficient or wasteful energy use. Implementation of the project would not result in any unusual characteristics that would result in excessive long-term operational building energy demand. Future development associated with implementation of residential development at the Rezone Sites would be subject to compliance with the California Building Code (Title 24) which aims to reduce excessive and inefficient energy use. The California Building Code is regularly updated and includes higher energy-efficiency standards in comparison to other states. Individual development projects in the City would be required to comply with applicable federal, state, and local energy and building regulations, including the requirements of the Sustainable Santee Plan.

a. Transportation

Buildout of the Rezone Sites would consume energy associated transportation uses. Trips by individuals traveling to, from, and within the project area would largely rely on passenger vehicles or public transit. Passenger vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. Public transit would be powered by diesel or natural gas, and could potentially be fueled by electricity. Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Over time, fuel economy standards have increased and reduced the greenhouse gas emissions footprint of vehicles. As discussed in Section 4.13, the project would result in a reduction in vehicle miles traveled (VMT) per capita which would move the City in the direction of reducing VMT citywide, although a significant VMT impact would still result due to the fact that VMT per capita would be greater than 85 percent of the regional average. The higher VMT per capita in Santee compared to the County of San Diego is representative of major job centers being located in other areas of the County and Santee residents relying heavily on commutes to job centers in other cities. Although the City has a less efficient VMT per capita when compared to the region, this does not indicate that the project would result in a wasteful or inefficient use of transportation-related energy since the growth is planned and needed to meet the City's Regional Housing Needs Allocation (RHNA) obligations. By locating housing at existing retail sites and developing retail uses along with multi-family residential uses at the Rezone Sites, non-commute vehicle trips may be reduced. The City shall ensure that future projects are compliant with Mobility Element Policies 9.1 through 9.5, which encourage the use of Transportation Demand Management (TDM) strategies, such as ride sharing programs, flexible work schedule programs, and incentives for employees to use transit. Future projects would be required to comply with the Sustainable Santee Plan by promoting non-motorized transportation options, improving bicycle transit, installing electric vehicle charging stations, and improving traffic flow. This would be demonstrated through completion of the Sustainable Santee Plan Consistency Checklist. Additionally, alternative transportation modes, such as walking, cycling, and public transit are encouraged to reduce peak hour vehicular trips, save energy, and improve air quality. Therefore, the project would not create a land use pattern that would result in a wasteful,

inefficient, or unnecessary use of transportation-related energy, and impacts would be less than significant.

b. Electricity and Natural Gas

Non-transportation energy use would be associated with electricity and natural gas. The Renewables Portfolio Standard (RPS) promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by Executive Orders S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, Senate Bill (SB) 2 (1X) codified California's 33 percent RPS goal. SB 350 (2015) increased California's renewable energy mix goal to 50 percent by year 2030. SB 100 (2018) further increased the standard set by SB 350 establishing the RPS goal of 44 percent by the end of 2024, 52 percent by the end of 2027, and 60 percent by 2030. The City is served by San Diego Gas & Electric (SDG&E). Based on the most recent annual report, SDG&E has already procured 44 percent (California Public Utilities Commission [CPUC] 2019) renewable energy and is on track to procure 60 percent by 2030 as outlined in SDG&E's 2019 RPS Procurement Plan. The California Code of Regulations, Title 24, is referred to as the California Building Code (CBC). It consists of a compilation of several distinct standards and codes related to building construction, including plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility, and so on. Of particular relevance to greenhouse gas reductions are the CBC's energy efficiency and green building standards as outlined below. Title 24, Part 11 of the California Code of Regulations is CALGreen. Beginning in 2011, CALGreen instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial and low-rise residential buildings, state-owned buildings, schools, and hospitals. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory requirements and may adopt CALGreen with amendments for stricter requirements. Future development would, at a minimum, be required to comply with the mandatory measures included in the current 2019 Energy Code (California Code of Regulations, Title 24, Part 6) and the 2019 CALGreen standards. The mandatory standards require the following:

- Residential solar requirements;
- Outdoor water use requirements as outlined in local water efficient landscaping ordinances or current Model Water Efficient Landscape Ordinance standards, whichever is more stringent;
- Requirements for water conserving plumbing fixtures and fittings;
- 65 percent construction/demolition waste diverted from landfills;
- Inspections of energy systems to ensure optimal working efficiency; and
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards.

Similar to the compliance reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen operational water reduction requirements must be demonstrated through completion of water use reporting forms for new low-rise residential and non-residential buildings. The water use compliance form must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate. The project does not involve any unusual characteristics that would result in excessive long-term operational demand for electricity or natural gas. The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and RPS, and the applicable local plan is the General Plan. All future development projects would be required to meet the mandatory energy requirements of 2019 CALGreen and the 2019 California Energy Code, at a minimum. Future projects would be required to comply with the Sustainable Santee Plan by increasing energy efficiency and installing solar photovoltaic systems. This would be demonstrated through completion of the Sustainable Santee Plan Consistency Checklist. The project would not conflict with or obstruct implementation of CALGreen and the California Energy Code, or with SDG&E's implementation of RPS. Project adherence with state and federal regulations and the Sustainable Santee Plan goals will guide reductions in the City's collective long-term operational energy use. Impacts relative to the inefficient, wasteful, or unnecessary consumption of energy would be less than significant.

8.2.2 Energy Plans

The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and RPS, and the applicable local plan is the Sustainable Santee Plan. As discussed under Section 8.2.1, Energy Consumption, above, the project would be required to meet the mandatory energy requirements of 2019 CALGreen and the 2019 California Energy Code. The project would not conflict with or obstruct implementation of CALGreen and the California Energy Code, or with SDG&E's implementation of RPS. Additionally, as detailed in Section 4.6, Greenhouse Gas Emissions, future development would be consistent with Sustainable Santee Plan Goals and Implementing Measures. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

8.3 Mineral Resources

Consistent with CEQA Guidelines Appendix G, a significant impact to mineral resources would occur if the project would:

- 1) 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.
- 2) 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.

The Surface Mining and Reclamation Act (SMARA) of 1975 established policies for the conservation, development, and reclamation of mineral lands. It also contained specific provisions for the California

Geological Survey to classify the regional significance of mineral resources through the use of Mineral Resource Zones (MRZs). The following provides a description of the four different MRZs:

- MRZ-1 designates areas where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2 designates areas underlain by mineral deposits where geologic data indicates that significant measured or indicated mineral resources are present.
- MRZ-3 designates areas that contain known mineral deposits, the significance of which cannot be evaluated from available data.
- MRZ-4 designates areas where available information is inadequate for assignment to an MRZ zone.

Rezone Sites 15, 16A, 16B, 17, and 20A are designated as MRZ-2, Sites 1-12, 19, 24, 29, 30 and both Graves Avenue sites are designated as MRZ-3, and Sites 18, 20B, 35, and 25 are designated as a mix of both MRZ-2 and MRZ-3. Although some Rezone Sites are located within a MRZ-2 designated area, these areas are not zoned for mining operations and the existing land use would also not be a mining land use as mining would not be a consistent land use with the surrounding area. While these lands may support mineral resources, mining operations at these sites would not be feasible considering the proximity to sensitive receptors and existing established neighborhoods. Furthermore, the Rezone Sites are not designated as locally important mineral resource recovery sites in the Santee General Plan. Therefore, the project would not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan, and impacts would be less than significant.

Chapter 9

Project Alternatives

The California Environmental Quality Act (CEQA) Guidelines Section 15126.6 requires that an Environmental Impact Report (EIR) compare the effects of a “reasonable range of alternatives” to the project. The State CEQA Guidelines further specify that the alternatives selected should attain most of the basic project objectives and avoid or substantially lessen one or more significant effects of the project. The “range of alternatives” is governed by the “rule of reason,” which requires the EIR to set forth only those alternatives necessary to permit an informed and reasoned choice by the lead agency, and to foster meaningful public participation (CEQA Guidelines Section 15126.6[f]). CEQA generally defines “feasible” to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, while also taking into account economic, environmental, social, technological, and legal factors.

9.1 Selection of Alternatives

As discussed throughout Chapter 4.0 of this Program EIR (PEIR), the 6th Cycle Housing Element Rezone Program (project) would result in significant unavoidable environmental impacts related to air quality (consistency with air quality plans, criteria pollutants), greenhouse gas (GHG) emissions (emissions; policy consistency), noise (vehicular generated ambient noise), and transportation (vehicle miles traveled [VMT]). All other impacts were determined to be less than significant or would be mitigated to a level less than significant.

In developing the alternatives to be addressed, consideration was given to their ability to meet the basic objectives of the project and eliminate or substantially reduce significant environmental impacts. As identified in Chapter 3.0, project objectives include the following:

1. Implement Program 9 of the 6th Cycle 2021-2029 Housing Element to provide for the opportunity for future residential development on various sites throughout the City as identified by the Sites Inventory, with a density range of 30 to 36 dwelling units per acre (du/ac) on selected sites.
2. Also consistent with Program 9 and Program 10 of the 6th Cycle 2021-2029 Housing Element, provide a minimum of 25 acres to be rezoned (within 18 months of Housing Element adoption) to permit multi-family housing by right (without discretionary action) and to meet the requirements of Government Code 65583.2, including but not limited to a minimum density of 20 units per acre.
3. Maintain adequate housing sites for all income groups throughout the eight-year planning period.
4. Minimize potential land use compatibility conflicts associated with the proposed change to existing land use designations and zoning.

5. Increase the City of Santee's (City) overall housing capacity and capability to accommodate housing as required per the adopted Housing Element for the 2021-2029 housing cycle.

Alternatives selected for consideration include the No Project (No Rezone Program) Alternative and the Reduced Project Alternative. Alternative rezone sites were considered through the separate Housing Element process which evaluated numerous sites throughout the City for consideration as candidate rezone sites. Refer to the City's Housing Element adopted July 14, 2021 for additional information on the evaluation and selection of housing sites

As required under Section 15126.6 (e)(2) of the CEQA Guidelines, an EIR must identify the environmentally superior alternative. Pursuant to the CEQA Guidelines, if the No Project Alternative is determined to be the most environmentally superior project, then another alternative among the alternatives evaluated must be identified as the environmentally superior project. Section 9.3 addresses the environmentally superior alternative selected.

The following section provides an analysis of each major issue area included in the impact analysis for the project. Table 9-1 provides a matrix comparison of the significant impacts of the project as compared to each alternative.

Table 9-1 Matrix Comparison of the Project and Alternatives Impacts			
Environmental Issue Area	Project	No Project (No Rezone Program) Alternative	Reduced Project Alternative
Aesthetics	LTS	LTS/LESS	LTS/LESS
Air Quality	SU	SU/SAME	SU/SAME
Biological Resources	SM	SM/LESS	SM/LESS
Cultural and Tribal Cultural Resources	SM	SU/GREATER	SM/LESS
Geology and Soils	SM	SM/SAME	SM/SAME
Greenhouse Gas Emissions	SU	SU/SAME	SU/SAME
Hazards and Hazardous Materials	LTS	LTS/LESS	LTS/LESS
Hydrology and Water Quality	LTS	LTS/LESS	LTS/SAME
Land Use and Planning	LTS	LTS/LESS	LTS/SAME
Noise	SU	SU/SAME	SU/SAME
Population and Housing	LTS	LTS/SAME	LTS/SAME
Public Services and Recreation	LTS	LTS/LESS	LTS/SAME
Transportation	SU	SU/SAME	SU/SAME
Utilities and Service System	SM	LTS/LESS	SM/SAME
Wildfire	LTS	LTS/LESS	LTS/LESS
LTS = less than significant; SM = significant and mitigated; SU = significant and unavoidable			

9.2 Project Alternatives

Consistent with CEQA Guidelines Section 15126(d), the alternatives described below are analyzed to include sufficient information to allow a meaningful analysis and comparison with the project. For purposes of this analysis, those subject areas included in Chapter 4.0 are also included in the analysis

of the alternatives. The following sections include a discussion of the impacts of the alternatives compared to the project. The conclusion for each alternative also provides an overview of how the alternative meets, partially meets, or fails to meet the project objectives.

9.2.1 No Project (No Rezone Program) Alternative

The following discussion of the No Project (No Rezone Program) Alternative (No Project Alternative) is based on the CEQA Guidelines Section 15126.6(e)(3)(A) which states:

When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, an alternative will be the continuation of the existing plan, policy or operation into the future. Typically this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.

Consistent with CEQA Guidelines Section 15126.6(e)(3)(A), the No Project Alternative represents the continued implementation of the City's General Plan land use and zoning for each of the 25 housing sites and 2 sites on Graves Avenue, collectively known as the "Rezone Sites."

9.2.1.1 Description of the No Project (No Rezone) Alternative

Under the No Project Alternative, development within the City would proceed pursuant to the adopted General Plan and zoning map, which would have lesser overall residential development potential and would not include implementation of the 6th Cycle Housing Element Programs 9 and 10. Zoning changes at the Rezone Sites would not be contemplated and existing zoning would remain in place. Existing zoning at the Rezone Sites is shown in Chapter 3.0, Table 3-2. The No Project Alternative would not consider adoption of rezones necessary to achieve the City's Regional Housing Needs Allocation (RHNA).

9.2.1.2 Environmental Analysis of the No Project (No Rezone) Alternative

a. Aesthetics

Under the No Project Alternative, development throughout the City would continue based on existing zoning. The No Project Alternative would not result in the increased residential density required to meet the City's RNHA objectives. Although higher density development could not occur at these sites, development could proceed based on the existing land use designation and zoning, which is detailed in Table 3-2. Development under the No Project Alternative would be subject to Development Review consistent with Municipal Code Chapter 13.08 to ensure consistency with General Plan policies and applicable design and development review requirements including supplemental development regulations from the Town Center Specific Plan. The Development Review process would ensure that future development would not degrade scenic vistas, scenic resources, or visual quality. Compliance with Municipal Code standards related to light and glare (Chapter 13.08.070(G)), requiring that outdoor lighting be directed away from adjacent properties and set in a way to avoid any detriment to the surrounding area and lighting standards of the

Community Enhancement Element would ensure that future development would not result in impacts related to light and glare. Therefore, impacts related to aesthetics under the No Project Alternative would be less than significant, and slightly reduced compared to the project due to decreased density associated with the retention of existing zoning.

b. Air Quality

Future development under the No Project Alternative would occur consistent with the City's adopted General Plan land use plan, and therefore would be consistent with the existing growth projections for which regional air quality standards (RAQs) are based. Although development potential would be less compared to the project, construction time frames and equipment for site-specific development projects are not available at this time, and there is a potential for multiple development projects to be constructed at one time, resulting in significant construction-related emissions. While future development under this alternative would be required to implement mitigation measures documented in the City's General Plan, mitigation for air quality impacts would remain significant and unavoidable. Therefore, impacts associated with air quality under the No Project Alternative would be significant and unavoidable, the same as the project.

c. Biological Resources

Future development under the No Project Alternative would occur consistent with the City's adopted General Plan land use plan. The No Project Alternative would develop approximately 1,209 fewer dwelling units compared to the project, which is consistent with the existing General Plan and zoning. Although this decreased density could reduce impacts to biological resources, development consistent with the existing zoning designations could still occur within areas that support sensitive resources.

Future development under the No Project Alternative would be subject to implementation of mitigation measures documented in the City's General Plan for biological resources, which would reduce impacts related to sensitive species, sensitive habitats, and wetlands to a level less than significant. Therefore, impacts related to biological resources under the No Project Alternative would be less than significant, and slightly reduced compared to the project due to decreased density associated with the retention of existing zoning.

d. Cultural Resources and Tribal Cultural Resources

Future development under the No Project Alternative would occur consistent with the City's adopted General Plan land use plan. The No Project Alternative would develop approximately 1,209 fewer multi-family dwelling units compared to the project, which is consistent with the existing General Plan and zoning. Future development under this alternative would be required to implement mitigation measures documented in the City's General Plan for cultural resources and conduct tribal consultation consistent with the requirements of Assembly Bill (AB) 52. However, the City's General Plan EIR determined that some potential impacts associated with cultural resources may remain significant even with application of mitigation measures. Therefore, impacts related to cultural resources under the No Project Alternative would be significant and unavoidable, and greater than the project.

e. Geology/Soils

Future development under the No Project Alternative would occur consistent with the City's adopted General Plan land use plan and would be subject to the same regulations as the project. The No Project Alternative would develop approximately 1,209 fewer multi-family dwelling units compared to the project, but would support development consistent with the existing General Plan and zoning which could be subject to potential geologic hazards. Adherence to Safety Element policies, the Municipal Code, and the California Building Code would ensure that future development under this alternative would not cause substantial adverse effects associated with fault rupture, ground shaking, liquefaction, landslide, or expansive soils, and impacts would be less than significant. Similarly, adherence to applicable Municipal Code requirements would ensure that future development under this alternative would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant. Implementation of mitigation measures documented in the City's General Plan for paleontological resources would reduce impacts related to paleontological resources to a level less than significant. Therefore, impacts related to geology and soils under the No Project Alternative would be mitigated to a level less than significant, the same as the project.

f. Greenhouse Gas Emissions

Future development under the No Project Alternative would occur consistent with the City's adopted General Plan land use plan and would be subject to implementation of the City's Sustainable Santee Plan (Climate Action Plan). However, development under the No Project Alternative could result in significant and unmitigated impacts related to GHG emissions due to VMT inefficiency. Therefore, impacts associated with GHG under the No Project Alternative would be significant and unavoidable, the same as the project.

g. Hazards and Hazardous Materials

The No Project Alternative would develop approximately 1,209 fewer dwelling units compared to the project, and thereby result in fewer residential units that may be affected by potential hazards and hazardous materials. Future development would be required to adhere to multiple regulations related to hazardous materials handling and transport, including applicable state and local regulatory measures. Citywide General Plan Safety Element policies (refer to Section 4.7.2.4.a) would also support safe handling of hazardous materials. Future development under this alternative would be required to implement mitigation measures documented in the City's General Plan for hazardous materials. Future development under this alternative located within the Gillespie Field and MCAS Miramar Airport Land Use Compatibility Plans (ALUCPs) would be required to adhere to applicable City policies and regulations, as well as policies of the ALUCP. Furthermore, applications for all future projects under the No Project Alternative would be reviewed and approved by the Santee Fire Department prior to issuance of a building permit. Therefore, impacts associated with hazards and hazardous materials under the No Project Alternative would be mitigated to a level less than significant, the same as the project.

h. Hydrology and Water Quality

Future development under the No Project Alternative would be required to adhere to all applicable water quality standards as provided in various water quality regulations and plans including all pertinent requirements of the City's Jurisdictional Runoff Management Plan, Best Management Practice (BMP) Design Manual, National Pollutant Discharge Elimination System (NPDES) General Construction Permit, as well as all regulations related to water quality. Both redevelopment and new development on vacant sites would be required to comply with applicable stormwater management requirements which focuses on retention and infiltration of waters on-site. Additionally, development under this alternative would be required to comply with City General Plan policies and regulations that prioritize infiltration and treatment of stormwater. Future development would also be required to implement applicable stormwater BMPs and erosion control measures to retain flows on-site and minimize the velocity of stormwater runoff. Such BMPs could include on-site drainage swales, bioretention features, use of permeable pavers in parking areas and streets, or infiltration basins which also serve as a means for pollutant removal. Development under this alternative would be required to adhere to all state and local development regulations including the Municipal Code (Chapter 11.36), which establishes Flood Damage Prevention standards. Therefore, impacts associated with hydrology and water quality under the No Project Alternative would be less than significant, and slightly reduced compared to the project due to decreased density associated with the retention of existing zoning.

i. Land Use and Planning

The No Project Alternative would develop approximately 1,209 fewer dwelling units compared to the project. Future development under the No Project Alternative would occur consistent with the City's adopted General Plan land use plan. All future development under this alternative would be subject to a site-specific review that considers consistency with all applicable plans, including the City's General Plan. Therefore, impacts related to land use under the No Project Alternative would be less than significant, the same as the project.

j. Noise

Future development under the No Project Alternative would occur consistent with the City's adopted General Plan land use plan and would be subject to implementation of mitigation measures documented in the City's General Plan for noise to reduce potential impacts to a level less than significant. However, even with implementation of the mitigation measures, noise impacts could remain significant and unmitigated. Therefore, impacts associated with noise under the No Project Alternative would be significant and unavoidable, the same as the project.

k. Population and Housing

The No Project Alternative would develop approximately 1,209 fewer dwelling units compared to the project, and thereby result in less population growth. Future development under the No Project Alternative would be located in areas that are already served by infrastructure, and therefore would not induce population growth. The No Project Alternative would not displace a substantial number

of people or housing. Therefore, impacts associated with population and housing would be less than significant, the same as the project.

I. Public Services and Recreation

The No Project Alternative would develop approximately 1,209 fewer dwelling units compared to the project, and thereby result in fewer residential units that would require public services and recreation facilities. Future development under the No Project Alternative would not directly result in sufficient demand to require construction of new fire protection, police protection, school, library, or park and recreation facilities, since each incremental housing development would pay its fair share toward anticipated facility needs. Construction of any future public service or recreation facilities would require a separate environmental review and approval. Therefore, impacts associated with public services and recreation would be less than significant, and slightly reduced compared to the project due to decreased density associated with the retention of existing zoning.

m. Transportation

Future development under the No Project Alternative would be subject to an engineering and policy review that would ensure consistency with applicable policies related to transit, roadway, bicycle, and pedestrian facilities. The No Project Alternative does not propose any changes to the existing roadway network. The Transportation Impact Study prepared for the project determined that buildout of the No Project Alternative would generate an average resident VMT per capita of 18.7, which would be a reduction compared to 20.5 under the 2016 base year. However, the 18.7 VMT per capita under buildout of the No Project Alternative represents 98 percent of the base year regional average. Therefore, VMT per capita associated with the No Project Alternative would be greater than 85 percent of the regional average and would exceed the VMT threshold. Future development would be designed consistent with established roadway design standards, and access to the existing roadway network would be configured consistent with established roadway design standards that would allow for emergency access. Therefore, impacts associated with transportation would be significant and unavoidable, the same as the project.

n. Utilities and Service System

The No Project Alternative would develop approximately 1,209 fewer dwelling units compared to the project, and thereby result in fewer residential units that would require utility services. However, development under the existing General Plan would increase demand for utilities and services. Utility infrastructure improvements and relocations under the No Project Alternative would be evaluated as part of a future review for site-specific projects. Should separate utility extensions be required outside of the footprints of future site-specific projects, they would require an environmental review and compliance with regulations in existence at that time would address potential environmental impacts. The No Project Alternative would likely result in less demand for water supply, wastewater treatment, and solid waste disposal compared to development proposed under the project. Therefore, impacts associated with utilities and service system would be less than significant, and slightly reduced compared to the project due to decreased density associated with the retention of existing zoning.

o. Wildfire

The No Project Alternative would develop approximately 1,209 fewer dwelling units compared to the project, and thereby result in fewer residential units that may be exposed to wildfire. This alternative does not propose any changes to the City's existing circulation network, and no land uses are proposed that would impair implementation of or physically interfere with the City's emergency response plan, evacuation routes, or conflict with any of the Multi-Jurisdictional Hazard Mitigation Plan specific hazard mitigation goals, objectives, and related actions. Additionally, future development would be required to adhere to the City's General Plan (Safety Element) policies including, 4.2, 4.3, 4.4, 4.11, and 4.12 which address emergency response and emergency evacuation. Future development located within the Very High Fire Hazard Severity Zone (VHFHSZ) would comply with applicable California Fire Code and City General Plan requirements, and include enhanced fire protection measures as detailed in the City's building and fire codes. Future development under this alternative would also be required to comply with applicable regulations and policies related to flooding, drainage patterns, and landslides. Therefore, impacts associated with wildfire under the No Project Alternative would be less than significant, and slightly reduced compared to the project due to decreased density associated with the retention of existing zoning.

9.2.1.3 Conclusion Regarding the No Project Alternative

As described throughout Section 9.2.1.2 and summarized in Table 9-1, the No Project Alternative would result in similar impacts compared to the project, with only cultural and tribal cultural resources seeing an increase in the severity of impacts. The No Project Alternative would develop approximately 1,209 fewer dwelling units, resulting in less density throughout the City; however, future development would be required to adhere to existing state and local regulations and would be required to implement relevant mitigation measures set forth in the City's General Plan EIR. Therefore, impacts associated with geology and soils, hazards and hazardous materials, land use, and population and housing would be the same compared to the project. Impacts associated with aesthetics, biological resources, hydrology and water quality, public services and recreation, utilities and service system, and wildfire would be slightly reduced under this alternative due to the retention of the existing zoning designations, which would decrease density at these sites. Impacts related to air quality, GHG, noise, and transportation would be significant and unavoidable, the same as the project. Impacts related to cultural and tribal cultural resources would be significant and unavoidable, greater than the project. Furthermore, the No Project Alternative would not meet any of the project objectives.

This alternative would not satisfy any of the project objectives stated in Chapter 3.0, Project Description, because buildout of the No Project (No Rezone) Alternative would not provide enough residential units to meet the City's RHNA allocation; nor would it implement Housing Element programs.

9.2.2 Reduced Project Alternative

9.2.2.1 Description of the Reduced Project Alternative

The Reduced Project Alternative would remove Rezone Sites 1 through 10 (refer to Table 3-2 and Figure 3-2a) from consideration for future rezone actions and associated residential development. Rezone Sites 1 through 10 would retain the existing Low Density Residential (R-1A) zoning designation.

Removal of these 10 Rezone Sites would reduce the potential for development of approximately 124 residential units at these sites. However, the Reduced Project Alternative would still allow for adoption of rezones up to approximately 1,821 residential units, which would exceed the 1,209 units needed through rezones to accommodate the City's RHNA allocation. Therefore, the Reduced Project Alternative would ultimately result in development of an adequate amount of new residential options; however, a subset of the rezone sites that could be developed would be eliminated. All other aspects of the project would remain the same, including adoption of Housing Element Program 9, Housing Element Program 10, and rezoning of the Graves Avenue Parcels.

9.2.2.2 Environmental Analysis of the Reduced Project Alternative

a. Aesthetics

The Reduced Project Alternative would remove Rezone Sites 1 through 10 located just north of the urbanized portion of the City. Future development of these sites would occur consistent with the existing R1-A (Low Density Residential) zoning designation, which would reduce alterations of scenic vistas, scenic resources, and visual quality in these locations compared to the project due to the decreased density. Potential impacts related to aesthetics would be the same for the remaining Rezone Sites. However, development under this alternative would be subject to Development Review consistent with Municipal Code Chapter 13.08 to ensure consistency with General Plan policies and applicable design and development review requirements including supplemental development regulations from the Town Center Specific Plan. The Development Review process would ensure that future development would not degrade scenic vistas, scenic resources, or visual quality. Compliance with the Municipal Code standards related to light and glare (Chapter 13.08.070(G)), requiring that outdoor lighting be directed away from adjacent properties and set in a way to avoid any detriment to the surrounding area and lighting standards of the Community Enhancement Element would ensure that future development would not result in impacts related to light and glare. Therefore, impacts related to aesthetics under the Reduced Project Alternative would be less than significant, the same as the project, and incrementally reduced compared to the project due to the removal of Rezone Sites 1 through 10.

b. Air Quality

Although this alternative would reduce the potential for development of approximately 124 residential units compared to the project, the Reduced Project Alternative would still potentially allow for development of approximately 1,821 residential units through rezones. This remaining

development potential through future rezones would exceed the 1,209 units that are needed through rezones to accommodate the City's RHNA allocation. Therefore, while this alternative would provide less flexibility for potential rezone sites, the Reduced Project Alternative would ultimately result in development of the same number of residential units as the project since only a subset of the total sites will ultimately be selected for rezoning. As with the project, buildout of the Reduced Project Alternative would result in an increase in emissions compared to buildout of the adopted zoning and land use designations. Therefore, buildout of this alternative would exceed the assumptions used to develop the RAQS and would result in significant unavoidable impact associated with air quality plan consistency and operational criteria pollutants. Even with implementation of mitigation measure AQ-1, impacts associated with criteria pollutants during construction would remain significant and unavoidable. As with the project, buildout of the Reduced Project Alternative would not result in a carbon monoxide (CO) hot spot. Additionally, construction and operation of future development would not result in the exposure of sensitive receptors to toxic air contaminants (TACs) from construction activities, stationary sources, or mobile sources, and impacts would be less than significant. Emissions from construction equipment, such as diesel exhaust, and volatile organic compounds (VOCs) from architectural coatings and paving activities may generate odors; however, these odors would be temporary, intermittent, and not expected to affect a substantial number of people. Once operational, future development implemented under this alternative would include residential and associated commercial uses that are generally not a source of objectionable odors. Therefore, impacts associated with air quality under the Reduced Project Alternative would be significant and unavoidable, the same as the project.

c. Biological Resources

The Reduced Project Alternative would remove Rezone Sites 1 through 10 located just north of the urbanized portion of the City. Future development of these sites would occur consistent with the existing R1-A (Low Density Residential) zoning designation, which would potentially reduce impacts on sensitive plants, sensitive wildlife, including coastal California gnatcatcher nesting birds or migratory birds, Diegan coastal sage scrub, valley, foothill grassland, and wetlands compared to the project due to the decreased density. Potential impacts on biological resources would be the same for the remaining Rezone Sites. Implementation of mitigation measures BIO-1 through BIO-5 would reduce impacts to sensitive plants, sensitive wildlife, and sensitive vegetation communities to a level less than significant. Implementation of mitigation measure BIO-6 would reduce impacts to on-site jurisdictional waters and wetlands to a level less than significant. Implementation of mitigation measures BIO-1 through BIO-6 would ensure future development under this alternative would be consistent with the Draft Santee Subarea Plan by requiring site-specific surveys, determining the extent of any potential impacts, and providing mitigation to reduce impacts to a level less than significant. Therefore, impacts related to biological resources under the Reduced Project Alternative would be mitigated to a level less than significant, the same as the project, and incrementally reduced compared to the project due to the removal of Rezone Sites 1 through 10.

d. Cultural and Tribal Cultural Resources

Rezone Sites 1 through 10 that would be removed under the Reduced Project Alternative are not located adjacent to any known historic resources. Therefore, this alternative would not reduce potential impacts on historic resources compared to the project. Implementation of mitigation

measure CUL-1 would reduce potential impacts associated with the remaining Rezone Site to a level less than significant. Rezone Sites 1 through 10 that would be removed under the Reduced Project Alternative are designated as having Moderate Potential for Register Eligible Buried Archaeological Sites. Therefore, this alternative would slightly reduce potential impacts on archaeological resources, religious, and sacred uses or tribal cultural resources due to the decreased density of development at these sites. Potential impacts on archaeological resources, religious and sacred uses, or tribal cultural resources would be the same for the remaining Rezone Sites. Implementation of mitigation measures CUL-2 and CUL-3 would reduce potential impacts associated with the remaining Rezone Site to a level less than significant. This alternative would additionally implement Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5 and comply with the California Native American Graves Protection and Repatriation Act (2001), the federal Native American Graves Protection and Repatriation Act (1990), as well as AB 52 to avoid adverse impacts to human remains. Therefore, impacts related to cultural resources under the Reduced Project Alternative would be mitigated to a level less than significant, and incrementally reduced compared to the project due to the removal of Rezone Sites 1 through 10 designated as having moderate potential for Register Eligible Buried Archaeological Sites.

e. Geology/Soils

Removal of Rezone Sites 1 through 10 from the Reduced Project Alternative would reduce the amount of land mapped with liquefaction potential. However, all remaining Rezone Sites under this alternative are identified as having liquefaction potential. Adherence to Safety Element policies, the Municipal Code, and the Uniform Building Code would ensure that future development under this alternative would not cause substantial adverse effects associated with fault rupture, ground shaking, liquefaction, landslide, or expansive soils, and impacts would be less than significant. Similarly, adherence to applicable Municipal Code requirements would ensure that future development under this alternative would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant. Implementation of mitigation measure GEO-1 would reduce impacts related to paleontological resources to a level less than significant. Therefore, impacts related to geology and soils under the Reduced Project Alternative would be mitigated to a level less than significant, the same as the project.

f. Greenhouse Gas Emissions

Although this alternative would reduce the potential for development of approximately 124 residential units, the Reduced Project Alternative would still potentially allow for development of approximately 1,821 residential units through rezones. This remaining development potential through future rezones would exceed the 1,209 units that are needed through rezones to accommodate the City's RHNA allocation. Therefore, while this alternative would provide less flexibility for potential rezone sites, the Reduced Project Alternative would ultimately result in development of the same number of residential units as the project. Removal of Rezone Sites 1 through 10 located just north of the urbanized portion of the City would potentially have some incremental benefit in terms of GHG emission reductions since they are the furthest removed from activity centers and could generate more VMT per capita compared to other sites located within job centers and commercial areas. However, the degree of this VMT reduction is uncertain, and this alternative would still result in an increase in development not accounted for in the Sustainable

Santee Plan. Both discretionary and by-right development implemented under the project would be required to incorporate each of the applicable measures identified in the Consistency Checklist to mitigate cumulative GHG emissions as well as applicable Transportation Demand Management measures listed in mitigation measure TRA-1. However, because the effectiveness of GHG and VMT reducing measures is context-sensitive and would vary depending on the site-specific project site, it is not guaranteed that each individual project would fully mitigate impacts at this program level of review. Therefore, impacts associated with GHG under the Reduced Project Alternative would be significant and unavoidable, the same as the project.

g. Hazards and Hazardous Materials

Future development would be required to adhere to extensive regulations related to hazardous materials handling and transport, including applicable state and local regulatory measures. Citywide General Plan Safety Element Policies (refer to Section 4.7.2.4.a) would also supporting safe handling of hazardous materials. Implementation of mitigation measure HAZ-1 would reduce potential impacts associated with accidental release of unknown hazardous materials to a level less than significant. None of the Rezone Sites that would remain under this alternative are located within 0.25 mile of an existing school or adjacent to a known hazardous materials site. Rezone Sites that would remain under this alternative located within the Gillespie Field and MCAS Miramar ALUCPs would be required to adhere to applicable City policies and regulations, as well as policies of the ALUCP. The Reduced Project Alternative does not propose any changes to the City's existing circulation network, and no land uses are proposed that would impair implementation of or physically interfere with the City's emergency response plan, evacuation routes, or conflict with any of the Multi-Jurisdictional Hazard Mitigation Plan specific hazard mitigation goals, objectives, and related actions. Furthermore, applications for all future projects within the Rezone Sites, whether discretionary or by-right, would be reviewed and approved by the Santee Fire Department prior to issuance of a building permit. This alternative would remove Rezone Sites 1 through 10, which are located within an area mapped as VHFHSZ, and thereby reduce risk associated with wildfire compared to the project. The only remaining Rezone Site located within the VHFHSZ would comply with applicable California Fire Code, City General Plan, and City Municipal Code requirements. Therefore, impacts associated with hazards and hazardous materials under the Reduced Project Alternative would be less than significant, and incrementally reduced compared to the project due to the removal of Rezone Sites 1 through 10 located within the VHFHSZ.

h. Hydrology and Water Quality

Future discretionary and/or by-right development under this alternative would be required to adhere to all applicable water quality standards as provided in various water quality regulations and plans including all pertinent requirements of the City's Jurisdictional Runoff Management Plan, BMP Design Manual, NPDES General Construction Permit, as well as all regulations related to water quality. Both redevelopment and new development on vacant sites would be required to comply with applicable stormwater management requirements which focuses on retention and infiltration of waters on-site. Additionally, development under this alternative would be required to comply with City General Plan policies and regulations that prioritize infiltration and treatment of stormwater. Future development would also be required to implement applicable stormwater BMPs and erosion control measures to retain flows on-site and minimize the velocity of stormwater runoff. Such BMPs could include on-site

drainage swales, bioretention features, use of permeable pavers in parking areas and streets, or infiltration basins which also serve as a means for pollutant removal. Development under this alternative would be required to adhere to all state and local development regulations including Municipal Code (Chapter 11.36), which establishes Flood Damage Prevention standards. Therefore, impacts associated with hydrology and water quality under the Reduced Project Alternative would be less than significant, the same as the project.

i. Land Use and Planning

Removal of Rezone Sites 1 through 10 under the Reduced Project Alternative would not avoid any land use impacts. The remaining Housing Sites are in urbanized areas that are already served by existing infrastructure. Implementation of the rezones would result in increased allowable residential density, or newly allowed residential density within all sites, except the Graves Avenue Sites (see Table 3-2). Although the additional density or change to residential use would increase the intensity of land uses at the sites, they would constitute infill development and would not divide an established community. Additionally, this alternative would not require any new major infrastructure or improvements that could physically divide an established community. Furthermore, development of the Rezone Sites within the TCSP would be required to adhere to all supplemental development regulations of those sites ensuring they would be compatible with the existing community.

The Reduced Project Alternative would implement the City's Housing Element programs to meet the City's RHNA requirements and comply with state housing mandates. Future discretionary development would require a subsequent site-specific environmental review that would consider each project's consistency with all applicable plans, including the City's General Plan. Future by-right development would be required to adhere to the City's proposed Objective Design Standards which includes design guidelines and regulations to ensure consistency with City plans and policies. Both future ministerial and discretionary review would be subject to review for consistency with the City's General Plan and Municipal Code regulations that serve to reduce or avoid environmental impacts. Therefore, impacts associated with land use under the Reduced Project Alternative would be less than significant, the same as the project.

j. Noise

The Reduced Project Alternative would remove Rezone Sites 1 through 10. Impacts related to noise at all the remaining Rezone Sites under this alternative would be the same as for the project. Implementation of mitigation measure NOS-1 would reduce land use compatibility noise impacts associated with vehicle noise to a level less than significant. However, impacts associated with increases in ambient noise levels would remain significant and unavoidable. Implementation of mitigation measure NOS-2 would reduce impacts associated with construction of future development under this alternative to a level less than significant. Impacts associated with stationary noise would be less than significant. Implementation of mitigation measure NOS-3 would reduce impacts associated with vibration to a level less than significant. None of the Rezone Sites that would be developed under this alternative are within the 65 CNEL noise contours of Gillespie Field Airport or MCAS Miramar. Therefore, impacts related to noise under the Reduced Project Alternative would remain significant and unavoidable, the same as the project.

k. Population and Housing

Although this alternative would reduce the potential for development of approximately 124 residential units compared to the project, the Reduced Project Alternative would still potentially allow for development of approximately 1,821 residential units through rezones. This remaining development potential through future rezones would exceed the 1,209 units that are needed through rezones to accommodate the City's RHNA allocation. Therefore, while this alternative would provide less flexibility for potential rezone sites, the Reduced Project Alternative would ultimately result in development of the same number of residential units as the project since only a subset of the total sites will ultimately be selected for rezoning. As with the project, buildout of the Reduced Project Alternative would facilitate land use changes in the City that would allow the City to achieve their housing goals. The project would further implement state requirements to allow for ministerial approvals of certain housing projects that include an affordable component, which would facilitate and encourage construction of housing in the City. The project would not induce substantial unplanned population growth as all rezones are located within existing developed areas with access to services, roadways, and utilities. Therefore, impacts associated with population and housing under the Reduced Project Alternative would be less than significant, the same as the project.

l. Public Services and Recreation

Future discretionary and/or by-right development under the Reduced Project Alternative would not directly result in sufficient demand to require construction of new fire protection, police protection, school, library, or park and recreation facilities. While each incremental housing development would pay development impact fees toward anticipated facility needs, this alternative would not warrant construction of a new facility at this time. Construction of any future public service or recreation facilities would be evaluated under a separate environmental review and approval. Although this alternative would reduce the potential for development of approximately 124 residential units, the Reduced Project Alternative would still potentially allow for development of approximately 1,821 residential units through rezones. This remaining development potential through future rezones would exceed the 1,209 units that are needed through rezones to accommodate the City's RHNA allocation. Therefore, while this alternative would provide less flexibility for potential rezone sites, the Reduced Project Alternative would ultimately result in development of the same number of residential units as the project. Therefore, impacts associated with public services and recreation would be less than significant, the same as the project.

m. Transportation

Future discretionary and/or by-right development at the Rezone Sites would adhere to an engineering and policy review that would ensure consistency with applicable policies related to transit, roadway, bicycle, and pedestrian facilities. Although this alternative would reduce the potential for development of approximately 124 residential units, the Reduced Project Alternative would still potentially allow for development of approximately 1,821 residential units through rezones. This remaining development potential through future rezones would exceed the 1,209 units that are needed through rezones to accommodate the City's RHNA allocation. Therefore, while this alternative would provide less flexibility for potential rezone sites, the Reduced Project Alternative would ultimately result in development of the same number of residential units as the project.

Removal of Rezone Sites 1 through 10 under the Reduced Project Alternative would potentially have some incremental benefit in terms of VMT reductions since these sites are the most removed from activity centers and could generate more VMT per capita compared to other sites located within job centers and commercial areas. However, the degree of this VMT reduction is uncertain, and it is unknown whether individual projects would be able to fully mitigate potential VMT impacts through implementation of Transportation Demand Management measures listed in mitigation measure TRA-1. Therefore, it is assumed that the Reduced Project Alternative would generate the same amount of VMT as the project, which would exceed 85 percent of the regional average, and impacts would remain significant and unavoidable.

This alternative does not propose any changes to the existing roadway network. Future discretionary and/or by-right development would be designed consistent with established roadway design standards, and access to the existing roadway network would be configured consistent with established roadway design standards that would allow for emergency access. Therefore, impacts associated with transportation would be significant and unavoidable, the same as the project.

n. Utilities and Service System

Although this alternative would reduce the potential for development of approximately 124 residential units, the Reduced Project Alternative would still potentially allow for development of approximately 1,821 residential units through rezones. This remaining development potential through future rezones would exceed the 1,209 units that are needed through rezones to accommodate the City's RHNA allocation. Therefore, while this alternative would provide less flexibility for potential rezone sites, the Reduced Project Alternative would ultimately result in development of the same number of residential units as the project.

Future discretionary and/or by-right development would be located within existing developed areas with access to utility infrastructure; however, like the project new development would require connections to existing lines, the physical impacts of which would be evaluated at the time of future project submittal. Regulatory conformance and application of the same mitigation framework in this PEIR, including MM-VIS-1, MM-AQ-1, MM-BIO-1 through MM-BIO-6, MM-CUL-1 through MM-CUL-3, MM-GEO-1, MM-GHG-1 and MM-GHG-2, MM-HAZ-1, MM-NOS-1 through MM-NOS-3, and MM-TRA-1, would ensure impacts associated with the relocation or construction of utility infrastructure would be less than significant.

With respect to adequacy of water supply, future discretionary and/or by-right development would be required to adhere to state and local water conservation and efficiency measures. Based on the water efficiency of multi-family development and existing regulations that require new construction to be water efficient, future development under this alternative would not affect the ability of the Padre Dam Municipal Water District (PDMWD) to plan for adequate water supplies within the City during normal, dry, and multiple dry years. Based on the PDMWD existing facility capacity and expansion plans for the Ray Stoyer Water Recycling Facility, the water efficiency of multi-family residential development, and review of future development for conformance with local regulations and adherence to General Plan policies, this alternative would not result in a determination by the wastewater treatment provider that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Future discretionary and/or

by-right development would be reviewed for conformance with state and local regulations and adherence to General Plan policies regarding solid waste. Therefore, impacts associated with utilities and service system would be less than significant, the same compared to the project.

o. Wildfire

The Reduced Project Alternative does not propose any changes to the City's existing circulation network, and no land uses are proposed that would impair implementation of or physically interfere with the City's emergency response plan, evacuation routes, or conflict with any of the MHMP specific hazard mitigation goals, objectives, and related actions. Additionally, future development would be required to adhere to the City's General Plan (Safety Element) policies including, 4.2, 4.3, 4.4, 4.11, and 4.12, which address emergency response and emergency evacuation. This alternative would remove Rezone Sites 1 through 10, which are located within an area mapped as VHFHSZ, and thereby reduce risk associated with wildfire compared to the project. The only remaining Rezone Site located within the VHFHSZ would comply with applicable California Fire Code and City General Plan requirements, and include enhanced fire protection measures as detailed in the City's building and fire codes. Future development under this alternative would also be required to comply with applicable regulations and policies related to flooding, drainage patterns, and landslides. Therefore, impacts associated with wildfire under the Reduced Project Alternative would be less than significant, and incrementally reduced compared to the project due to the removal of Rezone Sites 1 through 10 located within the VHFHSZ.

9.2.2.3 Conclusion Regarding the Reduced Project Alternative

As described in Section 9.2.2.2 above, and summarized in Table 9-1, the Reduced Project Alternative would result in similar impacts compared to the project. The Reduced Project Alternative would remove potential rezone sites A and U that are proposed under the project. Adherence to applicable regulations and implementation of the mitigation measures identified in this PEIR would reduce impacts associated with aesthetics, biological resources, cultural and tribal cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, population and housing, public services and recreation, utilities and service systems, and wildfire to a level less than significant, the same as the project. The Reduced Project Alternative would have the same significance conclusions as the project. However, removal of Rezone Sites 1 through 10 would incrementally reduce impacts associated with aesthetics, biological resources, cultural and tribal cultural resources, hazards and hazardous materials, and wildfire. This alternative would ultimately result in development of the same number of residential units on all other Rezone Sites besides Rezone Sites 1 through 10 and therefore would result in the same level of impacts related to air quality, GHG, hydrology and water quality, land use, noise, population and housing, public services and recreation, transportation, and utilities and service system. As under the project, impacts associated with air quality, GHG, noise and transportation would remain significant and unavoidable.

9.3 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) requires an EIR to identify the environmentally superior alternative. If the No Project Alternative is the environmentally superior alternative, the EIR must

identify an environmentally superior alternative from the other alternatives. The project itself may not be identified as the environmentally superior alternative.

The Reduced Project Alternative would be the environmentally superior alternative because it would incrementally reduce significant impacts associated with aesthetics, biological resources, cultural and tribal cultural resources, hazards and hazardous materials, and wildfire compared to the project. However, none of the potentially significant impacts of the project would be completely avoided. Although this alternative would provide less flexibility for potential rezone sites, the Reduced Project Alternative would ultimately result in development of the same number of residential units as the project based on the ultimate selection of sites to be rezoned. The Reduced Project Alternative would meet most project objectives, although it would provide slightly less flexibility for implementation of rezoning adequate to meet the City's remaining RHNA allocation of 1,209 units (objective 5).

Chapter 10

References Cited

2.0 Environmental Setting

U.S. Consensus

- 2020 U.S. Census Bureau QuickFacts: Santee city, California.
<https://www.census.gov/quickfacts/santeecitycalifornia>.

4.1 Aesthetics

California Department of Transportation (Caltrans)

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Chapter 11

Individuals and Agencies Consulted

Agencies and individuals contacted during preparation of the Program Environmental Impact Report include the following:

City of Santee, Development Services Department

- Michael Coyne, Project Planner
- Minjie Mei, Principal Traffic Engineer

Santee School District

- Bryce Storm, Director of Facilities, Maintenance & Operations

Grossmont Union High School District

- Katy Wright, Executive Director Facilities Management

Native American Heritage Commission

- Andrew Green, Cultural Resources Analyst

Chapter 12

Certification

This document has been completed by the City of Santee's (City) Development Services Department and is based on independent analysis and determinations made pursuant to California Environmental Quality Act.

A list of contributing City and consultant staff members, their titles, and affiliations is provided below.

City of Santee

- Michael Coyne, Project Planner
- Minjie Mei, Principal Traffic Engineer

RECON Environmental, Inc.

Environmental Analysis and Report Preparation

- Jennifer Campos, Principal
- Lori Spar, Senior Environmental Analyst
- Morgan Weintraub, Environmental Analyst
- Natasha Dulik, Environmental Planner
- Cailin Lyons, Principal Biologist
- Carmen Zepeda-Herman, Archaeology Project Director
- Jesse Fleming, Senior Noise, Air, and GHG Technical Specialist
- Frank McDermott, GIS Manager/Coordinator
- Stacey Higgins, Senior Production Specialist
- Jennifer Gutierrez, Production Specialist

CR Associates

Traffic Impact Analysis

- Monique Chen, Principal
- Phuong Nguyen, PE, Transportation Engineer

Chapter 13

Mitigation Monitoring and Reporting Program

Section 21081.6 of the California Environmental Quality Act (CEQA) Guidelines requires that a Mitigation Monitoring and Reporting Program (MMRP) be adopted upon certification of an Environmental Impact Report (EIR) to ensure that the mitigation measures are implemented. The MMRP specifies the mitigation measures that have been identified to address potential impacts that would result from adoption and implementation of the City of Santee (City) 6th Cycle Housing Element Rezone Program (project) and future rezoning actions. The MMRP additionally identifies the entity responsible for implementing and/or monitoring the mitigation; and when in the process it should be accomplished.

The Housing Element Rezone Program EIR (PEIR) focuses on issues determined to be potentially significant by the City. The issues addressed in the PEIR include aesthetics, air quality, biological resources, cultural resources and tribal cultural resources, geology/soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services and recreation, transportation, utilities and service systems, and wildfire.

Public Resources Code Section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. After analysis, potentially significant impacts were identified for air quality, biological resources, cultural and tribal cultural resources, geology and soils (paleontological resources), GHG emissions, hazards and hazardous materials, land use and planning, noise, transportation, and public utilities.

Since implementation of the project would result in both future discretionary development and future ministerial development, the PEIR includes two levels of analysis and identifies mitigation appropriate to each scenario. Both future discretionary and ministerial development implemented consistent with the project would be required to implement identified mitigation measures. Additionally future ministerial development would require the incorporation of the City's objective design standards that would be applied during future ministerial reviews.

Mitigation measures have been identified for significant impacts related to air quality (criteria pollutants), biological resources (sensitive species, sensitive vegetation communities, wetlands, wildlife corridors), cultural and tribal cultural resources (archaeological and tribal cultural resources), geology and soils (paleontological resources), GHG emissions (GHG emissions and policy and plan consistency), hazardous materials (transport, accidental release, emission of hazardous emissions), noise (noise standards and groundborne noise and vibration), GHG (vehicle miles traveled [VMT]), and public utilities (relocation or construction of facilities). Impacts related to air quality (land use plan consistency, criteria emissions), GHG emissions (GHG emissions and policy and plan consistency), land use and planning (policy/plan consistency), noise (noise standards), and transportation (VMT) would remain significant and unavoidable at the program level.

The MMRP for the project is under the jurisdiction of the City. As specified in Table 13-1, the MMRP summarizes the potentially significant impacts and lists the associated mitigation measures and the monitoring efforts necessary to ensure that the measures are properly implemented

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Aesthetics			
Impact VIS-1: Visual Character or Quality	Refer to mitigation measure MM-CUL-1 below.	Prior to the issuance of any permit for a development in the Rezone Site areas.	City of Santee
Air Quality			
Impact AQ-2: Cumulative Net Increases of Criteria Pollutants	<p>MM-AQ-1: Construction:</p> <p>The City shall require project applicants to identify the measures that would be taken at the construction site to reduce construction-related criteria air pollutants such that they do not exceed the SDAPCD screening thresholds. Based on typical construction emissions, implementation of the following measures would be sufficient to reduce air pollutant emissions during construction:</p> <ul style="list-style-type: none"> • Requiring fugitive dust control measures that exceed SDAPCD’s Rules , 52, 54, and 55, such as: • Requiring use of non-toxic soil stabilizers to reduce wind erosion. • Applying water every four hours to active soil-disturbing activities. • Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. <p>Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) emission limits, applicable for engines between 50 and 750 horsepower.</p> <p>Ensuring construction equipment is properly serviced and maintained to the manufacturer’s standards. Limiting nonessential idling of construction equipment to no more than five consecutive minutes.</p> <p>Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating materials</p>	Prior to the issuance of any permit for a development in the Rezone Site areas.	City of Santee

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>can be found on the SCAQMD's website at: http://www.aqmd.gov/prdas/brochures/SuperCompliant_AIM.pdf.</p> <p>Operation:</p> <p>In regard to operational emissions, measures included as part of the Sustainable Santee Plan, such as expansion of the pedestrian and bicycle networks, installation of electric vehicle charging stations, and solar photovoltaics requirements, would also reduce criteria air pollutants within the City. However, because the project would exceed the growth projections used to develop the RAQS, no mitigation measures are available that would reduce impacts below the screening thresholds</p>		
Biological Resources			
<p>Impact BIO-1: Sensitive Species (sensitive plants and sensitive wildlife)</p> <p>Impact BIO-2: Sensitive Species (least Bell's vireo)</p> <p>Impact BIO-3: Sensitive Species (coastal California gnatcatcher)</p> <p>Impact BIO-4: Sensitive Species (migratory and/or nesting birds)</p>	<p>MM-BIO-1: Applications for future development, where the City has determined a potential for impacts to sensitive biological resources, shall be required to comply with the following mitigation measure.</p> <p>a) Prior to issuance of any construction permit or any earth-moving activities, a site specific general biological resources survey shall be conducted to identify the presence of any sensitive biological resources, including any sensitive plant or wildlife species. A biological resources report shall be submitted to the City to document the results of the biological resources survey. The report shall include: (1) the methods used to determine the presence of sensitive biological resources; (2) vegetation mapping of all vegetation communities and/or land cover types; (3) the locations of any sensitive plant or wildlife species; (4) an evaluation of the potential for occurrence of any listed, rare, and narrow endemic species; and (5) an evaluation of the significance of any potential direct or indirect impacts from the proposed project. If suitable habitat for sensitive species is identified based on the general biological survey, then focused presence/absence surveys shall be conducted in accordance with applicable resource agency survey protocols and incorporated into the biological</p>	<p>Prior to the issuance of any permit for a development in the Rezone Site areas.</p>	<p>City of Santee</p>

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>resources report. If potentially significant impacts to sensitive biological resources are identified, project-level grading and site plans shall incorporate project design features to avoid or minimize direct impacts on sensitive biological resources to the extent feasible, and the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance, where feasible. If suitable habitat for sensitive species is identified based on the general biological survey, then focused presence/absence surveys shall be conducted in accordance with applicable resource agency survey protocols and incorporated into the biological resources report.</p> <p>b) Environmentally Sensitive Areas (ESAs) shall be identified in the biological resources report and avoided to the maximum extent practicable. In areas near or adjacent to ESAs (i.e., natural habitats and vegetation, wetlands, wildlife areas, wildlife corridors), the biological resources report will consider the following measures:</p> <p>Avoidance of ESAs. In areas near or adjacent to ESAs, construction limits shall be clearly demarcated using highly visible barriers (such as silt fencing), which shall be installed under the supervision of a qualified biologist prior to the commencement of work. Construction personnel shall strictly limit their activities, vehicles, equipment, and construction materials to the project footprint, including designated staging areas, and routes of travel. The construction areas shall be limited to the minimal area necessary to complete the proposed project. The fencing shall remain in place until the completion of all construction activities and shall be promptly removed when construction is complete.</p> <p>Biological Monitoring. A qualified biological monitor shall conduct construction monitoring of all work conducted within/adjacent to environmentally sensitive areas during all vegetation removal and ground-disturbing activities such as staging and grading, for the duration of the</p>		

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>proposed project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat outside the project footprints and to survey for sensitive wildlife species. When vegetation removal and ground-disturbing activities are not occurring, as-needed monitoring at the project sites shall occur.</p> <p>Worker Environmental Awareness Program. In areas near or adjacent to ESAs, a qualified biologist shall conduct a Worker Environmental Awareness Program (WEAP) training session for project and construction personnel prior to the commencement of work. The training shall include a description of the species of concern and their habitats, the general provisions of the Endangered Species Acts (FESA and CESA), the penalties associated with violating the provisions of the acts, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries.</p> <p>Best Management Practices. During future project construction activities, the following best management practices (BMPs) shall be implemented:</p> <ul style="list-style-type: none"> • All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities shall occur in developed or designated non-sensitive upland habitat areas. The designated upland areas shall be located to prevent runoff from any spills from entering Waters of the US. • A construction Storm Water Pollution Prevention Plan (SWPPP) and a soil erosion and sedimentation plan shall be developed (where requirements are met) to minimize erosion and identify specific pollution prevention measures that shall eliminate or control potential point and nonpoint pollution sources onsite during and following the project construction phase. The SWPPP shall identify specific BMPs during project construction to prevent any water quality standard exceedances. In addition, the SWPPP shall contain provisions for 		

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>changes to the plan such as alternative mechanisms, if necessary, during project design and/or construction to achieve the stated goals and performance standards.</p> <ul style="list-style-type: none"> • Trash shall be stored in closed containers so that it is not readily accessible to scavengers and shall be removed from the construction site on a daily basis. • Water quality shall be visually monitored by the biological monitor to ensure that no substantial increases in turbidity occur during construction. • All relevant natural resource permits and authorizations shall be obtained from appropriate agencies (i.e., USACE, RWQCB, and CDFW) prior to the initiation of construction activities. Permit conditions contained within the permits and authorizations shall be employed throughout the duration of the project. • Hydrologic connectivity shall be maintained within drainages during the duration of construction. Brush, debris material, mud, silt, or other pollutants from construction activities shall not be placed within drainages and shall not be allowed to enter a flowing stream. • Dust control measures shall be implemented by the contractor to reduce excessive dust emissions. Dust control measures shall be carried out at least two times per day on all construction days, or more during windy or dry periods, and may include wetting work areas, the use of soil binders on dirt roads, and wetting or covering stockpiles. • No pets shall be allowed in, or adjacent to, the project sites. • Rodenticides, herbicides, insecticides, or other chemicals that could potentially harm wildlife or native plants shall not be used near or within ESAs within or near the roadway segments. 		

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<ul style="list-style-type: none"> • Construction equipment shall be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site during the course of construction. • The cleaning of equipment will occur at least 300 feet from ESA fencing • Use of Native Plants. All project-related planting and landscaping shall not use plants listed on California Invasive Plant Council (Cal-IPC). Locally native plants shall be used near open space and native areas to the greatest extent feasible. <p>MM-BIO-2: Applications for future development, wherein the City has determined a potential for impacts to least Bell’s vireo, shall be required to comply with the following mitigation framework.</p> <p>Prior to issuance of a permit for grading or vegetation removal, USFWS protocol surveys for least Bell’s vireo shall be required should project construction occur within 300 feet of riparian habitat during the breeding season (April 10 to July 31). If least Bell’s vireo are identified during the protocol surveys, then noise attenuation measures shall be required to ensure that noise levels from construction do not exceed a 60 dB(A) hourly average per hour at the edge of the riparian habitat or to the ambient noise level if it exceeds 60 dB(A) prior to construction. Construction noise monitoring shall be required to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average unless an analysis completed by a qualified acoustician shows that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat.</p> <p>MM-BIO-3: Applications for future development, where the City has determined a potential for impacts to coastal California gnatcatcher, shall be required to comply with the following mitigation framework.</p>		

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>Prior to issuance of a permit for grading or vegetation removal, USFWS protocol surveys for coastal California gnatcatcher shall be required where project construction is proposed within 300 feet of coastal sage scrub or chaparral habitat during the breeding season (March 1 through August 15). If coastal California gnatcatcher are identified during the protocol surveys, then noise attenuation measures shall be required to ensure that noise levels from construction do not exceed a 60 dB(A) hourly average per hour at the edge of the coastal sage scrub or chaparral habitat or to the ambient noise level if it exceeds 60 dB(A) prior to construction. Construction noise monitoring shall be required to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average unless an analysis completed by a qualified acoustician shows that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat.</p> <p>MM-BIO-4: Applications for future development, where the City has determined a potential for impacts to mature trees and/or native vegetation suitable for nesting birds, shall be required to comply with the following mitigation framework. If any construction commences during the bird breeding season, a preconstruction survey for nesting birds shall occur within three days prior to construction activities by an experienced avian biologist. The survey shall occur within all suitable nesting habitat within the project impact area and a minimum 250-foot buffer (or as otherwise mandated by wildlife agencies [CDFW and USFWS]). If nesting birds are found, an avoidance area shall be established, in consultation with the wildlife agencies as appropriate, by a qualified biologist around the nest until a qualified avian biologist has determined that young have fledged or nesting activities have ceased. The project site shall be re-surveyed if there is a lapse in construction activities for more than 3 days.</p>		
Impact BIO-5: Impacts to Sensitive vegetative Communities	MM-BIO-5: Prior to issuance of any grading or removal of sensitive vegetation communities, the applicant shall provide evidence to the City that replacement habitats have been preserved in accordance with the mitigation ratios in the	Prior to issuance of a permit for grading or	City of Santee

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>2018 Draft Santee Subarea Plan. The required acreages and types of replacement habitat shall be included as a note on the grading plans and the City shall require evidence of satisfaction prior to grading. Replacement habitats may be in the form of a dedicated easement, proof of purchase of mitigation credits, or other method of conservation. The applicant shall additionally implement all feasible avoidance and minimization measures to protect habitats remaining on-site.</p>	<p>vegetation removal in the Rezone Site areas.</p>	
<p>Impact BIO-6: Wetlands</p>	<p>MM-BIO-6: Applications where the City has determined a potential for impacts to jurisdictional waters and wetlands, shall be required to comply with the following mitigation framework. Prior to issuance of any construction permit or any earth-moving activities, a site-specific general biological resources survey (BIO-1) shall be conducted to identify the presence of any sensitive biological resources, including any wetlands. Should any potential jurisdictional waters or wetlands be identified on-site during the general biological resources survey, then a jurisdictional wetlands delineation shall be conducted following the methods outlined in the USACE’s 1987 Wetlands Delineation Manual and the Regional Supplement to the Corps of Engineers Delineation Manual for the Arid West Region. The limits of any wetland habitats on-site under the sole jurisdiction of CDFW shall also be delineated, as well as any special aquatic sites that may not meet federal jurisdictional criteria but are regulated by the RWQCB.</p> <p>Avoidance measures based on project-level grading and site plans shall be incorporated into the project design to minimize direct impacts to jurisdictional waters consistent with federal, state, and City guidelines. Unavoidable impacts to wetlands shall be minimized to the maximum extent practicable and would be subject to alternatives and mitigation analyses consistent with U.S. Environmental Protection Agency 404(b)(1) findings and procedures under the USACE’s permit process. Unavoidable impacts would require the in-kind creation of new wetland of the same type lost, at a ratio determined by the applicable regulatory agencies that would prevent any net loss of wetland</p>	<p>Prior to issuance of any construction permit or earth-moving activities for any development project in the Rezone Site areas.</p>	<p>City of Santee</p>

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>functions and values. Wetland creation on-site or within the same wetland system shall be given preference over replacement off-site or within a different system. The City shall also control use and development in surrounding areas of influence to wetlands with the application of buffer zones. Buffer widths shall be 50 to 200 feet from the edge of the wetland/riparian habitat, unless the applicant demonstrates that a buffer of lesser width would protect the resources of the wetland based on site-specific information related to construction and operation. Use and development within buffer areas shall be limited to minor passive recreational uses with fencing, desiltation or erosion control facilities, or other improvements deemed necessary to protect the habitat, to be located in the upper (upland) half of the buffer when feasible wetlands and buffers shall be permanently conserved or protected through the application of an open space easement or other suitable device.</p> <p>Additional requirements apply for development along the San Diego River to implement Draft Subarea Plan Section 5.3.14. Specifically, wherever development is proposed in or adjacent to riparian habitats along the main stem San Diego River, the riparian area and other wetlands or associated natural habitats located on the project site shall be designated as biological open space and incorporated into the preserve, including recordation of an easement to ensure their protection in perpetuity. In addition, a minimum 100-foot biological buffer shall be established for upland habitats, beginning at the outer edge of riparian vegetation. Within the 100-foot biological buffer, no new development shall be allowed, and the area shall be managed for natural biological values as part of the preserve system. In the event that natural habitats do not cover the 100-foot buffer area at the time of the proposed action, habitats appropriate to the location and soils shall be restored as a condition for the proposed action. In most cases, coastal sage scrub vegetation shall be the preferred habitat to restore within the biological buffer.</p>		

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Cultural Resources			
Impact CUL-1: Historic Resources	<p>MM-CUL-1: Applications for future development of project areas, wherein the City Development Services Director has determined a potential for impacts to historical resources, shall be required to comply with the following mitigation framework:</p> <ul style="list-style-type: none"> a) Prior to the issuance of any permit for a future development project, the age and original structural integrity and context of any buildings/structures occurring on the project areas shall be verified. A staff level evaluation is required in conjunction with the development permit application to verify the age and original structural integrity of all on-site structures. b) For any building/structures in excess of 50 years of age having its original structural integrity intact, a qualified professional historian may be required to determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in CEQA Guidelines Section 15064.5. A historical resource report shall be prepared by a Secretary of Interior’s Standard Historic Architect or Architectural Historian and submitted by the project applicant to the City and shall include the methods used to determine the presence or absence of historical resources, identify potential impacts from the proposed project, evaluate the significance of any historical resources, and identify mitigation measures. c) Future development at Rezone Site 20 shall be required to obtain the services of a Secretary of Interior’s Standard Historic Architect or Architectural Historian to submit a report to the City demonstrating how development adjacent to the Polo Barn would adhere to Secretary of Interior Standards for the Treatment of Historic Properties and standards and guidelines prescribed by the State Office of Historic Preservation to 	Prior to the issuance of any permit for a development in the Rezone Site areas.	City of Santee

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>ensure indirect impacts are avoided. Development on Site 20 is not subject to items (a) and (b) above as the Polo Barn is already known to be a significant historical site.</p>		
<p>Impact CUL-2: Archaeological Resources, Religious and Sacred Uses or Tribal Cultural Resources</p>	<p>MM-CUL-2: Applications for future development, wherein the City Development Services Director has determined a potential for impacts to subsurface archaeological resources, shall be required to comply with the following mitigation framework:</p> <p>Prior to the issuance of any permit for future development consistent with the project and if the project has not been surveyed within the last five years, an archaeological survey shall be conducted by a qualified archaeologist to evaluate the presence of archaeological resources and the need for project impact mitigation by preservation, relocation, or other methods. The archaeological survey shall include a records search at the South Coastal Information Center branch of the California Historical Research Information System, to determine if previously recorded prehistoric or historic archaeological resources exist on the housing site. In addition, the Native American Heritage Commission should be contacted to perform a Sacred Lands File Search. An archaeological resource report detailing the results of the record search, Sacred Lands Search, and the field survey of the project area shall be submitted by the project applicant to the City. The report shall include the methods used to determine the presence or absence of archaeological resources, identify potential impacts from the proposed project, and evaluate the significance of any archaeological resources identified. If potentially significant impacts to an identified archaeological resource are identified, the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance, which could include avoidance as the preferred method, a data recovery program, and/or construction monitoring. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and</p>	<p>Prior to the issuance of any permit for future development in any of the Rezone Site areas.</p>	<p>City of Santee</p>

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>not be made available for public disclosure. Reports shall be submitted to the South Coastal Information Center upon finalization.</p> <p>MM-CUL-3: Applications for future development wherein the City Development Services Director or a site-specific report has determined a potential for discovery of buried archaeological resources shall be required to comply with the following mitigation framework for archaeological and Native American construction monitoring:</p> <p>Prior to issuance of a grading permit, the City’s Project Planner at the City must verify that the requirements for archaeological and Native American construction monitoring have been noted on the construction documents.</p> <p>The applicant must provide written verification to the City Project Planner stating that a Secretary of Interior’s Standards qualified archaeologist and Native American monitor have been retained by the owner/applicant to implement construction monitoring.</p> <p>The qualified archaeologist and Native American monitor shall be invited to attend the pre-construction meeting with the contractor and any subcontractors to describe the goal of construction monitoring.</p> <p>Archaeological and Native American monitors shall be present during ground-disturbing activities (grubbing, demolition of foundations, grading, trenching) that have the potential to unearth unknown subsurface archaeological deposits or Tribal cultural resources. If archaeological or Tribal cultural resources are discovered, both monitors may halt or divert ground-disturbing activities within 50 feet to allow for a determination of the resource’s potential significance. The qualified archaeologist shall notify the City Project Planner of the discovery. Isolates and non-significant deposits shall be minimally documented in the field. Significant archaeological discoveries include intact features, stratified deposits, previously unknown archaeological sites, and human remains.</p>		

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>If a significant discovery is made, the qualified archaeologist shall prepare a data recovery plan in consultation with the Native American monitor to submit for approval by the City Project Planner. The plan shall be implemented using professional archaeological methods. Construction ground-disturbing activities, including grubbing, grading, and trenching, would be allowed to resume after the completion of the recovery of an adequate sample and recordation of the discovery.</p> <p>All cultural material collected during the monitoring and data recovery program shall be processed and curated at a San Diego facility that meets federal standards per 36 CFR Part 79 unless the tribal monitors request the collection.</p> <p>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 qualified archaeologist shall contact the County Coroner.</p> <p>After the completion of the monitoring, an appropriate report shall be prepared by project archaeologist. If no significant cultural resources are discovered, a brief letter to the City Project Planner and South Coastal Information Center shall be prepared by the project archaeologist. If significant cultural resources are discovered, a report with the results of the monitoring and data recovery (including the interpretation of the data within the research context) shall be prepared by project archaeologist, reviewed by a Native American representative, and submitted to the City Project Planner and South Coastal information Center.</p>		
Geology/Soils			
Impact GEO-1: Paleontological Resources and Unique Geology	<p>MM-GEO-1: Paleontological Resources:</p> <p>To address potential impacts to paleontological resources, the City shall review the project application materials including the geotechnical report to determine</p>	Prior to and during grading operations at	City of Santee

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>if project grading has the potential to disturb geologic formations with the potential to contain paleontological resources. If grading depths remain within the organic and soil layers, no monitoring would be required. The City may request information from the applicant such as the depth of grading, geologic formations and paleontological sensitivity in order to determine the potential for impacts. In the event grading may disturb geologic formations with a moderate or high potential to contain paleontological resources, the following monitoring program shall be implemented prior to and during grading operations:</p> <ul style="list-style-type: none"> a) Preconstruction Personnel and Repository: Prior to the commencement of construction, a qualified project paleontologist shall be retained to oversee the mitigation program. A qualified project paleontologist is a person with a doctorate or master’s degree in paleontology or related field and who has knowledge of the County of San Diego paleontology and documented experience in professional paleontological procedures and techniques. In addition, a regional fossil repository, such as the San Diego Natural History Museum, shall be designated by the City of Santee to receive any discovered fossils. b) Preconstruction Meeting: The project paleontologist shall attend the preconstruction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. c) Preconstruction Training: The project paleontologist shall conduct a paleontological resource training workshop to be attended by earth excavation personnel. d) During-Construction Monitoring: A project paleontologist or paleontological monitor shall be present during all earthwork in formations with moderate to high paleontological sensitivity. A paleontological monitor (working under the direction of the project paleontologist) shall be 	<p>any of the Rezone Site areas.</p>	

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>on site on a full-time basis during all original cutting of previously undisturbed deposits.</p> <p>e) During-Construction Fossil Recovery: If fossils are discovered, the project paleontologist (or paleontological monitor) shall recover them. In most cases, fossil salvage can be completed in a short period of time. However, some fossil specimens (e.g., a bone bed or a complete large mammal skeleton) may require an extended salvage period. In these instances, the project paleontologist (or paleontological monitor) has the authority to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner.</p> <p>f) Post-Construction Treatment: Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and cataloged. 7. Post-Construction Curation: Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited in the designated fossil repository.</p> <p>g) Post-Construction Final Report: A final summary paleontological mitigation report that outlines the results of the mitigation program shall be completed and submitted to the City of Santee within two weeks of the completion of each construction phase of the proposed project. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, inventory lists of cataloged fossils, and significance of recovered fossils.</p>		
Greenhouse Gas Emissions			
Impact GHG-1: GHG Emissions	<p>Refer to mitigation measure TRA-1 below.</p> <p>MM-GHG-1: For development at Rezone Sites that proceed before an update to the Sustainable Santee Plan is adopted, as detailed in MM-GHG-2, a site-specific GHG analysis is required. The site-specific GHG analysis shall (1) determine whether the project would result in GHG emissions that may have a</p>	Prior to any permit for development at the Rezone Site areas.	City of Santee

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>significant impact on the environment and specifically must demonstrate how the project would reduce emissions to achieve consistency with the State Scoping Plan and applicable GHG reduction targets, and (2) the analysis must demonstrate how the project would be consistent with the Sustainable Santee Plan Consistency Checklist in addition to other applicable GHG reduction plans. The site-specific GHG analysis shall be completed to the satisfaction of the City during the permitting process.</p> <p>For development at Rezone Sites that proceed after the Sustainable Santee Plan is adopted as detailed in MM-GHG-2, only project consistency with the Sustainable Santee Plan Consistency Checklist is required.</p> <p>MM-GHG-2: Within one year of adoption of the rezone program, the City shall prepare an update to the Sustainable Santee Plan to incorporate the additional emissions that would result from development at the rezone sites as part of the baseline inventory. The updated Sustainable Santee Plan shall determine GHG emission reduction targets consistent with the current Scoping Plan, based on the updated inventory and provide any necessary updates to the Consistency Checklist.</p>		
Impact GHG-2: Policies, Plans, and Regulations Intended to Reduce GHG Emissions	Refer to MM-GHG-1 and MM-GHG-2	Prior to any permit for development at the Rezone Site areas.	City of Santee

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Hazards and Hazardous Materials			
<p>Impact HAZ-1: Hazardous Materials—Use, Transport, Disposal; Accidental Release; and Emissions near a School</p>	<p>MM-HAZ-1: Applications for future development in the Rezone Sites, wherein the City has determined a potential for impacts to known and unknown hazardous materials sites, shall be required to comply with the following mitigation framework. Future projects shall be required to identify potential conditions, which require further regulatory oversight and demonstrate compliance based on the following measures prior to issuance of any permits.</p> <ul style="list-style-type: none"> a) A Phase I Environmental Site Assessment (ESA) shall be completed in accordance with American Society of Testing and Materials (ASTM) Standards. If hazardous materials are identified requiring remediation, a Phase II ESA and remediation effort shall be conducted in conformance with federal, state, and local regulations. b) If the Phase II ESA identifies the need for remediation, then the following shall occur prior to the issuance of grading permits: <ul style="list-style-type: none"> 1. The applicant shall retain a qualified environmental engineer to develop a soil and/or groundwater management plan to address the notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances (soil, groundwater). The qualified environmental consultant shall monitor excavations and grading activities in accordance with the plan. The plans shall be approved by the City prior to development of the site. 2. The applicant shall submit documentation showing that contaminated soil and/or groundwater on proposed development parcels have been avoided or remediated to meet cleanup requirements established by appropriate local regulatory agencies (Regional Water Quality Control Board [RWQCB]/DTSC/DEH) based on the future planned land use of the specific area within the boundaries of the site (i.e., commercial, residential), and that the risk to human health of future occupants of 	<p>Prior to the issuance of any permit for a development in the Rezone Site areas.</p>	<p>City of Santee</p>

**Table 13-1
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Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>these areas therefore has been reduced to below a level of significance.</p> <p>3. The applicant shall obtain written authorization from the appropriate regulatory agency (RWQCB/DTSC/DEH) confirming the completion of remediation. A copy of the authorization shall be submitted to the City to confirm that all appropriate remediation has been completed and that the proposed development parcel has been cleaned up to the satisfaction of the regulatory agency. In the situation where previous contamination has occurred on a site that has a previously closed case or on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the DEH shall be notified of the proposed land use.</p> <p>4. All cleanup activities shall be performed in accordance with all applicable federal, state, and local laws and regulations, and required permits shall be secured prior to commencement of construction to the satisfaction of the City and compliance with applicable regulatory agencies such as but not limited to the City of Santee Municipal Code.</p>		
Noise			
<p>Impact NOS-1: Noise Standards (Increases in Ambient Noise) Impact NOS-2: Noise Standards (Land Use Compatibility) Impact NOS-3: Noise Standards (Construction Noise)</p>	<p>MM-NOS-1: Applications for future development, where the City has determined a potential for land use compatibility impacts related to vehicle traffic, shall be required to comply with the following mitigation measure:</p> <p>Prior to the issuance of a permit to develop at the Rezone Sites, the City shall assess whether proposed noise-sensitive receivers or associated noise-sensitive exterior use areas would be subject to transportation noise levels that potentially conflict with policies established in the City General Plan. Based on the analysis herein, the following sites are anticipated to require implementation of this measure: Sites 1 through 10, Sites 17 and 18, Sites 20A and 20B, Site 24, Site 25, and Site 29. Where noise levels would potentially conflict with City policies, the City shall require preparation of a noise technical</p>	<p>Prior to the issuance of a permit to develop at any of the Rezone Site areas.</p>	<p>City of Santee</p>

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>analysis by a qualified professional that demonstrates (1) noise levels would not exceed the City’s General Plan Noise Element compatibility guidelines, or (2) noise levels which already exceed the levels considered compatible for that use are not increased by 3 dB or more. In lieu of detailed analysis, the City will accept information demonstrating that noise reduction techniques have been incorporated that would reduce noise levels at exterior use areas consistent with City standards Noise reduction techniques may include site design (including building orientation) that provides noise barriers free of gaps and obstructs line-of-sight between the source and receiver, and has a weight of at least 2 pounds per square foot, or other noise reduction technique as applicable.</p> <p>MM-NOS-2: The City shall review applications for future development to determine applicability of a Construction Noise Best Management Plan. An applicant may provide site-specific noise generation information demonstrating that construction activities will not exceed 75 dB at the nearest sensitive receptor. If this site-specific information is not provided, a construction best management plan shall be required when the construction site is located within 150 feet of a sensitive receptor. The criteria of 150 feet is provided as a screening tool for use by the City, based on an average construction noise level of 83 dB, attenuating to 75 dB at 150 feet.</p> <p>Construction Noise Best Management Practice Plan</p> <p>Where applicable based on the criteria provided above, the City shall require preparation and implementation of a best management practice plan that demonstrates how noise levels would be minimized to comply with the time of day restrictions and notification requirements of Santee Municipal Code Section 5.04.090. Noise reduction measures can include, but are not limited to, the following:</p> <ol style="list-style-type: none"> 1. Construction equipment with a manufacturer’s noise rating of 85 dB(A) L_{max} or greater may only operate at a specific location for 10 		

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>consecutive workdays. If work involving such equipment would involve more than 10 consecutive workdays, a notice must be provided to all property owners and residents within 300 feet of the site no later than 10 days before the start of construction. The notice must be approved by the City and describe the proposed project and the expected duration of work and provide a point of contact to resolve noise complaints.</p> <ol style="list-style-type: none"> 2. Idling times for noise-generating equipment used in demolition, construction, site preparation, and related activities shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes. 3. Demolition, construction, site preparation, and related activities within 100 feet from the edge of properties with existing, occupied noise-sensitive uses shall incorporate all feasible strategies to reduce noise exposure for noise-sensitive uses, including: <ul style="list-style-type: none"> • Provide written notice to applicable noise-sensitive land uses at least two weeks prior to the start of each construction phase of the construction schedule; • Ensure that construction equipment is properly maintained and equipped with noise control components, such as mufflers, in accordance with manufacturers' specifications; • Re-route construction equipment away from adjacent noise-sensitive uses; • Locate noisy construction equipment away from surrounding noise-sensitive uses; • Use sound aprons or temporary noise enclosures around noise-generating equipment; 		

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Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<ul style="list-style-type: none"> • Position storage of waste materials, earth, and other supplies in a manner that will function as a noise barrier for surrounding noise-sensitive uses; • Use the quietest practical type of equipment; • Use electric powered equipment instead of diesel or gasoline engine powered equipment; • Use shrouding or shielding and intake and exhaust silencers/mufflers; and • Other effective and feasible strategies to reduce construction noise exposure for surrounding noise-sensitive uses. <p>4. For construction of buildings that require the installation of piles, an alternative to installation of piles by hammering shall be used where sensitive receptors are located within 150 feet. This could include the use of augured holes for cast-in place piles, installation through vibration or hydraulic insertion, or another low noise technique.</p>		
Impact NOS-4: Groundborne Noise and Vibration	<p>MM-NOS-3: Applications for future development, where the City has determined a potential for vibration impacts in relation to sensitive receptors, shall be required to comply with the following mitigation measure:</p> <p>Prior to the issuance of a permit to develop at the Rezone Sites, the City shall determine whether the construction process will require equipment or activities that may result in vibration, such as pile driving. For projects requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. These distances are based on reference vibration levels generated by pile drivers and vibratory rollers and standard vibration propagation rates as published by the</p>	Prior to the issuance of a permit to construct at any of the Rezone Sites.	City of Santee

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>Federal Transit Administration <i>Transit Noise and Vibration Impact Assessment Manual</i> (FTA 2018). This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.</p>		
Transportation			
Impact TRA-1: Vehicle Miles Traveled	<p>MM-TRA-1: The City shall require implementation of applicable Mobility Element Policies that would support VMT reductions for individual projects. Specifically, the City shall require that future projects are compliant with Mobility Element Policies 9.1 through 9.5, which encourage the use of Transportation Demand Management (TDM) strategies, such as ride sharing programs, flexible work schedule programs, and incentives for employees to use transit. Additionally, alternative transportation modes, such as walking, cycling and public transit are encouraged to reduce peak hour vehicular trips, save energy, and improve air quality. Sample TDM measures that may be applied at the project-level are provided below:</p> <ul style="list-style-type: none"> • Increase mixed-use development • Increase transit accessibility • Provide pedestrian network improvement along project frontage • Provide bicycle network improvement along project frontage • Provide bicycle parking and bike lockers • Implement subsidized or discounted transit passes • Provide rider-sharing programs • Implement commute trip reduction marketing 	Prior to the issuance of a permit to construct at any of the Rezone Sites.	City of Santee

**Table 13-1
Mitigation Monitoring and Reporting Program**

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<ul style="list-style-type: none"> • Implement school pool program • Implement bike-sharing or micro mobility program • Provide local shuttle to connect visitors to different attractions throughout the City <p>Mitigation measures should be consistent with the City's Active Transportation Plan.</p>		
Public Utilities			
Impact UTIL-1: New or expanded utility systems	See MM-VIS-1, MM-AQ-1, MM-BIO-1 through MM-BIO-6, MM-CUL-1 through MM-CUL-3, MM-GEO-1, MM-GHG-1 and MM-GHG-2, MM-HAZ-1, MM-NOS-1 through MM-NOS-3, and MM-TRA-1.	Prior to the issuance of a permit to construct at any of the Rezone Sites.	City of Santee