Recirculated Initial Study/ Environmental Checklist Form for the Prospect Estates II Project Santee, California

SCH 2018051040

TM2016-03, DR2016-04, AEIS2016-8

Prepared for
City of Santee
10601 Magnolia Avenue
Santee, CA 92071

Prepared by
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RECON Number 7974-1
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CITY OF SANTEE
INITIAL STUDY/ENVIRONMENTAL CHECKLIST FORM
TM2016-03, DR2016-04, AEIS2016-8

This recirculated Initial Study/Environmental Checklist Form has been prepared to analyze the environmental effects associated with the revised Prospect Estates II Project (project) per the provisions of the California Environmental Quality Act (CEQA). An Initial Study/Environmental Checklist Form for the original project design was circulated for public review from May 18, 2018 to June 18, 2018. Subsequent to this public review period, the project was modified and the project's Initial Study/Environmental Checklist Form has been revised. The following is a summary of the changes:

- The original project involved applications for a General Plan Amendment and Zone Reclassification to change the land use designation and zoning of the southern parcel (APN 383-112-55-00) from Medium-Low Density Residential (R-2) to Medium Density Residential (R-7). The project has been redesigned to conform to the existing General Plan Land Use and Zoning designations.

- Therefore, the revised project no longer includes applications for a General Plan Amendment and Zone Reclassification to change the designation of the southern parcel from R-2 to R-7.

- The project now involves a mixture of 15 single-family residences on the southern R-2 designated parcel (APN: 383-112-55-00) and 38 multiple-family residences on the northern, R-7 designated parcel (APN: 383-112-32-00).

- The total number of dwelling units has increased from 47 to 53.

- Single-story structures and a park will be placed along the Prospect Avenue frontage replacing the previously proposed two-story structures.

- The previous project included all two-story single-family structures. As revised, the southern parcel contains 15 single-family residences. Ten (10) of these will be single-story structures. The northern parcel would contain 38 multi-family structures which are three-story in design.

- The project's park has been relocated from the east side of the project to the southwest corner of the project near Prospect Avenue.

- The following appendices have been updated based on the revised project design since the previous public review period:

    - Air Quality and Greenhouse Gas Model Results (CalEEMod Output Files), RECON, October 9, 2018.
    - Biological Resources Survey Report for the Prospect Estates II Project, Vince Scheidt, September 2018.

- Historic Building Survey of the House at 8542 Prospect Avenue/8705 Marrokal Lane, RECON, October 11, 2018.
- Results of the Archaeological Survey for the Prospect Estates II Project, RECON, October 11, 2018.
- Storm Water Quality Management Plan (SWQMP) for Prospect Estates – Phase 2, Polaris Development Consultants, October 5, 2018.
- Drainage Study for Prospect Estates II TM2016-01, Polaris Development Consultants, October 5, 2018.
- Noise Analysis for the Prospect Estates II Project, Santee, California, RECON, October 11, 2018.
- Trip Generation Analysis for Tentative Map for Prospect Estates II Development in the City of Santee, Darnell and Associates, Inc., September 27, 2018.

- The environmental impact analysis has been updated based on the revised project design and revised technical appendices listed above. These revisions did not identify any new significant environmental impacts that had not been identified previously.

- The environmental impact analysis has been revised per the updated CEQA thresholds adopted in November 2018. This included revising the impact analysis per existing CEQA environmental categories and analyzing potential impacts associated with the new CEQA environmental categories of Energy and Wildfire. These revisions did not identify any new significant environmental impacts that had not been identified previously. Per the updated CEQA thresholds, the evaluation of potential impacts associated with paleontological resources has been moved from Section 13.5 Cultural Resources to Section 13.7 Geology and Soils.

Overall, the revised impact analysis presented in this Initial Study/Environmental Checklist Form did not identify any new significant environmental impacts that had not been identified previously.

1. Project Title

Prospect Estates II

2. Lead Agency Name and Address

City of Santee
10601 Magnolia Avenue
Santee, CA 92071

3. Contact Person and Phone Number

John O'Donnell
Principal Planner
City of Santee
(619) 258-4100 x167
jodonnell@CityofSanteeCa.gov

4. Project Location

8600 Prospect Avenue, Santee, CA 92071
APNs 383-112-55-00 (southern parcel) and 383-112-32-00 (northern parcel)

5. Project Applicant/Sponsor's Name and Address

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

6. General Plan Designation

Northern Parcel (APN 383-112-32): Medium Density Residential (R-7)
Southern Parcel (APN 383-112-55): Low-Medium Density Residential (R-2)

7. Zoning

Northern Parcel (APN 383-112-32): Medium Density Residential (R-7)
Southern Parcel (APN 383-112-55): Low-Medium Density Residential (R-2)

All reports and documents referenced in this Initial Study are on file with the City of Santee, Department of Development Services, 10601 Magnolia Avenue, Santee, CA 92071. Telephone Number: (619) 258-4100, ext. 167. A digital copy is available from the City website: http://cityofsanteeca.gov/services/project-environmental-review.

8. Project Description

The Prospect Estates II Project (project) would develop 38 attached condominiums and 15 single-family residences located in the city of Santee, California (Figures 1 and 2), north of Prospect Avenue, east of Marrokal Lane. The project site is approximately 0.15 mile south of State Route 52 (SR-52) and 0.3 mile west of State Route 125 (SR-125). The western boundary of the project site fronts unimproved portions of Marrokal Lane. Refer to Figure 3 for the project location on an aerial photograph.

The proposed 38 attached condominiums would be consistent with General Plan designation and zone of R-7 – Medium Density Residential on the northern parcel and the proposed 15 single-family residences would be consistent with General Plan designation and zone of R-2 – Low-Medium Density Residential on the southern parcel. Required project approvals would include a Development Review Permit (DR 2016-04) and Tentative Map (TM 2016-03) to permit the proposed development of 38 attached condominiums and 15 single-family residences on the 6.8-gross-acre project site. All 38 of the attached

condominiums would be three stories and would range in size from 1,440 to 2,288 square feet, each with a two-car garage. The 15 single-family residences would range from 1,741 to 2,766 square feet, and each would have a two-car garage. Ten of the single-family residences would be one story and five would be two stories.

The tentative map would subdivide the 6.8-acre site for the development of 38 attached condominiums, 15 single-family residences, one biofiltration basin (Lot A), a park site (Lot C), and on-site private streets (Figure 4). The project includes storm drain improvements, connections to public utility, sewer and water lines, and dedication of easements. The existing single-family residence located within the project site would be demolished as a result of the project. Access to the project site would be provided at two locations from Marrokal Lane, which is a north-south connector street that provides access between Prospect Avenue and Mission Gorge Road. Private Street "A" would bisect the property and provide access to both the attached condominiums to the north and single-family residences to the south. Private Street "A" would connect to Private Street "C," which would consist of a loop street providing access to the attached condominiums in the northern portion of the project site. Private Street "B" would provide access for the single-family residences in the southern portion of the project site, which would then turn north and connect with Private Street "A." Four single-family residences would have driveways fronting Marrokal Avenue.

Pad elevations for the attached condominiums on the northern parcel would range from 345 feet above mean sea level (AMSL) to approximately 351.5 feet AMSL, while pad elevations for the single-family residences on the southern parcel would range from approximately 351 to 365.5 AMSL.

The project includes public road improvements to Prospect Avenue and Marrokal Lane. Improvements to Marrokal Lane would occur along the project frontage within a 52-foot right-of-way that would accommodate a 4-foot-wide sidewalk on the east side of the street, curb and gutter on both sides of the street, and two vehicular lanes of travel (one-way in each direction). Parking would be allowed on both sides of Marrokal Lane. Improvements to Prospect Avenue would include a new 12-foot-wide right-of-way dedication along the westbound lane, adjacent to the project site, resulting in an 84-foot-wide public street right-of-way. This additional 12-foot-wide right-of-way dedication would accommodate a 5-foot-wide sidewalk and curb and gutter. Improvements to Prospect Avenue also include new half-width paving and base per City of Santee Public Works standards. Existing berm and/or curb and gutter would be removed to accommodate these improvements. Streetlights would be installed along Marrokal Lane, Prospect Avenue, and all private internal streets. Internal streets would be constructed based on the following:

- Private Street "A": 30-foot-wide street with a 4-foot-wide sidewalk and parking on the south side of the street.
- Private Street "B": 36-foot-wide street with a 4-foot-wide sidewalk and parking on both sides of the street.
- Private Street "C": 26-foot-wide street with no sidewalks or parking.

The project would incorporate three types of fencing within the project site. Fencing Type 1 would be 5-foot wood fencing along the back and side yards of all single-family residential lots within the project site. Fencing Type 2 would be 5-foot concrete masonry unit (CMU) retaining walls. These retaining walls would be located around the southern and eastern sides of the project site adjacent to the proposed single-family residential development, as well as along the backyards of units 42 and 43. The 5-foot CMU retaining walls would also be located along the northern property boundary and around the biofiltration basin. Fencing Type 3 would consist of 6-foot masonry screening wall, which is proposed along the southern side of the project site adjacent to the proposed single-family residential development.

The front yards and streetscape areas would be landscaped, as shown on Figure 5. The typical front yard landscape would include medium screening shrubs, small accent shrubs, and groundcover consisting of various brush and flower types. All planting areas would be mulched to a minimum depth of 3 inches, and would be irrigated with a fully automatic, low volume irrigation system with weather-sensing capability. Landscaping within the streetscape areas would include trees, shrubs, groundcover and various flower types. All landscaping within the project site would comply with the requirements of the City of Santee Water Efficient Landscape Ordinance.

The project also includes construction of a private park area in the southwestern corner of the project site, bounded by the intersection of Prospect Avenue and Marrokal Lane, and units 52 and 53. The park would be made available for private use by residents of the development. The park would include amenities such as a picnic table, bench, trash receptacle, and a play structure. Landscaping within the park would be consistent with that proposed for the streetscape areas.

The Padre Dam Municipal Water District (PDMWD) would provide water and sewer service to the project site via the existing public water and sewer main along Prospect Avenue. On-site water and sewer connections would be constructed along Marrokal Lane, connecting with the existing 8-inch sewer main and 12-inch water main along Prospect Avenue. These utilities would be public and constructed in accordance with PDMWD standards. Three fire hydrants would be installed throughout the site, with one at the southeast intersection of proposed Private Street "A" and Private Street "B," one along Private Street "C," and one along Marrokal Avenue.

9. Surrounding Land Use(s) and Project Setting

A majority of the project site is undeveloped, consisting of disturbed lands. At the north end of the project site is an existing single-family residence and accessory structures. These structures would be demolished as part of the project. Topography on the site is relatively flat with elevations ranging from approximately 340 to 373 feet above mean sea level along the northern perimeter to the southern perimeter.

A mixture of existing development and undeveloped land surround the project site. The unimproved Marrokal Lane and Greenbrier mobile home park are located to the west, single-family residences and undeveloped land to the north, Prospect Avenue and single-

family residences to the south, and detached single-family condominium units that are under construction to the immediate east. Non-residential land uses are located within the vicinity, which include limited commercial along Mission Gorge Road. The Prospect Avenue Baptist Church is located 0.3 mile to the east, and the Chet F. Harritt Elementary School is located 0.4 mile to the west at the western terminus of Prospect Avenue.

10. Other Required Agency Approvals or Permits Required

California General Construction Permit (State of California)

11. Summary of Environmental Factors Potentially Affected

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

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

12. Determination

On the basis of this initial evaluation:

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

Reasons to Support Findings of Negative Declaration

1. The project would be consistent with the Low-Medium Density Residential R-2 and Medium Density Residential (R-7) General Plan land use designations for the project site and would be consistent with the character of land uses in the surrounding area.
2. The project would be located on a disturbed site in an urban area and would not result in significant impacts upon the environment.
3. The project is compatible with the Land Use Element and all other elements of the General Plan that guide development to be consistent with the overall community character because the project conforms to the existing Land Use designations which allow for residential use, a land use that is consistent with existing adjacent and surrounding residential uses.
4. The project would be appropriately located with access from a major roadway and no significant traffic impacts would result from the project. All utilities are readily available.

5. The project will not impede adoption of the City's Draft Multiple Species Conservation Program Subarea Plan, because the project site is not located within the proposed preserve area.
6. The project would not contribute significantly to greenhouse gas emissions, nor would the project frustrate the intent of state policy relative to greenhouse gas emissions.

Signature	June 28, 2019 Date
John O'Donnell, Principal Planner Printed Name and Title	City of Santee For

Project Location

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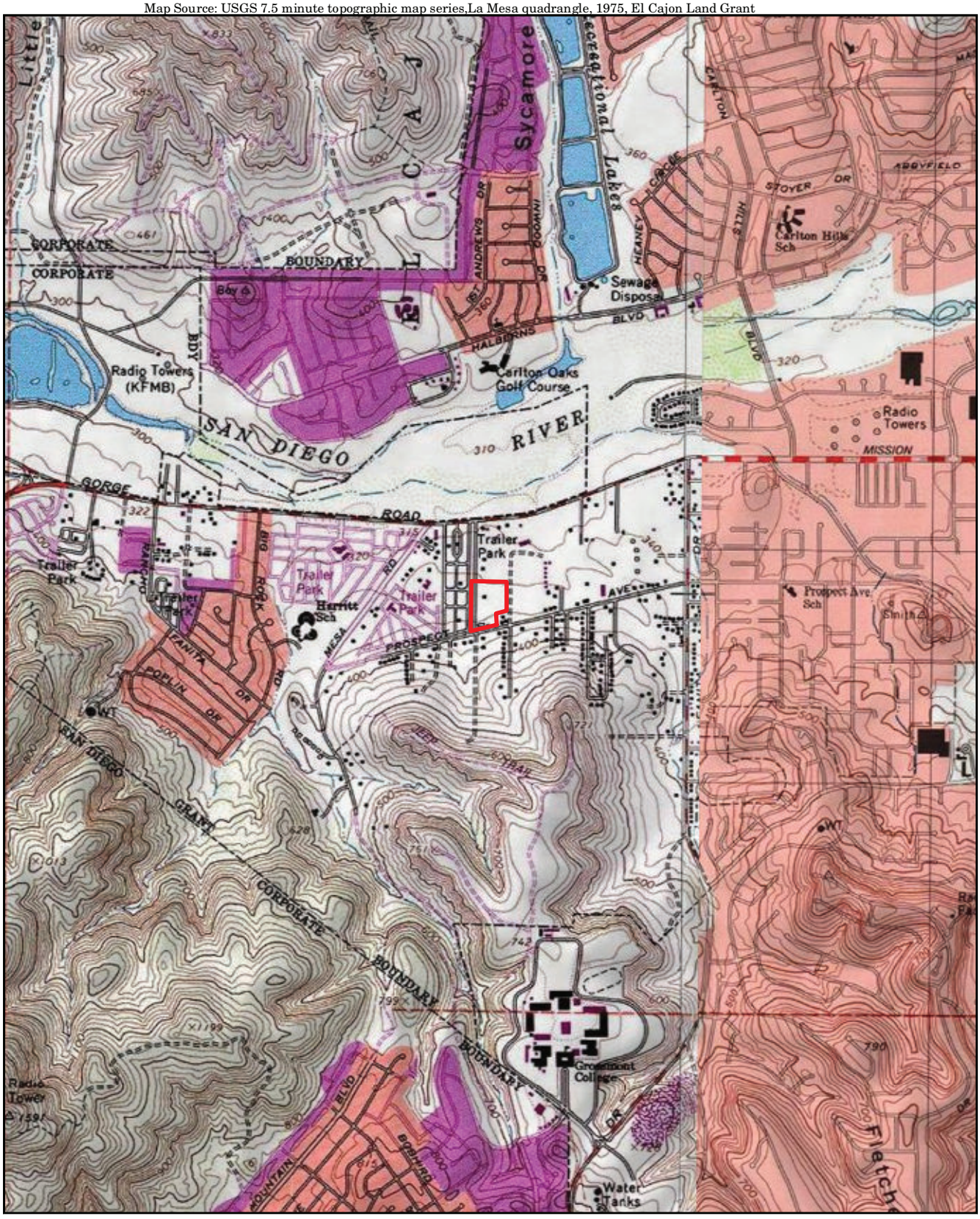
FIGURE 1

Regional Location

Map Source: USGS 7.5 minute topographic map series,La Mesa quadrangle, 1975, El Cajon Land Grant



Project Boundary

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FIGURE 2

Project Location on USGS Map

Image Source: Nearmap (flown June 2017)

Project Boundary

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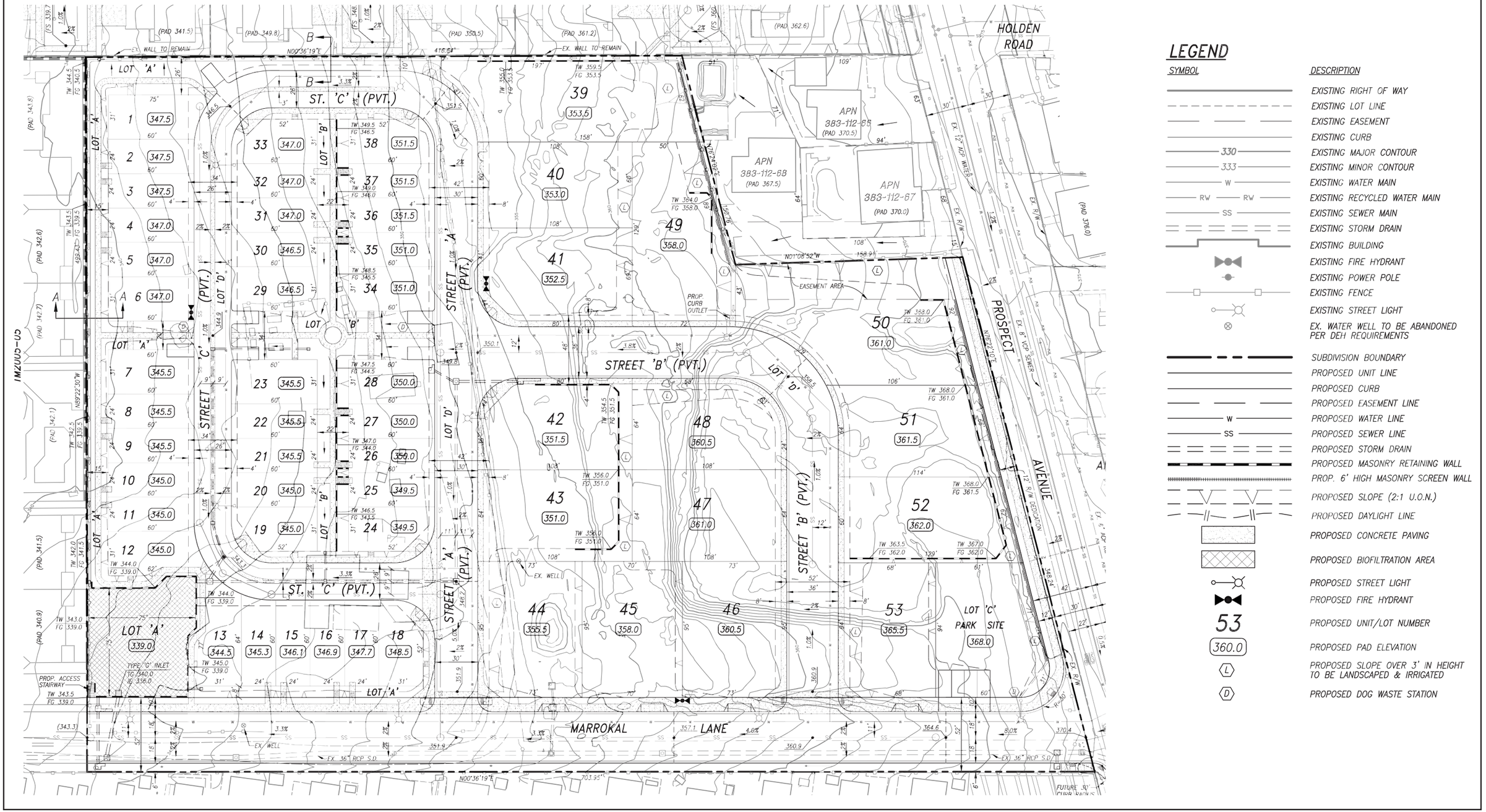
FIGURE 3

Project Location on Aerial Photograph

Map Source: Polaris



LEGEND

SYMBOL	DESCRIPTION
	EXISTING RIGHT OF WAY
	EXISTING LOT LINE
	EXISTING EASEMENT
	EXISTING CURB
330	EXISTING MAJOR CONTOUR
333	EXISTING MINOR CONTOUR
W	EXISTING WATER MAIN
RW RW	EXISTING RECYCLED WATER MAIN
SS	EXISTING SEWER MAIN
	EXISTING STORM DRAIN
	EXISTING BUILDING
	EXISTING FIRE HYDRANT
	EXISTING POWER POLE
	EXISTING FENCE
	EXISTING STREET LIGHT
	EX. WATER WELL TO BE ABANDONED PER DEH REQUIREMENTS
	SUBDIVISION BOUNDARY
	PROPOSED UNIT LINE
	PROPOSED CURB
	PROPOSED EASEMENT LINE
W	PROPOSED WATER LINE
SS	PROPOSED SEWER LINE
	PROPOSED STORM DRAIN
	PROPOSED MASONRY RETAINING WALL
	PROP. 6' HIGH MASONRY SCREEN WALL
	PROPOSED SLOPE (2:1 U.O.N.)
	PROPOSED DAYLIGHT LINE
	PROPOSED CONCRETE PAVING
	PROPOSED BIOFILTRATION AREA
	PROPOSED STREET LIGHT
	PROPOSED FIRE HYDRANT
53	PROPOSED UNIT/LOT NUMBER
360.0	PROPOSED PAD ELEVATION
L	PROPOSED SLOPE OVER 3' IN HEIGHT TO BE LANDSCAPED & IRRIGATED
D	PROPOSED DOG WASTE STATION

0 Feet 60

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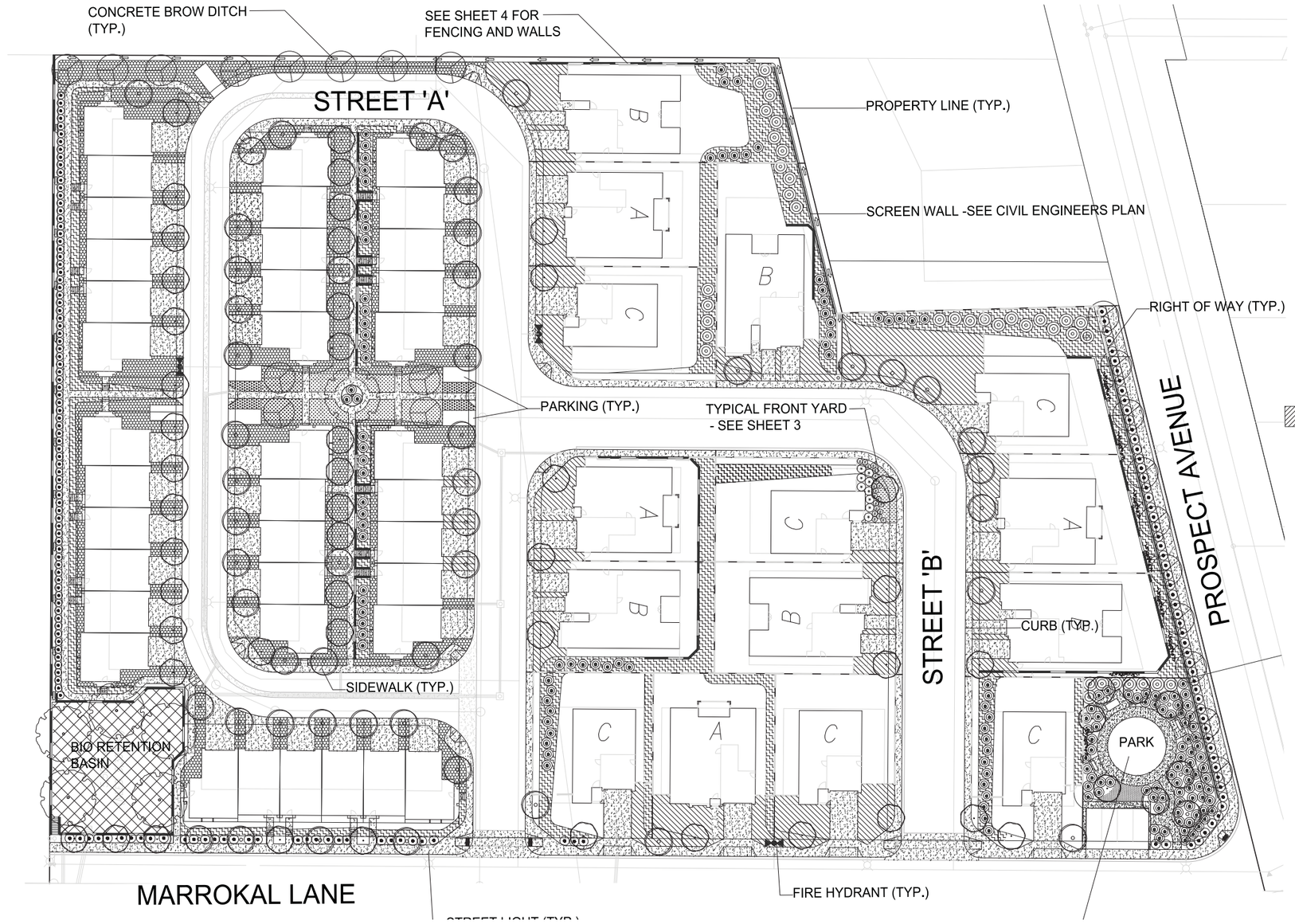
FIGURE 4
Tentative Map and Preliminary Grading Plan

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

PROSPECT ESTATES PH-1



PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
	GEIJERA PARVIFLORA	AUSTRALIAN WILLOW	15 GALLON INTERIOR TREE 24" BOX ST. TREE	
	LAGERSTROEMIA INDICA 'PEPPERMINT LACE'	CRAPE MYRTLE	15 GALLON INTERIOR TREE 24" BOX ST. TREE	
	QUERCUS AGRIFOLIA	COAST LIVE OAK	24" BOX	STANDARD FORM
	PODOCARPUS GRACILIOR	FERN PINE	36" BOX - PROSPECT AVE. ST TREE 24" BOX - MARROKAL LN. ST. TREE	
	CALLISTEMON VIMINALIS 'LITTLE JOHN' GALVEZIA SPECIOSA 'FIRECRACKER' LANTANA CAMARA 'SPREADING SUNSET' LEUCOPHYLLUM C. 'THUNDER CLOUD' RHAPHIOLEPIS INDICA 'BALLERINA' ROSMARINUS OFFICINALLIS 'IRENE' WESTRINGIA FRUTICOSA	DWARF BOTTLE BRUSH ISLAND BUSH SNAPDRAGON LANTANA TEXAS RANGER INDIAN HAWTHORN ROSEMARY COAST ROSEMARY	5 GALLON	
	CAREX PRAEGRACILLIS JUNCUS PATENS	CALIFORNIA FIELD SEDGE COMMON RUSH	1 GALLON @ 24" O. C. 1 GALLON @ 24" O. C.	
	BACCHARIS P. LANTANA M. MYOPORUM P. SALVIA 'BEES BLISS'	DWARF COYOTE BRUSH TRAILING LANTANA PINK MYOPORUM BEES BLISS SAGE	FLATS AS NEEDED	
	DISTICTIS BUCCINATORIA	BLOOD RED TRUMPET VINE	5 GALLON	PROSPECT AVE. WALL PLANTING
	CISTUS PURPUREUS LANTANA MONTIVIDENSIS 'LEMON SWIRL' PENNISETUM MASSAICUM 'RED BUNNY TAILS' PITTOSPORUM TOBIRA 'TURNERS VARIAGATED DWARF' RHAPHIOLEPIS INDICA 'CLARA' ROSA 'ICEBURG'	ROCKROSE LEMON SWIRL LANTANA FOUNTAIN GRASS PITTOSPORUM INDIAN HAWTHORN WHITE ICEBERG SHRUB ROSE	5 GALLON	PARK AREA PLANTING
	ARTIFICIAL TURF- OWNER TO SELECT			
	BUFFALO GRASS BLEND			

SEE SHEET 3 FOR FRONT YARD PLANTING - TYPICAL

REFER TO CIVIL ENGINEERS PLANS AND SPECIFICATIONS FOR BIORETENTION SOIL MATRIX.

IRRIGATION SYSTEM DESIGN STATEMENT

A PERMANENT AUTOMATIC IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED TO IRRIGATE ALL PLANTING AREAS. THE DESIGN OF THE IRRIGATION SYSTEM SHALL EMPHASIZE WATER CONSERVATION AND PROVIDE EFFICIENT AND UNIFORM DISTRIBUTION OF IRRIGATION WATER. THE SYSTEM SHALL BE DESIGNED TO UTILIZE POTABLE WATER IN ACCORDANCE WITH THE STATE OF CALIFORNIA AND LOCAL WATER DISTRICT RULES AND REGULATIONS.
THE AUTOMATIC IRRIGATION CONTROLLER SHALL UTILIZE A WEATHER BASED SYSTEM TO REGULATE THE IRRIGATION SCHEDULE. IN PLANTER AREAS WHERE APPROPRIATE, DRIP AND OR / BUBBLER IRRIGATION, OR OTHER LOW VOLUME, LOW-PRESSURE MICRO-IRRIGATION SYSTEM MAY BE INSTALLED TO PROVIDE WATER DIRECTLY TO THE ROOT ZONE OF PLANTS. THE IRRIGATION SYSTEM SHALL UTILIZE EFFICIENT ROTATOR NOZZLES IN LAWN AREAS. THE AUTOMATIC IRRIGATION SYSTEM SHALL BE DESIGNED IN ACCORDANCE WITH THE CITY OF SANTEE "WATER EFFICIENT LANDSCAPE REGULATIONS."
A REDUCED PRESSURE BACKFLOW PREVENTER SHALL BE INSTALLED AS PART OF THE IRRIGATION SYSTEM TO PROTECT THE POTABLE WATER SUPPLY IN ACCORDANCE WITH STATE OF CALIFORNIA, CITY OF SANTEE, AND LOCAL DISTRICT STANDARDS AND REQUIREMENTS.

PRELIMINARY PLANS NOT FOR CONSTRUCTION

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FIGURE 5
Landscape Concept Plan

13. Environmental Checklist Form

13.1 Aesthetics

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Sources: City of Santee General Plan - Community Enhancement, Conservation, and Circulation Elements, and Santee Municipal Code.

a. No Impact. The City of Santee's (City) General Plan identifies existing visual resources which include the San Diego River and other waterway corridors, undeveloped hillsides and ridgelines, the Santee Town Center, Santee Lakes and Mission Trails Regional Parks, and the San Diego Trolley. The project site is not on or adjacent to these scenic vistas; thus, construction of the project would not have the potential to affect these scenic vistas. The project site is located in a low-lying area and development of single- and multi-family residences would be consistent with the one- and two-story residences to the east (Prospect Fields; three single-family residences), a mobile-home park to the west, and an approved (but not built) three-story, multi-family residential project to the north. Thus, the project would have no impact on a scenic vista.

b. No Impact. There are no designated State Scenic Highways within Santee. However, a section of State Route 52, from Mast Boulevard west to Santo Road (in the City of San Diego) is designated a State Scenic Highway segment. This segment is located

approximately 1.2 miles to the northwest of the project site and the road can be seen in the distance as the road climbs to the Mission Trails Summit (821 AMSL). As viewed from this segment, the project is indistinguishable from surrounding urban development in the City of Santee and, therefore, would have no impact on scenic resources. The project site does not contain scenic resources, as the site consists of a vacant lot, as well as an existing single-family residence. The site does not contain historic buildings, nor does it contain any existing environmental aesthetic conditions, such as open space, steep slopes or hillsides, or waterways, which are identified as visual resources in the City's General Plan Conservation Element. As a result, no impact to scenic resources would occur.

c. Less Than Significant Impact. The project site is located within an urban environment characterized by single-family residential land uses, commercial uses along Mission Gorge Road, small amounts of vacant land, and major roadways including Prospect Avenue, Mission Gorge Road, SR-52, and SR-125. The project would be consistent with the existing visual character because it would construct residential buildings in an area that is surrounded by residential uses, including the Prospect Fields development located adjacent to the project site that is currently under construction.

The northern half of the project site contains a single-family residence, accessory structures, and ornamental landscaping. The southern half of the project site is an undeveloped, relatively flat, disturbed parcel with limited low-lying vegetation. The project would develop the project site with residences, landscaping, and access roads that would result in a visual character consistent with the surrounding residential development. The site would be graded and developed to follow the existing landform with the site sloping downward from the south to the north. The project would incorporate ornamental landscaping throughout the project site that would comply with the City of Santee Water Efficient Landscape Ordinance. The landscape plans developed for the project include front yard planting designs, as well as streetscape landscaping along Prospect Avenue and internal streets. Installation of landscaping throughout the project site including street trees would enhance the visual quality of the site. Thus, the project would not substantially degrade the existing visual character or quality of the site and its surroundings, and impacts would be less than significant.

d. Less Than Significant Impact. The project would include outdoor lighting typical of residential uses and would provide downward-facing street lighting. Light spillover, trespass, and potential glare from project lighting are regulated by Section 17.30.030(B) of the Santee Municipal Code. The code requires that all lights and illuminated signs shall be shielded or directed to not cause glare on adjacent properties or to motorists. As a result, consistency with Section 17.30.030(B) would ensure that the project would result in less than significant impacts related to light, glare, and nighttime views.

13.2 Agriculture and Forestry Resources

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g])?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Sources: City of Santee General Plan - Land Use Element, City of Santee Zoning Ordinance, Department of Conservation - Farmland Mapping and Monitoring Program.

a. No Impact. The project site is designated as Urban and Built-Up land according to the 2012 San Diego County Important Farmland Map prepared pursuant to the Farmland Mapping and Monitoring Program. The project site does not contain any agricultural operations and has no recent history of agricultural production. Therefore, the project would not result in the conversion of agricultural land or any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. No impact would occur.

b. No Impact. The project site is not within an Agricultural Preserve and is not subject to a Williamson Act Contract. The site is not zoned for agricultural purposes. Therefore, there is no conflict with agriculture zoning or Williamson Act lands. No impact would occur.

c. No Impact. The project site does not contain any forest or timberland as defined by Public Resources Code Section 4526 or Government Code Section 51104(g). Zoning for the project site zoned for residential use. No impact would occur.

d. No Impact. The project site does not contain any forest or timberland as defined by Public Resources Code Section 4526 or Government Code Section 51104(g). No impact would occur.

e. No Impact. Surrounding land uses include residential or commercial uses. There are no agricultural uses or forest lands on-site or in the vicinity of the project site. Therefore, the project would not result in conversion of farmland or forest land. No impact would occur.

13.3 Air Quality

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Sources: Project Description, City of Santee General Plan - Land Use Element, San Diego Air Pollution Control District Regulations, Carbon Monoxide Protocol, City of Santee Municipal Code, California Emissions Estimator Model (CalEEMod) Results (RECON 2018; Appendix A).

a. Less than Significant Impact. Following the California Clean Air Act (California CAA), California is divided geographically into 15 air basins for managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, have similar ambient air quality. The project site is located within the San Diego Air Basin (SDAB). Stationary sources of air emissions within each air

basin are regulated by regional air quality districts, in San Diego, the San Diego Air Pollution Control District (SDAPCD).

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

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

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

The proposed 38 attached condominiums would be consistent with General Plan designation and zone of R-7 – Medium Density Residential on the northern parcel, and the proposed 15 single-family residences would be consistent with General Plan designation and zone of R-2 – Low-Medium Density Residential on the southern parcel. As the proposed use is consistent with the land use designation, it would be consistent with the growth projections assumed in the San Diego RAQS. Therefore, the project would not conflict with or obstruct implementation of the RAQS, and impacts would be less than significant.

b. Less than Significant Impact. As discussed in 13.3.a, NAAQS and CAAQS have been established for six criteria pollutants, ozone, CO, SO_2, NO_2, lead, and respirable particulate matter. The project would result in short-term emissions from construction and long-term emissions associated with project operation. Construction and operational emissions associated with the project were modeled using the California Emissions Estimator Model (CalEEMod) software version 2016.3.2 (see Appendix A), which incorporates current air emission data. Planning methods, protocol, modeling methodology, and assumptions are summarized below.

Construction Emissions

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

- Fugitive dust from grading activities;
- Equipment exhaust;
- Off-gassing from architectural coatings (paints, etc.) and paving; and
- Vehicle trips by workers, delivery trucks, and material-hauling trucks.

The specific construction schedule has not been developed at this time; thus, specific construction phasing and equipment parameters were estimated based on project survey data incorporated in CalEEMod, which is based on surveys performed by the South Coast Air Quality Management District (SCAQMD) and the Sacramento Metropolitan Air Quality Management District (SMAQMD) for typical construction projects.

Operational Emissions

Operation of the project would result in emissions from mobile and area sources. Mobile emissions were calculated based on the vehicle type and the trip rate for each land use. Based on information from the project Trip Generation Analysis (Darnell and Associates 2018), project-generated traffic would account for an additional 454 average daily traffic (ADT) on Prospect Avenue. Vehicle emission factors and fleet mix were based on regional averages from the California Air Resources Board's (CARB) Emission Factors 2014 (EMFAC2014) model. The average trip length for San Diego County of 5.8 miles published by the San Diego Association of Governments (SANDAG) was used (SANDAG 2015). Area emissions include emissions from the use of landscaping equipment, consumer products (e.g., aerosols, cleansers, etc.), and architectural coatings (e.g., paint). Area sources were calculated based on regional use factors.

Significance Thresholds

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 the California Environmental Quality Act (CEQA); however, it does specify Air Quality Impact Analysis "trigger" levels for criteria pollutant emissions associated with new or modified stationary sources (SDAPCD Rules 20.2 and 20.3). The SDAPCD does not consider these trigger levels to represent significance thresholds because exceedances do not necessarily result in air quality impacts; rather, trigger levels are used to identify stationary sources with emissions that are too small to warrant further air quality analysis or permitting. Emissions below these trigger levels would not contribute to an exceedance of the NAAQS or CAAQS.

Based on the methodology summarized above, the project construction and operation emissions were calculated. Note that the emissions shown are the maximum emissions for each pollutant, regardless of variation that may occur between different construction phases or seasons. Table 1 summarizes the project emissions.

Table 1 Maximum Daily Construction and Operational Emissions (pounds/day)			
Pollutant	Project Emissions	Significance Threshold	*Exceeds Threshold?*
Construction Emissions			
Oxides of Nitrogen (NO_X)	46	250	**No**
Volatile Organic Compounds (VOC)[1]	54	250	**No**
Coarse Particulate Matter (PM_{10})	10	100	**No**
Fine Particulate Matter ($PM_{2.5}$)[2]	6	55	**No**
Oxides of Sulfur (SO_X)	>1	250	**No**
Carbon Monoxide (CO)	23	550	**No**
Lead (Pb)[3]	-	3.2	**No**
Operational Emissions[2]			
Oxides of Nitrogen (NO_X)	5	250	**No**
Volatile Organic Compounds (VOC)[1]	84	250	**No**
Coarse Particulate Matter (PM_{10})	16	100	**No**
Fine Particulate Matter ($PM_{2.5}$) [2]	15	55	**No**
Oxides of Sulfur (SO_X)	>1	250	**No**
Carbon Monoxide (CO)	112	550	**No**
Lead (Pb)	-	3.2	**No**

SOURCE: SDAPCD, Rule 20.2 (April 2016).

[1] CalEEMod estimates emission of reactive organic gases (ROG). ROG and VOC have substantially similar definitions; for purposes of this analysis, ROG and VOC are equivalent.

[2] Based on the U.S. Environmental Protection Agency "Proposed Rule to Implement the Fine Particle National Ambient Air Quality Standards" published September 8, 2005. Also used by the South Coast Air Quality Monitoring District.

As shown in Table 1, project-generated construction and operational emissions would be less than the significance thresholds for all criteria pollutants. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, and impacts would be less than significant.

c. Less than Significant Impact. A sensitive receptor is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than is the population at large. Examples of sensitive receptor locations in the community include residences, schools, playgrounds, childcare centers, churches, athletic facilities, retirement homes, and long-term health care facilities. Residential land uses in the vicinity of the project are considered to be sensitive receptors.

On-site Emissions

As discussed in response to 13.3.b, the project would not expose sensitive receptors to substantial concentrations of criteria pollutants. Construction of the project would result in the generation of diesel-exhaust Diesel Particulate Matter (DPM) emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities and on-road diesel equipment used to bring materials to and from the project site. Due to the short-term nature of construction (i.e., approximately one year) and the distance between the project site and the nearest sensitive receptor, DPM generated by project construction is not anticipated to result in conditions where the probability is greater than 10 in 1 million of contracting cancer for the Maximally Exposed

Individual, or to generate ground-level concentrations of noncarcinogenic air toxics that exceeds a Hazard Index greater than 1 for the Maximally Exposed Individual. It should also be noted that all construction equipment is subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation. This regulation, which applies to all off-road diesel vehicles 25 horsepower or greater, limits unnecessary idling to 5 minutes, requires all construction fleets to be labeled and reported to CARB, bans Tier 0 equipment and phases out Tier 1 and 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements. Additionally, the following standard Best Management Practices (BMPs) would be implemented in accordance with state rules and regulations:

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

Because construction would be short-term, construction emissions would be well less than applicable thresholds (see Table 1), and BMPs would be implemented, the project would not expose sensitive receptors to substantial pollutant concentrations generated by on-site emissions, and impacts would be less than significant.

Off-site Emissions

In addition to the project's on-site emissions, project-generated traffic would also result in off-site emissions. The primary pollutant of localized concern associated with vehicle traffic is CO. Projects generating substantial traffic may contribute to small-scale, localized concentrations of CO above the state and national standards near congested intersections, referred to as CO "hot spots." Appropriate procedures and guidelines to determine whether a project poses the potential for a CO hot spot are contained in Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) prepared by the U.C. Davis Institute of Transportation Studies. As discussed in the CO Protocol, CO hot spots occur almost exclusively as signalized intersections operating at level of service (LOS) E or F.

A recent traffic study prepared for the neighboring Prospect Estates I project assessed the LOS of intersections in the vicinity and found that during peak traffic hours nearby intersections maintain a LOS of C or better (Darnell & Associates 2018). As the project would not generate substantial traffic and would not cause any intersection in the vicinity to fail, the project would not result in or contribute to a CO hotspot. Therefore, the project

would not expose sensitive receptors to substantial pollutant concentrations generated by off-site emissions, and impacts would be less than significant.

d. Less than Significant Impact. The project would allow development of a residential land use, which is not associated with the generation of odorous air contaminants or objectionable odors. During construction, the use of fuels including diesel would generate some nuisance odors. Odors generated during construction would be temporary, intermittent, and would not affect a substantial number of people. Therefore, the project would be consistent with nuisance rules from SDAPCD's (Rule 51) and California Health and Safety Code (§41700), and would not discharge odorous air contaminants that would result in an annoyance to any considerable number of persons. Therefore, the project would not create objectionable odors affecting a substantial number of people, and impacts would be less than significant.

13.4 Biological Resources

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Sources: City of Santee General Plan - Open Space Conservation Element, City of Santee Draft MSCP Subarea Plan, and A Biological Resources Survey Report for the Prospect Estates 2 Project prepared by Vincent Scheidt (September 2018; Appendix B).

a. Less than Significant with Mitigation. The site contains 6.8 acres of disturbed/developed habitat, which is not recognized as a sensitive habitat type by the City, California Department of Fish and Wildlife (CDFW), or U.S. Fish and Wildlife Service (USFWS). No sensitive vegetation communities were observed during on-site surveys because the site has been previously graded and disturbed or developed. Two specimens of small-flowered morning-glory were detected on-site; however, because of its low sensitivity (California Rare Plant Ranking 4.2 – "Watch List – Plants of Limited Distribution") and low numbers observed, it is not considered a significant resource. One single sensitive animal species specimen (monarch) was observed during the survey, which does not have any current legal protection but is recognized by CDFW as a "Special-status Invertebrate" and is a candidate for federal listing as a "Threatened Species" under the Federal Endangered Species Act. Based on the species and the lack of any on-site habitat for monarch foraging or overwintering, impacts to this species would be less than significant. Wide-ranging sensitive plant and wildlife species are known to occur in the vicinity, such as the San Diego ambrosia, the graceful tarplant, the San Diego thornmint, the San Diego sagewort, the Orcutt's brodiaea, the long-spined spineflower, the Palmer's grapplinghook, the Coronado skink, the red-shouldered hawk (*Buteo lineatus*), the Cooper's hawk (*Accipiter cooperii*), among others, including various native bats. Directed searches did not encounter any of these species on-site and they are not expected to occur due to the disturbed condition of the site.

However, removal of the existing trees/vegetation and development of the project site could result in potential direct impacts to nesting raptors or migratory songbirds associated with the displacement of suitable nesting habitat. To reduce potential impacts to nesting birds, the project shall be conditioned to avoid site brushing, grading, and/or removal of vegetation within 300 feet of any potential bird nesting location during the bird breeding season (February 15 through August 31), pursuant to the Migratory Bird Treaty Act and Sections 3503, 3503.5, 3511, and 3513 of the California Fish and Game Code. Therefore, implementation of the following mitigation measure outlined under **BIO-1** would reduce potentially significant impacts to nesting birds and wildlife nursery sites to less than significant.

BIO-1 Preconstruction Nest Surveys

In order to protect and avoid impacts to potential nesting birds and wildlife nursery sites, standard seasonal restrictions on clearing and grading shall be implemented. Therefore, site brushing, grading, and/or the removal of vegetation within 300 feet of any potential migratory songbird nesting location, including nesting locations for ground-nesting birds, will not be permitted during the spring/summer migratory songbird breeding season, defined as from 15 February to 31 August of each year. This is required in order to ensure compliance with the Sections 3503, 3503.5, 3511, and 3513 of the California Fish and Game Code and the federal Migratory Bird Treaty Act. Limiting activities to the non-breeding season will minimize chances for the incidental take of migratory songbirds or raptors. Should it be necessary to conduct brushing, grading, or other site activities during the songbird breeding season, a preconstruction nesting survey of all areas within 300 feet of the proposed activity will be required. The results of the survey shall be provided in a report to the City of Santee Planning Department, for concurrence with the conclusions and recommendations.

b. No Impact. The entire site is developed/disturbed habitat, containing a variety of weedy annual species and ornamental landscaping and trees. The project site does not support any jurisdictional waters or wetlands; therefore, the project will have no impact on any riparian habitat or other sensitive natural community identified locally, regionally, or by the CDFW or USFWS.

c. No Impact. The site does not contain any federally protected wetlands. Thus, no impact to wetlands would occur.

d. No Impact. The project site is surrounded by developed lands containing urban uses and the project site does not function as a wildlife corridor. Additionally, the project site is not within a planned preserve area in the City's Draft Multiple Species Conservation Plan (MSCP) Subarea Plan. The project site is physically separated from the San Diego River, which is a regional wildlife corridor, by approximately 0.25 mile and SR-52. Project development would have no impact on wildlife corridors.

e. No Impact. The City does not currently have an adopted MSCP Subarea Plan. However, the project would not conflict with or prevent implementation of the City's current Draft MSCP Subarea Plan preserve design because the project site is not located within the Draft Subarea Preserve, is not proposed for conservation, and is not adjacent to any preserve

areas. The project would not conflict with any local policies or ordinances protecting biological resources. Thus, there would be no impact.

f. No Impact. See response provided for 13.4.e. No impacts would occur.

13.5 Cultural Resources

Would the project:

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

Sources: Historic Building Survey of the House at 8542 Prospect Avenue/8705 Marrokal Lane (RECON 2018; Appendix C), Updated Results of the Archaeological Survey for the Prospect Estates II Project (RECON 2018; Appendix D), Geologic Map of the San Diego 30'X60' Quadrangle, California by Kennedy and Tan (2008), City of Santee General Plan - Conservation Element, City of Santee Municipal Code).

a. No Impact. The term "historic resources" applies to any such resource that is at least 50 years old and is either listed, or determined to be eligible for listing, in the California Register of Historical Resources. The northern parcel possesses a single-story house that has been occupied by a single owner since it was moved to the property in 1965. An historic building evaluation of the existing house was completed in accordance with CEQA that included archival search (July 2017), a field survey and historic structure assessment (July 2017), and an interview with Ms. Hazel Sheffer, the property owner (August 2017) (see Appendix C).

The existing structure is a single-story house with a side-facing irregular T-floorplan and a side-gabled roof, developed in the architectural style of Minimal Traditional. A search of the Santee Historical Society files for information on the Sheffer family did not identify any information related to the house. Wilfred and Hazel Sheffer moved to Santee in 1951 and moved onto the property in 1957 and occupied a small house already on the property (H. Sheffer, pers. comm. 2017; see Appendix C). According to Ms. Sheffer, the original house was composed of two single-room buildings originally constructed for the Coast Artillery Corps replacement training center Camp Callan, located at Torrey Pines. When the camp was decommissioned after World War II, the buildings were sold.

The current house was purchased and moved to the Santee property by the Sheffers in 1965 (H. Sheffer, pers. comm.; see Appendix C). It was originally constructed in 1947 in the College area, close to the intersection of College Avenue and Montezuma Road. Originally, the house and garage were separate, but they were soon attached by a roof, and by the late 1970s the space between had been turned into a room.

The files of the Santee Historical Society were also checked for information on the house, but no information was found. No information could be found about the Sheffers or the house in the files at the San Diego Historical Society.

The California Register of Historical Resources (CRHR) establishes the evaluative criteria used by CEQA in defining a historic resource. A historic resource is significant if it meets one or more of the criteria for listing in the CRHR. An evaluation of the existing single story with these CRHR evaluation criteria is presented below:

1) *Are associated with events that have made a significant contribution to the broad patterns local or regional history and cultural heritage of California or the United States.*

No information could be found to associate the house with a significant event in Santee's, San Diego County's, or California's history or cultural heritage.

2) *Are associated with the lives of persons important to the nation or to California's past.*

No information could be found to relate either Wilfred or Hazel Shaffer with a significant event in local, regional, or California history.

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.*

The house is not a distinctive representative of the Minimal Traditional style of architecture. It exhibits common Minimal Traditional features such as a low-pitched gabled roof with shallow eaves, limited exterior detailing, a simple front porch, moderately sized wood-framed windows, stucco exterior with minimal use of wood siding as detail, and a detached garage (now connected). These features are very commonplace on such houses and are not distinctive to this particular house. Construction techniques and materials are those commonly used in the post-World War II era. No information could be found to associate the house with a well-known architect or contractor.

4) *Has yielded, or may be likely to yield, information important in prehistory or history of the state or nation.*

The archaeological survey completed for the project determined that the prehistoric site and two isolated artifacts found on the northern parcel were not significant archaeological resources (see Appendix D). Therefore, the prehistoric site and two isolated artifacts would not yield important information related to prehistory. This criteria generally does not apply to the built environment, and research conducted for the existing house did not identify any information important to the history of the state or nation.

Based on the analysis presented above, the existing house on the northern parcel is not eligible for listing in the CRHR under any of the criteria and is, therefore, not a significant

historical resource under CEQA. Demolition of the existing house on the northern parcel would not cause a substantial adverse change in the significance of a historical resource, and no impact would occur.

The southern parcel is currently undeveloped. As detailed in the archaeological survey, no historic structural resources have been historically located or are currently located on the southern parcel (see Appendix D). Therefore, the project would not affect a known historical resource on the southern parcel.

b. Less than Significant with Mitigation. An archival records search was requested from the South Coastal Information Center at San Diego State University for a one-mile radius buffer from the project site. The record search identified 15 prehistoric sites, 2 historic sites, and 2 multi-component sites. None of the previously recorded sites are located within the project site.

An archaeological survey of the project site was completed by RECON in November 2015 (southern parcel) and July 2017 (northern parcel) and is detailed in Appendix D. During both site surveys, both parcels were inspected for evidence of archaeological materials such as flaked and ground stone tools, ceramics, milling features, and historic features. The entire southern parcel has been impacted by ground disturbance activities. No evidence of archaeological features or historic cultural material were identified during the November 24, 2015 survey of the southern parcel. The extent of grading and other ground-disturbance activities would have heavily impacted any surface prehistoric or historic material on the southern parcel. Despite the extensive disturbance, if there were cultural material on the southern parcel, some would still have been visible around the perimeter of the site, which has not been covered by fill.

During the July 2017 survey of the northern parcel, one prehistoric site and two isolated artifact locations were identified. The prehistoric site consists of sparse lithic scatter with one fine-grained metavolcanic core, one quartzite scraper, and one secondary quartzite flake. The core was located in an area with numerous cobbles and was likely pushed to this location during efforts to clear the property of cobbles. Isolate ISO-1 consists of one quartzite assayed cobble with two flakes removed and one quartzite core with three flakes unifacially removed. Isolate ISO-2 consists of a quartzite undifferentiated flaked lithic artifact fragment. These isolates are not considered significant because they lack characteristics that would qualify them for listing on the CRHR. Site 7974.1-CZH-1 is not considered eligible for listing on the CRHR because it lacks a variety and density of artifacts and is likely a surface deposit. The three lithic artifacts likely are the result of opportunistic stone sampling and do not provide a meaningful contribution to the regional research questions. Additionally, the site appears to lack integrity. The area has likely been graded and the cobbles surrounding the site have been pushed there by heavy machinery. Through the recording of the location, the extent, and the characteristic of the site, its archaeological information potential has been exhausted.

The project site is located in a mapped alluvium and slopewash floodplain of the San Diego River. Given the recovery depth of proximal cultural resources, the project does have the potential to encounter buried archaeological deposits during construction-related subsurface activities. The potential for inadvertent disturbance of buried cultural resources during ground-disturbing activities would be a significant impact. Thus, implementation of

archaeological monitoring during grading would be required to ensure any buried cultural resources are recovered and handled. The following mitigation measure (**CUL-1**) would reduce potentially significant impacts to unknown, buried cultural resources to less than significant.

CUL-1 Archaeological Monitor

Potential impacts to buried artifacts or human remains inadvertently discovered during project grading shall be mitigated through the requirement for an archaeological monitor to be present on-site during grading activities.

A. The archaeological monitor would ensure that if any prehistoric or historic subsurface cultural resources are discovered during ground-disturbing activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist shall be consulted to assess the significance of the find according to CEQA Guidelines section 15064.5. If any find is determined to be significant, representatives from the City and the archaeologist will meet to determine the appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered shall be, as necessary and at the discretion of the consulting archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. In considering any suggested mitigation proposed by the consulting archaeologist to mitigate impacts to historical resources or unique archaeological resources, the City will determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) will be instituted. Work may proceed on other parts of the project site while mitigation for cultural resources is being carried out.

B. If human skeletal remains are uncovered during project construction, the archaeological monitor will direct the contractor or appropriate representative to halt work, contact the San Diego County Coroner to evaluate the remains, and follow the procedures and protocols set forth in Section 15064.5(e)(1) of the CEQA Guidelines. If the coroner determines that the remains are Native American, the project proponent will contact the Native American Heritage Commission, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code 5097.98 (as amended by AB 2641). Per Public Resources Code 5097.98, the contractor shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the contractor has discussed and conferred, as prescribed in this section (California Public Resources Code Section 5097.98), with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.

d. Less Than Significant Impact. While there are no formal cemeteries or recorded burials in the vicinity of the project area, prehistoric burials are possible. In the unlikely event that unknown human burials are encountered during project grading and construction, they would be handled in accordance with procedures of the Public Resources Code Section 5097.98, the California Government Code Section 27491, and the Health and Safety Code Section 7050.5. These regulations detail specific procedures to follow in the event of a discovery of human remains. In addition, the above mitigation measure detailed under **CUL-1** would ensure any buried human remains inadvertently uncovered during grading operations are handled in compliance with these regulations and ensure that impacts would be less than significant. See 13.5.b.

13.6 Energy

Would the project:

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

Sources: Project Description, Energy Use Calculations (Appendix E), California Emissions Estimator Model (CalEEMod) Results (RECON 2018; Appendix A), Trip Generation Analysis (Darnell and Associates September 27, 2018; Appendix L), EMFAC 2014 CARB OFF-ROAD Model, CARB Tier 3 In-Use Off-Road Diesel Engine Standards, CALGreen and the California Energy Code (Title 24, Part 6 of the California Code of Regulations).

a. Less Than Significant Impact. During construction, energy use would occur in two general categories: fuel use from vehicles used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to conduct construction activities. The construction equipment and worker trips required for the project were determined as a part of the air quality and greenhouse gas (GHG) modeling prepared for the project (see Appendix A). Heavy-duty construction equipment is usually diesel powered.

Fuel consumption associated with on-road worker trips and delivery trips were calculated using the total trips and trip lengths calculated in the air quality and GHG modeling and EMFAC2014 fuel consumption rates. Fuel consumption associated with on-site construction equipment was calculated using the equipment quantities and phase lengths calculated in the air quality and GHG modeling and California Air Resources Board OFF-ROAD model. Off-site and on-site fuel consumption that would occur over the entire construction period is summarized in Tables 2 and 3, respectively.

Table 2 Off-site Construction Vehicle Fuel Consumption			
Trip Type	Total Vehicle Miles Traveled	Total Fuel Consumption (gallons)	
		Gasoline	Diesel
Workers	92,664	3,569	23
Deliveries	44	--	9
Total	**92,708**	**3,569**	**32**

Table 3 On-site Construction Equipment Fuel Consumption					
Phase	Phase Length (Days)	Equipment	Amount	Total Usage Hours	Total Diesel Fuel Consumption (gallons)
Demolition	20	Concrete/Industrial Saws	1	160	543
		Excavators	3	480	1,488
		Rubber Tired Dozers	2	320	1,632
Site Preparation	5	Rubber Tired Dozers	3	120	612
		Tractors/Loaders/Backhoes	4	160	330
Grading	8	Graders	1	64	253
		Excavators	1	64	198
		Rubber Tired Dozers	1	64	326
		Tractors/Loaders/Backhoes	3	192	395
Building Construction	230	Cranes	2	3,220	11,136
		Forklifts	3	5,520	5,639
		Generator Sets	1	1,840	6,564
		Tractors/Loaders/Backhoes	3	4,830	9,949
		Welders	1	1,840	2,186
Paving	18	Pavers	1	144	406
		Paving Equipment	2	216	530
		Rollers	2	216	377
		Cement/Mortar Mixer	2	216	62
		Tractors/Loaders/Backhoes	1	144	297
Architectural Coatings	24	Air Compressors	1	144	309
Total					**43,232**

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

Buildout of the project and occupation by residents would result in transportation energy use. Trips by individuals traveling to and from the project site would result from use of passenger vehicles or public transit. Passenger vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. Public transit would be powered by diesel or natural gas, and could potentially be fueled by electricity. The project would generate 454 daily trips (Darnell and Associates September 27, 2018; Appendix L). An average trip length of 5.8 miles was derived from EMFAC2014 data for San Diego County. Thus, the project would generate 2,633 daily vehicle miles traveled (VMT) and 961,118 annual VMT. Total gasoline and diesel

fuel consumption was calculated using EMFAC2014 fuel consumption rates and fleet data for light duty autos. The results are summarized in Table 4.

Table 4
Vehicle Fuel/Electricity Consumption

Fuel Type	Daily VMT	Fuel Efficiency (miles per gallon)	Gallons of Fuel per Day	Electric Efficiency (kWh per mile)*	Electric Vehicle kWh per day
Gasoline	2,548	28.20	90	--	--
Diesel	29	35.62	<1	--	--
Electric	57	--	--	3.4	17
TOTAL	**2,633**		**91**		**17**

kWh = kilowatt hour; VMT = vehicle miles traveled
*EMFAC does not provide estimates for energy used by electric vehicles. This data was estimated using existing kWh/mile data and estimates of future electric vehicle efficiencies provided by the Federal Highway Administration.

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

b. Less Than Significant Impact. The Renewables Portfolio Standard (RPS) promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. 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 2 (1X) codified California's 33 percent RPS goal. In September 2015, the California Legislature passed Senate Bill 350, which increases California's renewable energy mix goal to 50 percent by year 2030. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. The project would be served by San Diego Gas & Electric (SDG&E). As of 2017, SDG&E had a 32 percent procurement of renewable energy (CPUC 2018).

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

Title 24, Part 11 of the California Code of Regulations is the California Green Building Standards Code (CALGreen). Beginning in 2011, CALGreen instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial and low-rise residential buildings, state-owned buildings, schools, and

hospitals. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory requirements and may adopt CALGreen with amendments for stricter requirements.

The mandatory standards require:

- 20 percent reduction in indoor water use relative to specified baseline levels;
- 50 percent construction/demolition waste diverted from landfills;
- inspections of energy systems to ensure optimal working efficiency;
- low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards;
- dedicated circuitry to facilitate installation of electric vehicle charging stations in newly constructed attached garages for single-family and duplex dwellings; and
- installation of electric vehicle charging stations for at least 3 percent of the parking spaces for all new multi-family developments with 17 or more units.

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

Electricity and natural gas service to the project site is provided by SDG&E. The proposed residential units would use electricity and natural gas to run various appliances and equipment, including space and water heaters, air conditioners, ventilation equipment, lights, and numerous other devices. Generally, electricity use is higher in the warmer months due to increased air conditioning needs, and natural gas use is highest when the weather is colder as a result of high heating demand. Residential uses would likely require the most energy use in the evening as people return from work. As a part of the air quality and GHG modeling prepared for the project (RECON 2018), CalEEMod was used to estimate the total electricity and natural gas consumption associated with the project. Table 5 summarizes the anticipated energy and natural gas use.

Table 5
Electricity and Natural Gas Use

	Total Use
Electricity	312,325 kWh/Year
Natural Gas	897,352 BTU/Year

Buildout of the project would result in an increase of electricity and natural gas usage when compared to the existing condition. The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and RPS. The project would be required to meet the mandatory energy requirements of CALGreen and

the California Energy Code (Title 24, Part 6 of the California Code of Regulations) and would benefit from the efficiencies associated with these regulations as they relate to building heating, ventilating, and air conditioning mechanical systems, water-heating systems, and lighting. Further, electricity would be provided to the project by SDG&E, which currently has an energy mix that includes 32 percent renewables and is on track to achieve 50 percent by 2030 as required by RPS. Therefore, there are no project features that would support the use of excessive amounts of energy or would create unnecessary energy waste, or conflict with any adopted plan for renewable energy efficiency, and impacts would be less than significant.

13.7 Geology and Soils

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☒	☐
(ii) Strong seismic ground shaking?	☐	☐	☒	☐
(iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
(iv) Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Sources: Updated Geotechnical Investigation Prospect Estates II Residential Development by Group Delta Consultants, Inc. (May 31, 2017; Appendix F), City of Santee General Plan - Safety Element, City of Santee Municipal Code, and Public Service Availability Forms from the Padre Dam Municipal Water District.

a(i). Less than Significant Impact. No known Alquist-Priolo Earthquake Fault Zones or active faults (i.e., faults that exhibit evidence of ground displacement during the last 11,000 years) traverse the project site. The active Rose Canyon and Coronado Bank fault zones are mapped approximately 11 and 25 miles southwest of the site, respectively, and the active Elsinore and San Jacinto fault zones are mapped approximately 31 and 51 miles northeast of the site, respectively. These are the closest active faults. Because the project site is within a seismically active region, it could be subject to moderate to strong ground shaking. All earthwork would be conducted in accordance with the City's grading guidelines, the current California Building Codes, and the specifications outlined in the Updated Geotechnical Investigation. Thus, the project would result in a less than significant impact due to the exposure of people or structures to impacts related to rupture of a known earthquake fault or strong seismic ground shaking.

a(ii). Less than Significant Impact. Refer to Response 13.7.a(i).

a(iii). Less than Significant Impact. The northern portion of the project site is underlain by Granitic Rock, while the southern portion of the site is underlain by the Friars Formation. The Friars Formation is composed primarily of sandy lean claystone and fat claystone, as well as clayey sandstone, and contains a high expansion potential. The upper portion of the Granitic Rock that underlies the site has been weathered into silty and clayey sand. This upper portion is then underlain by fresh Granitic Rock. The Granitic Rock has a low to medium expansion potential.

Covering the Friars Formation and Granitic Rock is young alluvium soil and undocumented fill. The alluvium soil ranges from a depth of 3 to 15 feet below grade, and consists of sandy

fat clay, sandy lean clay, and clayey sand. The fat clay and lean clay alluvium soils are highly expansive, while the clayey sand has a low to medium expansion potential.

The undocumented fill was found throughout the southern portion of the site, and at various locations in the northern portion, up to 7 feet in depth. The undocumented fill has a medium expansion potential. No groundwater was encountered during boring tests of the site. Thus, the project site is unlikely to experience seismic-related ground failure such as liquefaction, as liquefaction typically occurs in areas where there are loose to medium dense sands and silts, and where the depth to groundwater is less than 50 feet from the ground surface. Additionally, the project must comply with the recommendations of the Preliminary Geotechnical Investigation as required pursuant to Municipal Code 15.58.120, which would ensure removal of unsuitable soils and proper fill and compaction. Therefore, there is less than significant potential for the project to expose people or structures to adverse effects from seismic-related ground failure.

a(iv). Less than Significant Impact. No landslides have been observed within the project site, but there two landslides that have been mapped within the Friars Formation immediately south of the site. However, the project site is relatively flat, with elevations ranging from approximately 373 feet AMSL along Prospect Avenue to approximately 340 feet AMSL along northern property line. As the project site is relatively flat and no steep slopes are located on-site or adjacent to the property, there is less than significant potential for the project to expose people or structures to adverse effects from landslides.

b. Less than Significant Impact. The project would not result in substantial erosion or loss of topsoil, because the project does not contain steep slopes, and would be required to prepare a Landscape Plan and/or Erosion Control Plan (ECP) per the City of Santee Municipal Code Sections 15.58.130 and 15.58.140. The Landscape Plan and/or ECP would include measures that prevent erosion by minimizing runoff that can potentially carry soil off-site. Thus, the project would result in a less than significant impact related to soil erosion or loss of topsoil.

c. Less than Significant Impact. The project site has less than significant potential to subject to landslide, lateral spreading, subsidence, liquefaction, or collapse (see 13.7.a(iii) and 13.7.a(iv).

d. Less than Significant Impact. The Updated Geotechnical Investigation included geologic borings up to a depth of approximately 17.5 feet. Soils were found to have low to high potential for expansion. This is consistent with the General Plan's Hazard Zone classification for the project site, D3, which is considered to have a moderate to high potential for expansion. Thus, the project would be located on expansive soil, as defined in Table 18-1-B of the current Uniform Building Code.

The project would comply with the recommendations of the Preliminary Geotechnical Investigation as required pursuant to Municipal Code 15.58.120, which include removal of unsuitable soils, proper compaction of fill soils, and foundation design measures including post-tensioned slabs, moisture protection and vapor barriers, and recommendations on slab thickness and reinforcement. Therefore, there is less than significant risk to life or property associated with expansive soil.

e. No Impact. Implementation of the project would not require a septic tank or alternative wastewater disposal system. The project would be served by public sewers. Thus, no impact would result.

f. Less than Significant with Mitigation. According to the Geotechnical Investigation, the anticipated finish elevations for the project will achieve cuts and fills of up to approximately 5 feet in depth. The soils are described as generally consisting of fill soil material (at approximately 1.5 to 4.5 feet in depth) underlain by slopewash materials (approximately 4 to 15 feet in depth), underlain by the Friars Formation. The Friars Formation has a high paleontological resource sensitivity rating which indicates there is a potential for encountering paleontological resources within this formation. Based on the paleontological sensitivity of the underlying soils and the volume of grading required for the project, a potentially significant impact to paleontological resources could occur.

Potentially significant impacts would be mitigated through the requirement for a paleontological monitor to be present on-site during grading and is detailed in the following mitigation measure (**PAL-1**). Implementation of **PAL-1** would reduce any potentially significant impacts to paleontological resources to a level that is less than significant.

PAL-1 Paleontological Monitor

A. Monitoring Plan

Prior to any grading on any portion of the project site, a qualified paleontologist shall be retained to prepare a Monitoring Plan that identifies the monitoring requirements for the project as outlined below. A qualified paleontologist is an individual with an MS or PhD in paleontology or geology who is familiar with paleontological procedures and techniques. No grading permits shall be issued until the Monitoring Plan has been approved by the Planning Director.

B. Pre-Grading Conference and Paleontological Monitor

1. A qualified paleontological monitor shall be present at a pre-grading conference. The purpose of this meeting will be to consult and coordinate the role of the paleontologist in the grading of the site. A qualified paleontologist is an individual with adequate knowledge and experience with fossilized remains likely to be present to identify them in the field and is adequately experienced to remove the resources for further study.

2. A paleontologist or designate shall be present during grading as determined at the pre-grading conference. The monitor shall have the authority to temporarily direct, divert or halt grading to allow recovery of fossil remains. At the discretion of the monitor, recovery may include washing and picking of soil samples for micro-vertebrate bone and teeth. The developer shall authorize the deposit of any resources found on the project site in an institution staffed by qualified paleontologists as may be determined by the Planning Director. The contractor shall be aware of the random nature of fossil occurrences and the possibility of a discovery of remains of such scientific and/or educational importance which might

warrant a long term salvage operation or preservation. Any conflicts regarding the role of the paleontologist and/or recovery times shall be resolved by the Planning Director.

C. Fossil Recovery and Curation

1. If fossils are discovered, the paleontologist (or paleontological monitor) shall recover them. In most cases, this fossil salvage can be completed in a short period of time. However, some fossil specimens (such as complete large mammal skeleton) may require an extended salvage period. In these instances the paleontologist (or paleontological monitor shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for the recovery of small fossil remains, such as isolated mammal teeth, it may be necessary in certain instances, to set up a screen-washing operation on the site.
2. Fossil remains collected during the monitoring and salvage portion of the mitigation program shall be cleaned repaired, sorted, and cataloged.
3. Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall either be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum or retained by the City and displayed to the public at an appropriate location such as a library or City Hall.

D. Monitoring Report

Prior to issuance of a permit for occupancy of any buildings, a paleontological monitoring report shall be submitted to the Director of Development Services Department. This report shall describe all the materials recovered and provide a tabulation of the number of hours spent by paleontological monitors on the site.

13.8 Greenhouse Gas Emissions

Would the project:

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

Sources: California Air Resources Board (CARB) 2008; CalEEMod Output Files (see Appendix A).

a. Less than Significant Impact. The City has not adopted a threshold of significance for evaluating GHG impacts. This analysis conservatively follows significance thresholds from the CAPCOA report CEQA & Climate Change, dated January 2008 (CAPCOA 2008). Guidance from CAPCOA references 900 metric tons of carbon dioxide equivalent (MT CO_2E) as a conservative threshold for determining when further GHG analysis is required. This threshold is based on GHG emission market capture rates and is intended as a bright-line test that would exclude projects that are small enough to be unlikely to have significant impacts from further analysis. State GHG emissions reduction targets proposed and/or codified by Executive Order (EO) S-3-05, Assembly Bill (AB) 32, EO B-30-15, and Senate Bill (SB) 32 include achieving 1990 emission levels by 2020; 40 percent below 1990 levels by 2030; and 80 percent below 1990 levels by 2050. The most ambitious reduction target, 80 percent below 1990 levels, corresponds to a 90 percent reduction in statewide BAU emissions. Thus, the guidance identifies project-level thresholds that would correspond to a 90 percent market capture rate, annual emission of 900 MT CO_2E. Following rationale presented in the CAPCOA Guidance, the aggregate emissions from all projects with individual annual emissions that are equal to or less than 900 MT CO_2E would not impede achievement of the state GHG emissions reduction targets codified by AB 32 (2006) and SB 32 (2016), and impacts under CEQA would therefore be less than cumulatively considerable. Projects that exceed the 900 MT CO_2E screening thresholds are further required to perform a focused GHG analysis.

Although the CAPCOA criteria are interim guidance, they represent a good faith effort to evaluate whether GHG impacts from a project are significant, taking into account the type and location of the development, the best available scientific data regarding GHG emissions, and the current statewide goals and strategies for reduction of GHG emissions.

Annual GHG emissions due to construction and operation of the project were calculated using California Emissions Estimator Model (CAPCOA 2017). CalEEMod was developed with the participation of several state air districts. The emissions sources include construction (off-road vehicles), mobile (on-road vehicles), area (consumer products [cleansers, aerosols, solvents], landscape maintenance equipment, architectural coatings), water and wastewater, and solid waste sources. Project emissions were modeled based on the generalized parameters developed based on survey data incorporated into the CalEEMod program, which takes into account the type, size, and location of development. Table 6 summarizes the project emissions.

Table 6
Project GHG Emissions in 2020 (MT CO_2E per year)

Emissions Source	Project Emissions
Vehicles	366
Energy Use	110
Area Sources	81
Water Use	16
Solid Waste Disposal	18
Construction[1]	14
Total	**604**

SOURCE: Appendix A.
[1]Following the recommendation of multiple air districts, construction-related emissions were amortized over a 30-year period (to represent the equivalent annual emissions) and added to operational emissions.
Totals may not add due to rounding.

As shown, the project would result in a total of 604 MT CO_2E per year. Therefore, the project would not exceed the 900 MT CO_2E screening threshold for GHG emissions, and impacts would be less than significant.

b. Less than Significant Impact. Executive Order (EO) S-3-05 established GHG emission reduction targets for the state, and AB 32 codified the 2020 goal of EO S-3-05 and launched the Climate Change Scoping Plan (CARB 2008) that outlined the reduction measures needed to reach these targets. The project is consistent with the state reduction targets for transportation, energy, and other emissions associated with land use and development. The project would result in a net increase of less than the CAPCOA's 900 MT CO_2E screening threshold, and therefore, would not conflict with efforts toward achieving the state's 2020 reduction target.

EO B-30-15 established an interim GHG emission reduction target for 2030, and Senate Bill (SB) 32 codified the interim GHG reduction target and launched the Second Update to the Climate Change Scoping Plan (CARB 2018) that outlined the reduction measures needed to reach this target. Project emissions would continue to decline as a result of federal, state, and local implementation measures such as increased vehicle efficiency standards and renewable sources of energy in accordance with California Renewable Portfolio Strategy mandates. Based on currently available models and regulatory

forecasting, project emissions would continue to decline from 2030 through at least 2050. Given the reasonably anticipated decline in project emissions once fully constructed and operational, the project is in line with the GHG reductions needed to achieve the state's interim 2030 reduction target. The project would not impede substantial progress toward long-term GHG goals and would not conflict with SB 32. Therefore, the project would not conflict with any applicable state plans, policies, and regulations adopted for the purpose of reducing the emission of GHG emissions, and impacts would be less than significant.

13.9 Hazards and Hazardous Materials

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐

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

Sources: Project Description, City of Santee General Plan - Safety and Conservation Elements, Santee School District website, California Department of Toxic Substances Control - EnviroStor Database, State Water Resources Control Board - Geotracker Database, Gillespie Field Airport Land Use Compatibility Plan (ALUCP 2010), City of Santee - Emergency Operations Plan, Santee Municipal Code (Chapter 15.20.040), Santee Fire Department, Phase I Environmental Site Assessment (ESA) (CERES Corp. (Parcel #383-112-55-00), September 28, 2016; Appendix G-1), and Phase I ESA (CERES Corp. (Parcel #383-112-32-00), May 23, 2017; Appendix G-2).

a. Less than Significant Impact. Construction of the project would involve standard grading and construction activities that require temporary use of fuels and other hazardous materials. The use and handling of materials associated with the construction of the project would follow all applicable federal, state, and local regulations, including California Occupational Safety and Health Administration (OSHA), California Department of Transportation (Caltrans), and Department of Environmental Health Hazardous Materials Division. The project must comply with all applicable state and local regulations for hazardous materials and waste management during project construction. As a result, a less than significant hazard to the public or environment would result from the project.

The proposed residential uses would involve the routine use of hazardous materials (cleaners, degreasers, etc.). However, such materials are ubiquitous and product labeling identifies appropriate handling and use of these materials. Use of common household hazardous materials are typical of residential uses and are not associated with generation of significant hazards to the public or the environment. Thus, operation of the project would result in a less than significant hazard associated with the routine transport, use, or disposal of hazardous materials would occur.

b. Less than Significant Impact. Two Phase I ESAs were prepared for the project. The Phase Ia ESA assesses the southern parcel, while the Phase Ib ESA assesses the northern parcel. These ESAs are included as Appendix G-1 and G-2, respectively. According to the Phase Ia ESA, the southern parcel appeared to have been historically used as a plant nursery from the 1950s to 1960s. Past documentation, aerial images, and previous grading suggests that no underground or aboveground storage tanks were used during this operation. According to the Phase Ib ESA, the northern parcel appeared to have been

historically used for residential purposes from 1928 to the present time. No documentation or other evidence was found that suggests underground or aboveground storage tanks were used at the property.

In addition, the project does not involve a use that would result in foreseeable upset and accident conditions from the release of hazardous materials into the environment. The proposed residential uses would be associated with the routine use of common hazardous materials [see response 13.9.a]. However, significant hazards due to upset and accident conditions involving the release of hazardous materials would not occur because the project would not involve the use of any major source of hazardous materials. Impacts would be less than significant.

c. No Impact. The school nearest to the project site is the Chet F. Harritt Elementary School, which is beyond one-quarter mile from the project site (approximately 0.4 mile east of the project site). Additionally, the project would propose residential uses. The project would not result in hazardous emissions or include the handling of acutely hazardous materials, substances, or waste. As a result, no impact would occur.

d. Less than Significant Impact. Two Phase I ESAs (Phase Ia and Phase Ib) were prepared for the project site (see Appendix G-1 and G-2, respectively). As determined in the ESAs, the project site is not identified on the California Department of Toxic Substances Control, Hazardous Waste and Substances Site List compiled pursuant to Government Code Section 65962.5. According to the Phase Ia and Ib reports, the southern parcel appeared to have been used as a plant nursery before 1953 to around the late 1960s, while the northern parcel appeared to have been used for residential purposes since 1928. The report clarified that underground or aboveground storage tanks in support of the past plant nursery use were not evidenced on the property. In addition, there has been no documentation or other evidence found that would suggest the past use of underground or aboveground storage tanks within the northern parcel of the property, There are no unauthorized release cases (opened or closed) listed within one-half mile of the project site. The nearest listed site within less than one-quarter-mile (0.18-mile northeast) is located at 8665 Mission Gorge Road. The facility reported the handling of paint sludge in 1993. Another site located near Mission Gorge Road (0.30-miles east-northeast) is listed as a closed transfer station. The closest unauthorized release case site is located at 9200 Inwood Drive (0.5 mile north-northwest), which impacted the soils with gasoline. The case was closed in 1993. Based on the location of these facilities and the regulatory status, the sites do not represent a significant environmental concern on the subject property. As a result, the project would not pose a hazard to the public or the environment; thus, impacts would be less than significant.

e. Less than Significant Impact. The Gillespie Field Airport is 1.6 miles east of the project site. The ALUCP for Gillespie Field Airport was adopted in January 2010 and Amended in December 2010. The property is located within the Airport Influence Area (AIA), Review Area 2 of the Gillespie Field Airport (ALUCP Exhibit III-5). Within Review Area 2, any proposed structure which has a height greater than 35 feet above ground level requires a review by the Airport Land Use Commission. The project would not include

construction of structures greater than 35 feet, and would therefore not conflict with the provisions of AIA Review Area 2. The project site is located outside of any safety compatibility zone identified in the Gillespie Field ALUCP Safety Compatibility Policy Map (ALUCP Exhibit III-2). Based on the proposed residential use and the location of the project site outside of any safety compatibility zone for the airport, a less than significant safety hazard for people residing or working in the project area would occur. Therefore, impacts would be less than significant.

f. Less than Significant Impact. The project site is located in an existing developed area with access to major roadways that would allow for emergency evacuation. The Santee Fire Department has reviewed the project and determined adequate emergency access is available to the project site. Therefore, the project would not impair implementation of, or physically interfere with, emergency response and impacts would be less than significant.

g. Less than Significant Impact. Wildland fires present a significant threat in the City, particularly in the summer months when temperatures are high and precipitation is limited. Areas in the City that are particularly susceptible to fires are designated as "very high hazard" or "high hazard" areas and are delineated on the Very High Fire Hazard Severity Zones for LRA (Local Responsibility Areas) as recommended by CALFIRE. The project site is identified within an area considered a "very high hazard." However, project design elements are required to conform to City Fire Code requirements (Municipal Code, Title 15, Chapter 15.20) including provision of adequate roadway width and vertical clearance to allow access to the proposed fire hydrant located on Private Street "A." As a result, impacts would be less than significant.

13.10 Hydrology and Water Quality

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner, which would:	☐	☐	☒	☐
i. result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☐	☐
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☐
iv. impede or redirect flood flows?	☐	☐	☐	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☐

Sources: Project Description and Site Plan, General Plan - Conservation and Safety Element; Regional Water Quality Control Board Basin Plan, Storm Water Quality Management Plan (SWQMP) for Prospect Estates – Phase 2 (Polaris Development Consultants, October 5, 2018; Appendix H), Drainage Study for Prospect Estates II TM2016-01 (Polaris Development Consultants, October 5, 2018; Appendix I), and Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM).

a. Less than Significant Impact. The project site is located in the San Diego Hydrologic Unit (907) and Lower San Diego River Watershed (907.12). Currently, two off-site basins contribute to surface water runoff prior to entering the site from the southern and eastern boundary. Once the surface water enters the property, it drains via surface flow from the

south to the north, at 372 feet AMSL in the southeast corner to 340 AMSL along the northern property line. The existing on-site drainage generates approximately 7.69 cubic feet per second (cfs) for the 100-year storm event. Surface water continues to drain towards the north, across the northern off-site property before entering Mission Gorge Road, from which it flows into the public storm drain system under Mission Gorge Road and SR-52 into the San Diego River. The San Diego River is a 303(d) impaired water body polluted by bacteria and nutrients, heavy metals, and pathogens from urban runoff sources.

According to the San Diego Basin Plan, the beneficial uses identified for the San Diego River include Agricultural Supply (AGR), Industrial Service Supply (IND), Contact Water Recreation (REC-I), Non-contact Water Recreation (REC-2), Commercial and Sport Fishing (COMM), Preservation of Biological Habitats of Special Significance (BIOL), Wildlife Habitat (WILD), Rare, Threatened, or Endangered Species (RARE), Marine Habitat (MAR), Migration of Aquatic Organisms (MIGR), Spawning, Reproduction, and/or Early Development (SPWN), and Shellfish Harvesting (SHELL).

The proposed construction of 38 attached condominiums and 15 single-family residences would create impervious surfaces of rooftops, driveways, streets, and sidewalks, and is expected to generate sediment, nutrients, heavy metals, organic compounds, trash and debris, oxygen demanding substances, oil and grease, bacteria and viruses, and pesticide pollutants. As described in the SWQMP prepared for the project, a 5,520-square-foot biofiltration basin and landscaped areas would be incorporated into the site design. The biofiltration basin would be located in the northwest corner of the project site (Lot A; see Figure 4). The project would not adversely affect any beneficial uses of the San Diego River because the project would treat storm water on-site to ensure pollutants do not adversely affect receiving waters by incorporating site design and treatment control BMPs. The proposed site design/treatment control BMPs includes the collection of the on-site surface water throughout the property, which would be directed into a pollutant control biofiltration basin located in the northwest corner of the property. The biofiltration basin would capture the surface water through a soil matrix and outlet into the underdrains from where it would be conveyed into the existing 36-inch storm drain on Marrokal Lane, then travel north under Mission Gorge Road, and ultimately into the San Diego River.

Development of the site would increase peak runoff volumes for the 100-year event from 7.69 cfs to 8.97 cfs, resulting in an increase of 1.28. However, the biofiltration basin would detain runoff so that the drainage leaving the site would be equal to or less than the existing condition of 7.69 cfs. In addition, the existing 36-inch storm drain in Marrokal Lane has adequate capacity to support an increase in flow from this project. Storm water runoff from the project site would be conveyed off-site into an existing concrete-lined conveyance system, which discharges into the San Diego River (an exempt system) and is, therefore, not required to provide hydromodification.

With incorporation of the landscape areas and biofiltration basin (Lot A), potential surface water pollutants generated on-site would be collected and filtered through a soils matrix. Thus, site design/treatment control BMPs would preclude contaminated surface water and a less than significant impact would occur. In addition, the project would incorporate

construction and post-construction BMPs in compliance with the City's Storm Water Management and Discharge Control Ordinance (Chapter 13.42). For example, BMPs employed during the construction phase would include fiber rolls, street sweeping and vacuuming, and storm drain inlet protection. Therefore, the project would not violate any water quality standards or waste discharge requirements; impacts would be less than significant.

b. Less than Significant Impact. The project would obtain its water supply from the PDMWD and would not use groundwater supply for any purpose. Additionally, the proposed residential uses would not be associated with activities known to degrade groundwater. Thus, the project would not deplete or degrade groundwater supplies.

The project would construct impermeable surfaces such as residences, driveways, and internal roads. Although the project would increase impermeable surfaces, surface water would infiltrate on-site through biofiltration and landscape areas. Thus, the project would not substantially interfere with groundwater recharge, and impacts would be less than significant.

c(i). Less than Significant Impact. The runoff generated on-site currently drains from south to north via sheet surface flow, then off-site to the northern property, to Mission Gorge Road and SR-52 where it is conveyed into the San Diego River.

Development of the site would increase peak runoff volumes for the 100-year event from 7.69 cfs to 8.97 cfs. However, the biofiltration basin would detain flows so that the flow leaving the basin in the proposed condition would be equal to or less than the existing condition of 7.69 cfs. In addition, the existing 36-inch storm drain in Marrokal Lane has adequate capacity to support an increase in flow from this project. The off-site conveyance of surface water from Mission Gorge Road, SR-52, and to the San Diego River would remain the same; however, the on-site drainage pattern would change because on-site surface water would be designed to flow to the northwest and filter through Lot A before it is released to the storm drain system along Marrokal Lane and Mission Gorge Road. The property is relatively flat and the current off-site condition is a hardened conveyance system that would control flows and associated velocities to prevent erosion and impacts to the downstream drainage system. Therefore, the project's impact on drainage patterns would be less than significant**.**

The project would not be subject to substantial erosion or siltation because both construction and operational BMPs would be employed to control potential erosion and siltation by retaining storm water and capturing runoff that may carry silt or other pollutants. Typical construction BMPs include silt fencing, fiber rolls, and sweeping. Post construction BMPs are detailed in response 13.10.a. Thus, the project would not substantially alter the drainage pattern of the site or the surrounding area in a manner that could result in substantial erosion, and impacts would be less than significant.

c(ii). Less than Significant Impact. The project would not substantially alter the existing off-site drainage pattern as discussed in response to 13.10.c(i) because it would empty into a hardened conveyance system that drains into the San Diego River (an exempt

system). Therefore, the project would not alter the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner that would result in flooding. The existing 6.8-acre site is mostly undeveloped except for a single residential home and some small outbuildings, which contribute to approximately 2,686 square feet of existing impervious area within the site. Under full project build-out, approximately 192,829 square feet of the property would contain impervious surfaces. This would increase runoff and peak flows on-site; however, the increase would be collected and detained in a biofiltration basin so that the peak flows would be restricted to pre-project flows before it is conveyed off-site and would result in a less than significant impact.

c(iii). Less than Significant Impact. The increase in runoff rates resulting from the increase in impervious surfaces would be offset through the use of a biofiltration basin sized to retain storm water and capture pollutants from runoff that goes into the San Diego River. With the retention of runoff in an appropriately sized biofiltration basin, project runoff would not exceed the capacity of storm water drainage systems and would not provide substantial sources of polluted runoff. Refer also to 13.10.a, c(i), and c(ii).

c(iv). No Impact. The project site is shown on FEMA FIRM 06073C1634G, which was last revised May 16, 2012. As shown, the project site is not within the 100-year or 500-year flood hazard area. The project site is located within Zone X, which are areas determined to be outside the 0.2 percent annual chance floodplain. Thus, the project would not impede of redirect flood flow within the 100-year flood hazard area. No impact would occur.

d. No Impact. The project site is shown on FEMA FIRM 06073C1634G, which was last revised May 16, 2012. As shown, the project site is not within the 100-year or 500-year flood hazard area. The project site is located within Zone X, which are areas determined to be outside the 0.2 percent annual chance floodplain.

The project site, along with the rest of Santee, is located in the San Diego river valley. Reservoirs upstream of the project site include the San Vicente, El Capitan, and Lake Jennings. Figure 8-2 of the General Plan Safety Element delineates the areas potentially subject to inundation in the event of failure of each dam. The project site is outside the potential inundation areas, thus, the project would not expose people or structures to significant risk of loss, injury, or death associated with flooding. No impacts would occur.

The project site is located 16 miles inland from the coast, at approximately 350 feet above mean sea level. Therefore, the risk of tsunami is negligible due to the distance from the ocean and high elevation. There would be no risk from a seiche, as the site is not located near a large body of water, such as a lake. The project would not be at risk for mudflow, because the site is generally flat and surrounded by an urban environment. No impact would occur.

e. Less than Significant Impact. As described in Section 13.10.c(i), the proposed biofiltration basin would detain flows so that the flow leaving the basin in the proposed condition would be equal to or less than the existing condition of 7.69 cfs. The project would not be subject to substantial erosion or siltation because the project would incorporate construction and post-construction BMPs in compliance with the City's Storm Water

Management and Discharge Control Ordinance (Chapter 13.42). For example, BMPs employed during the construction phase would include fiber rolls, street sweeping and vacuuming, and storm drain inlet protection. Therefore, the project would not generate substantial amounts of runoff that would conflict with or obstruct implementation of a water quality control plan, and impacts would be less than significant.

Although the project would increase impermeable surfaces, surface water would infiltrate on-site through biofiltration and landscape areas (see Section 14.10.b). Thus, the project would not substantially interfere with groundwater recharge and, therefore, would not conflict with or obstruct a sustainable groundwater management plan. Impacts would be less than significant.

13.11 Land Use and Planning

Would the project:

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

Sources: Project Description, City of Santee, General Plan, Land Use Element; City of Santee Draft MSCP Subarea Plan 2006.

a. Less than Significant Impact. The project would construct 38 attached condominiums and 15 single-family residences on a 6.8-acre project site. The project site is located within an urban environment that is accessible to and from Prospect Avenue and Mission Gorge Road, via Marrokal Lane. Residential land uses are located throughout the vicinity opposite of Marrokal Lane and Prospect Avenue. The project would include residential land uses consistent with the land uses in the area. It would also improve Morrokal Lane along the property frontage and provide a sidewalk along the public right-of way on the east side of the street. Thus, the project would improve neighborhood connectivity and would not physically divide an established community. A less than significant impact would occur.

b. Less than Significant Impact. The proposed 38 attached condominiums would be consistent with General Plan designation and zone of R-7 – Medium Density Residential on the northern parcel, and the proposed 15 single-family residences would be consistent with General Plan designation and zone of R-2 – Low-Medium Density Residential on the southern parcel. Additionally, the proposed residential uses would be compatible with the

desired community character of the surrounding residential uses and density and would not conflict with any General Plan policies. The proposed residential structures have been designed to be compatible with the surrounding urban environment that consists primarily of residential uses, including the Prospect Fields development located adjacent to the project site that is currently under construction. As described in Sections 13.4, 13.5, 13.13, and 13.18, all potential environmental impacts would be mitigated to a level less than significant. Therefore, the project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

13.12 Mineral Resources

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Sources: City of Santee General Plan, Conservation Element.

a. No Impact. As discussed in the General Plan Conservation Element, known mineral resources in Santee include sand, gravel, and crushed rock, which are collectively referred to as aggregate. These resources have been identified within the floodplain of the San Diego River. The project site is not located in the floodplain of the San Diego River. Additionally, the project site is located in a developed area, which would preclude use of the site for mining due to incompatibility with adjacent residential uses. As a result, extraction of mineral resources is not a viable use of the site. No impact would occur.

b. No Impact. See response to 13.12.a.

13.13 Noise

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b. Generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☒	☐
c. For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☒	☐

Sources: City of Santee General Plan – Noise Element, Santee Municipal Code, Noise Analysis for the Prospect Estates II Project (RECON 2018; Appendix J), Technical Noise Supplement (Caltrans 2013), and Gillespie Field Airport Land Use Compatibility Plan (ALUCP 2010).

a. Less than Significant Impact with Mitigation. The City's noise standards under their Municipal Code, Chapter 8.12 (Noise Abatement and Control) required during the construction and operation phases of the project are summarized in the Noise Analysis for the Prospect Estates II Project (RECON 2018; see Appendix J). The City also provides noise standards under the General Plan Noise Element that exterior noise levels up to 65 L_{dn} (24-hour day-night average noise level) for residential uses and noise levels up to 70 L_{dn} are conditionally acceptable.

Construction Noise

Noise level limits for construction activities are established in Section 8.12.290 of the City Municipal Code. These limits state that no equipment may be operated to cause noise at a level in excess of 75 dB for more than eight hours (dB(A) $L_{eq(8h)}$) when measured at or within the property lines of any property used for residential purposes.

Consistent with the City Municipal Code §8.12.290, project construction would occur between the hours of 7:00 a.m. and 7:00 p.m. on Monday through Saturday; no construction would occur on Sundays or holidays including January 1, Memorial Day, July 4, the first Monday in September, Thanksgiving, December 25, or any other holiday recognized by the President, Governor, or the City Council.

Project construction noise would be generated by diesel engine-driven construction equipment used for site preparation and grading, removal of existing structures and pavement, loading, unloading, and placing materials and paving. Grading typically includes the most pieces of heavy equipment and results in the highest noise levels at adjacent receivers. As equipment typically moves around, construction noise during grading generally can be treated as a point source at the center of the grading area.

As determined in the Noise Analysis (RECON 2018; see Appendix J), project grading typically results in the highest noise levels, resulting in 86 A-weighted decibels [dB(A)] at 50 feet. Noise associated with grading for the project would occur during project construction and may potentially impact the nearby residences to the north, south, east, and west. The residential property lines to the north, south, east, and west are 305, 380, 190, and 225 feet from the center of the grading area, respectively. Since residential uses qualify as a sensitive noise receptor, the following noise calculations were determined:

- 70 dB(A) $L_{eq(8h)}$ (8-hour average equivalent noise level) at the northern property line
- 68 dB(A) $L_{eq(8h)}$ at the property line of properties to the south
- 73 dB(A) $L_{eq(8h)}$ at the western property line
- 74 dB(A) $L_{eq(8h)}$ at the nearest eastern property line

Therefore, construction noise levels during grading would attenuate to approximately 71, 69, 75, and 74 dB(A) $L_{eq(8h)}$, respectively, and would comply with the City's Noise Abatement and Control Ordinance noise level limit of 75 dB(A) $L_{eq(8h)}$ at all property lines and impacts would be less than significant. However, because of the close proximity of sensitive receptors, the following mitigation measure is recommended:

NOI-1: Prior to issuance of any grading permit(s) for the project, the project applicant or its contractor(s) shall ensure that:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.
- Construction noise reduction methods such as shutting off idling equipment, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive noise receivers.
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors.

- The project shall be in compliance with the City's Noise Abatement and Control Ordinance such that construction shall occur on the weekdays (Monday through Friday) and Saturday between the hours of 7:00 a.m. to 7:00 p.m. Construction hours, allowable workdays and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners and residents to contact the job superintendent. In the event that the City receives a complaint regarding construction noise, appropriate corrective actions shall be implemented and a report of the action provided to the reporting party.

After implementation of mitigation measure **NOI-1**, noise levels would comply with noise level limits established in the City's Noise Abatement and Control Ordinance and all noise-related impacts generated on-site would be less than significant.

Traffic Noise

In accordance with the City's General Plan Noise Element threshold (stated above), future ground-floor noise contours were determined not to exceed the compatibility criteria of 65 L_{dn} beyond the public-right-of-way. Exterior noise levels were also calculated at specific receiver locations at the exterior use areas (i.e., single-family backyards and side yards and condominium porches). Receiver locations were selected to include receivers at all of the proposed exterior areas nearest to Prospect Avenue and to include several receivers farther into the proposed development. The noise analysis took into consideration the 6-foot block wall along Prospect Avenue that has been included as a project design feature, is shown on the project plans, and would be constructed as part of the project design. Traffic noise levels at the front of the proposed condominiums would reach up to 43 L_{dn}. Traffic noise levels at ground-floor elevations reach up to 52 L_{dn} and noise levels at second-floor elevations would reach up to 50 L_{dn}. None of the noise levels were shown to exceed the Noise Element threshold. Typical modern residential construction provides a 20 to 25 dB(A) attenuation from exterior to interior locations depending on window type. Therefore, even with windows in an open position, an exterior noise level of 52 L_{dn} at the building façade would be anticipated to attenuate to 42 L_{dn} at all habitable rooms. Interior noise levels would not exceed the state's noise insulation standard of 45 L_{dn}.

The project would increase traffic volumes on local roadways. The increase in noise due to the addition of project traffic was calculated by comparing the existing to the existing plus project traffic volumes and are summarized below and depicted in Table 7.

Table 7
Project Traffic Noise Level Increase

Roadway	Year	Traffic (ADT)		Noise Level Increase (dB[A])
		No Project	With Project	
Prospect Avenue	2018*	3,150	3,604	0.6
	2020	3,300	3,754	0.6
	2035	3,200	3,654	0.6

ADT = average daily traffic; dB(A) = A-weighted decibels
*Traffic volumes linearly interpolated from 2012 and 2020 traffic forecast.

A change in noise level of 3 dB(A) is considered a barely perceptible amount (Caltrans 2013); therefore, 0.6 dB(A) would result in a less than perceptible change in vehicle traffic noise levels. The project would, therefore, not result in a significant ambient noise increase at adjacent off-site receptors.

On-site Generated Noise

The applicable daytime (7:00 a.m. to 7:00 p.m.), evening (7:00 p.m. to 10:00 p.m.), and nighttime (10:00 p.m. to 7:00 a.m.) noise level limits are 50, 45, and 40 dB(A) L_{eq}, respectively. Operational noise sources after construction would include vehicles arriving and leaving, children at play, and landscape maintenance machinery and would be similar to noise sources from residences to the north and west of the project site. With the exception of heating, ventilation, and air conditioning (HVAC) units, none of these noise sources would have the potential to produce noise in excess of the Noise Abatement and Control Ordinance or result in a substantial permanent increase in existing noise level. HVAC units are anticipated to generate a sound power level of 72 dB(A) per unit. Thus, noise levels would attenuate to less than the nighttime noise level limit of 40 dB(A) L_{eq} within 52 feet of the unit. Under certain circumstances HVAC units may operate continuously during nighttime hours; therefore, the project would result in noise levels that exceed the City's noise level limits if an unenclosed HVAC unit is located within 52 feet of a property line. Due to the lot dimensions, HVAC units for proposed single-family residences are anticipated to be sited within 52 feet of the nearest property line. Additionally, HVAC units for proposed condominiums along the northern and eastern edges of the project site are anticipated to be sited within 52 feet of the nearest property line. Mitigation measure **NOI-2** would address HVAC noise.

NOI-2 HVAC Units

The Project Applicant or agent thereof shall construct a sound wall around any HVAC unit located within 52 feet of a property line. Where HVAC units would be located at least 10 feet from the nearest property line, the height of the sound wall shall be at least 4 feet above grade; where HVAC units would be located between 7 and 10 feet from the nearest property line, the height of the sound wall shall be at least 5 feet above grade; where HVAC units would be between 6 and 7 feet from the nearest property line, the height of the sound wall shall be at least 6 feet above grade; HVAC units shall not be located at or within 5 feet of the nearest property line. Sound walls shall be constructed of a material with a minimum weight of two pounds per square foot and shall be free from gaps or perforations. Prior to issuance of a Permit to Occupy proposed residences, the Project Applicant shall demonstrate to the City staff that sound walls meeting the criteria stated above have been constructed.

If available, a sound enclosure may be substituted for sound walls if the sound power level of the HVAC units with the enclosure is 63 dB(A) or less (equates to a sound pressure level of 55 dB(A) at 1 meter [3.3 feet]) and the HVAC units is located beyond 20 feet of the nearest property line.

Attenuation provided by a noise wall would vary depending on orientation, but would result in noise levels below 40 dB(A) L_{eq} at adjacent property lines. After implementation of mitigation measure **NOI-2**, noise levels would comply with noise level limits established in the City's Noise Abatement and Control Ordinance and all noise-related impacts generated on-site would be less than significant.

b. Less than Significant Impact. The proposed residential use would involve standard construction activities that do not require the use of equipment that creates significant groundborne vibration or groundborne noise, and no uses occur in the area that produce vibration or groundborne noise. Standard construction equipment would be used such as loaders, backhoes, graders, scrapers, forklifts, and rollers. Construction activities would include site preparation work and building construction. As a result, the project would not expose people to excessive groundborne vibration or groundborne noise levels, and a less than significant impact would occur.

c. Less than Significant Impact. The property is located within the AIA, Review Area 2 of the Gillespie Field Airport. However, the project site is not located within any of the ALUCP noise contours for the Gillespie Field Airport. As a result, the project would not expose people to excessive noise levels from airport noise and impacts would be less than significant.

13.14 Population and Housing

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Sources: Project Description; SANDAG Data Surfer, http://datasurfer.sandag.org/download/sandag_estimate_2016_jurisdiction_santee.pdf; SANDAG Data Surfer, http://datasurfer.sandag.org/download/sandag_forecast_13_jurisdiction_santee.pdf.

a. Less than Significant Impact. The project would construct 38 attached condominiums and 15 single-family residences, resulting in a net-increase of 52 available housing units

within the City. SANDAG 2016 population estimates determined that the average household in Santee accommodated 2.79 persons. Thus, the project would accommodate a net-increase of approximately 145 persons, which would accommodate anticipated growth within the City. Per the SANDAG Series 13 growth forecast, the estimated population within the City is expected to rise to 59,497 by 2020, which would be an increase of 2,740 from the current estimated population of 56,757 in 2016. As such, the project would accommodate anticipated population growth as projected by SANDAG. Furthermore, the project would be located in an infill area and would not require any new infrastructure that would accommodate or encourage new development. Therefore, the project would not induce substantial growth in an area either directly or indirectly, and impacts would be less than significant.

b. Less than Significant Impact. The project site contains one existing, currently occupied residence that would be demolished. However, the project would result in a net-increase of 52 available housing units within the City. Additionally, adequate housing supply exists within the City to accommodate relocation of the displaced resident, even if they do not occupy one of the new structures. Thus, the project would result in a net increase of housing supply within the City and would not displace substantial numbers of people, and impacts would be less than significant.

13.15 Public Services

Would the project:

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

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

a(i). Less than Significant Impact. The City of Santee operates two fire stations, one located at 8950 Cottonwood Avenue and the other at 9130 Carlton Oaks Drive. The project site is located 2.1 roadway miles, from the nearest fire station on Carlton Oaks Drive. Based on a review of the project by the Santee Fire Department, existing fire services are available to serve the project and no new facilities would be needed. The project would include three fire hydrants, one at the southeast intersection of proposed Private Street "A" and Private Street "B," one along Private Street "C," and one along Marrokal Lane. Additionally, the City is a member of the San Diego County (central zone) for Fire and Rescue Mutual Aid Operations. Each participating member has a mutual aid agreement with each other to provide paramedic and fire protection services in the event that additional fire-fighting units are required. The City's Fire Department response time goal is to provide an average maximum initial response time of no more than six minutes, with an average maximum response time of no more than ten minutes for supporting paramedic transport units 90 percent of the time. Thus, service levels to the project site would be adequate and no new facilities would be required. Impacts would be less than significant.

a(ii). Less than Significant Impact. Police protection for the project area is provided by the San Diego County Sheriff's Department under contractual agreement with the City and operating out of the Santee Substation at 8811 Cuyamaca Street. The average priority call response time for general law enforcement within the City is 8.2 minutes and the average for traffic law enforcement is 7.5 minutes. Appropriate staffing levels for law enforcement personnel is evaluated at every contract renewal. As a result, the small increase in housing would not necessitate new police facilities. Impacts would be less than significant.

a(iii). Less than Significant Impact. The project would construct 38 attached condominiums and 15 single-family residences that would potentially serve families with school-aged children. Three public elementary schools (grades kindergarten through eight) located in the Santee School District (SSD) are Chet F. Harritt (approximately 0.5 mile west), Carlton Oaks (approximately 0.75 mile northwest), and Pride Academy - Prospect Avenue (approximately 0.75 mile east). West Hills High School is located approximately 1.0 mile north and is located in the Grossmont Union High School District (GUHSD) for students in grades nine through twelve. The adopted student generation factor for the Santee School District is 0.453 student per household. For the Grossmont Union High School District, the adopted student generation factor is 0.187 student per household. Based on these student generation rates and the project resulting in a net-increase of 52 households, the project would generate 23.6 elementary students and 9.7 high school students, or 33 students. As identified in the School Facility Letters received from Santee School District and Grossmont Union High School District (see Appendix K), the applicable

school facilities would be able to accommodate the increased student population. Therefore, the districts have sufficient capacity to accommodate the students generated by the project.

Pursuant to Government Code Section 65995 et seq., the project proponent would be required to pay applicable school fees before a construction permit is issued. With payment of statutory school fees, adverse impacts to school facilities would be avoided and no new school facilities would be required to accommodate the project. Thus, no physical impacts associated with the construction of school facilities would occur and impacts would be less than significant.

a(iv). Less than Significant Impact. An increase in population associated with new residential housing would result in an increase in demand for parkland and recreational services. However, the project includes construction of a private park including play equipment that would be available for use by residents. Additionally, the project would not adversely affect existing City park facilities or create the need for new park facilities because the project would be required to pay park-in-lieu fees in lieu of actual public park construction. Park-in-lieu fees can only be used for providing public park facilities. As a result, a less than significant impact would occur.

a(v). Less than Significant Impact. All public facilities discussed in Section 13.15.a(i). through 13.15.a(iv). are available to serve the project. No other required public facilities have been identified. As a result, a less than significant impact would occur.

13.16 Recreation

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

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

a. Less than Significant Impact. The project site is approximately a half-mile east of Big Rock Park. Additionally, a trailhead for Mission Trails Regional Park is immediately adjacent to Big Rock Park. The project would construct 38 attached condominiums and 15 single-family residences in addition to a private park that would serve future residents. Additionally, the net-increase of 52 residential units could increase the use of neighborhood or regional parks. However, the project would not adversely affect existing City park facilities or create the need for new park facilities because the increase in use would be minimal in relation to the availability of parkland in the City of Santee and surrounding area. The project would not result in a substantial physical deterioration of existing parks. Additionally, the project would pay park-in-lieu fees as discussed above under 13.15.a(iv). As a result, impacts would be less than significant.

b. No Impact. A private park is proposed to serve future residents and potential environmental impacts are evaluated as part of the project footprint. No impact would occur from construction of the private park and expansion of recreational facilities off-site is not proposed.

13.17 Transportation/Traffic

Would the project:

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

Sources: Project Description, Trip Generation Analysis (Darnell and Associates September 27, 2018; Appendix L), (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (SANDAG 2002), City of Santee Circulation Element Update Existing Conditions Report (Chen Ryan 2014), Santee Fire Department, Gillespie Field ALUCP 2010, City of Santee General Plan - Circulation and Safety Elements, San Diego Metropolitan Transit System website (https://www.sdmts.com/), City of Santee Bicycle Master Plan.

a. Less than Significant Impact. Access to the proposed residences would be provided at two locations from Marrokal Lane, which is a north-south connector street that provides access between Prospect Avenue and Mission Gorge Road. Private Street "A" would bisect the property and provide access to both the attached condominiums to the north and single-family residences to the south. Private Street "A" would connect to Private Street "C," which would consist of a loop street providing access to the attached condominiums in the northern portion of the project site. Private Street "B" would provide access for the single-family residences in the southern portion of the project site, which would then turn north and connect with Private Street "A."

Per Stantec/ITE Guidelines for Traffic Impact Studies (TIS), projects that would generate less than 500 ADT or less than 50 peak-hour trips, and would generate less than 20 peak-hour trips on any existing on- or off-ramp, do not require preparation of a TIS. The Trip Generation Analysis prepared for the project determined that the proposed 38 attached condominiums and 15 single-family residences would collectively generate an additional 454 ADT, including 36 AM and 46 PM peak hour trips (see Appendix L). Based on the distribution of this peak-hour ADT on to surrounding roadways, it is anticipated that the project would generate less than 20 peak-hour trips on any existing on- or off-ramp. Therefore, preparation of a TIS was not required for the project.

Marrokal Lane fronting the project site is expected to operate at an acceptable level because the project would increase the ADT by less than 1,000 and the peak hour trips by less than 100. Therefore, the project would not conflict with a program plan, ordinance or policy addressing the performance of the roadway circulation system, and impacts would be less than significant.

The project would improve existing pedestrian facilities through construction of sidewalks along both sides of Prospect Avenue, the east side of Marrokal Lane, and both sides of the internal private streets. Additionally, the project would include right-of-way dedication.

The City of Santee Bicycle Master Plan identifies Prospect Avenue as a Class II bicycle lane. Class II bicycle lanes provide a restricted ROW designated for the exclusive or semi-exclusive use of bicycles, with vehicles and motor vehicles prohibited. Class II bicycle lanes are at-grade and adjacent to vehicle lanes. Along Prospect Avenue, westbound (northern) bicycle lanes are contiguous, while eastbound (southern) bicycle lanes are intermittent near the project site.

Public transit along Prospect Avenue includes a bus stop immediately adjacent to the southern border of the project site along Prospect Avenue, as well as another bus stop directly across from the project site along Prospect Avenue. The San Diego Metropolitan Transit System's Santee Town Center – west Santee (834) bus line serves these stops, which has frequency of one bus per hour in the mornings and afternoons (total of four buses per day).

As the project would expand pedestrian facilities and would be adjacent to bicycle and public transit facilities, the project would not conflict with a program plan, ordinance, or

policy addressing public transit, bicycle, or pedestrian facilities, and impacts would be less than significant.

b. Less than Significant Impact. As described in Section 13.17.a above, project ADT would be less than the Stantec/ITE Guidelines that would require preparation of a TIS. Therefore, preparation of a Vehicle Miles Traveled Analysis per CEQA Guidelines Section 15064.3, subdivision (b) was not required. As described in Section 13.17.a above, project ADT would not degrade operations below acceptable levels on the surrounding roadway network, and impacts would be less than significant.

c. Less than Significant Impact. The project includes the addition of 38 attached condominiums and 15 single-family residences that would be accessed from Marrokal Lane. Marrokal Lane would be improved, providing a sidewalk on the east side of the street, curb and gutter on both sides of the street, paving, right-of-way dedications, and street lights. The project would not increase hazards associated with any new design feature or create an incompatible use in association with the above-mentioned road improvements. Therefore, impacts would be less than significant.

d. Less than Significant Impact. The project has been reviewed by the City's Fire Chief and determined to be consistent with all policies of that department. No impediments to emergency access were identified and therefore, impacts would be less than significant.

13.18 Tribal Cultural Resources

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public	☐	☐	☒	☐

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Resources Code section 5020.1(k)?				
(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

Sources: Historic Building Survey of the House at 8542 Prospect Avenue/8705 Marrokal Lane (RECON 2018; Appendix C), Updated Results of the Archaeological Survey for the Prospect Estates II Project (RECON 2018; Appendix D).

a(i). Less than Significant Impact. Refer to Section 13.5.a and 13.5.b.

a(ii). Less than Significant with Mitigation. Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Public Resources Code Section 5020.1. As discussed in Sections 13.5.a and 13.5.b, the project site does not support any historic or cultural resources. In accordance with Assembly Bill 52 and Senate Bill 18, the Native American Heritage Commission was notified of the project on February 20, 2018. On March 1, 2018, the City received a consultation request from the Barona Band of Mission Indians (Tribe). The consultation process was halted when the project was placed on hold.

With the previous design, a general plan amendment and SB-18 consultation were required. In response to the initial SB-18 consultation, the Jamul Indian Village had recommended conditioning the project to have a Kumeyaay Native American monitor for the project. This recommendation coincides with a suggestion from the Barona Band of Mission Indians during a reengagement of the Assembly Bill 52 consultation process which was concluded in April 2019. Accordingly, the project will be conditioned to have a Kumeyaay Native American monitor on the site during earth disturbance activities.

Given that no tribal cultural resources were identified on-site that would be affected by the project and that the project will be conditioned to add a Kumeyaay Native American monitor, the project would not cause a substantial adverse change in the significance of a tribal cultural resource. However, due to the potential presence of buried cultural resources that could be discovered during grading, a significant impact to tribal cultural resources could occur. The project would be conditioned to require a Kumeyaay Native American monitor. Mitigation measure **CUL-1** described in Section 13.5.b would reduce impacts to less than significant.

13.19 Utilities and Service Systems

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provided which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e. Comply with federal, state, and local management and reduction statutes and regulation related to solid waste?	☐	☐	☒	☐

Sources: City of Santee, General Plan, Conservation Element, PDMWD Public Facility Availability Forms (Appendix M), Santee Municipal Code, Project Site Plan, County of San Diego Countywide Five-Year Review Report of the Countywide Integrated Waste Management Plan (September 2012), SWQMP for Prospect Estates – Phase 2 (Polaris Development Consultants, October 5, 2018; see Appendix H), Drainage Study for Prospect Estates II TM2016-01 (Polaris Development Consultants, October 5, 2018; see Appendix I), and Padre Dam MWD website (http://www.padredam.org/).

a. Less than Significant Impact. The project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities that would cause significant environmental effects. Existing water and sewer facilities are available adjacent to the site. Improvements would be limited to extension of pipelines onto the project site. All impacts associated with proposed improvements have been considered within this environmental document. In addition, the PDMWD has indicated in Public Facility Availability Forms that facilities for water and sewer are available to serve the project. No new water or wastewater facilities are required to serve the project, and impacts would be less than significant.

The project would construct an on-site storm water biofiltration basin (Lot A), but would not change the existing off-site runoff pattern as discussed in Sections 13.10.a and 13.10.c(i). All on-site facility construction would be consistent with the City's Storm Water Management and Discharge Control Ordinance (Chapter 13.42) and engineering standards. No construction of new storm water drainage facilities or expansion of existing facilities would be needed as the existing 36-inch storm drain on Marrokal Lane has adequate capacity to support an increase in flow from this project. Thus, impacts would be less than significant. As described in Section 13.11b, the project is consistent with the City of Santee General Plan land use designations, and would not generate new demand for electric power, natural gas, or telecommunications that are projected by utility providers. Thus, impacts would be less than significant.

b. Less than Significant Impact. The Padre Dam MWD has provided a Public Facility Availability Form (see Appendix M) that indicates adequate water supplies are available to serve the project. The project would be consistent with the City's planned land uses for the project site; thus, the water demand is included in the Padre Dam MWD water demand projections for supply planning purposes. As the state is in a drought and water restrictions are in effect, water districts include assumptions for drought conditions in their water supply plans. Currently, the Padre Dam MWD has moved out of Level 2 – "Drought Alert" to a Level 1 – "Drought Watch". Level 1 does not have a limit on the number of watering

days per week, but water users are encouraged to use water efficiently at all times. The former Level 2 used water efficiency measures by restricting a mandatory 2-day per week limit on landscape watering. In addition, Governor Brown issued an Executive Order on April 1, 2015 mandating a statewide water use cutback, requiring Padre Dam MWD and its users to reduce water use by 20 percent. The project would comply with all applicable water restrictions in place during both construction and operation of the project and thus would not substantially deplete water supplies. Therefore, no new entitlements or resources are needed and impacts would be less than significant.

c. Less than Significant Impact. The Padre Dam MWD has provided a Public Facility Availability Form (see Appendix M) indicating that wastewater facilities are adequate to serve the project. Thus, no additional capacity would be needed and impacts would be less than significant.

d. Less than Significant Impact. Solid waste generated by the project that cannot be recycled would be sent to area landfills. Based on the Five-Year Review Report of the County Integrated Waste Management Plan for the County of San Diego, remaining capacity at area landfills would be adequate to handle the project's solid waste disposal needs. Most of the solid waste collected in the City is disposed of at the Sycamore Sanitary Landfill, which has remaining capacity through the year 2042. Other landfills that handle waste from San Diego and Santee include the Miramar Landfill and the Otay Landfill, which have remaining capacity.

The project would also generate construction waste during the construction phase of the project. Santee Municipal Code Section 13.38.060 requires that a minimum of 50 percent by weight of construction and demolition debris be diverted from landfills by using recycling, reuse, and diversion programs. A construction and demolition debris management plan that demonstrates how the project would comply with diversion requirements is required pursuant to the Municipal Code prior to issuance of a building or demolition permit.

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

e. Less than Significant Impact. The project would comply with the City's construction and demolition recycling ordinance (Santee Municipal Code Section 13.38.060) and Solid Waste Ordinance #3239-A, which follow state regulations for solid waste and recycling. As a result, impacts would be less than significant.

13.20 Wildfire

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

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

Source(s): Sources: Project Description, City of Santee General Plan Safety Element, and Santee Fire Department.

a. Less than Significant Impact. The project site is located in an existing developed area with access to major roadways that would allow for emergency evacuation. The Santee Fire Department has reviewed the project and determined adequate emergency access is available to the project site. Therefore, the project would not impair implementation of, or physically interfere with, emergency response and impacts would be less than significant.

b. Less than Significant Impact. As described in Section 13.9g, the project site is identified within an area considered a "very high hazard." However, project design elements are required to conform to City Fire Code requirements (Municipal Code, Title 15, Chapter 15.20) including provision of adequate roadway width and vertical clearance to allow access to the proposed fire

hydrant located on Private Street A. Implementation of these provisions would reduce impacts to a level less than significant.

c. Less than Significant Impact. As described in 13.20b, project design elements are required to conform to City Fire Code requirements (Municipal Code, Title 15, Chapter 15.20). As described in Section 13.19a, the project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities that may exacerbate fire risk. Therefore, impacts would be less than significant.

d. No Impact. As described in Section 13.10d, the project site is located within Zone X, which are areas determined to be outside the 0.2 percent annual chance floodplain, and is located outside the potential inundation areas delineated on Figure 8-2 of the General Plan Safety Element. Furthermore, the project site is generally flat and surrounded by an urban environment No impacts would occur.

13.21 Mandatory Findings of Significance

Does the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable futures projects)?	☐	☐	☒	☐

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c. Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a. Less than Significant Impact with Mitigation. As described in Section 13.4.a, the project would impact suitable nesting raptor or migratory songbird habitat in association with the removal of the existing vegetation onsite and would require mitigation through preconstruction nest surveys (**BIO-1**). **BIO-1** would limit habitat removal outside the appropriate bird breeding season or require pre-construction nest surveys that would determine the presence or absence of species. If species are present, avoidance measures would be required. As described in Section 13.5.b, the project would have the potential to encounter buried archaeological deposits during construction-related subsurface activities. However, implementation of mitigation measure **CUL-1** would reduce impacts to unknown, buried cultural resources to a level less than significant. Thus, the project will not degrade the quality of the environment by causing wildlife populations to drop below self-sustaining levels.

The project would also result in a potentially significant impact from disturbance of subsurface resources during grading and trenching activities. The potential for inadvertent disturbance of buried cultural and/or paleontological resources during ground-disturbing activities would be a significant impact. Implementation of mitigation measures **CUL-1** and **PAL-1** specified in Sections 13.5.a and 13.5.b would reduce potentially significant impacts to less than significant. If any archaeological or paleontological resources are encountered, mitigation would ensure that all research potential of the find is obtained and the resources are appropriately curated. Thus, the project would not eliminate important examples of the major periods of California history or prehistory.

b. Less than Significant Impact. Per the instructions for evaluating environmental impacts in this Initial Study, the potential for adverse cumulative effects were considered in response to each question in Sections 13.1 through 13.20 of this form. In addition to evaluation of potential project-specific effects, this evaluation considered the project's potential for incremental effects that may be cumulatively considerable when viewed in connection with the effects of past, current, or probable future projects in the area. Cumulative projects in the project area are shown in Table 8.

Table 8 Cumulative Project List			
Project	Location	Description	Status
Fanita Ranch	Northern edge of City	Master Plan Residential Community (approx. 2,949 residences)	Application under review
RiverView	RiverView Parkway	128-detached condominium units	Approved
Walker Trails	Magnolia Ave., north of State Route 52 and west of State Route 67	Specific Plan Amendment for 83 residences at the RCP Block & Brick site.	Approved
Sharp Santee	Cuyamaca Street and Buena Vista Dr.	Medical Office Building	Approved
Gas Station/Car Wash	Mission Gorge Road and West Hills Parkway	New gas station with renovated convenience market	Approved
Parkside	Eastern Terminus of Mast Boulevard	128 condominium units	Application under review
Carribean project	East side of Carribean Way	42 condominium units	Approved
Tyler Street Subdivision	Southern terminus of Tyler Street	14 single-family units	Application under review
Gas Station	Cuyumaca Street and Prospect Avenue	New gas station, convenience market and car wash	Application under review
Coffee shop and mini- market	Graves Avenue and Prospect Ave.	New coffee shop and mini market	Application under review
Lantern Crest-Ridge II	Sunset Trail	46 unit senior care facility	Application under review
East County Estates	Pryor Drive	14 single-family dwelling units	Under Construction
Pinnacle Peak	Mission Gorge Road	113 condominium units	Under Construction
Lantern Crest III	Graves Avenue	113 congregate care units	Under Construction
Conejo Road	Conejo Road	3 new single-family dwelling units	Under Construction
Monitivo	Olive Lane	18 condominium units	Under Construction
Prospect Estates	Prospect Avenue, north of Clifford Heights Road	75 detached condominiums	Under Construction
Weston	North of Mast Boulevard near Medina Drive	415 dwelling units	Under Construction
D'Lazio	Fanita Drive	20 condominium units	Under Construction
Woodside Terrace	Woodside Terrace	4 single-family units	Under Construction
River Village	Braverman Drive and Jeremy Street	82 single-family units	Complete
Mission Greens	Buena Vista Drive and Mission Greens	40 condominium units	Approved
Robinson Lane	Robinson Lane near Carribean Dr.	10 condominium units	Approved
SOURCE: City of Santee, Department of Development Services			

Traffic volumes would be less than significant and would not contribute to any known cumulative impact. Project GHG emissions fall below the City's threshold of significance. As discussed in this Initial Study, all impacts would be mitigated to less than significant and no cumulative impacts would occur. Public services would be adequate to serve the projects and cumulative projects. Significant impacts to biological resources would either not occur due to the disturbed nature of the sites or would be appropriately mitigated. Other cumulative projects are located a mile or more from the project site and potentially significant impacts would not combine to create any significant cumulative impacts. Thus, no significant cumulative impact would occur and cumulative impacts would be less than significant.

c. Less than Significant Impact with Mitigation. Potentially significant impacts to sensitive noise receptors were identified in Section 13.13.a. Operational noise from HVAC units would violate the City's Noise Abatement and Control Ordinance. Mitigation measure **NOI-2** would construct a noise barrier in order to reduce the noise levels. Therefore, implementation of **NOI-2** would mitigate any adverse effects on human beings created by the project.

14.0 Checklist References

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8. California Public Utilities Commission (CPUC), 2018 California Renewables Portfolio Standard Annual Report. November 2018.
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26. Grossmont Union High School District School Facility Availability Letter, March 2018.
27. Institute of Transportation Engineers (ITE), Trip Generation Handbook 8th Edition, 2009.
28. Kennedy and Tan, Geologic Map of the San Diego 30'X60' Quadrangle, 2008.
29. Padre Dam Municipal Water District Project Facility Availability Forms and Conditions of Approval for Sewer and Water dated May 22, 2017.
30. Polaris Development Consultants, Inc., Storm Water Quality Management Plan for TM2016-01 Prospect Estates – Phase 2, dated October 5, 2018.
31. Polaris Development Consultants, Inc., Drainage Study for Prospect Estates II TM2016-01 dated October 5, 2018.
32. RECON Environmental, Inc., Air Quality and Greenhouse Gas Model Results (CalEEMod Output Files), October 9, 2018.
33. RECON Environmental, Inc., Historic Building Survey of the House at 8542 Prospect Avenue/8705 Marrokal Lane, October 11, 2018.
34. RECON Environmental, Inc., Noise Analysis for the Prospect Estates II Project, October 11, 2018.
35. RECON Environmental, Inc., Updated Results of the Archaeological Survey for the Prospect Estates II Project, Santee, California, October 11, 2018.

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APPENDICES

Bound Under Separate Cover