



**City Council**  
Mayor John W. Minto  
Vice Mayor Ronn Hall  
Council Member Laura Koval  
Council Member Rob McNelis  
Council Member Dustin Trotter

## CITY OF SANTEE REGULAR MEETING AGENDA Santee City Council

City Manager | Marlene D. Best  
City Attorney | Shawn D. Hagerty  
City Clerk | Annette Fagan Ortiz

### MEETING INFORMATION

**Wednesday, October 12, 2022**

**6:30 p.m.**

**Council Chambers | Building 2**

**10601 Magnolia Ave • Santee, CA 92071**

### Staff

Assistant to the City Manager | Kathy Valverde  
Community Services Director | Nicolas Chavez  
Finance Director/Treasurer | Heather Jennings  
Fire & Life Safety Director/Fire Chief | John Garlow  
Human Resources Director | Matt Rankin  
Law Enforcement | Captain Michael McNeill

### TO WATCH LIVE:

AT&T U-verse channel 99 (SD Market) | Cox channel 117 (SD County)

[www.cityofsanteeca.gov](http://www.cityofsanteeca.gov)

### IN-PERSON ATTENDANCE

Please be advised that current public health orders recommend that attendees wear face coverings while inside the Council Chambers.

### LIVE PUBLIC COMMENT

Members of the public who wish to comment on matters on the City Council agenda or during Non-Agenda Public Comment may appear in person and submit a speaker slip, before the item is called. Your name will be called when it is time to speak.

**PLEASE NOTE:** Public Comment will be limited to 3 minutes and speaker slips will only be accepted until the item is called. The timer will begin when the participant begins speaking.



The City Council also sits as the Community Development Commission Successor Agency and the Santee Public Financing Authority. Any actions taken by these agencies are separate from the actions taken by City Council. For questions regarding this agenda, please contact the City Clerk's Office at (619) 258-4100 x114

**ROLL CALL:** Mayor John W. Minto  
Vice Mayor Ronn Hall  
Council Members Laura Koval, Rob McNelis and Dustin Trotter

**LEGISLATIVE INVOCATION:** Santee United Methodist Church – Pastor Jaime Pangman

**PLEDGE OF ALLEGIANCE**

**CONSENT CALENDAR:**

**PLEASE NOTE:** Consent Calendar items are considered routine and will be approved by one motion, with no separate discussion prior to voting. The public, staff or Council Members may request specific items be removed from the Consent Calendar for separate discussion or action. Speaker slips for this category must be presented to the City Clerk at the start of the meeting. Speakers are limited to 3 minutes.

- (1) **Approval of Reading by Title Only and Waiver of Reading in Full of Ordinances and Resolutions on the Agenda. (City Clerk – Ortiz)**
- (2) **Approval of Meeting Minutes of the Santee City Council for the September 28, 2022, Regular City Council Meeting. (City Clerk – Ortiz)**
- (3) **Approval of Payment of Demands as Presented. (Finance – Jennings)**
- (4) **Adoption of a Resolution Rejecting a Non-Responsive Bid and Awarding of a Contract for Plumbing Repairs and Maintenance to Countywide Mechanical Systems, Inc. per RFB #22/23-20065. (Community Services – Chavez)**
- (5) **Adoption of a Resolution Proclaiming the Termination of the Existence of a Local Emergency Relating to Extreme Fire Risk in the San Diego River Corridor and the Completion of the Creation of Defensible Spaces to Mitigate Fire Risk. (City Manager – Best)**

**NON-AGENDA PUBLIC COMMENT (15 minutes):**

*Persons wishing to address the City Council regarding items not on the posted agenda may do so at this time. In accordance with State law, Council may not take action on an item not scheduled on the Agenda. If appropriate, the item will be referred to the City Manager or placed on a future agenda. This first Non-Agenda Public Comment period is limited to a total of 15 minutes. Additional Non-Agenda Public Comment is received prior to Council Reports.*



**PUBLIC HEARING:**

- (6) **Public Hearing on the Housing Element Rezone Program Implementation Project to Consider Certifying Program Environmental Impact Report AEIS2021-3 and Approving General Plan Amendment GPA2021-2, Town Center Specific Plan Amendment TCSPA2021-2, Rezone R2021-2 and Zoning Ordinance Amendment ZA2021-2. (Development Services – Planning)**

Recommendation:

1. Conduct and close the Public Hearing; and
2. Certify the Final Program Environmental Impact Report (AEIS2021-3; SCH# 2021100263) for the Housing Element Rezone Program Implementation Project; adopt Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program under CEQA per the Resolution; and
3. Approve General Plan Amendment GPA2021-2 per the Resolution; and
4. Approve Town Center Specific Plan Amendment TCSPA2021-2 per the Resolution: and
5. Introduce and approve Rezone Ordinance R2021-2 for First Reading and set the Second Reading for October 26, 2022; and
6. Introduce and approve Zoning Amendment Ordinance ZA2021-2 for First Reading and set the Second Reading for October 26, 2022.

**NEW BUSINESS:**

- (7) **Report on Current Actions and Responses Related to Reducing Homelessness in Santee and East County, and Possible Future Action Strategies. (City Manager – Best)**

Recommendation:

Review the information provided on actions to date and provide direction to staff on possible future actions and strategies.

- (8) **Public Workshop on the Safety Element Update and Integrating Environmental Justice. (Development Services – Planning)**

Recommendation:

Receive Report.



**(9) Resolution Accepting the Award of Transnet Smart Growth Incentive Program (SGIP) Grant Funds from the San Diego Association of Governments (SANDAG) and Authorizing the City Manager to Execute a Grant Agreement. (Development Services – Planning)**

Recommendation:

Adopt the Resolution:

1. Accepting and appropriating the SGIP Funds from SANDAG; and
2. Authorizing the City Manager to execute documents on behalf of the City, related to the grant.

**(10) Resolution Designating all Parking Spaces Connected to an Electric Vehicle Charging Device Located on Off-Street Parking Facilities Owned or Operated by the City and on Public Streets for the Exclusive Purpose of Parking and Charging an Electric Vehicle that is Connected for Electric Charging Purposes, and Establishing a Civil Penalty Amount for Violation of California Vehicle Code Section 22511.1(A)-(B) and Amending the Master Bail Schedule to Incorporate that Penalty Amount. (Development Services – Engineering)**

Recommendation:

Adopt the Resolution (1) designating all parking spaces that are connected to an electric vehicle charging device that is located on a City-owned or operated off-street parking facility and on public streets for the exclusive purpose of parking and charging an electric vehicle; (2) establishing a civil penalty amount for violation of California Vehicle Code section 22511.1(a)-(b), which prohibits a person from parking in a designated electric vehicle parking space while the vehicle is not connected for electric charging purposes; and (3) directing staff to amend the City's Master Bail Schedule to incorporate that penalty amount.

**(11) Resolution Authorizing the City Manager to Execute an Amendment to the Professional Services Agreement with SDI Presence, Inc. for Land Management and Permitting System Implementation Consulting Services; and Authorizing the Appropriation of American Rescue Plan Act (ARPA) Lost Public Sector Revenue Funding and General Fund Reserves to Fund the Amendment. (City Manager – Best)**

Recommendation:

Adopt the Resolution:

1. Authorizing the City Manager to execute an Amendment to the Professional Services Agreement with SDI Presence, Inc. for Land Management and Permitting System implementation consulting services for a total increase not to exceed \$98,400.00.
2. Authorizing the appropriation of \$78,730.00 in ARPA Lost Public Sector Revenue funds.
3. Authorizing the appropriation of \$19,670.00 from General Fund reserves.



**(12) Street Sweeping Contract Future Options Informational Item. (Community Services – Chavez)**

Recommendation:

Receive street sweeping options information and provide direction to staff, if desired.

**NON-AGENDA PUBLIC COMMENT (Continued):**

*All public comment not presented within the first Non-Agenda Public Comment period above will be heard at this time.*

**CITY COUNCIL REPORTS:**

**CITY MANAGER REPORTS:**

**CITY ATTORNEY REPORTS:**

**CLOSED SESSION:**

**(13) Conference with Legal Counsel—Existing Litigation**

(Gov. Code §54956.9(d)(1))

Name of case: City of Santee v. Santee Trolley Square 991, LP; Target Corporation, et al.

Case Number: San Diego Superior Court Case No. 37-2022-00035836-CU-OR-CTL

**(14) Conference with Real Property Negotiators**

(Gov. Code §54956.8)

Property: Parcel 4 of Parcel Map 18857 located in Trolley Square

City Negotiator: City Manager

Negotiating Parties: Excel Hotel Group

Under Negotiation: Price and terms of payment

**ADJOURNMENT:**



**BOARDS, COMMISSIONS & COMMITTEES  
OCTOBER & NOVEMBER MEETINGS**

Oct	06	SPARC	Council Chamber
Oct	10	Community Oriented Policing Committee	Council Chamber
Oct	12	Council Meeting	Council Chamber
Oct	26	Council Meeting	Council Chamber
Nov	03	SPARC	Council Chamber
Nov	09	Council Meeting	Council Chamber
Nov	14	Community Oriented Policing Committee	Council Chamber

The Santee City Council welcomes you and encourages your continued interest and involvement in the City’s decision-making process.

**For your convenience, a complete Agenda Packet is available for public review at City Hall and on the City’s website at [www.CityofSanteeCA.gov](http://www.CityofSanteeCA.gov).**

*The City of Santee complies with the Americans with Disabilities Act. Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities, as required by Section 12132 of the American with Disabilities Act of 1990 (42 USC § 12132). Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to the City Clerk’s Office at (619) 258-4100, ext. 112 at least 48 hours before the meeting, if possible.*



**MEETING DATE**      October 12, 2022

**ITEM TITLE**      **APPROVAL OF READING BY TITLE ONLY AND WAIVER OF READING IN FULL OF ORDINANCES AND RESOLUTIONS ON THE AGENDA.**

**DIRECTOR/DEPARTMENT**      Annette Ortiz, CMC, City Clerk

**SUMMARY**

This Item asks the City Council to waive the reading in full of all Ordinances on the Agenda (if any) and approve their reading by title only. The purpose of this Item is to help streamline the City Council meeting process, to avoid unnecessary delay and to allow more time for substantive discussion of Items on the agenda.

State law requires that all Ordinances be read in full either at the time of introduction or at the time of passage, unless a motion waiving further reading is adopted by a majority of the City Council. (Gov. Code, § 36934). This means that each word in each Ordinance would have to be read aloud unless such reading is waived. Such reading could substantially delay the meeting and limit the time available for discussion of substantive Items. Adoption of this waiver streamlines the procedure for adopting the Ordinances on tonight's Agenda (if any), because it allows the City Council to approve Ordinances by reading aloud only the title of the Ordinance instead of reading aloud every word of the Ordinance.

The procedures for adopting Resolutions are not as strict as the procedures for adopting Ordinances. For example, Resolutions do not require two readings for passage, need not be read in full or even by title, are effective immediately unless otherwise specified, do not need to be in any particular format unless expressly required, and, with the exception of fixing tax rates or revenue amounts, do not require publication. However, like Ordinances, all Resolutions require a recorded majority vote of the total membership of the City Council. (Gov. Code § 36936).

**FINANCIAL STATEMENT**

N/A

**CITY ATTORNEY REVIEW**       N/A     Completed

**RECOMMENDATION**

It is recommended that the Council waive the reading of all Ordinances and Resolutions in their entirety and read by title only.

**ATTACHMENT**

None





**MEETING DATE** October 12, 2022

**ITEM TITLE** APPROVAL OF MEETING MINUTES OF THE SANTEE CITY COUNCIL FOR THE SEPTEMBER 28, 2022, REGULAR CITY COUNCIL MEETING.

**DIRECTOR/DEPARTMENT** Annette Ortiz, CMC, City Clerk

**SUMMARY**

Submitted for your consideration and approval are the minutes of the above meetings.

**FINANCIAL STATEMENT**

N/A

**CITY ATTORNEY REVIEW**  N/A  Completed

**RECOMMENDATION**

Approve Minutes as presented.

**ATTACHMENT**

Regular Meeting Minutes

- September 28, 2022

# DRAFT

**Minutes  
Santee City Council  
Council Chamber – Building 2  
10601 Magnolia Avenue  
Santee, California  
September 28, 2022**

This Regular Meeting of the Santee City Council was called to order by Vice Mayor Ronn Hall at 6:30 p.m.

**ROLL CALL:** Present: Vice Mayor Ronn Hall and Council Members Laura Koval and Rob McNelis – 3. Absent: Mayor John W. Minto and Dustin Trotter – 2

Officers present: City Manager Marlene Best, Assistant City Attorney Victoria Hester and City Clerk Annette Ortiz

**INVOCATION** was given by Rev. Andreas Walker Thode – Carlton Hills Evangelical Lutheran Church.

**PLEDGE OF ALLEGIANCE** was led by Heather Jennings, Director of Finance.

**CONSENT CALENDAR:**

- (1) Approval of Reading by Title Only and Waiver of Reading in Full of Ordinances and Resolutions on the Agenda. (City Clerk – Ortiz)
- (2) Approval of Meeting Minutes of the Santee City Council for the August 24, 2022, and the September 14, 2022, Regular Meetings. (City Clerk – Ortiz)
- (3) Approval of Payment of Demands as Presented. (Finance – Jennings)
- (4) Approval of the Expenditure of \$123,160.34 for August 2022 Legal Services and Reimbursable Costs. (Finance – Jennings)
- (5) Authorizing the Acceptance and Appropriation of Fiscal Year 2021 Urban Area Security Initiative (UASI) Grant Training Funds for UASI Training Backfill Overtime Reimbursement. (Fire – Garlow)
- (6) Notice of Required Amendments to Conflict of Interest Code. (City Clerk – Ortiz)
- (7) Adoption of a Resolution Accepting the Award of Regional Early Action Program Housing Acceleration Program Grant Funds from the San Diego Association of Governments (SANDAG) and Authorizing the City Manager to Execute a Grant Agreement. (Development Services – Planning) (Reso 122-2022)



**ACTION:** Council Member Koval moved approval of the Consent Calendar.

Vice Mayor Hall seconded the motion, which carried by the following vote: Vice Mayor Hall: Aye; and Council Members Koval: Aye; McNelis: Aye; Ayes: 3. Noes: 0 Absent : Mayor Minto and Council Member Trotter – 2.

**NON-AGENDA PUBLIC COMMENT (15 minutes):**

- (A) Kevin Prescott spoke regarding the need for a new skate park in the City of Santee.

**NEW BUSINESS:**

- (8) **Authorize the City Manager to Execute a Professional Services Agreement for Concession Services at Mast Park with The Dog Haus Disc Shop, LLC per RFP #22/23-40026. (Community Services – Chavez)**

The Director of Community Service provided a PowerPoint presentation and responded to Council questions.

**ACTION:** Council Member Koval moved approval of staff recommendation.

Vice Mayor Hall seconded the motion, which carried by the following vote: Vice Mayor Hall: Aye; and Council Members Koval: Aye; McNelis: Aye; Ayes: 3. Noes: 0 Absent: Mayor Minto and Council Member Trotter – 2.

**NON-AGENDA PUBLIC COMMENT: (Continued)**

- (A) Ibrahim Ahmed, Policy Advisor to the County Board of Supervisor Joel Anderson, spoke regarding the County’s Capital Emergency Housing Solutions Grant Program.

**CITY COUNCIL REPORTS:**

None

**CITY MANAGER REPORTS:**

The City Manager welcomed the new Finance Director, Heather Jennings, and acknowledged Captain McNeill for receiving the First Responder of the Month from the San Diego East County Chamber of Commerce.

**CITY ATTORNEY REPORTS:**

None

**ADJOURNMENT:**

There being no further business, the meeting was adjourned at 6:48 p.m.

Date Approved:

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Annette Fagan Ortiz, CMC, City Clerk

DRAFT

**MEETING DATE** October 12, 2022

**ITEM TITLE** PAYMENT OF DEMANDS

**DIRECTOR/DEPARTMENT** Heather Jennings, Finance

**SUMMARY**

A listing of checks that have been disbursed since the last Council meeting is submitted herewith for approval by the City Council.

**FINANCIAL STATEMENT** *HJ*

Adequate budgeted funds are available for the Payment of Demands per the attached listing.

**CITY ATTORNEY REVIEW**  N/A  Completed

**RECOMMENDATION** *Ad. Sec. M.D.B.*

Approve the Payment of Demands as presented.

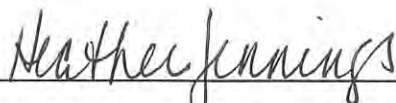
**ATTACHMENT**

- 1) Summary of Payments Issued
- 2) Voucher Lists

Payment of Demands  
Summary of Payments Issued

<u>Date</u>	<u>Description</u>	<u>Amount</u>
09/21/22	Accounts Payable	\$ 165,444.84
09/21/22	Accounts Payable	143,017.17
09/22/22	Accounts Payable	726,268.01
09/22/22	Payroll	433,984.30
09/22/22	Accounts Payable	15,482.48
09/23/22	Accounts Payable	39,722.82
09/23/22	Accounts Payable	20,507.26
09/27/22	Accounts Payable	121,915.48
09/28/22	Accounts Payable	2,335,888.37
09/29/22	Accounts Payable	<u>600,000.00</u>
	TOTAL	<u>\$4,602,230.73</u>

I hereby certify to the best of my knowledge and belief that the foregoing demands listing is correct, just, conforms to the approved budget, and funds are available to pay said demands.

  
\_\_\_\_\_  
Heather Jennings, Director of Finance

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount	
1170	9/21/2022	14686 WILMINGTON TRUST	AD#22-02 (01)		UNSPENT PRE-PAID FEE REIMBUR	165,444.84	
						<b>Total :</b>	<b>165,444.84</b>
1 Vouchers for bank code : ubgen						<b>Bank total :</b>	<b>165,444.84</b>
1 Vouchers in this report						<b>Total vouchers :</b>	<b>165,444.84</b>

Prepared by: 

Date: 9.27.22

Approved by: 

Date: 9/27/22



Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
11876	9/21/2022	10955 DEPARTMENT OF THE TREASURY	PPE 09/14/22		FED WITHHOLD & MEDICARE	106,643.87
					<b>Total :</b>	<b>106,643.87</b>
11879	9/21/2022	10956 FRANCHISE TAX BOARD	PPE 09/14/22		CA STATE TAX WITHHELD	36,373.30
					<b>Total :</b>	<b>36,373.30</b>
2 Vouchers for bank code : ubgen						<b>Bank total :</b> 143,017.17
2 Vouchers in this report						<b>Total vouchers :</b> 143,017.17

Prepared by: 

Date: 9/22/22

Approved by: 

Date: 9/22/2022

Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
131557	9/22/2022	14626 HC WEST, LLC	SDS1223517-1	54010	ANNUAL BACKFLOW CERTIFICATIO	5,400.00
<b>Total :</b>						<b>5,400.00</b>
131558	9/22/2022	13456 AGRICULTURAL PEST CONTROL	654111	53971	PEST CONTROL SERVICES	654.67
			656078	53971	PEST CONTROL SERVICES	135.25
			656081	53971	PEST CONTROL SERVICES	270.50
			656261	53971	PEST CONTROL SERVICES	135.25
			656263	53971	PEST CONTROL SERVICES	135.25
			656556	53971	PEST CONTROL SERVICES	225.00
			656607	53971	PEST CONTROL SERVICES	135.25
			656713	53971	PEST CONTROL SERVICES	135.25
<b>Total :</b>						<b>1,826.42</b>
131559	9/22/2022	14306 AZTEC LANDSCAPING, INC	J1231	53940	CUSTODIAL SERVICES - PARKS	4,523.69
<b>Total :</b>						<b>4,523.69</b>
131560	9/22/2022	10020 BEST BEST & KRIEGER LLP	LEGAL SVCS AUG 2022		LEGAL SVCS AUGUST 2022	123,160.34
<b>Total :</b>						<b>123,160.34</b>
131561	9/22/2022	10008 BPI PLUMBING	S-31754	53952	PLUMBING SERVICES	910.84
			S-31755	53952	PLUMBING SERVICES	1,262.32
<b>Total :</b>						<b>2,173.16</b>
131562	9/22/2022	14624 CABRERA, ANTONIO	P38958		PARAMEDIC LICENSE RENEWAL	250.00
<b>Total :</b>						<b>250.00</b>
131563	9/22/2022	10876 CANON SOLUTIONS AMERICA INC	4040540057	53987	SCANNER MAINTENANCE	106.46
			4040540058	53987	PLOTTER MAINT. & USAGE	68.55
<b>Total :</b>						<b>175.01</b>
131564	9/22/2022	10032 CINTAS CORPORATION #694	4129881809	53959	MISC SHOP RENTAL SERVICE	79.71
<b>Total :</b>						<b>79.71</b>
131565	9/22/2022	12190 CONAN CONSTRUCTION INC	EN22118S		REFUNDABLE SECURITY	2,585.00
<b>Total :</b>						<b>2,585.00</b>
131566	9/22/2022	12153 CORODATA RECORDS	RS4826109	53973	CORODATA RECORDS MANAGEME	567.17

Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
131566	9/22/2022	12153 12153 CORODATA RECORDS	(Continued)			<b>Total : 567.17</b>
131567	9/22/2022	10039 COUNTY MOTOR PARTS COMPANY INC	557500CR 571785 572230	53873 53873 53873	CREDIT - RETURNED AIR FILTER VEHICLE SUPPLIES VEHICLE SUPPLIES	-131.30 188.36 238.14 <b>Total : 295.20</b>
131568	9/22/2022	10171 COUNTY OF SAN DIEGO AUDITOR &	08/2022 AGENCY REV 08/2022 DMV REVENUE 08/2022 PHOENIX REV		08/2022 AGENCY PARK CITE REPT 08/2022 DMV PARK CITE REPT 08/2022 PHOENIX CITE REV REPT	116.25 300.00 1,258.50 <b>Total : 1,674.75</b>
131569	9/22/2022	10333 COX COMMUNICATIONS	052335901- SEPT 22 052335901-AUG22		8950 COTTONWOOD AVE 8950 COTTONWOOD AVE	187.32 187.32 <b>Total : 374.64</b>
131570	9/22/2022	14347 DIAMOND EDUCATION	1034	53942	CONTINUING EDUCATION	1,850.00 <b>Total : 1,850.00</b>
131571	9/22/2022	12483 DISCOUNT SIGNS AND BANNERS	5578	53877	PPE IDENTIFICATION DECALS	5.39 <b>Total : 5.39</b>
131572	9/22/2022	14682 EARLS, ROBERT	31908		PARKING CITATION REFUND	5.50 <b>Total : 5.50</b>
131573	9/22/2022	11196 HD SUPPLY FM	2022 Q2		LOCATION AGMT PYMT 2022 Q2	387,699.50 <b>Total : 387,699.50</b>
131574	9/22/2022	11196 HD SUPPLY FACILITIES	9205316464 9205587794 9205642363	53945 53945 53945	STATION SUPPLIES STATION SUPPLIES STATION SUPPLIES	425.63 126.13 22.60 <b>Total : 574.36</b>
131575	9/22/2022	10600 HINDERLITER, DE LLAMAS & ASSOC	SIN021062 SIN021498	53962	AUDIT SERVICES - SALES TAX Q1/ FY 22/23 QRTLY SALES TAX PREP	800.71 2,300.00 <b>Total : 3,100.71</b>
131576	9/22/2022	10256 HOME DEPOT CREDIT SERVICES	6152940	53923	VEHICLE SUPPLIES	31.03

Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount	
131576	9/22/2022	10256	10256 HOME DEPOT CREDIT SERVICES (Continued)			Total : 31.03	
131577	9/22/2022	11724	ICF JONES & STOKES INC	53609	MSCP SUBAREA PLAN	5,197.50	
			INV-00000036026	53609	MSCP SUBAREA PLAN	6,000.00	
			INV-00000036289			Total : 11,197.50	
131578	9/22/2022	14681	KEFFER, DONALD	32131	PARKING CITATION REFUND	5.00	
						Total : 5.00	
131579	9/22/2022	13558	KIFER HYDRAULICS CO, INC	72648	53887	EQUIPMENT REPAIR PARTS	25.93
						Total : 25.93	
131580	9/22/2022	10204	LIFE ASSIST INC	1244839	53891	EMS SUPPLIES	1,410.80
			1244840	53891	EMS SUPPLIES	15.09	
			1245488	53891	EMS SUPPLIES	838.62	
			1245567	53891	EMS SUPPLIES	435.85	
			1246124	53891	EMS SUPPLIES	217.58	
						Total : 2,917.94	
131581	9/22/2022	13155	LIFETIME DOG TRAINING, LLC	3001	INSTRUCTOR PAYMENT	2,331.00	
						Total : 2,331.00	
131582	9/22/2022	14208	MINUTEMAN PRESS EL CAJON	64068	54015	BUSINESS CARDS	78.68
						Total : 78.68	
131583	9/22/2022	10083	MUNICIPAL EMERGENCY SERVICES	IN1758218	53805	STRUCTURAL TURNOUTS	15,046.86
				53805			Total : 15,046.86
131584	9/22/2022	10344	PADRE DAM MUNICIPAL WATER DIST	29700015-AUG22		CONSTRUCTION METER	272.88
				29700015-SEPT22		CONSTRUCTION METER	323.30
				90000366-AUG22		GROUP BILL	69,137.04
						Total : 69,733.22	
131585	9/22/2022	11888	PENSKE FORD	10410736	53930	VEHICLE REPAIR PART	15.72
						Total : 15.72	
131586	9/22/2022	10161	PRIZM JANITORIAL SERVICES INC	34392	53931	CUSTODIAL SERVICES - OFFICES	4,588.24

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
131586	9/22/2022	10161 PRIZM JANITORIAL SERVICES INC	(Continued) 34414 34415	53931 53931	CUSTODIAL SERVICES - OFFICES CUSTODIAL SERVICES - OFFICES	4,588.24 400.00
<b>Total :</b>						<b>9,576.48</b>
131587	9/22/2022	10101 PROFESSIONAL MEDICAL SUPPLY	B020379 B020380 B020381 B020382	53958 53958 53958 53958	OXYGEN CYLINDERS & REFILLS OXYGEN CYLINDERS & REFILLS OXYGER CYLINDERS & REFILLS OXYGEN CYLINDERS & REFILLS	122.40 218.30 275.00 19.20
<b>Total :</b>						<b>634.90</b>
131588	9/22/2022	13592 QUADIENT LEASING USA, INC	N9562179	53932	MAIL MACHINE LEASE	1,057.27
<b>Total :</b>						<b>1,057.27</b>
131589	9/22/2022	10791 RECON ENVIRONMENTAL INC	66078	53341	SANTEE GP AMEND & ZONE CHAN	1,046.86
<b>Total :</b>						<b>1,046.86</b>
131590	9/22/2022	13171 SC COMMERCIAL, LLC	2189606-IN 2209613-IN 2212308-IN	53902 53902 53902	DELIVERED FUEL DELIVERED FUEL DELIVERED FUEL	860.99 1,158.13 891.53
<b>Total :</b>						<b>2,910.65</b>
131591	9/22/2022	13554 SC FUELS	0588944-F 0594485-F 0595447-DEF 0595447-F 0599489-DEF 0599489-F	53947 53947 54029 53947 54029 53947	FLEET CARD FUELING FLEET CARD FUELING VEHICLE SUPPLIES FLEET CARD FUELING VEHICLE SUPPLIES FLEET CARD FUELING	2,670.96 2,872.72 13.17 2,808.68 3.72 1,469.07
<b>Total :</b>						<b>9,838.32</b>
131592	9/22/2022	14523 SCA OF CA, LLC	155729PS	53948	STREET SWEEPING SVCS	28,220.15
<b>Total :</b>						<b>28,220.15</b>
131593	9/22/2022	13206 SHARP BUSINESS SYSTEMS	9003983949	54016	SHARP COPIES PSD & FS#5	232.47
<b>Total :</b>						<b>232.47</b>
131594	9/22/2022	10585 SHARP REES-STEALY MEDICAL	371712810 371768239		DMV EXAM DMV EXAM	118.00 118.00




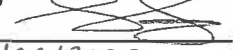
Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
131594	9/22/2022	10585 SHARP REES-STEALY MEDICAL	(Continued) 371863371		MEDICAL SERVICES	47.00
					<b>Total :</b>	<b>283.00</b>
131595	9/22/2022	11072 SHOW STOPPER WAX PRODUCTS	6169	53904	VEHICLE SUPPLIES	92.12
					<b>Total :</b>	<b>92.12</b>
131596	9/22/2022	14630 SNAP-ON INDUSTRIAL	ARV/54158174	54030	FLEET SHOP EQUIPMENT	3,431.01
					<b>Total :</b>	<b>3,431.01</b>
131597	9/22/2022	14240 SPICER CONSULTING GROUP	1119	53572	SPECIAL DISTRICTS ADMIN - AUG :	2,656.25
					<b>Total :</b>	<b>2,656.25</b>
131598	9/22/2022	10217 STAPLES ADVANTAGE	3516733040	54040	OFFICE SUPPLIES	85.01
					<b>Total :</b>	<b>85.01</b>
131599	9/22/2022	10119 STEVEN SMITH LANDSCAPE INC	50335 50344	53937 53985	A 1 LANDSCAPE SERVICES A 3 LANDSCAPE SERVICES	3,455.72 2,129.36
					<b>Total :</b>	<b>5,585.08</b>
131600	9/22/2022	11947 SWARCO MCCAIN, INC.	INV0268018	54049	TRAFFIC CONTROLLER SOFTWARE	3,526.66
					<b>Total :</b>	<b>3,526.66</b>
131601	9/22/2022	10692 UNITED PARCEL SERVICE	000006150X352		SHIPPING CHARGE	218.06
					<b>Total :</b>	<b>218.06</b>
131602	9/22/2022	12480 UNITED SITE SERVICES	114-13323409	53950	PORTABLE TOILET RENTAL	141.08
					<b>Total :</b>	<b>141.08</b>
131603	9/22/2022	10642 USPS-POC	09142022		POSTAGE REIMBURSEMENT	2,584.55
					<b>Total :</b>	<b>2,584.55</b>
131604	9/22/2022	13564 VALMONT INDUSTRIES, INC	CD14118182	53806	WALKWAY LIGHT REPLACEMENTS	13,156.28
					<b>Total :</b>	<b>13,156.28</b>
131605	9/22/2022	10475 VERIZON WIRELESS	9915517026		CELL PHONE SERVICE	1,266.49
					<b>Total :</b>	<b>1,266.49</b>

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
131606	9/22/2022	10537 WETMORE'S	06P42252	53916	VEHICLE REPAIR PARTS	876.00
					Total :	876.00
131607	9/22/2022	10537 WETMORE'S	06P42555	53916	VEHICLE SUPPLIES	227.22
					Total :	227.22
131608	9/22/2022	10318 ZOLL MEDICAL CORPORATION	3563671	53917	EMS SUPPLIES	918.67
					Total :	918.67
52 Vouchers for bank code : ubgen						Bank total : 726,268.01
52 Vouchers in this report						Total vouchers : 726,268.01

Prepared by:   
Date: 9/22/22  
Approved by:   
Date: 9/22/2022

Payroll Processing Report  
CITY OF SANTEE  
9/1/2022 to 9/14/2022-2 Cycle b

EARNINGS SECTION				DEDUCTIONS SECTION				LEAVE SECTION				
Type	Hours/units	Rate	Amount Src	Plan	Base Wages	Deduction	Benefit/Cont	LvPlan	Accrued	Taken	Banked	Lost
tech			350.00	rhsabc	20,477.89	409.56						
tiller	264.00		253.66	roth	35,124.94	5,004.72						
tillot	72.00		3,632.40	sb-1		72.54						
tup			255.32	sb-3		48.36						
unif			700.00	sffa		2,583.45						
unifp			500.00	sffapc		410.40						
vacp	98.73		4,053.88	st1cs3	93,942.13	2,818.29	-2,818.29					
vtkn	137.58		5,300.12	st2cs3	13,421.90	402.66	-402.66					
wcbf			-2,368.17	texlif		55.16						
wcdf	42.93		2,368.17	vaccpr		558.35						
wcnt	88.00		2,763.40	vaccpt		261.03						
wellne			02.29	vcanpr		421.05						
				vcanpt		151.80						
				vgcipt		88.81						
				vision		482.69						
				voladd		37.21						
				voldis		234.94						
				vollif		250.57						
				vollpb			-250.57					
<b>Grand Totals</b>	<u>15,838.68</u>		<u>680,189.58</u>			<u>246,205.28</u>	<u>72,152.08</u>					

Gross:	680,189.58
Net:	433,984.30

<< No Errors / 26 Warnings >>

*Transfer*  
*17PE 9/14/22*  
*Paydate 9/22/22*

*4/3*

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
131609	9/22/2022	12724 AMERICAN FIDELITY ASSURANCE	D503493		VOLUNTARY LIFE INS-AM FIDELITY	4,617.16
					<b>Total :</b>	<b>4,617.16</b>
131610	9/22/2022	12722 FIDELITY SECURITY LIFE	165424933		EYEMED - VOLUNTARY VISION	988.24
					<b>Total :</b>	<b>988.24</b>
131611	9/22/2022	10508 LIFE INSURANCE COMPANY OF	September 2022		LIFE/LTD INSURANCE	2,735.51
					<b>Total :</b>	<b>2,735.51</b>
131612	9/22/2022	14452 MEDICAL AIR SERVICES ASSC, MASA	1337982		MEDICAL AIR TRANSPORT SVCS	98.00
					<b>Total :</b>	<b>98.00</b>
131613	9/22/2022	14458 METROPOLITAN LIFE INSURANCE	73521318		VOLUNTARY LEGAL	210.00
					<b>Total :</b>	<b>210.00</b>
131614	9/22/2022	10784 NATIONAL UNION FIRE INSURANCE	September 2022		VOLUNTARY AD&D	74.50
					<b>Total :</b>	<b>74.50</b>
131615	9/22/2022	10335 SAN DIEGO FIREFIGHTERS FEDERAL	September 2022		LONG TERM DISABILITY-SFFA:	1,386.50
					<b>Total :</b>	<b>1,386.50</b>
131616	9/22/2022	10424 SANTEE FIREFIGHTERS	PPE 09/14/22		DUES/PEC/BENEVOLENT/BC EXP	3,122.79
					<b>Total :</b>	<b>3,122.79</b>
131617	9/22/2022	12892 SELMAN & COMPANY, LLC	September 22		ID THEFT PROTECTION	160.00
					<b>Total :</b>	<b>160.00</b>
131618	9/22/2022	10776 STATE OF CALIFORNIA	PPE 09/14/22		WITHHOLDING ORDER	449.53
					<b>Total :</b>	<b>449.53</b>
131619	9/22/2022	14467 TEXAS LIFE INSURANCE COMPANY	SM0F0U20220913001		VOLUNTARY INS RIDERS	110.35
					<b>Total :</b>	<b>110.35</b>
131620	9/22/2022	10001 US BANK	PPE 09/14/22		PARS RETIREMENT	778.06
					<b>Total :</b>	<b>778.06</b>
131621	9/22/2022	14600 WASHINGTON STATE SUPPORT	PPE 09/14/22		WITHHOLDING ORDER	751.84

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
131621	9/22/2022	14600	14600 WASHINGTON STATE SUPPORT	(Continued)		Total : 751.84
13 Vouchers for bank code : ubgen						Bank total : 15,482.48
13 Vouchers in this report						Total vouchers : 15,482.48

Prepared by: 

Date: 9/22/22

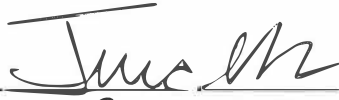

Approved by: 

Date: 9/22/2022



Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
818697	9/23/2022	10959 VANTAGE TRANSFER AGENT/457	PPE 09/14/22		ICMA - 457	35,681.13
					<b>Total :</b>	<b>35,681.13</b>
818740	9/23/2022	10782 VANTAGEPOINT TRNSFR AGT/801801	PPE 09/14/22		RETIREE HSA	4,041.69
					<b>Total :</b>	<b>4,041.69</b>
2 Vouchers for bank code : ubgen						<b>Bank total :</b> 39,722.82
2 Vouchers in this report						<b>Total vouchers :</b> 39,722.82

Prepared by:   
Date: ~~9-22-22~~  
Approved by:   
Date: 09/23/2022

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
1178	9/23/2022	10482 TRISTAR RISK MANAGEMENT	116313		WORKERS COMPENSATION LOSSI	20,507.26
					Total :	20,507.26
		1 Vouchers for bank code : ubgen				Bank total : 20,507.26
		1 Vouchers in this report				Total vouchers: 20,507.26

Prepared by: 

Date: 9.27.22

Approved by: 

Date: 9/27/22

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount	
9223	9/27/2022	10353 PERS	09 22 3		RETIREMENT PAYMENT	121,915.48	
						Total :	121,915.48
1 Vouchers for bank code : ubgen						Bank total :	121,915.48
1 Vouchers in this report						Total vouchers :	121,915.48

Prepared by: 

Date: 9/27/22

Approved by: 

Date: 9/27/22

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
131622	9/28/2022	13198 3-D ENTERPRISES, INC	4 - CIP2022-40 4R -CIP2022-4	53769	TCCP FIELD UPGRADES CIP2022-4 RETENTION	558,100.00 -27,905.00 <b>Total : 530,195.00</b>
131623	9/28/2022	14691 AMBULANCE ASSOCIATION OF	10132022		SEMINAR REGISTRATION	200.00 <b>Total : 200.00</b>
131624	9/28/2022	11445 AMERICAN MESSAGING	L1072898WI		FD PAGER SERVICE	166.52 <b>Total : 166.52</b>
131625	9/28/2022	10412 AT&T	000018813401		TELEPHONE	841.39 <b>Total : 841.39</b>
131626	9/28/2022	12951 BERRY, BONNIE F.	October 1. 2022		RETIREE HEALTH PAYMENT	91.00 <b>Total : 91.00</b>
131627	9/28/2022	11513 BOND, ELLEN	10012022-263		MEADOWBROOK HARSHIP PROC	77.47 <b>Total : 77.47</b>
131628	9/28/2022	10299 CARQUEST AUTO PARTS	11102-567554	53869	VEHICLE REPAIR PARTS	31.42 <b>Total : 31.42</b>
131629	9/28/2022	11402 CARROLL, JUDI	10012022-96		MEADOWBROOK HARSHIP PROC	77.66 <b>Total : 77.66</b>
131630	9/28/2022	14693 CHICK-FIL-A INC.	Ref000082000		DUPLICATE PAYMENT REFUND	99.00 <b>Total : 99.00</b>
131631	9/28/2022	10032 CINTAS CORPORATION #694	4130625563	53959	MISC SHOP RENTAL SERVICE	65.10 <b>Total : 65.10</b>
131632	9/28/2022	12328 CINTAS CORP. #2	5123522896	53989	FIRST-AID KIT SERVICE	148.35 <b>Total : 148.35</b>
131633	9/28/2022	11409 CLAYTON, SYLVIA	10012022-340		MEADOWBROOK HARSHIP PROC	81.27 <b>Total : 81.27</b>

Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
131634	9/28/2022	10268 COOPER, JACKIE	October 1, 2022		RETIREE HEALTH PAYMENT	91.00
					<b>Total :</b>	<b>91.00</b>
131635	9/28/2022	11862 CORODATA SHREDDING INC	DN1376319	53974	SECURE DESTRUCTION SERVICES	49.82
					<b>Total :</b>	<b>49.82</b>
131636	9/28/2022	10358 COUNTY OF SAN DIEGO	23CTOFSAN02 23CTOFSASN02	54019 53941	SHERIFF RADIOS 800 MHZ RADIO ACCESS	2,565.00 1,824.00
					<b>Total :</b>	<b>4,389.00</b>
131637	9/28/2022	10333 COX COMMUNICATIONS	063453006-SEP22 064114701-SEPT22 112256001-SEP22		9534 VIA ZAPADOR 8115 ARLETTE ST 9130 CARLTON OAKS DR	94.54 196.08 93.72
					<b>Total :</b>	<b>384.34</b>
131638	9/28/2022	10608 CRISIS HOUSE	708	53991	CDBG SUBRECIPIENT	377.61
					<b>Total :</b>	<b>377.61</b>
131639	9/28/2022	11168 CTE INC CLARK TELECOM AND	3152 3152R	53954	MAGNOLIA SIGNAL UPGRADE PRO RETENTION	105,800.00 -5,290.00
					<b>Total :</b>	<b>100,510.00</b>
131640	9/28/2022	14679 DAYNIGHT POWER, INC.	EN22147S		REFUNDABLE SECURITY	1,500.00
					<b>Total :</b>	<b>1,500.00</b>
131641	9/28/2022	12655 DELL MARKETING LP	10605431951	53992	COMPUTER WORKSTATIONS	10,863.99
					<b>Total :</b>	<b>10,863.99</b>
131642	9/28/2022	12483 DISCOUNT SIGNS AND BANNERS	5613 5614	53877 53877	PPE IDENTIFICATION DECALS PPE IDENTIFICATION DECALS	98.66 28.02
					<b>Total :</b>	<b>126.68</b>
131643	9/28/2022	12593 ELLISON WILSON ADVOCACY, LLC	2022-09-07	53976	LEGISLATIVE ADVOCACY SERVICE	1,500.00
					<b>Total :</b>	<b>1,500.00</b>
131644	9/28/2022	14390 ESCRIBE SOFTWARE LTD	US-1166		AGENDA MGMT SOFTWARE	8,837.40
					<b>Total :</b>	<b>8,837.40</b>

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
131645	9/28/2022	12120 GEOCON INCORPORATED	122080283	53284	GEOTECHNICAL REVIEW - SLOPE	495.00
					<b>Total :</b>	<b>495.00</b>
131646	9/28/2022	12638 GEORGE HILLS COMPANY, INC.	INV1023798 INV1023816	54012	CLAIMS ADMINISTRATION FEES LIABILITY CLAIMS MEDICARE REPC	1,416.66 250.00
					<b>Total :</b>	<b>1,666.66</b>
131647	9/28/2022	10490 HARRIS & ASSOCIATES INC	54194	53763	IS/MND - CANNABIS ORDINANCE	7,689.95
					<b>Total :</b>	<b>7,689.95</b>
131648	9/28/2022	12810 HENRY, PATRICK	09232022		EMPLOYEE REIMBURSEMENT	408.32
					<b>Total :</b>	<b>408.32</b>
131649	9/28/2022	10204 LIFE ASSIST INC	1246786	53891	EMS SUPPLIES	127.17
					<b>Total :</b>	<b>127.17</b>
131650	9/28/2022	14536 LIZA LUYUN	09162022		PER DIEM NEOGOV 2022 CONFERI	211.50
					<b>Total :</b>	<b>211.50</b>
131651	9/28/2022	14499 MARSHALL, NANCY J	October 1, 2022		RETIREE HEALTH PAYMENT	91.00
					<b>Total :</b>	<b>91.00</b>
131652	9/28/2022	13346 MAXEY, NICK	57247		EMPLOYEE REIMBURSEMENT	194.84
					<b>Total :</b>	<b>194.84</b>
131653	9/28/2022	14688 MAXIM CONSTRUCTION COMPANY INC	Ref000081892		REFUND - DUPLICATE APPLICATIO	99.00
					<b>Total :</b>	<b>99.00</b>
131654	9/28/2022	14208 MINUTEMAN PRESS EL CAJON	64081	54015	BUSINESS CARDS	45.63
					<b>Total :</b>	<b>45.63</b>
131655	9/28/2022	13369 NATIONWIDE MEDICAL	20048	53927	PHARMACEUTICALS	2,450.00
					<b>Total :</b>	<b>2,450.00</b>
131656	9/28/2022	14667 NELSON, JAMIE	09162022-1		PER DIEM NEOGOV 2022 CONFERI	211.50
					<b>Total :</b>	<b>211.50</b>
131657	9/28/2022	10344 PADRE DAM MUNICIPAL WATER DIST	90000367-SEP22		GROUP BILL	64,049.54

Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount	
131657	9/28/2022	10344	10344 PADRE DAM MUNICIPAL WATER DIST (Continued)			Total : 64,049.54	
131658	9/28/2022	12904	PAT DAVIS DESIGN GROUP, INC	7001	53956	GRAPHIC DESIGN WORK	3,300.00
						Total : 3,300.00	
131659	9/28/2022	11442	PATTERSON, EDWARD	10012022-225		MEADOWBROOK HARDSHIP PROC	74.92
						Total : 74.92	
131660	9/28/2022	12237	RAYON, KYLE	October 1, 2022		RETIREE HEALTH PAYMENT	91.00
						Total : 91.00	
131661	9/28/2022	10606	S.D. COUNTY SHERIFF'S DEPT.	SHERIFF JULY 2022		LAW ENFORCEMENT	1,410,910.32
						Total : 1,410,910.32	
131662	9/28/2022	10407	SAN DIEGO GAS & ELECTRIC	85097421694-SEP22		CITY HALL GROUP BILL	15,371.09
						Total : 15,371.09	
131663	9/28/2022	13061	SAN DIEGO HUMANE SOCIETY &	SEP-22	54002	ANIMAL CONTROL SERVICES	36,794.00
						Total : 36,794.00	
131664	9/28/2022	10424	SANTEE FIREFIGHTERS	032122.EWING		WEARING APPAREL	129.00
				032122.SALCEDO		WEARING APPAREL	129.00
						Total : 258.00	
131665	9/28/2022	13171	SC COMMERCIAL, LLC	2215491-IN	53902	DELIVERED FUEL	922.79
				2216486-IN	53902	DELIVERED FUEL	1,092.35
						Total : 2,015.14	
131666	9/28/2022	13554	SC FUELS	0602028-DEF	54029	VEHICLE SUPPLIES	4.90
				0602028-F	53947	FLEET CARD FUELING	2,050.05
						Total : 2,054.95	
131667	9/28/2022	14284	SDI PRESENCE LLC	10316	53800	SANTEE LMS PROCUREMENT	10,062.50
						Total : 10,062.50	
131668	9/28/2022	10110	SECTRAN SECURITY INC	22090513	54004	ARMORED CAR TRANSPORT SVC	141.67
						Total : 141.67	

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
131669	9/28/2022	14038 SINGH GROUP INC	41348	53905	DEAD ANIMAL REMOVAL SERVICE	1,443.71
					<b>Total :</b>	<b>1,443.71</b>
131670	9/28/2022	14630 SNAP-ON INDUSTRIAL	ARV-54096109	54030	PRO LINK SCAN TOOL	1,830.93
					<b>Total :</b>	<b>1,830.93</b>
131671	9/28/2022	10314 SOUTH COAST EMERGENCY VEHICLE	509480	53907	VEHICLE REPAIR PART	307.98
					<b>Total :</b>	<b>307.98</b>
131672	9/28/2022	10837 SOUTHWEST TRAFFIC SIGNAL	81790	54024	SPEED SIGN REPAIR	692.74
			81791	54024	USA MARKOUTS	555.30
			81792	54024	TRAFFIC SIGNAL SERVICE CALLS	1,850.48
					<b>Total :</b>	<b>3,098.52</b>
131673	9/28/2022	11403 ST. JOHN, LYNNE	10012022-78		MEADOWBROOK HARDSHIP PROC	77.79
					<b>Total :</b>	<b>77.79</b>
131674	9/28/2022	10217 STAPLES ADVANTAGE	3517342992	54040	OFFICE SUPPLIES	41.75
			3517342993	53981	OFFICE SUPPLIES	209.02
					<b>Total :</b>	<b>250.77</b>
131675	9/28/2022	10027 STATE OF CALIFORNIA	602787		FINGERPRINTING SERVICES	224.00
					<b>Total :</b>	<b>224.00</b>
131676	9/28/2022	10119 STEVEN SMITH LANDSCAPE INC	49886	53937	A 1 LANDSCAPE SERVICES	2,517.13
			50427	53937	A 1 LANDSCAPE SERVICES	54,517.92
			50428	53938	A 2 LANDSCAPE SERVICES	20,182.33
			50429	53985	A 3 LANDSCAPE SERVICES	12,208.54
					<b>Total :</b>	<b>89,425.92</b>
131677	9/28/2022	11587 STRYKER SALES CORPORATON	3876619M	54054	EMS EQUIPMENT	2,470.22
					<b>Total :</b>	<b>2,470.22</b>
131678	9/28/2022	10250 THE EAST COUNTY	00122610		NOTICE OF PUBLIC HEARING	682.50
					<b>Total :</b>	<b>682.50</b>
131679	9/28/2022	10515 THE SAN DIEGO UNION - TRIBUNE	017490381	54041	ELECTION PUBLICATION	481.90



Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
131679	9/28/2022	10515	10515 THE SAN DIEGO UNION - TRIBUNE (Continued)		Total :	481.90
131680	9/28/2022	10257 TYLER TECHNOLOGIES INC	045-391180	53803	PERMITTING SOFTWARE IMPLEME	2,960.00
			045-391883	53803	PERMITTING SOFTWARE IMPLEME	11,100.00
			045-393451	53803	CREDIT - PERMITTING SOFTWARE	-297.60
					Total :	13,762.40
131681	9/28/2022	10133 UNDERGROUND SERVICE ALERT	22-2300817	54013	DIG ALERT SERVICES - STATE FEE	53.58
			820220706	54013	DIG ALERT - MONTHLY TICKETS	186.75
					Total :	240.33
131682	9/28/2022	12480 UNITED SITE SERVICES	114-13259903	53950	SUMMER CONCERT PORTABLE TO	137.50
					Total :	137.50
131683	9/28/2022	11194 USAFACT INC	2083430		BACKGROUND CHECKS	215.56
					Total :	215.56
131684	9/28/2022	10475 VERIZON WIRELESS	9915517027		WIFI SERVICE	1,598.62
					Total :	1,598.62
131685	9/28/2022	12930 WILLIAMS, ROCHELLE M.	October 1, 2022		RETIREE HEALTH PAYMENT	91.00
					Total :	91.00
131686	9/28/2022	12641 WITTORFF, VICKY DENISE	October 1, 2022		RETIREE HEALTH PAYMENT	31.00
					Total :	31.00

65 Vouchers for bank code : ubgen

Bank total : 2,335,888.37

65 Vouchers in this report

Total vouchers : 2,335,888.37

Prepared by: 

Date: 9/28/22

Approved by: 

Date: 9/28/22

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount	
1179	9/29/2022	10429 CALPERS	092622MP		UAL PAYMENT FOR MISC PLAN	250,000.00	
						<b>Total :</b>	<b>250,000.00</b>
1180	9/29/2022	10429 CALPERS	092622SP		UAL PAYMENT FOR SAFETY PLAN	350,000.00	
						<b>Total :</b>	<b>350,000.00</b>
2 Vouchers for bank code : ubgen						<b>Bank total :</b>	<b>600,000.00</b>
2 Vouchers in this report						<b>Total vouchers :</b>	<b>600,000.00</b>

Prepared by: 

Date: 9.29.22

Approved by: 

Date: 9/29/22

**MEETING DATE** October 12, 2022

**ITEM TITLE** RESOLUTION REJECTING A NON-RESPONSIVE BID AND AWARDING A CONTRACT FOR PLUMBING REPAIRS AND MAINTENANCE TO COUNTYWIDE MECHANICAL SYSTEMS, INC. PER RFB #22/23-20065

**DIRECTOR/DEPARTMENT** Nicolas Chavez, Community Services Director 

**SUMMARY** In compliance with the City's purchasing ordinance, Santee Municipal Code 3.24.100, the Finance Department administered a formal bid process for Plumbing Repairs and Maintenance (RFB #22/23-20065). On September 29, 2022. Two bids were received, however, the bid submitted by AGBW Corp DPA BPI Plumbing was determined to be non-responsive because it was not submitted in conformance with the requirements set forth in the notice inviting bids. The second bid, submitted by Countywide Mechanical Systems, Inc. was received and opened for RFB #22/23-20065. Based on the requirements for lowest responsive responsible bid, staff recommends that City Council award the contract for Plumbing Repairs and Maintenance to Countywide Mechanical Systems, Inc. for an amount not to exceed \$43,640.00 for the remainder of Fiscal Year 2022-23.

The term of the initial contract will be November 1, 2022 through June 30, 2023, with three (3) subsequent 12-month options to renew, and one 90-day option to extend. Annual increases for this contract, if any, will be at the sole discretion of the City and will not exceed the change in the San Diego All-Urban Consumers Price Index ("CPI") for the preceding 12-month period with limited exceptions as provided by the contract documents. For Fiscal Year 2023-2024, the not-to-exceed amount would be \$57,080.00, plus the CPI adjustment, if any. Staff also requests City Council authorization for the City Manager to approve future purchase orders per subsequent contract renewals and annual change orders up to ten percent (10%) of the then-current contract amount; and for the Director of Community Services to execute a Notice of Completion and the City Clerk to file said Notice of Completion for each term of the contract once the work for that term has been completed to the satisfaction of the Director of Community Services.

**ENVIRONMENTAL REVIEW**

This action is not a "project" subject to the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines section 15378(b), because it involves a continuing maintenance activity and an administrative activity of government that will not result in a potentially significant physical impact on the environment. Even if this activity could be considered a project subject to CEQA, it is categorically exempt pursuant to State CEQA Guidelines section 15301 (maintenance of existing structures, facilities, and mechanical equipment).

**FINANCIAL STATEMENT** 

Funding for this contract is provided in the Fiscal Year 2022-23 Community Services Department operating budget.

**CITY ATTORNEY REVIEW**  N/A  Completed

**RECOMMENDATION** 

Adopt the Resolution:

1. Rejecting as non-responsive the bid submitted by AGBW Corp DPA BPI Plumbing; and





2. Awarding the contract for Plumbing Repairs and Maintenance to Countywide Mechanical Systems, Inc. for an amount not to exceed \$43,640.00 for the remainder of Fiscal Year 2022-23; and
3. Authorizing the City Manager to approve up to three (3) additional twelve (12)-month options to renew and one (1) ninety (90)-day extension along with the corresponding purchase orders; and
4. Authorizing the City Manager to approve annual change orders up to ten percent (10%) of the then-current contract amount; and
5. Authorizing the Director of Community Services to execute a Notice of Completion and the City Clerk to file said Notice of Completion upon satisfactory completion of work for each contract term.

**ATTACHMENTS**

1. Resolution

RESOLUTION NO. \_\_\_\_\_

**RESOLUTION REJECTING A NON-RESPONSIVE BID AND AWARDING A CONTRACT FOR PLUMBING REPAIRS AND MAINTENANCE TO COUNTYWIDE MECHANICAL SYSTEMS, INC. PER RFB #22/23-20065**

**WHEREAS**, in compliance with the City's purchasing ordinance, Santee Municipal Code 3.24.100, the Finance Department administered a formal bid process for a new contract for Plumbing Repairs and Maintenance in September 2022; and

**WHEREAS**, on the 29<sup>th</sup> day of September 2022, two bids were received for Plumbing Repairs and Maintenance per RFB #22/23-20065; and

**WHEREAS**, the bid submitted by AGBW Corp DBA BPI Plumbing was determined to be non-responsive because it was not submitted in conformance with the requirements set forth in the notice inviting bids; and

**WHEREAS**, based on the requirements for lowest responsive responsible bid, staff recommends awarding the contract for Plumbing Repair and Maintenance to Countywide Mechanical Systems, Inc. for an amount not to exceed \$43,640.00 for the remainder of Fiscal Year 2022-23; and

**WHEREAS**, staff recommends authorizing the City Manager to execute a Plumbing Repair and Maintenance contract with Countywide Mechanical Systems, Inc. for an amount not to exceed \$43,640.00 for the remainder of Fiscal Year 2022-23; and

**WHEREAS**, the term of the initial contract will be November 1, 2022 through June 30, 2023; and

**WHEREAS**, staff recommends authorizing the City Manager to approve three (3) additional 12-month options to renew and one (1) 90-day extension; and

**WHEREAS**, annual increases for the contract, if any, will be at the sole discretion of the City and will not exceed the change in the San Diego All-Urban Consumers Price Index ("CPI") for the preceding 12-month period, with limited exceptions as provided by the contract documents; and

**WHEREAS**, if the contract is extended, the Fiscal Year 2023-24 not-to-exceed amount would be \$57,080.00, plus the CPI adjustment, if any; and

**WHEREAS**, staff recommends authorizing the City Manager to approve change orders up to 10% of the then-current contract amount; and

**WHEREAS**, staff recommends authorizing the Director of Community Services to execute annual Notices of Completion and authorizing the City Clerk to file said notices upon satisfactory completion of work; and

**WHEREAS**, this item is categorically exempt from the California Environmental Quality Act ("CEQA") pursuant to section 15301 (maintenance of existing structures, facilities or mechanical equipment).

**RESOLUTION NO. \_\_\_\_\_**

**NOW THEREFORE BE IT RESOLVED** by the City Council of the City of Santee, California, that it hereby:

**SECTION 1.** Rejects the bid submitted by AGBW Corp DPA BPI Plumbing as non-responsive.

**SECTION 2.** Awards the Contract for Plumbing Repairs and Maintenance to Countywide Mechanical Systems, Inc. for an amount not to exceed \$43,640.00 for the remainder of Fiscal Year 2022-23.

**SECTION 3.** Authorizes the City Manager to approve up to three (3) additional 12-month options to renew and one (1) 90-day extension.

**SECTION 3.** Authorizes the City Manager to execute the Plumbing Repairs and Maintenance contract on behalf of the City and approve change orders up to ten percent (10%) of the then-current contract amount.

**SECTION 4.** Authorizes the Director of Community Services to execute annual Notices of Completion and authorizes the City Clerk to file said notices upon satisfactory completion of work.

**ADOPTED** by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 12<sup>th</sup> of October 2022, by the following roll call vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

\_\_\_\_\_  
**JOHN W. MINTO, MAYOR**

**ATTEST:**

\_\_\_\_\_  
**ANNETTE ORTIZ, CMC, CITY CLERK**

**MEETING DATE** October 12, 2022

**ITEM TITLE** RESOLUTION PROCLAIMING THE TERMINATION OF THE EXISTENCE OF A LOCAL EMERGENCY RELATING TO EXTREME FIRE RISK IN THE SAN DIEGO RIVER CORRIDOR AND THE COMPLETION OF THE CREATION OF DEFENSIBLE SPACES TO MITIGATE FIRE RISK

**DIRECTOR/DEPARTMENT** Marlene Best, City Manager

**SUMMARY**

On February 9, 2022, pursuant to Santee Municipal Code Section 2.32.060, the City Council proclaimed an emergency due the extreme risk of fire in the San Diego River Corridor, especially near structures, and to reduce fuel accumulation of dead/dry vegetation and invasive tree growth such as palms and Arundo which increase the likelihood of additional fires. On March 23, 2022, and then again on May 25, 2022, the City Council extended the emergency proclamation to authorize the continued creation of defensible space.

Now the creation of defensible space and reduction of fuel accumulation is 100% complete, and the situation resulting from conditions of extreme peril in the San Diego River Corridor is now deemed to be less extreme and within the ability of protective services, personnel, equipment, and facilities within the City of Santee to respond, such that the local emergency no longer exists. The City Manager asks that City Council proclaim the termination of the existence of the local emergency. The City has created significant defensible space that will help to safeguard life, health, and property from immediate fire risk in the San Diego River Corridor, thereby improving the ability to the City's Fire Department to respond to fires in the area.

**ENVIRONMENTAL REVIEW**

The project was exempt pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15269(c) because it was deemed necessary to prevent or mitigate an emergency.

**FINANCIAL STATEMENT** *HJ*

The costs to create the defensible space were funded with a \$500,000 grant from the San Diego River Conservancy and \$325,000 appropriated from the General Fund. No additional allocation is required to terminate the proclamation of an emergency.

**CITY ATTORNEY REVIEW**  N/A  Completed

**RECOMMENDATION** *MSB*

Adopt the Resolution Proclaiming the Termination of the Existence of a Local Emergency Relating to Extreme Fire Risk in the San Diego River Corridor.

**ATTACHMENTS**

Resolution



RESOLUTION NO. \_\_\_\_\_

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE PROCLAIMING THE TERMINATION OF THE EXISTENCE OF A LOCAL EMERGENCY RELATING TO EXTREME FIRE RISK IN THE SAN DIEGO RIVER CORRIDOR AND THE COMPLETION OF CREATION OF DEFENSIBLE SPACES TO MITIGATE FIRE RISK**

**WHEREAS**, California Government Code sections 8558(c) and 8630 authorize the proclamation of a local emergency when conditions of extreme peril to the safety of persons and property within the territorial limits of a city exist; and

**WHEREAS**, pursuant to Government Code section 8630, such an emergency may be proclaimed by the governing body or by an official designated by ordinance adopted by the governing body; and

**WHEREAS**, Section 2.32.060 of the Santee Municipal Code empowers the City Manager to request that the City Council proclaim a local emergency when the City is affected or likely to be affected by an actual incident or the threatened existence of conditions or incidents of extreme peril to the safety of persons and property within the City caused by conditions which may be or are beyond control of the services, personnel, equipment, and facilities of the City; and

**WHEREAS**, on February 9, 2022, the City Council proclaimed an emergency due to extreme fire risk in the San Diego River Corridor and authorized the construction of defensible space to mitigate the fire risk; and

**WHEREAS**, the City Council continued the existing emergency on March 23, 2022, as the defensible space that was created pursuant to the February 9, 2022 emergency proclamation was only 20% complete; and

**WHEREAS**, the City Council continued the existing emergency on May 25, 2022, as the defensible space that was created pursuant to the the February 9, 2022 emergency proclamation was 85% complete; and

**WHEREAS**, now the creation of the defensible spaces is 100% complete and the City Council has reviewed the need to continue the existence of a local emergency; and

**WHEREAS**, the situation resulting from conditions of extreme peril in the San Diego River Corridor is now deemed to be less extreme and within the ability of protective services, personnel, equipment, and facilities within the City of Santee to respond, such that the local emergency no longer exists.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Santee, California does hereby proclaim that the local emergency relating to extreme fire risk in the San Diego River Corridor, is hereby terminated.



**RESOLUTION NO. \_\_\_\_\_**

**ADOPTED** by the City Council of the City of Santee, California, at a Regular meeting thereof held this 12th day of October, 2022, by the following roll call vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

\_\_\_\_\_  
**JOHN W. MINTO, MAYOR**

**ATTEST:**

\_\_\_\_\_  
**ANNETTE ORTIZ, CMC, CITY CLERK**

**MEETING DATE** October 12, 2022

**ITEM TITLE** PUBLIC HEARING ON THE HOUSING ELEMENT REZONE PROGRAM IMPLEMENTATION PROJECT TO CONSIDER CERTIFYING PROGRAM ENVIRONMENTAL IMPACT REPORT AEIS2021-3 AND APPROVING GENERAL PLAN AMENDMENT GPA2021-2, TOWN CENTER SPECIFIC PLAN AMENDMENT TCSPA2021-2, REZONE R2021-2 AND ZONING ORDINANCE AMENDMENT ZA2021-2

**DIRECTOR/DEPARTMENT** Chris Jacobs, Development Services 

**SUMMARY**

The City Council adopted the 6<sup>th</sup> Cycle Housing Element on May 11, 2022, which covers the planning period from April 15, 2021 to April 15, 2029. The Housing Element is the City's main housing policy and planning document that identifies housing needs and constraints, sets forth goals, policies and programs that address these needs and constraints, and plans for projected housing needs for all income levels based on the City's assigned Regional Housing Needs Allocation (RHNA). The Housing Element is a mandatory element of the City's General Plan and must be certified by the California Department of Housing and Community Development (HCD) that it meets strict statutory requirements.

A major component of the Housing Element is the Sites Inventory, which identifies suitable sites throughout the City that can adequately accommodate the required housing capacity set forth by the City's RHNA, which for the 2021-2029 6<sup>th</sup> Cycle planning period is 1,219 housing units. The adopted Sites Inventory identifies 34 sites throughout the City with the capacity to accommodate a minimum of 1,219 housing units, consisting of 406 very low income, 200 low income, 188 moderate income, and 425 above moderate income units. Because the existing land use designations throughout the City do not currently have the prescribed residential densities to meet the City's RHNA, of the 34 sites in the adopted Sites Inventory, 25 sites require rezoning. Program 9 of the Housing Element committed the City to rezone these sites within one year of Housing Element adoption to achieve adequate housing capacity as mandated by the State. Rezoning of these sites represents the last major step toward certification of the adopted Housing Element by HCD.

In addition to reclassifying the 25 sites identified for rezoning in the Housing Element, several supplemental actions are included as part of the subject project. The project would also implement Housing Element Program 10 by creating a new By-Right Housing Chapter of the Santee Municipal Code (SMC), setting forth a procedure for processing by-right housing projects and establishing objective design standards for by-right housing. The Mixed Use Overlay District (SMC Section 13.22.060) would be modified to require vertical integration of ground floor commercial and civic uses within multifamily developments on strategic sites within the Town Center. The R-30 (Urban Residential) Zoning District would be modified to include a density range of 30 to 36 dwelling units per acre. The project also includes the rezoning of two vacant residential sites along Graves Avenue from the R- 7 (Medium Density Residential) Zone to the CG (General Commercial) Zone to remove them from consideration as housing sites due to airport land use constraints.





**ENVIRONMENTAL REVIEW**

The subject project was assessed for potential environmental impacts on a programmatic level and a Program Environmental Impact Report (AEIS2021-3; State Clearinghouse Number SCH# 2021100263) has been prepared in compliance with the California Environmental Quality Act (CEQA) and is recommended for certification. The Program Environmental Impact Report (EIR) evaluated certain sites that are eligible for a by-right, or ministerial review, in a more site-specific manner to the extent feasible. However, the analysis provided in the Program EIR remains an overall programmatic approach, as there are no site-specific development proposals available for review. Therefore, the Program EIR establishes a mitigation framework for both by-right and discretionary rezone sites that would be applied either during a discretionary review process or during the ministerial review process for the by-right development sites as part of the City's objective design and performance standards. The Draft Program EIR was circulated for a 45-day public review and comment period from June 17, 2022 to August 1, 2022. One comment letter was received (from Caltrans) and none of the comments provided identified new environmental issues requiring substantial revisions to the Program EIR or further environmental review. A Final Program EIR has been prepared with responses to comments received on the Draft Program EIR, the Draft Program EIR, a Mitigation Monitoring and Reporting Program and a Statement of Overriding Considerations. Areas of impact that require a Statement of Overriding Considerations include Air Quality, Greenhouse Gas Emissions, Land Use & Planning, Noise, and Transportation.

**FINANCIAL STATEMENT**

The total project cost is \$222,805.00, which is funded by a \$150,000.00 Local Early Action Program (LEAP) Grant from the State of California and a previous appropriation of \$72,805.00 from the General Fund Reserve. The total project cost reflects a not-to-exceed consultant cost of \$172,805.00 and out-of-contract costs of \$50,000.00 for legal review.

**CITY ATTORNEY REVIEW**

N/A

Completed

**RECOMMENDATION**

1. Conduct and close the public hearing; and
2. Certify the Final Program Environmental Impact Report (AEIS2021-3; SCH# 2021100263) for the Housing Element Rezone Program Implementation Project; adopt Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program under CEQA per the attached Resolution; and
3. Approve General Plan Amendment GPA2021-2 per the attached Resolution; and
4. Approve Town Center Specific Plan Amendment TCSPA2021-2 per the attached Resolution; and
5. Introduce and approve Rezone Ordinance R2021-2 for First Reading and set the Second Reading for October 26, 2022; and
6. Introduce and approve Zoning Amendment Ordinance ZA2021-2 for First Reading and set the Second Reading for October 26, 2022.

**ATTACHMENTS**

- Staff Report
- Exhibit A: Housing Element Sites Inventory
- Exhibit B: Housing Element Sites Assessment
- Exhibit C: HCD Letter
- Table 1: Rezone Sites List
- Figure 1: Rezone Sites Location Map
- Resolution to certify Final Program EIR
- Responses to Comments
- Draft Program EIR
- Resolution to approve General Plan Amendment
- Resolution to approve Specific Plan Amendment
- Ordinance to approve Rezone
- Ordinance to approve Zoning Text Amendment

**PUBLIC HEARING ON THE HOUSING ELEMENT REZONE PROGRAM IMPLEMENTATION PROJECT TO CONSIDER CERTIFYING PROGRAM ENVIRONMENTAL IMPACT REPORT AEIS2021-3 AND APPROVING GENERAL PLAN AMENDMENT GPA2021-2, TOWN CENTER SPECIFIC PLAN AMENDMENT TCSPA2021-2, REZONE R2021-2 AND ZONING ORDINANCE AMENDMENT ZA2021-2**

**CITY COUNCIL MEETING**  
**October 12, 2022**

**STAFF REPORT**

**BACKGROUND**

**Housing Element**

The City's current Housing Element was adopted by the City Council on May 11, 2022 and covers the Sixth Cycle planning period from April 15, 2021 to April 15, 2029. The Housing Element is the City's main housing policy and planning document that identifies housing needs and constraints, sets forth goals, policies and programs that address these needs and constraints, and plans for projected housing needs for all income levels over an eight-year planning period that coincides with a Regional Housing Needs Allocation (RHNA) from the San Diego Association of Governments (SANDAG). The Housing Element consists of five sections and five supporting appendices that cover the following main topics:

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

The Housing Element is a mandatory element of the City's General Plan and must be certified by the California Department of Housing and Community Development (HCD) as meeting strict statutory requirements. The Housing Element was transmitted to HCD for review and approval on May 12, 2022. After review by HCD, the adopted Housing Element was determined to be substantially compliant with State Housing Law. However, as

outlined in HCD's review letter dated July 12, 2022 (attached), full certification of the Housing Element is contingent upon implementation of the Housing Element Rezone Program, which would result in the rezoning of 25 properties identified in the Housing Element Sites Inventory.

### **Public Notification**

The public and affected property owners had numerous opportunities to provide input on the draft Sites Inventory as part of the update to the Housing Element, with the first City Council workshop evaluating potential housing sites being held on March 11, 2020. Early in the update process potentially affected property owners were mailed letters apprising them of the City's interest in their properties as housing sites, with the first set of letters sent via certified mail on July 17, 2019. A total of 61 hearing notices for tonight's public hearing on the Housing Element Rezone Program Implementation Project (the "Project") have been mailed to interested parties and all affected property owners have been mailed hearing notices via certified mail. A hearing notice for the Project was also published in the East County Californian on Friday, September 30, 2022.

### **Regional Housing Need Allocation (RHNA)**

The California Department of Housing and Community Development (HCD) is responsible for determining the regional housing need for each region in the State. HCD and the regional planning body, which for the San Diego Region is represented by the San Diego Association of Governments (SANDAG), consult and compare data related to demographic trends and housing conditions in the region. After this consultation, HCD issues the final regional housing need for the region, which for the current (6<sup>th</sup> cycle) housing element planning period for the San Diego Region is 171,685 units. The 6<sup>th</sup> cycle planning period for the San Diego Region is an eight-year period that runs from April 15, 2021 through April 15, 2029. SANDAG is then responsible for developing a methodology for distributing a share of the Regional Housing Need Allocation (RHNA), for each income category, to every local government, including the City of Santee. The RHNA methodology employed by SANDAG meets the following required objectives: 1) increases the housing supply and the mix of housing types, tenure, and affordability in all jurisdictions within the region in an equitable manner, with all jurisdictions receiving an allocation of units for low and very low-income households; 2) promotes infill development and socioeconomic equity, the protection of environmental and agricultural resources, and efficient development patterns; 3) promotes an improved intraregional relationship between jobs and housing; and 4) allocates a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category. Based on this methodology, the City of Santee's RHNA for this period is 1,219 housing units, of which 203 are extremely low income, 203 very low income, 200 low income, 188 moderate income, and 425 above-moderate income. A City's RHNA is not a development quota, but rather a goal which the City must plan for by identifying suitable properties throughout the City with the proper zoning resulting in adequate development capacity that can achieve this goal.



## **Housing Element Sites Inventory Requirement**

The City's Housing Element is to required include a Sites Inventory that demonstrates that the City has adequately planned for its housing needs for all income levels by identifying suitable properties with adequate housing capacity to meet its RHNA. California Government Code Section 65583.2 prescribes the criteria for determining whether a site is adequate for residential development including that a site:

- Have infrastructure available or planned to support a housing development.
- Be available to be developed in the planning period. For non-vacant sites, this means that the existing use is not an impediment to new residential development.
- Be appropriately sized (larger than half an acre and smaller than 10 acres) if identified to accommodate lower income housing.
- Have zoning that allows for 30 dwelling units per acre if identified for lower income housing.

The City must then identify the number of units (capacity) that can be realistically accommodated on the site.

To demonstrate how the City has adequately planned for future housing growth pursuant to the RHNA, a Housing Element must contain a substantial review of undeveloped or underutilized properties and provide evidence that such properties can accommodate all income levels. California Government Code Section 65583.2(c) establishes the default densities for accommodating the very low and low income categories of RHNA, which in jurisdictions located in metropolitan counties, such as San Diego County, is 30 dwelling units per acre. This default density for low-income housing corresponds to the City's High Density Residential (R-22) Zone (which allows 22 to 30 dwelling units per acre) and Urban Residential (R-30) Zone. In addition, HCD has established default densities for moderate and above moderate income housing. For the City of Santee, the R-14 zone corresponds to the default density for moderate income housing and the R-7, R-2, R-1 and R-1A zones correspond to the default density for above moderate income housing (for descriptions of residential zones and their corresponding density ranges, please see **Exhibit B**).

## **Senate Bill 166**

In order to ensure that a jurisdiction maintains a sufficient supply of adequate sites in the Housing Element Sites Inventory throughout the RHNA planning period, the State enacted Senate Bill 166 or the "No Net Loss Law." This law requires sufficient adequate sites to be available at all times to meet a jurisdiction's remaining unmet housing needs for each income category. To comply with the No Net Loss Law, as jurisdictions make decisions regarding zoning and land use, or development occurs, jurisdictions must assess their ability to accommodate new housing on the remaining sites in their Housing Element site inventories. Under this law, a jurisdiction may not take any action to reduce a parcel's residential density unless it makes findings that the remaining sites identified in its Housing

Element Sites Inventory can accommodate the jurisdiction's remaining unmet RHNA by each income category, or if it identifies additional sites to accommodate the remaining unmet RHNA so that there is no net loss of residential unit capacity. If a jurisdiction approves the development of a parcel identified in its Housing Element Sites Inventory with fewer units than shown in the Housing Element, it must either make findings that the Housing Element's remaining sites have sufficient capacity to accommodate the remaining unmet RHNA by each income level, or identify and make available sufficient sites to accommodate the remaining unmet RHNA for each income category. For example, if a site is identified in the Sites Inventory for 100 low income units, but is developed with 100 market-rate (above moderate income) units, then a replacement site with a capacity for 100 low income units needs to be identified (and potentially rezoned) to make up the low income units lost due to the market-rate housing development. Furthermore, SB 166 requires any required rezoning for replacement sites to be completed within 180 days of approval of the project. SB 166 was an important factor in formulating a Sites Inventory for the current 6<sup>th</sup> Cycle Housing Element, with an attempt to avoid no net loss issues during this RHNA planning period.

### **Housing Capacity vs. Housing Production**

An important distinction in the City's RHNA obligation is that of housing capacity vs. housing production. The City's assigned RHNA does not mean that the City must produce 1,219 units at the various target income levels during the 6<sup>th</sup> Cycle Housing Element period. Rather, it means that the City must identify capacity through its Sites Inventory that could produce these number of units at each target income level. As sites from the Sites Inventory become developed the City starts losing its capacity to produce these housing units, especially at lower and moderate income targets if the only type of housing being constructed is market-rate housing. Nothing, other than an Inclusionary Housing Program, which the City has opted not to pursue, precludes a site identified for low income housing capacity from being developed with market-rate housing. This results in unmet RHNA capacity for moderate and low income housing, which in light of SB 166 requires the City to identify other suitable or replacement sites within the City that can make up this loss in capacity.

### **Creating a No Net Loss Buffer in Sites Inventory**

Under SB 166, the City is required to maintain its unmet RHNA capacity throughout the Housing Element planning period. If a site is identified as a site for low income housing capacity in the Housing Element Sites Inventory, but is proposed for development of market-rate housing, another "replacement" site within the City with like density and housing capacity must be identified in order for the market-rate housing development to proceed. In the 5<sup>th</sup> Cycle Housing Element planning period this became an issue with the proposed development of market-rate housing on sites identified in the Sites Inventory for low income capacity, which resulted in a workshop before the City Council to discuss the matter as detailed later in this report. The No Net Loss requirement prevented development on these low income sites from being able to move forward. In order to



mitigate potential issues with No Net Loss, the 6<sup>th</sup> Cycle Sites Inventory includes a significant housing unit buffer, particularly in the low income category. This buffer consists of 891 dwelling units beyond the City's RHNA requirement for a total capacity of 2,110 dwelling units, and anticipates the potential for market-rate housing development on some sites identified for low and moderate income housing. This buffer would allow such developments to proceed, while maintaining the City's compliance in meeting its RHNA obligation.

Although the City cannot require the development of affordable housing on these sites, Housing Element programs and policies, namely the By-Right Housing Program (Housing Element Program 10), incentivize the development of affordable housing on these sites. In addition, this additional RHNA capacity or buffer would better position the City in accommodating the future RHNA assignment anticipated for the subsequent 7<sup>th</sup> Cycle Housing Element planning period. Nevertheless, absent a City mandate for residential developers to provide affordable units, a similar scenario as occurred in the 5<sup>th</sup> Cycle Housing Element could play out, where low and moderate income sites are developed with market-rate housing and the threshold is reached where the City no longer has replacement capacity to meet its low and moderate income RHNA requirements. This scenario would essentially result in a "first-come, first-served" treatment of residential development, with those market-rate housing developments that come forth early in the 6<sup>th</sup> Cycle planning period being able to move forward without providing any affordable housing. Those residential developments proposed toward the end of the 6<sup>th</sup> Cycle would be burdened with providing all of the unmet affordable housing units for the City under its RHNA obligation and SB 166.

### **Formulating 6<sup>th</sup> Cycle Housing Element Sites Inventory**

In formulating the Sites Inventory for the 6<sup>th</sup> Cycle Housing Element, the City evaluated vacant or underdeveloped sites throughout the City that could accommodate residential development in accordance with the City's RHNA of 1,219 dwelling units. The City also used this opportunity to evaluate undeveloped sites from the 5<sup>th</sup> Cycle Housing Element Sites Inventory and to plan for laws that affect residential development such as the No Net Loss Law. After several workshops with the City Council, housing developers, and property owners and in consultation with HCD, a total of 34 sites were selected to comprise the Sites Inventory for the 6<sup>th</sup> Cycle Housing Element, as shown in Appendix C of the Housing Element and attached as **Exhibit A** to this Staff Report.

### **Summary of Sites Inventory**

**Exhibit B** summarizes the Housing Element Sites Assessment, providing a discussion on how sites were selected for incorporation into the Housing Element Sites Inventory. The Sites Inventory provides the capacity for up to 2,110 units, which exceeds the City's RHNA obligation to identify housing capacity for 1,219 units during the 6<sup>th</sup> Cycle Housing Element planning period. Broken down by income category, the Sites Inventory provides capacity for 1,228 low income units, exceeding the minimum RHNA requirement for this income

category of 606 low income units; 587 moderate income units, exceeding the minimum RHNA requirement of 188 moderate income units; and 295 above moderate units which is under the RHNA requirement of 425 above moderate income units. The City is allowed to identify less than the required RHNA capacity for above moderate income units in its Sites Inventory, because at the time the 6<sup>th</sup> Cycle Housing Element was being update the City had recently entitled 128 above moderate income units, had 435 proposed above moderate income units under review, and anticipated 2,514 above moderate income units with the Fanita Ranch project. In addition, the City has not had difficulties in producing above moderate income units during previous Housing Element cycles.

This excess capacity at the low and moderate income levels allows for the City to have a significant No Net Loss buffer to mitigate potential issues under SB 166 during the planning period and also would better position the City in identifying adequate housing sites for the subsequent 7<sup>th</sup> Cycle Housing Element.

With the adoption of the 6<sup>th</sup> Cycle Housing Element, the City adopted two separate programs related to the Sites Inventory: Program 9, which requires the City to complete the rezones of the 25 sites identified for rezoning in Sites Inventory within 12 months of adoption of the Housing Element; and Program 10, which requires the City to update the Zoning Ordinance to allow by-right approval of housing development on qualifying sites where the project proponent voluntarily includes 20 percent of the units as affordable to lower income households. Certification of the 6<sup>th</sup> Cycle Housing Element by HCD is contingent upon implementation of these programs as outline in a letter received from HCD on July 11, 2022 (see attached **Exhibit C**).

## **THE PROJECT**

The subject Project would implement Housing Element Programs 9 and 10, collectively referred to as the Housing Element Rezone Program Implementation (the “Project”). The adopted Housing Element Sites Inventory includes a total of 34 sites throughout the City, of which 25 require rezones in order to accommodate the City’s mandated RHNA and allow for a No Net Loss buffer, as detailed in the Discussion section of this Staff Report, above. In addition to reclassifying the 25 sites identified for rezoning in the Housing Element, several supplemental actions are included as part of the subject project, including the rezoning of two sites along Graves Avenue. Hence, the Project would include a total of 27 rezone sites.

The Project would also implement Housing Element Program 10 by creating a new By-Right Housing Chapter of the Santee Municipal Code (SMC), setting forth a procedure for processing by-right housing projects and establishing objective design standards for by-right housing. The Mixed Use Overlay District (SMC Section 13.22.060) would be modified to require vertical integration of ground-floor commercial and civic uses within multifamily developments on strategic sites within the Town Center. The R-30 (Urban Residential) Zoning District would be modified to include a density range of 30 to 36 dwelling units per acre. The R-22 designation in the Town Center Specific Plan as applied to properties along

Park Avenue, would also be modified to include a density range of 22-30 dwelling units per acre, making the land use designation for these sites consistent with the R-22 designation for the remainder of the Town Center, the R-22 Zone as described in the Zoning Ordinance, and the R-22 land use designation of the General Plan. Currently, this R-22 designation along Park Avenue has a flat density requirement of 22 dwelling units per gross acre, which makes the design and development of multifamily at exactly 22 dwelling units per gross acre difficult to achieve. The addition of a density range on these R-22 properties will facilitate the development of multifamily housing, as intended in the Town Center Specific Plan.

The Project also includes the rezoning of two vacant residential sites along Graves Avenue from the R- 7 (Medium Density Residential) Zone to the CG (General Commercial) Zone to remove them from consideration as housing sites due to airport land use constraints and a supplemental amendment to the Zoning Ordinance to conditionally allow recreational vehicle storage in the CG Zone. All of the properties from the Sites Inventory requiring rezones and the two Graves Avenue properties mentioned above are listed in **Table 1: Rezone Sites** and mapped in the corresponding **Figure 1: Rezone Sites Location Map** (attached). The sites in **Table 1** have the same numbering corresponding to the Housing Element Sites Inventory. Since not all of the sites in the Sites Inventory require rezoning, some of the site numbers are omitted in **Table 1**. Sites located within the Town Center Specific Plan are designated with the “TC” abbreviation.

### **Discretionary Actions**

The Project requires several discretionary actions, including General Plan, Specific Plan, and Zoning Amendments for 27 sites. The term “rezone” expressed in the Housing Element Rezone Program Implementation Project reflects the collective action to modify the land use designation of the 27 identified sites throughout the City. For the 19 properties listed in **Table 1** outside of the Town Center Specific Plan, a General Plan Map and Text amendment are required to redesignate land uses and adjust the density range of the R-30 land use designation (attached as General Plan Amendment GPA2021-2 Resolution).

These 19 properties also require a corresponding Zoning Map amendment (Rezone R2021-2) to reflect the new zoning classifications and a Zoning Ordinance Amendment (ZA2021-2) to adjust the density range of the R-30 Zone (respectively attached as Rezone R2021-2 Ordinance and Zoning Ordinance Amendment ZA2021-2 Ordinance). For the eight properties listed in **Table 1** within the Town Center Specific Plan, an amendment to the Town Center Specific Plan (TCSPA2021-2) is required to redesignate land uses and adjust the density ranges of the R-22 and R-30 land use designations (attached as Town Center Specific Plan Amendment TCSPA2021-2 Resolution).

The Zoning Ordinance Amendment (ZA2021-2) also includes a new By-Right Housing Chapter within the Zoning Ordinance (Title 13 of the Santee Municipal Code) to implement Housing Element Program 10, modifications to the Mixed Use Overlay District section of the Zoning Ordinance to require ground-floor commercial on selected rezone sites within

Town Center, as further described below, and modifications to the Commercial Use Regulations of the Zoning Ordinance to conditionally allow recreational vehicle storage within the General Commercial Zone (ZA2021-2).

## **Rezone Sites**

The Rezone Sites listed in **Table 1** and mapped in corresponding **Figure 1** are described in greater detail below in ascending numerical order, with a description provided for existing site conditions, parcel size, current zoning, proposed zoning, and anticipated housing capacity with the proposed rezone. The housing capacity was established as part of the Housing Element Sites Assessment, as reflected in **Exhibit A** and **Table 1**, with factors such as realistic density and developable area used in calculating the projected capacity. The proposed General Plan Land Use Map, Zoning Map, and Town Center Specific Plan Land Use Map changes are shown in the exhibits corresponding to the attached General Plan Amendment GPA2021-2 Resolution, Town Center Specific Plan Amendment TCSPA2021-2 Resolution, and Rezone R2021-2 Ordinance. For an explanation on how these sites were selected as part of the Housing Element Sites Inventory, refer to **Exhibit B: Housing Element Sites Assessment**.

### *Sites 1-10 (Summit Avenue Sites)*

Sites 1 through 10 are each developed with a single-family home and are located along Summit Avenue and Summit Crest Avenue, on the northern urbanized edge of the City, just south of the Fanita Ranch property. The sites are located on a private road and surrounded by both residential and undeveloped land. The sites are in the R-1 and R-1A Zones and collectively comprise a total of 13.87 acres. A zoning classification of R-7 is proposed for these sites, with an anticipated housing capacity in the above moderate income category of 124 dwelling units.

### *Sites 11 and 12 (Conejo Road Sites)*

Sites 11 and 12 are accessed from Conejo Road from the south and Carefree Drive from the east, and are located within an urbanized area north of Mast Boulevard and west of Magnolia Avenue. The sites are surrounded by single-family homes to the north, south and west and by multifamily homes to the east. Both sites are within the R-2 Zone and developed with a single-family home on each site. Site 11 is 1.19 acres and Site 12 is 0.86 acres and each site is proposed for an R-7 zoning classification, which collectively have anticipated housing capacity in the above moderate income category of 14 dwelling units.

### *Site 15 (Walmart Site)*

Site 15 is a 5.26-acre vacant site adjoining Walmart, located north of Mission Gorge Road and west of Town Center Parkway. The site is located within the Santee Town Center, which is primarily developed with large shopping centers and surface parking. North of the site is the Walmart store and associated parking. To the south of the site is a post office.

A home improvement store (Lowe's) is located to the west along with residential land uses. To the east are additional commercial buildings. The site has a Town Center land use designation of Commercial and is proposed for the R-22 Town Center designation, with an anticipated housing capacity in the low income category of 115 dwelling units. This site is also identified in the Housing Element as a by-right housing site.

*Sites 16A and 16B (Civic Center Site)*

Sites 16A and 16B are located just north of Mission Gorge Road and east of Riverview Parkway in the Santee Town Center. The sites are 11.11 acres and 8.61 acres, respectively, and are undeveloped with a history of disturbance. The entire Civic Center Site, which includes these two sites, is comprised of a total of 30.61 acres, all within the Town Center – Commercial land use designation. The site includes an existing unimproved channel with natural vegetation that empties into the San Diego River and covers approximately 3.72 acres of the Civic Center Site. The area surrounding the sites is developed with the Santee Trolley Square immediately west of the site, the Las Colinas Detention Facility to the east, and open space associated with the San Diego River to the north. A portion of Site 16A is located within the Airport Safety Zone 4 as designated in the Gillespie Field Land Use Compatibility Plan. Site 16A has a Town Center land use designation of commercial and is proposed for the R-30 Town Center designation, with an anticipated housing capacity in the low income category of 333 dwelling units. Site 16A is also identified in the Housing Element as a by-right housing site. Site 16B has a Town Center land use designation of Commercial and is proposed for the R-14 Town Center designation, with an anticipated housing capacity in the moderate income category of 120 dwelling units. The Project also proposes to redesignate the 3.72-acre channel area of the Civic Center Site from Town Center – Commercial to Town Center – Park/Open Space. The Town Center Specific Plan calls for channel improvements and public trails within this channel area. In addition, the Mixed Use District Overlay would be applied to Sites 16A and 16B requiring at least 25% of future building square footages to be dedicated to ground-floor commercial uses with an allowance of up to 33% of building square footages to be dedicated to ground-floor commercial uses. Density Bonus incentives would allow for a reduction in the percentage of required ground-floor commercial square footage, as detailed in the Zoning Ordinance Amendment discussion of this Staff Report, below.

*Sites 17 and 18 (County Property 1 & 2)*

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

Center land use designation of R-30 and is proposed for the R-14 Town Center designation, with an anticipated housing capacity in the moderate income category of 279 dwelling units. Site 18 has a Town Center land use designation of R-22 and is proposed for the R-14 Town Center designation, with an anticipated housing capacity in the moderate income category of 98 dwelling units. Both sites are identified in the Housing Element as by-right housing sites.

*Site 19 (Park Center Drive)*

Site 19 is a 2.35-acre vacant site located along Park Center Drive, south of Mast Boulevard and west of North Magnolia Avenue in the Santee Town Center. The site is undeveloped with scattered vegetation. Directly south of the site is the Edgemoor Hospital, land to the north is developed with commercial uses, and to the east are multifamily and single-family homes. Land immediately west of the site is undeveloped with a tributary to the San Diego River and further west is a single-family residential subdivision. Site 19 has a Town Center land use designation of R-22 and is proposed for the R-14 Town Center designation, with an anticipated housing capacity in the moderate income category of 32 dwelling units.

*Sites 20A and 20B (Edgemoor Dairy Barn Site)*

Sites 20A and 20B are part of the historic Edgemoor Dairy Barn property, a 21.23-acre property owned by the County of San Diego, located on the southwest corner of Magnolia Avenue and RiverView Parkway within the Santee Town Center. The historic Edgemoor Dairy Barn, where the Santee Historical Society is housed, is located on a 3.5-acre portion of the property. Sites 20A and 20B are 7.75 acres and 10 acres, respectively, and are largely undeveloped, only containing a small accessory building and scattered trees and vegetation. To the west of the sites is the Las Colinas Detention Facility, to the east is a gated manufactured senior home community, to the north is open space along the San Diego River, and to the south are a church, commercial buildings, and single-family homes. A portion of the property is located within the Gillespie Field Airport Safety Zone 4. Site 20A has a Town Center land use designation of Office-Institutional and is proposed for the R-22 Town Center designation, with an anticipated housing capacity in the low income category of 170 dwelling units. Site 20B has a Town Center land use designation of Office-Institutional and is proposed for the R-30 Town Center designation, with an anticipated housing capacity in the low income category of 300 dwelling units. Site 20B is identified as a by-right housing site in the Housing Element. The 3.5-acre Dairy Barn portion of the property also has a Town Center land use designation of Office-Institutional and is proposed for the Park/Open Space designation with the subject Project.

*Site 24 (Buena Vista Avenue)*

Site 24 is a 4.80-acre site located at 9953 Buena Vista Avenue, immediately north of SR-52, south of Buena Vista Avenue and east of Cuyamaca Street. The site is largely open land with one single-family home. The areas to the west and the east are developed with single-family residential land uses. Immediately to the north is the Hawaiian Village Mobile

Home Park. Site 24 has a zoning classification of R-2 and is proposed for the R-22 Zone with an anticipated housing capacity in the low income category of 105 dwelling units. The site is also identified in the Housing Element as a by-right housing site.

*Site 25 (Harrison Trucking Site)*

Site 25 is a 2.93-acre site located at 8801 Olive Lane, north of SR-52 and west of Cuyamaca Street. The site is used as a trucking facility with miscellaneous storage buildings and an unimproved surface. West of the site is Olive Lane and multifamily housing. To the east is a self-storage facility. To the north are single-family residences. To the south are buildings housing light industrial land uses. The site is in Airport Safety Zone 3. Site 25 has a zoning classification of Light Industrial (IL) and is proposed for the R-14 Zone with an anticipated housing capacity in the low income category of 41 dwelling units.

*Sites 29 and 30 (Pure Flo Site)*

Site 29 is a 3.25-acre commercial site located at 7737 Mission Gorge Road, just south of Mission Gorge Road in the western portion of the City. Site 29 fronts Mission Gorge Road to the north and Aubrey Glen Drive to the west. It is developed with surface parking and miscellaneous commercial buildings associated with the Pure Flo water bottling business that ceased operations in December 2018. Adjoining Site 29 to the east is Site 30 which is a smaller 1.3-acre site comprised of two parcels each developed with a single-family home and several accessory structures, located at 8714 and 8746 Starpine Drive. Just west of Site 29 is multifamily housing and a mobile home park. South of Sites 29 and 30 is the Laurel Heights 80-unit condominium project currently under construction. North of site 29 is the Shell gas station redevelopment project currently under construction. Site 29 has a zoning classification of General Commercial (CG) and is proposed for the R-22 Zone with an anticipated housing capacity in the low income category of 64 dwelling units. Site 30 has a zoning classification of CG and R-7 and is proposed for the R-22 Zone with an anticipated housing capacity in the low income category of 28 dwelling units.

*Site 35 (Mast Boulevard Terminus Site)*

Site 35 is a 47.45-acre parcel located just south of the terminus of Mast Boulevard. The developable portion of the site consists of 14.6 acres in the Light Industrial (IL) Zone, with the remainder of the site in the R-2 Zone and Park Open Space Zone. The site borders unincorporated County lands in the community of Lakeside. The site is vacant with some disturbance and trails. Lands to the west of the site are protected open space including a water tank site under the ownership of the Padre Dam Municipal Water District. To the northwest are single-family residential neighborhoods and to the northeast are undeveloped lands. East of the site in Lakeside is vacant land, industrial land, and baseball fields. The San Diego River is directly south of the site. The 14.6-acre Light Industrial portion of the site is proposed for the R-7 Zone with an anticipated housing capacity in the above moderate income category of 122 dwelling units. The remainder of the site would be in the Park Open Space (POS) Zone.

### *Site X1 & X2 (Graves Avenue Sites)*

The two Graves Avenue sites are 3.69 and 2.26 acres in size located just east of SR-67 and Graves Avenue, in the southern portion of the City. The sites are completely vacant with evidence of disturbance from mowing and grass management. To the east, both sites are bounded by single-family residential land uses. Directly to the north and south are multifamily residential developments. Gillespie Field is located to the west of the sites across SR-67 and the sites are located in the Gillespie Field ALCUP Airport Safety Zone 4. Both sites are currently in the R-14 zone and were identified in the 5<sup>th</sup> Cycle Housing Element Sites Inventory, but due to difficulty in developing homes on the sites due to airport land use constraints, remain undeveloped and, as such, the sites are proposed for rezoning to the more appropriate General Commercial Zone which would allow uses more compatible with the Gillespie Field ALCUP.

## **Zoning Ordinance Amendment (ZA2021-2)**

### *By-Right Housing Ordinance*

Several new housing laws, including Senate Bill 35 and Assembly Bill 1397, attempt to streamline housing development by allowing qualifying developments that have affordability components to be approved by-right. By-right means without discretionary action, where a development can simply move forward to the grading and building permit stage in the development process without entitlement actions from the land use authority (e.g. City Council). A by-right development would only be reviewed administratively for consistency with zoning and objective development standards and would not be subject to additional environmental assessment under the California Environmental Quality Act. In order to properly process potential by-right housing projects, the Zoning Ordinance Amendment (ZA2021-2) includes the establishment of a new By-Right Housing Chapter of the Zoning Ordinance (Chapter 13.11). The new chapter establishes criteria consistent with State Housing Law and the City's Housing Element for qualifying proposed projects as a by-right housing projects. The chapter also establishes a procedure for processing by-right housing proposals and includes objective design standards beyond existing objective development standards that would be applicable to by-right multifamily and mixed use housing projects.

Six sites are currently identified as by-right housing sites in the Housing Element. Two sites (Sites 17 & 18) are by-right because they are reuse housing sites that were previously identified in the last two Housing Element cycles (the 4<sup>th</sup> and 5<sup>th</sup> cycles). HCD also required the City to revise Program 9 of the Housing Element with a commitment by the City to identify a minimum of 25 acres of land zoned for multiple-family residential development available for development by right where:

- The sites have a minimum density of 20 dwelling units per acre;
- Each site is able to accommodate a minimum of 16 dwelling units; and



- Proposed development includes at least 20% of the units as affordable to lower income households.

This requirement was in response to the proposed downzone of sites 17 and 18 in the Sites Inventory, from the higher density R-22 and R-30 Zones to the lower density R-14 zone. Due to the proposed downzone, these two sites, which add up to approximately 30.75 acres, would no longer have the potential to yield as many by-right housing units. HCD required the City to identify at least 25 acres of land zoned for multifamily residential development with R-22 and R-30 densities to offset this loss in potential by-right housing units on Sites 17 and 18. Due to this requirement, the City identified four additional sites as by-right housing sites (Sites 15, 16A, 20B, and 24). The City Council has the discretion, upon proper environmental assessment, to identify additional by-right housing sites beyond those currently identified in the Housing Element.

*Mixed Use Overlay District*

In order to complement multifamily residential development on the Civic Center Site (Sites 16A & 16B), the Zoning Ordinance Amendment (ZA2021-2) includes proposed revisions to the Mixed Use Overlay District as established in Section 13.22.060 of the Zoning Ordinance. The revisions would remove the provision that the Mixed Use Overlay District only apply to the R-30 Zone to allow for mixed use development on Sites 16A & 16B, respectively proposed for the R-30 and R-14 Zones. This revision would also allow the City flexibility in applying the overlay to other sites throughout the City upon further study at a future date. The revisions also include a requirement that a minimum of 25% of a mixed use development's gross square footage be dedicated as commercial space, with a voluntary maximum of 33%. The maximum commercial square footage for a mixed use development is set at 33% under State law; in order for a mixed use property to qualify as a Housing Element RHNA site, a minimum of two-thirds of a development must be dedicated to residential use. The revisions would also provide an incentive for the provision of affordable housing on the applicable mixed use sites, with a reduction of the required commercial square footage provided with the dedication of units affordable to low income households, as shown in the following table:

Affordability Percentage (Low Income)	Commercial Requirement
0%	25%
20%	20%
40%	15%
60%	10%
80%	5%
100%	0%

The amendment requires the dedication of lower income units in 20% increments to qualify for a corresponding commercial square footage reduction, as shown in the table above. This would provide additional flexibility on the future development of the Civic Center Site as more detailed design and development standards are developed with the Arts &

Entertainment District-related updates to the Town Center Specific Plan, currently underway. This amendment would also allow the City to maintain its commercial land use inventory in the Town Center, especially if market-rate units are proposed on the designated low-income portion of the Civic Center Site (Site 16A), because as highlighted in the No Net Loss discussion provided above, absent an inclusionary housing program, the City cannot mandate the construction of low income units on those sites identified for low income housing capacity. The revisions to the Mixed Use District Overlay also include a refinement in the allowed uses to better align with the Arts & Entertainment District. These uses may be further refined with the updates to the Arts & Entertainment District currently underway.

#### *Miscellaneous Zoning Ordinance Revisions*

The Zoning Ordinance Amendment (ZA2021-2) component of the subject Project also includes revisions to Section 13.10.020 of the Zoning Ordinance. Currently the R-30 Zone does not have a density range, which makes development difficult to achieve as it is challenging to design a project based on site conditions and development requirements exactly at 30 dwelling units per acre. The proposed Zoning Ordinance Amendment would provide a density range of 30 to 36 dwelling units per acre in the R-30 Zone in order to provide greater flexibility in the design and development of high density multifamily residential projects on applicable sites.

The Zoning Ordinance Amendment also includes revisions to the Commercial Use Regulations (Section 13.12.030 of the Zoning Ordinance). The revisions would list recreational vehicle storage as a conditionally allowable use in the General Commercial Zone. The use would remain prohibited in the Neighborhood Commercial and Office Professional Zones. This change was negotiated as part of the rezone of the Graves Avenue (Sites X1 and X2) to potentially allow a use suitable on a site constrained by the Gillespie Field Airport. Any future recreational vehicle storage proposal on a property in the General Commercial Zone would require a Conditional Use Permit, a corresponding site assessment to determine the suitability of the use on the site, and final review and approval by the City Council.

## **ENVIRONMENTAL REVIEW**

### *Summary*

The subject project was assessed for potential environmental impacts on a programmatic level and a Program Environmental Impact Report (AEIS2021-3; State Clearinghouse Number SCH# 2021100263) has been prepared in compliance with the California Environmental Quality Act (CEQA) and is recommended for certification. The Program Environmental Impact Report (EIR) evaluated certain sites that are eligible for a by-right, or ministerial review, in a more site-specific manner to the extent feasible. However, the analysis provided in the Program EIR remains an overall programmatic approach, as there are no site-specific development proposals available for review. Therefore, the Program

EIR establishes a mitigation framework for both by-right and discretionary rezone sites that would be applied either during a discretionary review process or during the ministerial review process for the by-right development sites as part of the City's objective design and performance standards. The Draft Program EIR was circulated for a 45-day public review and comment period from June 17, 2022 to August 1, 2022. One comment letter was received from the California Department of Transportation (Caltrans) and none of the comments provided identified new environmental issues requiring substantial revisions to the Program EIR or further environmental review. A Final Program EIR has been prepared with responses to comments received on the Draft Program EIR, a Mitigation Monitoring and Reporting Program and a Statement of Overriding Considerations. Areas of impact that require a Statement of Overriding Considerations include Air Quality, Greenhouse Gas Emissions, Land Use & Planning, Noise, and Transportation.

### *Program Environmental Impact Report*

The following sections will discuss the Program Environmental Impact Report that has been prepared for the Project in more detail including outlining the purpose, procedural steps, and content of the document. A discussion of impacts that cannot be mitigated and project alternatives is also provided.

### *Purpose*

The California Environmental Quality Act (CEQA) requires the preparation of an Environmental Impact Report prior to approving any project that may have a significant effect on the environment. City staff determined that the scope of the Project was such that significant environmental impacts due to the Project could occur, and combined with the Citywide nature of the project and lack of a specific development proposal, determined that the Project required the preparation of a Program EIR.

### *Notice of Preparation and Scoping Meeting*

To determine the scope of the Program EIR, the City prepared and distributed a Notice of Preparation (NOP) available for a 30-day review and comment period between October 15, 2021 and November 15, 2021. A Public Scoping Meeting was held on November 3, 2021. All potentially affected property owners, public agencies, and interested parties received the Notice of Preparation via certified mail. The purpose of the NOP was to solicit comments from property owners, public agencies and interested parties on specific environmental issues that should be considered in the Program EIR.

### *Draft Program EIR*

After the Public Scoping Meeting and review period for the NOP, a Draft Program EIR was prepared for the project. The Draft Program EIR analyzes all potential environmental impacts of the Project by environmental issue as required under CEQA and as a result of the NOP and Scoping Meeting. For each environmental issue, the Draft Program EIR

describes the environmental setting (existing conditions), then discusses and analyzes the potential related impacts that could be caused by Project implementation. As specific development proposals are not proposed with the Project and the build-out horizon is 20 years, sites were broadly assessed under maximum buildouts and worst-case scenarios. The six housing sites that may be eligible for a by-right, or ministerial review, were evaluated in a more site-specific manner to the extent feasible. Site visits to the ministerial sites were completed to verify the potential for biological and archaeological resource impacts and site-specific air quality, greenhouse gas, and noise modeling was completed for these sites. Accordingly, the analysis sections report on the findings from these general surveys and site-specific analyses of the eligible ministerial sites, as applicable. For each potentially significant impact that has been identified, the Program EIR specifies ways to mitigate the impact, including implementation of one or more mitigation measures as provided in the Program EIR's Mitigation Monitoring and Reporting Program (MMRP). Future development, including on by-right housing sites, must implement all applicable mitigation measures identified in the MMRP. The proposed By-Right Housing Ordinance includes a reference to the MMRP to ensure that as these sites are developed through a ministerial review process, they adhere to these mitigation measures.

#### *Significant and Unavoidable Impacts*

The analysis in the Draft Program EIR determined that implementation of the proposed Project would result in the following significant and unavoidable impacts even with the implementation of all feasible mitigation measures:

1. Air Quality, Section 4.2.5: The Project would be inconsistent with the San Diego Regional Air Quality Strategy (RAQs) because buildout of the Rezone Sites would exceed the population estimates assumed for the RAQs. This impact is based on plan inconsistency only. The inconsistency with the RAQS would remain until the RAQs are revised and incorporate the growth projections with the Project.
2. Air Quality, Section 4.2.6: The Project could result in multiple development projects being constructed at one time, resulting in significant construction-related emissions of criteria air pollutants.
3. Greenhouse Gas Emissions (GHG), Section 4.6: The Project would result in an increase in GHG emissions that would exceed the assumption used in development of the Sustainable Santee Plan. While the City's Consistency Checklist and implementation of mitigation would minimize GHG impacts associated with future development at the Rezone Sites, impacts would not be fully mitigated. The planned update to the Sustainable Santee Plan may fully mitigate these impacts, however, they presently remain significant and unavoidable.
4. Land Use and Planning, Section 4.9: Impacts associated with policy consistency for future development at the Rezone Sites would be less than significant, except with respect to compatible density. The potential for future development within the Rezone Sites to exceed the density limits for the corresponding airport safety zone

is a potentially significant impact. No feasible mitigation is available to reduce the potential conflict between the compatible density within the airport safety zones and the proposed Rezone Sites.

5. Noise, Section 4.10: Impacts to existing sensitive land uses due to the increase in ambient noise levels associated with buildout of the Rezone Sites would remain significant and unavoidable.
6. Transportation, Impact 4.12: Projected Vehicle Miles Traveled (VMT) per capita with the project would exceed the City's 85 percent threshold representing a significant impact. While implementation of the mitigation framework would reduce VMT impacts associated with future development at the Rezone Sites, impacts would not be fully mitigated.

### *Project Alternatives*

The California Environmental Quality Act (CEQA) Guidelines Section 15126.6 requires that an Environmental Impact Report (EIR) compare the effects of a "reasonable range of alternatives" to the project. As part of this requirement, a No Project Alternative and a Reduced Project Alternative were assessed in the Program EIR for the subject Project. As the name implies, the No Project Alternative would not result in the rezone of any Housing Element site and therefore not result in Project-related environmental impacts. However, this alternative would not help the City achieve its RHNA requirement and subsequent certification of the Housing Element by HCD, therefore it is undesirable. The Reduced Project Alternative would remove Rezone Sites 1 through 10 (the Summit Avenue Sites) from consideration for future rezone actions and associated residential development. Rezone Sites 1 through 10 would retain the existing Low Density Residential (R-1 & R-1A) zoning designation. However, removal of these sites would still result in significant and unavoidable impacts and is, therefore, also not desirable.

### *Final Program EIR*

The Draft Program EIR, consisting of the components mentioned above, was circulated for a 45-day public review and comment period. The City received one comment letter from the Caltrans for which comments have been prepared. No new significant environmental impacts or issues, beyond those already covered in the Draft Program EIR for the project, were raised during the public review period for the Draft Program EIR. A Final Program Impact Report consisting of the following has been prepared for the Project and are attached to the Resolution certifying the Program EIR: responses to the comments received during public review, Draft Program EIR, a Mitigation Monitoring and Reporting Program, Findings of Fact, and a Statement of Overriding Considerations.

## **RECOMMENDATION**

Staff recommends that the City Council take the following actions to approve the Project, which would implement Housing Element Programs 9 and 10, collectively referred to as the Housing Element Rezone Program Implementation.

1. Conduct and close the public hearing; and
2. Certify the Final Program Environmental Impact Report (AEIS2021-3; SCH# 2021100263) for the Housing Element Rezone Program Implementation Project; adopt Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program under CEQA per the attached Resolution; and
3. Approve General Plan Amendment GPA2021-2 per the attached Resolution; and
4. Approve Town Center Specific Plan Amendment TCSPA2021-2 per the attached Resolution: and
5. Introduce and approve Rezone Ordinance R2021-2 for First Reading and set the Second Reading for October 26, 2022; and
6. Introduce and approve Zoning Amendment Ordinance ZA2021-2 for First Reading and set the Second Reading for October 26, 2022.

# EXHIBIT A: HOUSING ELEMENT SITES INVENTORY

**Table C-1: Sites Inventory**

Map ID #	APN / Address	LU Designation	Zone District	Density Factor (du/ac)	Lot Size (Acres)	Capacity	Rezoned From	Existing Use/Reason for Selection	Status
<b>Lower Income Sites</b>									
15 <sup>1,2</sup>	38104036 Walmart	TC-R-22	TC-R-22	22	5.26	115	TC-C	Vacant site in town center (opportunity site due to high density allowed and near transit). To be rezoned from commercial (TC-C) to residential use (TC-R-22). Maximum allowable density to be 30 du/ac. Privately owned. Half mile to park, town center, Sprouts across street, in high resource area in TCAC/HCD (California Tax Credit Allocation Committee/Housing and Community Development Dept.) opportunity map.	Vacant
16A <sup>1,2</sup>	38105082 Civic Center Site I	TC-R-30	TC-R-30	30	11.11	333	TC-O/C	Vacant site consisting of three lots (2.89 acres, 3.66 acres, and 4.56 acres, respectively) in town center (opportunity site due to high density allowed and near transit). To be rezoned from commercial (TC-O/C) to residential use (TC-R-30). Minimum allowable density to be 30 du/ac and maximum at 36 du/ac. Privately owned. In Airport Safety Zone 4. Across the street from park, half mile to town center services, 128 unit (Cornerstone) built across street on northern end, in high resource area in TCAC/HCD opportunity map.	Vacant
20A <sup>1</sup>	38105081 9200 Magnolia Ave	TC-R-22	TC-R-22	22	7.75	170	TC-O/I	Underutilized site in town center (opportunity site due to high density allowed and near transit). To be rezoned from TC-O/I Theme Commercial to residential use (TC-R-22). Maximum allowable density to be 30 du/ac. Portion in Airport Safety Zone 4. County owned <sup>3</sup> . Half mile to park, <1 mile to town center services, in high resource area in TCAC/HCD opportunity map.	Nonvacant

**Table C-1: Sites Inventory**

Map ID #	APN / Address	LU Designation	Zone District	Density Factor (du/ac)	Lot Size (Acres)	Capacity	Rezoned From	Existing Use/Reason for Selection	Status
20B <sup>1,2</sup>	38105081 9200 Magnolia Ave	TC-R-30	TC-R-30	30	10.00	300	TC-O/I	Underutilized site in town center (opportunity site due to high density allowed and near transit). To be rezoned from TC-O/I to residential use (TC-R-30). Minimum allowable density to be 30 du/ac and maximum at 36 du/ac. Portion in Airport Safety Zone 4. County owned <sup>3</sup> ). Half mile to park, <1 mile to town center services, in high resource area in TCAC/HCD opportunity map.	Nonvacant
21 <sup>4</sup>	38410616 8942 1 <sup>st</sup> St	TC-R-22	TC-R-22	22	0.60	13	N/A	Underutilized site with single-family home in town center (opportunity site due to high density allowed and near transit). Maximum allowable density is 22 du/ac. Privately owned. Half mile to park, <1 mile to town center services, in high resource area in TCAC/HCD opportunity map. Owner expressed interest in MF housing, City in discussion with Habitat for Humanity for development of an affordable housing project on the site.	Nonvacant
24 <sup>1,2</sup>	38416204 9953 Buena Vista Ave	R-22	R-22	22	4.80	105	R-2	Underutilized site with one single-family home. To be rezoned from R-2 to R-22. Maximum allowable density to be 30 du/ac. Privately owned. Less than half mile from town center, ~half mile to park, moderate resource area TCAC/HCD opportunity map.	Nonvacant
29 <sup>1</sup>	38630031 7737 Mission Gorge Rd	R-22	R-22	22	3.25	64	GC	Underutilized commercial lot to be rezoned from GC to R-22. Maximum allowable density to be 30 du/ac. Privately owned. Less than half mile from trails, <1 mile from elementary school and park, in high resource area TCAC/HCD opportunity map.	Nonvacant



**Table C-1: Sites Inventory**

Map ID #	APN / Address	LU Designation	Zone District	Density Factor (du/ac)	Lot Size (Acres)	Capacity	Rezoned From	Existing Use/Reason for Selection	Status
30 <sup>1,4</sup>	38630009 & -10 8714 & 8746 Starpine Dr	R-22	R-22	22	1.30	28	R-7/GC	Underutilized site with one single-family home. To be rezoned from R-7/GC to R-22. Maximum allowable density to be 30 du/ac. Privately owned. Less than half mile from trails, less than one mile from elementary school/park, in high resource area TCAC/HCD opportunity map	Nonvacant
31 <sup>4</sup>	38306103 7980 Mission Gorge Rd	R-22	R-22	22	5.23	80	N/A	Underutilized site with one single-family home. Maximum allowable density is 30 du/ac. Privately owned. Half mile from trail, park, and elementary school, high resource area TCAC/HCD opportunity map.	Nonvacant
32 <sup>4</sup>	38306101 7950 Mission Gorge Rd	R-22	R-22	22	0.95	20	N/A	Underutilized site with one single-family home. Maximum allowable density is 30 du/ac. Privately owned. Half mile from trail, park, and elementary school, high resource area TCAC/HCD opportunity map.	Nonvacant
<b>Lower Income Sites Subtotal</b>					<b>50.25</b>	<b>1,228</b>			
<b>Moderate Income</b>									
16B <sup>1</sup>	38105082 Civic Center Site II	TC-R-14	TC-R-14	14	8.61	120	TC-O/C	Vacant site to be rezoned from TC-O/C to TC-R-14. Privately owned. Zoning would be consistent with adjacent residential development.	Vacant
17 <sup>1,2,4</sup>	38105118 Cottonwood Ave	TC-R-14	TC-R-14	14	22.15	279	TC-R-30	Vacant site to be rezoned from TC-R-30 to TC-R-14. County owned <sup>3</sup> . New zoning more realistic for area (reduce parking/traffic issues), new density consistent with density allowed north of San Diego River.	Vacant
18 <sup>1,2,4</sup>	38105117 Cottonwood Ave	TC-R-14	TC-R-14	14	11.71	98	TC-R-22	Vacant site to be rezoned from TC-R-22 to TC-R-14. County owned <sup>3</sup> . New zoning more realistic for area (reduce parking/traffic issues), new density consistent with density allowed north of San Diego River.	Vacant

**Table C-1: Sites Inventory**

Map ID #	APN / Address	LU Designation	Zone District	Density Factor (du/ac)	Lot Size (Acres)	Capacity	Rezoned From	Existing Use/Reason for Selection	Status
19 <sup>1,4</sup>	38103207 & -08 Park Center Dr	TC-R-14	TC-R-14	14	2.35	32	TC-R-22	Vacant site to be rezoned from TC-R-22 to TC-R-14. Privately owned.	Vacant
23 <sup>4</sup>	38414211 10952 Sunset Trl	R-14	R-14	14	1.24	17	N/A	Underutilized site with 2 single family homes built in 1942. Privately owned. In Airport Safety Zone 4.	Nonvacant
25 <sup>1</sup>	38402007 & -12 8801 Olive Ln	R-14	R-14	14	2.93	41	IL	Underutilized site to be rezoned from IL to R-14. Privately owned. Adjacent to residential zone; development across the street approved at 16 du/ac. In Airport Safety Zone 3.	Nonvacant
<b>Moderate Income Sites Subtotal</b>					<b>48.99</b>	<b>587</b>			
<b>Above Moderate</b>									
1 <sup>1</sup>	37819001 10939 Summit Ave	R-7	R-7	7	4.65	29	R-1A	Underutilized site with single-family home built in 1974. Summit Ave sites is an opportunity site: larger, relatively flat parcels suitable for small lot subdivisions in the 7 to 14 du/ac range. Lot size consistent with past development (Santee made up 6,000 sq ft lots). Lots on Summit would be about 4,000 sq ft. To be rezoned from R-1A to R-7. Privately owned. On Private road, would require right-of-way dedication.	Nonvacant
2 <sup>1</sup>	37818010 & -12 11009 Summit Ave	R-7	R-7	7	2.32	14	R-1A	Underutilized site with single-family home built in 1968. Summit Ave sites is an opportunity site: larger, relatively flat parcels suitable for small lot subdivisions in the 7 to 14 du/ac range. Lot size consistent with past development (Santee made up 6,000 sq ft lots). Lots on Summit would be about 4,000 sq ft. To be rezoned from R-1A to R-7. Privately owned. On Private road, would require right-of-way dedication.	Nonvacant

**Table C-1: Sites Inventory**

Map ID #	APN / Address	LU Designation	Zone District	Density Factor (du/ac)	Lot Size (Acres)	Capacity	Rezoned From	Existing Use/Reason for Selection	Status
3 <sup>1</sup>	37818009 11025 Summit Ave	R-7	R-7	7	2.32	14	R-1A	Underutilized site with single-family home built in 1948. Summit Ave sites is an opportunity site: larger, relatively flat parcels suitable for small lot subdivisions in the 7 to 14 du/ac range. Lot size consistent with past development (Santee made up 6,000 sq ft lots). Lots on Summit would be about 4,000 sq ft. To be rezoned from R-1A to R-7. Privately owned. On Private road, would require right-of-way dedication.	Nonvacant
4 <sup>1</sup>	37818008 11041 Summit Ave	R-7	R-7	7	2.32	14	R-1A	Underutilized site with single-family home built in 1963. Summit Ave sites is an opportunity site: larger, relatively flat parcels suitable for small lot subdivisions in the 7 to 14 du/ac range. Lot size consistent with past development (Santee made up 6,000 sq ft lots). Lots on Summit would be about 4,000 sq ft. To be rezoned from R-1A to R-7. Privately owned. On Private road, would require right-o-way dedication.	Nonvacant
5 <sup>1</sup>	37818007 11059 Summit Ave	R-7	R-7	7	2.32	11	R-1A	Underutilized site with single-family home built in 1940. Summit Ave sites is an opportunity site: larger, relatively flat parcels suitable for small lot subdivisions in the 7 to 14 du/ac range. Lot size consistent with past development (Santee made up 6,000 sq ft lots). Lots on Summit would be about 4,000 sq ft. To be rezoned from R-1A to R-7. Privately owned. On Private road, would require right-of-way dedication.	Nonvacant

**Table C-1: Sites Inventory**

Map ID #	APN / Address	LU Designation	Zone District	Density Factor (du/ac)	Lot Size (Acres)	Capacity	Rezoned From	Existing Use/Reason for Selection	Status
6 <sup>1</sup>	37818029 10215 Summit Crest Dr	R-7	R-7	7	1.16	8	R-1	Underutilized site with single-family home built in 1989. Summit Ave sites is an opportunity site: larger, relatively flat parcels suitable for small lot subdivisions in the 7 to 14 du/ac range. Lot size consistent with past development (Santee made up 6,000 sq ft lots). Lots on Summit would be about 4,000 sq ft. To be rezoned from R-1 to R-7. Privately owned. On Private road, would require right-of-way dedication.	Nonvacant
7 <sup>1</sup>	37821021 11010 Summit Ave	R-7	R-7	7	1.15	8	R-1	Underutilized site with single-family home built in 1980. Summit Ave sites is an opportunity site: larger, relatively flat parcels suitable for small lot subdivisions in the 7 to 14 du/ac range. Lot size consistent with past development (Santee made up 6,000 sq ft lots). Lots on Summit would be about 4,000 sq ft. To be rezoned from R-1 to R-7. Privately owned. On Private road, would require right-of-way dedication.	Nonvacant
8 <sup>1</sup>	37821020 11020 Summit Ave	R-7	R-7	7	1.02	7	R-1	Underutilized site with single-family home built in 1975. Summit Ave sites is an opportunity site: larger, relatively flat parcels suitable for small lot subdivisions in the 7 to 14 du/ac range. Lot size consistent with past development (Santee made up 6,000 sq ft lots). Lots on Summit would be about 4,000 sq ft. To be rezoned from R-1 to R-7. Privately owned. On Private road, would require right-of-way dedication.	Nonvacant

**Table C-1: Sites Inventory**

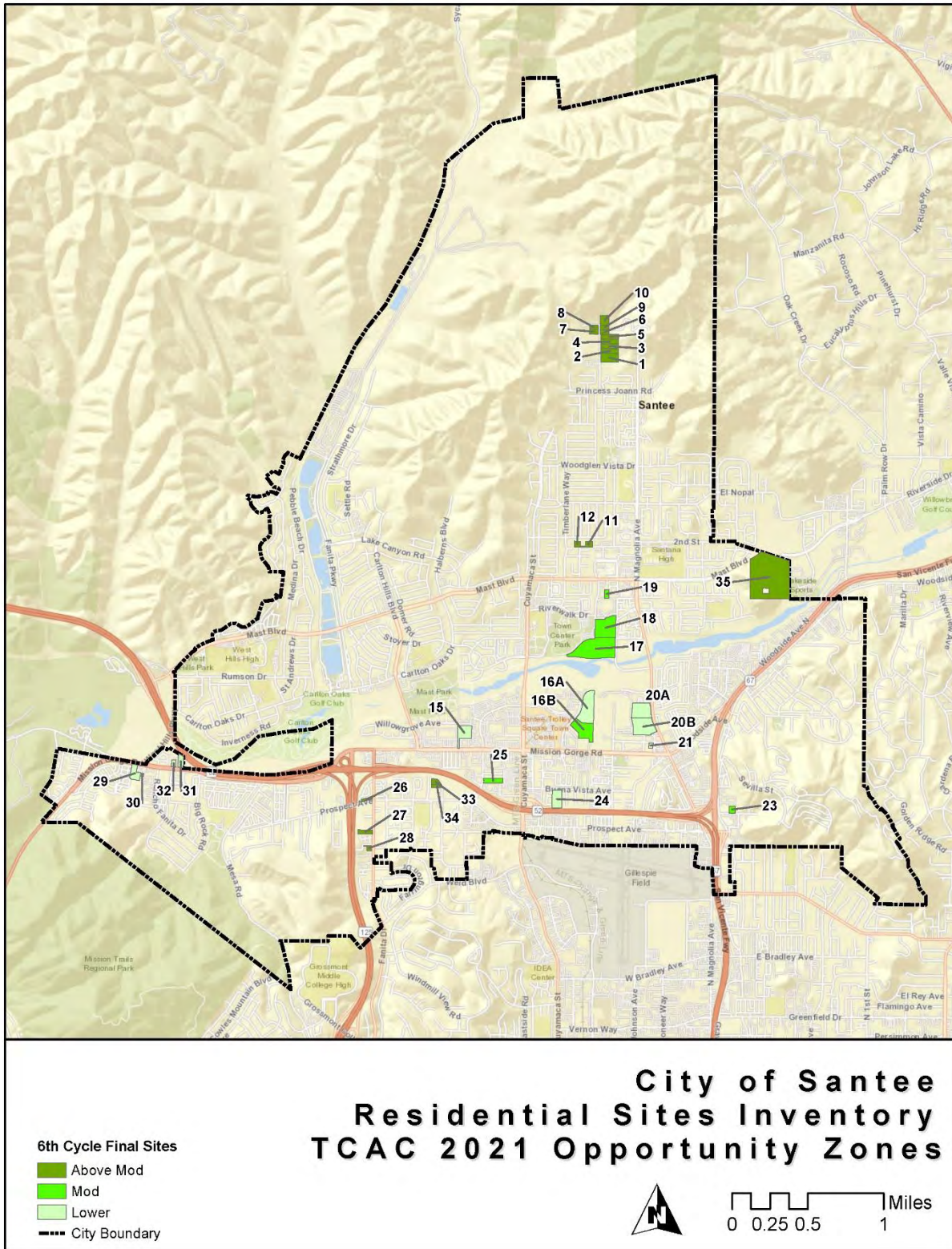
Map ID #	APN / Address	LU Designation	Zone District	Density Factor (du/ac)	Lot Size (Acres)	Capacity	Rezoned From	Existing Use/Reason for Selection	Status
9 <sup>1</sup>	37818028 11115 Summit Ave	R-7	R-7	7	1.16	8	R-1	Underutilized site with single-family home built in 1970. Summit Ave sites is an opportunity site: larger, relatively flat parcels suitable for small lot subdivisions in the 7 to 14 du/ac range. Lot size consistent with past development (Santee made up 6,000 sq ft lots). Lots on Summit would be about 4,000 sq ft. To be rezoned from R-1 to R-7. Privately owned. On Private road, would require right-of-way dedication.	Nonvacant
10 <sup>1</sup>	37818020 11129 Summit Ave	R-7	R-7	7	2.32	11	R-1	Underutilized site with single-family home built in 1950. Summit Ave sites is an opportunity site: larger, relatively flat parcels suitable for small lot subdivisions in the 7 to 14 du/ac range. Lot size consistent with past development (Santee made up 6,000 sq ft lots). Lots on Summit would be about 4,000 sq ft. To be rezoned from R-1 to R-7. Privately owned. On Private road, would require right-of-way dedication.	Nonvacant
11 <sup>1</sup>	38103107 9945 Conejo Rd	R-7	R-7	7	1.19	8	R-2	Underutilized site with single-family home built in 1958. To be rezoned from R-2 to R-7. Privately owned. Upzone would be consistent with surrounding development.	Nonvacant
12 <sup>1</sup>	38169028 9960 Conejo Rd	R-7	R-7	7	0.86	6	R-2	Underutilized site with single-family home built in 1953. To be rezoned from R-2 to R-7. Privately owned. Upzone would be consistent with surrounding development. Property owner interested in developing in the past and has restricted due to zoning.	Nonvacant
26 <sup>4</sup>	38349056 Prospect Ave	R-7	R-7	7	0.72	4	N/A	Vacant site. Privately owned. In Airport Safety Zone 4. Properly zoned.	Vacant

**Table C-1: Sites Inventory**

Map ID #	APN / Address	LU Designation	Zone District	Density Factor (du/ac)	Lot Size (Acres)	Capacity	Rezoned From	Existing Use/Reason for Selection	Status
27 <sup>4</sup>	38619217 8572 Fanita Dr	R-7	R-7	7	1.73	12	N/A	Underutilized site with single-family home built in 1950. Has dilapidated street/incomplete sidewalk. Privately owned. Properly zoned.	Nonvacant
28	38669038 8504 Fanita Dr	R-7	R-7	7	0.68	4	N/A	Vacant site along dilapidated street/incomplete sidewalk. Privately owned. Properly zoned.	Vacant
33 <sup>4</sup>	38401115 8750 Atlas View Dr	R-7	R-7	7	1.85	9	N/A	Underutilized site with single family home built on 1958. Privately owned. In Airport Safety Zone 4/. Properly zoned.	Nonvacant
34 <sup>4</sup>	38401255 8742 Atlas View Dr	R-7	R-7	7	0.91	6	N/A	Underutilized site with single family home built on 1954. Privately owned. In Airport Safety Zone 4. Properly zoned.	Nonvacant
35	37903031 Mast Blvd	POS/R-7	POS/R-7	7	47.45	122	POS/IL	Vacant site to be rezoned from POS/R-2/IL to POS/R-7. Site has never been used for light industrial uses (IL – Light Industrial Zone); City has received pre-application from owner for MFR project in IL zoned portion of property.	Vacant
<b>Above Moderate Sites Subtotal</b>					<b>76.13</b>	<b>295</b>			
<b>Sites Inventory Total</b>					<b>175.37</b>	<b>2,110</b>			

1. Sites that will be rezoned.
2. By-right housing sites for qualifying affordable housing projects.
3. County-owned properties have been identified as surplus properties. The County will follow the required procedure for disposition which will make the properties available to affordable developers.
4. Sites that appeared in the Previous Housing Element Cycle (5<sup>th</sup> Cycle).

Figure C-1: Residential Sites Inventory



## EXHIBIT B: Housing Element Sites Assessment

The following discussion summarizes the Housing Element Sites Assessment as a companion to the Staff Report and **Exhibit A: Housing Element Sites Inventory**.

### *Residential Zone Abbreviations*

Throughout this Staff Report references are made to the various residential zone abbreviations, which are described as follows:

- R-1: Low Density Residential with a density range of one to two dwelling units per gross acre.
- R-1A: Low-Density Residential with a density range of two to four dwelling units per gross acre.
- R-2: Low-Medium Density Residential with a density range of two to five dwelling units per gross acre.
- R-7: Medium Density Residential with a density range of seven to 14 dwelling units per gross acre.
- R-14: Medium High Density Residential with a density range of 14 to 22 dwelling units per gross acre.
- R-22: High Density Residential with a density range of 22 to 30 dwelling units per gross acre.
- R-30: Urban Residential with a density range of 30 dwelling units per gross acre.

### *Town Center Sites North of the San Diego River (Sites 17, 18 & 19)*

The Town Center housing sites north of the San Diego River comprised all of the low income RHNA housing capacity for the City during the 5<sup>th</sup> Cycle Housing Element planning period. After consulting with residential developers, it was determined that the existing R-22 and R-30 sites north of the San Diego River within the Town Center were too high of a density for the Santee market and due to their distance from mass transit and commercial services, were impractical to develop as low and very low income housing. In addition, many of these sites have environmental constraints such as floodplain and riparian issues that made the prescribed R-22 and R-30 residential densities difficult to achieve. The development of these sites also would have resulted in No Net Loss issues, which would have required their replacement with other sites in the City with comparable densities and housing capacities, as presented at a City Council workshop on October 9, 2019. These factors were determined to play a strong role in maintaining the sites undeveloped throughout the 5<sup>th</sup> Cycle Housing Element period from 2013 to 2021. In order to improve the feasibility of residential development on these sites the City worked with their property owners, including the County of San Diego, and prospective developers in identifying a more realistic residential density for these sites and it was determined that the residential density corresponding to the R-14 Zone would better support residential development on these sites. Furthermore, the R-14 Zone would allow for residential development at these sites at a density more compatible with the existing low-rise residential development in the immediately



surrounding area of these sites. Existing development in the vicinity of these sites consists of one- and two-story single-family homes and two- and three-story townhomes and condominium units. The proposed zoning classification of R-14 and corresponding reduction in residential density for these sites would require them to be rezoned or “downzoned.” As they would no longer meet the default density of 30 dwelling units per acre for low income housing, these sites would no longer meet the City’s required RHNA capacity for low income housing. However, at an R-14 density of 14 to 22 dwelling units per acre, these sites would meet the City’s required RHNA capacity for moderate income housing.

#### *Town Center Sites South of the San Diego River (Sites 15, 16A, 16B, 20A & 20B)*

Due to the proposed downzoning of the Town Center sites north of the San Diego River, the City was required to identify replacement sites with a default density of 30 units per acre and the capacity to yield at least 606 low income units during the 6<sup>th</sup> Cycle Housing Element planning period. In negotiating with the County to downzone County-owned properties north of the river, to increase viability of development on these sites, the County has agreed to an upzone (rezone to a higher density residential zoning classification) of County-owned property south of the river (Sites 16A & 16B, commonly referred to as the Edgemoor Dairy Barn Site). The upzoning of these sites would aid the City in meeting its low income RHNA housing capacity and facilitate the sale of County-owned property north of the San Diego River to private market-rate residential developers. In addition, these sites would be more suitable for lower income housing as they are in what HCD classifies as a High Resource Area, which is an area that is jobs and transit rich, with proximity to retail services, parks and schools. As part of the negotiations with the County to exchange zoning densities on County-owned properties, the City has also carved out a 5-acre portion of the Edgemoor Dairy Barn site with a proposed land use designation of Park/Open Space, which would allow the City to preserve the Edgemoor Dairy Barn at the site with surrounding parkland. The potential introduction of themed uses compatible with the Edgemoor Dairy Barn, similar to what has been achieved at Old Poway Park, which is parkland with Western-themed buildings occupied by restaurants, craft stores and specialty retail uses, will be evaluated with forthcoming updates to the Arts & Entertainment District.

The proposed rezoning of the Edgemoor Dairy Barn site alone would not satisfy the City’s required low income RHNA capacity, nor contribute to a housing unit buffer as described above. As such, the City assessed other sites within the Town Center to make up this unmet RHNA need and contribute to a unit buffer to mitigate potential No Net Loss issues under SB 166. Town Center sites were assessed for this low income housing need as they were all considered to be part of a High Resource Area, which is more suitable for the development of low income housing. The theory behind the placement of low income housing in high resource areas is that by placing low income households in areas with access to jobs, schools, parks, and transit, such households are better able to improve their economic conditions and break generational cycles of poverty. After an initial assessment, two undeveloped sites within the Town Center were identified as suitable to accommodate the City’s low income RHNA need -- the

vacant Walmart site and the vacant Civic Center Site, respectively Sites 15 and 16A & B in the Sites Inventory (refer to **Exhibit A: Housing Element Sites Inventory**). Both properties are privately owned and, as part of the City's due diligence, City staff engaged with the property owners and/or prospective developers in assigning a prospective residential zone acceptable to the property owner, but which would also meet the City's RHNA obligation. For the vacant Walmart site, the City negotiated on a density range directly with a prospective residential developer of the site, currently in escrow with Walmart for purchase of the property, and agreed on an R-22 designation for the site which would foster residential development at the site at a density and height acceptable to the City. For the larger Civic Center Site, the City engaged with the property's broker and in exchange for a higher residential density of R-30 on a portion of the site with a commitment to development of affordable housing on said portion (Site 16A), the City agreed to rezoning another portion of the site to R-14 with a mixed use overlay, which would allow for market-rate development of this portion of the site (Site 16B). Both sites would have the Mixed Use Overlay District applied to them, with a requirement for ground-floor commercial uses to preserve most of the City's commercial land use inventory within the Town Center.

#### *Reuse Sites (Sites 21, 23, 26, 27, 31, 32, 33 and 34)*

These sites were in the previous 5<sup>th</sup> Cycle Housing Element Sites Inventory and are already residentially zoned. They were not developed in the 5<sup>th</sup> Cycle planning period and have been retained as housing sites in the 6<sup>th</sup> Cycle Housing Element Sites Inventory. None of these sites are proposed for rezoning and based on their existing residential zoning contribute to the City's RHNA requirement for low, moderate, and above moderate income housing. Since adoption of the Housing Element on May 11, 2022 the City has received an application from Habitat for Humanity to develop low income housing on Site 21 along Park Avenue, which is an R-22 property owned by the adjoining United Methodist Church. The 14 residential units would contribute to the City's RHNA obligation for low income housing. It should be noted, that under Assembly Bill 1397, enacted in 2017, the re-identifying or reuse of undeveloped sites identified in two previous elements would qualify residential development on these sites as by-right (i.e. no discretionary review) if 20% of the units would be affordable to lower income households as set forth in Program 10 of the City's 6<sup>th</sup> Cycle Housing Element. If these sites remain undeveloped during the current 6<sup>th</sup> Cycle planning period and are reused in the 7<sup>th</sup> Cycle Housing Element, they would qualify as by-right housing sites.

#### *New Sites South of Mission Gorge Road (Sites 24, 25, 28, 29 and 30)*

Several vacant or underdeveloped sites south of Mission Gorge Road which had not previously been used as Housing Element sites were identified as housing opportunity sites for inclusion in the 6<sup>th</sup> Cycle Housing Element Sites Inventory with the potential for meeting the City's RHNA needs for low and moderate income housing. A large underdeveloped site along Buena Vista Avenue in the R-2 Zone with a single-family residence (Site 24) had been considered for inclusion in the sites inventory for the 5<sup>th</sup> Cycle Housing Element, but due to the lack of willingness from the property owner was

previously excluded. With this Housing Element update, the City reached out to the current property owners (siblings that had inherited the property) and a majority of the property owners expressed their desire to have to property upzoned to a high density zone that would yield the greatest units possible. Although the R-30 Zone would yield the greatest number of units on the site, it was decided that the R-22 Zone would be more appropriate for the site as it would support residential development more compatible with the existing single-family and multifamily residential development surrounding the site. By default, due to its density, this site would contribute to the City's low income RHNA capacity.

The owner of Site 25 along Olive Lane had expressed interest in redeveloping the site with a residential use similar to the recently constructed multifamily projects in the vicinity of the site. The site, which is in the Light Industrial Zone had been used for decades as a trucking yard and due to the unimproved surface of the site generated a lot of dust. The site is mainly unpaved with scattered storage buildings and due to these factors, the site was not considered a prime industrial development. The site was deemed suitable for multifamily residential development, as it would be compatible with adjacent multifamily residential development and would remedy longstanding issues with truck traffic on Olive Lane and particulate matter emanating from the site. An R-14 zone was considered to most suitable for the site in its integration into the Sites Inventory as it would be compatible with surrounding residential densities and Airport Safety Zone 3.

Site 28, along Fanita Drive, is already in the R-7 Zone and as a vacant site was considered suitable for the Sites Inventory in meeting the City's above moderate RHNA needs. Sites 29 and 30, which adjoin one another, and are in the General Commercial and R-7 zones, were assessed for the Sites Inventory as part of a broader assessment of the area which has been vacant and underdeveloped for many years. Site 29 is commonly referred to as the Pure Flo site, a former bottling plant, which ceased operations for a number of years. The Pure Flo site included a larger underdeveloped landholding under the same ownership behind the bottling plant with two homes and several outbuildings. Originally, the City contemplated including the larger area comprising the Pure Flo site and adjoining properties along Starpine Drive in the sites inventory, but the land behind the abandoned Pure Flo bottling plant was sold to a housing developer and it is currently under development with 80 multifamily units (Laurel Heights) in accordance with its existing R-7 zoning. Nevertheless, at the behest of the property owner and potential future developer, the City moved forward in including the Pure Flo site in the General Commercial zone in the Sites Inventory as an R-22 site, contributing to the city's low income RHNA capacity. The adjoining properties along Starpine Drive (Site 30) were also included in this prospective R-22 zone in order encourage a larger multifamily residential project through lot consolidation and to allow for consistency in the scale and density of development between the two sites.

### *Summit Avenue Sites*

The area along Summit Ave, which is a private street, is developed with large lot “ranchette-style” homes in the R-1 and R-1A zones. Due to the relatively flat topography of the area, its proximity to more urbanized residential development, its exclusion from the preserve area in the City’s draft-Multiple Species Conservation Plan, and future planned roadway construction through the area (Magnolia Avenue extension), the sites were deemed to be underutilized with the 6<sup>th</sup> Cycle Housing Element sites assessment. In finding a suitable residential density for the area, the City looked at maximizing residential units to support private redevelopment of these sites, while also providing a density that would foster the development of a housing scale that would provide an appropriate transition between existing single-family residential development to the south and surrounding open space to the east, north and west. As such, the R-7 zoning classification was considered to be the most suitable for these sites, as it would support townhome-style projects or small lot single-family Planned Residential Developments similar to the Walker Trials project under construction along Magnolia Avenue.

### *Miscellaneous Sites (Sites 11, 12 and 35; Graves Avenue Sites)*

Several other vacant or underdeveloped sites have been included in the Sites Inventory for above moderate income RHNA capacity. Sites 11 and 12, which are adjacent to one another along Conejo Road, are each over ½ an acre in size and are respectively developed with single-family homes in the R-2 Zone. The larger size of the parcels and their infill nature within an urbanized area of Santee, lend themselves for potential redevelopment with an R-7 residential product. As such, they were included in the Sites Inventory for above moderate housing with proposed upzoning to the R-7 zone. The owner of Site 35 at the terminus of Mast Boulevard, adjoining the unincorporated community of Lakeside, had previously approached the City for consideration of a rezone of the Light Industrial portion of the site to residential. With a willing property owner, the City included this site in the Sites Inventory, helping meet the City’s RHNA requirement for above moderate housing.

Two sites along Graves Avenue in the R-14 zone had previously been identified as moderate-income housing sites in the 5<sup>th</sup> Cycle Housing Element. However, due to the difficulty in developing housing at these sites at the prescribed density due to airport compatibility issues it was determined best to remove these sites from the City’s residential inventory by rezoning them to the General Commercial zone and therefore, they were excluded from the 6<sup>th</sup> Cycle Housing Element Sites Inventory despite their existing R-14 zoning classification. These two sites along Graves Avenue are, therefore, not show in **Exhibit A: Housing Element Sites Inventory**.

# EXHIBIT C: HCD LETTER

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
DIVISION OF HOUSING POLICY DEVELOPMENT**

2020 W. El Camino Avenue, Suite 500  
Sacramento, CA 95833  
(916) 263-2911 / FAX (916) 263-7453  
[www.hcd.ca.gov](http://www.hcd.ca.gov)



July 12, 2022

Marlene Best, City Manager  
City of Santee  
10601 Magnolia Avenue  
Santee, CA, 92071

Dear Marlene Best

**RE: City of Santee's 6<sup>th</sup> Cycle (2021-2029) Adopted Housing Element**

Thank you for submitting the City of Santee's (City) housing element adopted May 11, 2022 and received for review on May 13, 2022. Pursuant to Government Code section 65585, subdivision (h), the California Department of Housing and Community Development (HCD) is reporting the results of its review.

The adopted housing element meets most of the statutory requirements of State Housing Element Law (Gov. Code, Article 10.6). However, the housing element cannot be found in full compliance until the City has completed necessary rezones to address the shortfall of sites to accommodate the regional housing need allocation (RHNA). Once the City completes the rezones, a copy of the resolution or ordinance should be transmitted to HCD. HCD will review the documentation and issue correspondence identifying the updated status of the City housing element compliance.

In addition, HCD understands recent actions resulted in pausing entitlement of the Fanita Ranch development. While capacity in the Specific Plan is not necessary to accommodate the RHNA promoting housing supply and choices is of the utmost importance and may be necessary to maintain adequate sites pursuant to Government Code section 65863 and Programs 9 (Available Sites and No Net Loss). HCD encourages the City to diligently pursue completion of entitlement of the Fanita Ranch development. As a reminder, HCD has authority to review any action or failure to act by a local government that it determines inconsistent with an adopted housing element or housing element law and other housing laws, including No Net Loss Law (Government Code section 65863).

Several federal, state, and regional funding programs consider housing element compliance as an eligibility or ranking criteria. For example, the CalTrans Senate Bill (SB) 1 Sustainable Communities grant; the Strategic Growth Council and HCD's Affordable Housing and Sustainable Communities programs; and HCD's Permanent Local Housing Allocation consider housing element compliance and/or annual reporting

requirements pursuant to Government Code section 65400. With a compliant housing element, the City will meet housing element requirements for these and other funding sources.

For your information, some general plan element updates are triggered by housing element adoption. HCD reminds the City to consider timing provisions and welcomes the opportunity to provide assistance. For information, please see the Technical Advisories issued by the Governor's Office of Planning and Research at: <https://www.opr.ca.gov/planning/general-plan/guidelines.html>.

HCD appreciates the hard work, cooperation, and assistance Chris Jacobs, Principal Planner; Michael Coyne, Associate Planner; and consultant Veronica Tam provided throughout the course of the housing element review. We are committed to assist the City in addressing all statutory requirements of State Housing Element Law. If you have any questions or need additional technical assistance, please contact Jose Ayala, of our staff, at [Jose.Ayala@hcd.ca.gov](mailto:Jose.Ayala@hcd.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul McDougall". The signature is stylized and somewhat cursive.

Paul McDougall  
Senior Program Manager

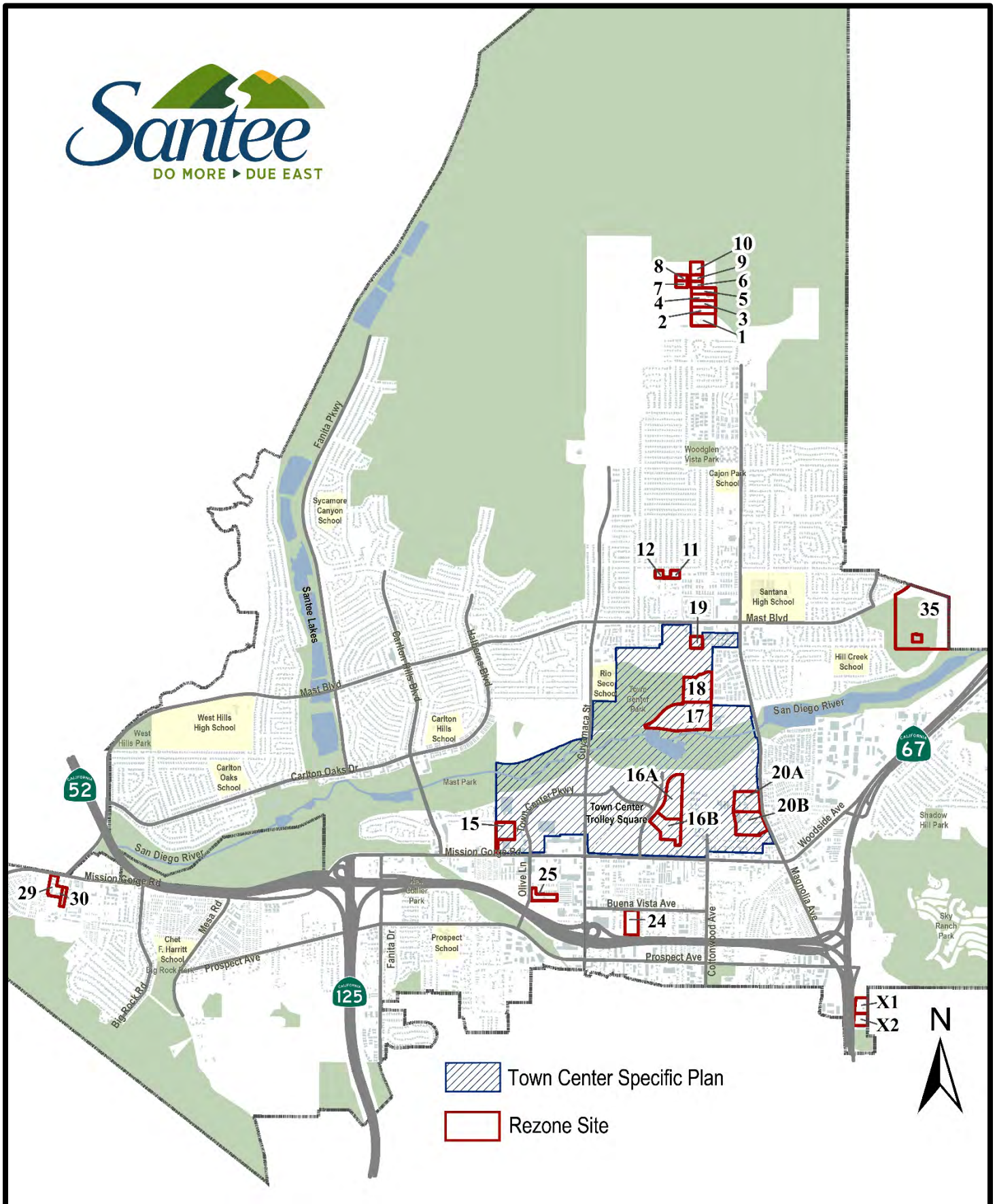
## Table 1: Rezone Sites List

Site Map ID#	APN	Address	Current Zoning	Proposed Zoning	Lot Size (Acres)	Housing Capacity	Income Category
1	378-190-01	10939 Summit Ave	R-1A	R-7	4.65	29	Above
2	378-180-10	11009 Summit Ave	R-1A	R-7	2.32	14	Above
3	378-180-09	11025 Summit Ave	R-1A	R-7	2.32	14	Above
4	378-180-08	11041 Summit Ave	R-1A	R-7	2.32	14	Above
5	378-180-07	11059 Summit Ave	R-1A	R-7	2.32	11	Above
6	378-180-29	10215 Summit Crest Dr	R-1	R-7	1.16	8	Above
7	378-210-21	11010 Summit Ave	R-1	R-7	1.15	8	Above
8	378-210-20	11020 Summit Ave	R-1	R-7	1.02	7	Above
9	378-180-28	11115 Summit Ave	R-1	R-7	1.16	8	Above
10	378-180-20	11129 Summit Ave	R-1	R-7	2.32	11	Above
11	381-031-07	9945 Conejo Rd	R-2	R-7	1.19	8	Above
12	381-690-28	9960 Conejo Rd	R-2	R-7	0.86	6	Above
15*	381-040-36	Walmart	TC-C	TC-R-22	5.26	115	Low
16A*	381-050-82	Civic Center Site I	TC-O/C	TC-R-30	11.11	333	Low
16B	381-05-082	Civic Center Site II	TC-O/C	TC-R-14	8.61	120	Moderate
17*	381-051-18	Cottonwood Ave	TC-R-30	TC-R-14	22.15	279	Moderate
18*	381-051-17	Cottonwood Ave	TC-R-30	TC-R-14	11.71	98	Moderate
19	3810-32-07 & -08	Park Center Dr	TC-R-22	TC-R-14	2.35	32	Moderate
20A	381-050-81	9200 Magnolia Ave	TC-O/I	TC-R-22	7.75	170	Low
20B*	381-050-81	9200 Magnolia Ave	TC-O/I	TC-R-30	10.00	300	Low
24*	384-162-04	9953 Buena Vista Ave	R-2	R-22	4.80	105	Low
25	384-020-07 & -12	8801 Olive Ln	IL	R-14	2.93	41	Moderate
29	386-300-31	7737 Mission Gorge Rd	GC	R-22	3.25	64	Low
30	386-300-09 & -10	8714 Starpine Dr	R-7/GC	R-22	1.30	28	Low
35	379-030-31	Mast Blvd	POS/R-2/IL	POS/R-7	47.45	122	Above
X1	387-061-11	8355 Graves Ave	R-14	GC	3.69	N/A	N/A
X2	387-061-12	Graves Ave	R-14	GC	2.26	N/A	N/A

\*By-Right Housing Site



# Figure 1: Rezone Sites Location Map





**RESOLUTION NO.** [Click to enter NO.](#)

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA  
ADOPTING ENVIRONMENTAL FINDINGS AND A STATEMENT OF OVERRIDING  
CONSIDERATIONS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY  
ACT, CERTIFYING THE CITY OF SANTEE HOUSING ELEMENT REZONE  
PROGRAM IMPLEMENTATION FINAL PROGRAM ENVIRONMENTAL IMPACT  
REPORT (SCH #2021100263), ADOPTING THE MITIGATION MONITORING AND  
REPORTING PROGRAM, AND APPROVING THE PROJECT**

**WHEREAS**, on July 14, 2021, the City Council for the City of Santee (“City”) adopted the Sixth Cycle Housing Element, which covers the planning period from April 15, 2021 to April 15, 2029; and

**WHEREAS**, after adoption, the Housing Element was retransmitted to the Department of Housing and Community Development (“HCD”), which determined that additional information and programs related to Affirmatively Furthering Fair Housing (“AFFH”) were needed; and

**WHEREAS**, the City provided additional demographic analysis related to AFFH and expanded on AFFH programs with measurable action items; and

**WHEREAS**, HCD issued a determination letter on April 14, 2022, finding that once adopted, revisions would result in the City’s Housing Element being fully compliant with State Housing Element Law; and

**WHEREAS**, on May 11, 2022, the City Council adopted the revised Sixth Cycle Housing Element; and

**WHEREAS**, an essential component of the Housing Element is the Sites Inventory, which identifies suitable sites throughout the City that can adequately accommodate the required housing capacity set forth by the City’s Regional Housing Needs Allocation, which for the 2021-2029 Sixth Cycle planning period is 1,219 housing units; and

**WHEREAS**, the Sixth Cycle Housing Element includes Program 9, which commits the City to evaluate candidate housing sites and rezone as appropriate to achieve adequate housing capacity; and

**WHEREAS**, the City is rezoning selected sites throughout the City, to permit by-right (without discretionary action) multi-family development that provides qualifying low-income units, as part of the implementation of the Sixth Cycle Housing Element (“Project”); and

**WHEREAS**, the Project would require General Plan Amendment GPA2021-2, Town Center Specific Plan Amendment TCSPA2021-2, Rezone R2021-2, and Zoning Amendment ZA2021-2; and

**WHEREAS**, pursuant to section 21067 of the Public Resources Code, and section 15367 of the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.), the City is the lead agency for the proposed Project; and

**WHEREAS**, in accordance with State CEQA Guidelines section 15082, on November 15, 2021, the City sent to the Office of Planning and Research and each responsible and trustee agency a Notice of Preparation (“NOP”) stating that an Environmental Impact Report (State Clearinghouse Number #2021100263 would be prepared; and

**WHEREAS**, one comment letter was received in response to the NOP; and

**WHEREAS**, pursuant to Public Resources Code section 21083.9 and State CEQA Guidelines sections 15082(c) and 15083, the City held a duly noticed Scoping Meeting on November 3, 2021, to solicit comments on the scope of the environmental review of the proposed Project; and

**WHEREAS**, a Draft Environmental Impact Report (“Draft EIR”) was prepared, incorporating the comment received in response to the NOP; and

**WHEREAS**, the Draft EIR determined that mitigation measures were required to mitigate impacts to a less than significant level for the following resource areas: biological resources, cultural and tribal cultural resources, geology/soils, hazards and hazardous materials, noise, utilities and service systems; and

**WHEREAS**, the Draft EIR further concluded that despite the incorporation of all feasible mitigation measures, the proposed Project would nonetheless result in significant and unavoidable impacts relating to air quality, land use and planning, noise, and transportation; and

**WHEREAS**, in accordance with State CEQA Guidelines section 15085, a Notice of Completion was prepared and filed with the Office of Planning and Research on June 17, 2022; and

**WHEREAS**, as required by State CEQA Guidelines section 15087(a), the City provided Notice of Availability of the Draft EIR to the public at the same time that the City sent Notice of Completion to the Office of Planning and Research, on June 17, 2022; and

**WHEREAS**, during the public comment period, copies of the Draft EIR and technical appendices were available for review and inspection at Department of Development Services (Building 4), City Clerk’s Office (Building 3), the City’s website, and at the Santee County Library; and

**WHEREAS**, pursuant to State CEQA Guidelines section 15087(e), the Draft EIR was circulated for at least a 45-day public review and comment period from June 17, 2022 to August 1, 2022; and

**WHEREAS**, during the public review and comment period, the City consulted with and requested comments from all responsible and trustee agencies, other regulatory agencies, and others pursuant to State CEQA Guidelines section 15086; and

**WHEREAS**, the City received one written comment letter on the Draft EIR; and

**WHEREAS**, pursuant to Public Resources Code section 21092.5, the City provided copies of its responses to the commenting public agency at least ten (10) days prior to the City's consideration of the Final EIR on October 12, 2022; and

**WHEREAS**, on October 7, 2022, the City released the Final EIR ("Final EIR"), which consists of the Draft EIR, all technical appendices prepared in support of the Draft EIR, all written comment letters received on the Draft EIR, written responses to all written comment letters received on the Draft EIR) and errata to the Draft EIR and technical appendices; and

**WHEREAS**, the "EIR" consists of the Final EIR and its attachments and appendices, as well as the Draft EIR and its attachments and appendices (as modified by the Final EIR); and

**WHEREAS**, all potentially significant adverse environmental impacts were sufficiently analyzed in the EIR; and

**WHEREAS**, as contained herein, the City has endeavored in good faith to set forth the basis for its decision on the Project; and

**WHEREAS**, all of the requirements of the Public Resources Code and the State CEQA Guidelines have been satisfied by the City in connection with the preparation of the EIR) which is sufficiently detailed so that all of the potentially significant environmental effects of the Project have been adequately evaluated; and

**WHEREAS**, the EIR prepared in connection with the Project sufficiently analyzes the Project's potentially significant environmental impacts and, although no significant and unavoidable impacts were identified, the EIR analyzes a range of feasible alternatives capable of reducing these effects to an even lesser level of significance; and

**WHEREAS**, the City has made certain findings of fact, as set forth in **Exhibit A** to this Resolution, attached hereto and incorporated herein, based upon the oral and written evidence presented to it as a whole and the entirety of the administrative record for the Project, which are incorporated herein by this reference; and

**WHEREAS**, the City finds that environmental impacts that are identified in the EIR as less than significant and do not require mitigation are described in **Section II of Exhibit A**; and

**WHEREAS**, the City finds that environmental impacts that are identified in the EIR that are less than significant with incorporation of mitigation measures are described in **Section III of Exhibit A**; and

**WHEREAS**, the City finds that even with the incorporation of all feasible mitigation measures, the environmental impacts that are identified in the EIR that are significant and unavoidable are described in **Section IV of Exhibit A**; and

**WHEREAS**, the cumulative impacts of the Project identified in the EIR and set forth herein, are described in **Section V of Exhibit A**; and

**WHEREAS**, the potential significant irreversible environmental changes that would result from the proposed Project identified in the EIR and set forth herein, are described in **Section VI of Exhibit A**; and

**WHEREAS**, the existence of any growth-inducing impacts resulting from the proposed Project identified in the EIR and set forth herein, are described in **Section VII of Exhibit A**; and

**WHEREAS**, alternatives to the proposed Project that might further reduce the already less than significant environmental impacts are described in **Section VIII of Exhibit A**; and

**WHEREAS**, because the EIR identified significant and unavoidable impacts, the City Council explains its reasoning for recommending the adoption of the Project despite those impacts in the Statement of Overriding Considerations are set forth herein, as described in **Section IX of Exhibit A**; and

**WHEREAS**, all the mitigation measures identified in the EIR and necessary to reduce the potentially significant impacts of the proposed Project to a level of less than significant are set forth in the Mitigation Monitoring and Reporting Program (MMRP) in **Exhibit B** to this Resolution, attached hereto and incorporated herein; and

**WHEREAS**, prior to taking action, the City has heard, been presented with, reviewed and considered all of the information and data in the administrative record, including but not limited to the EIR) and all oral and written evidence presented to it during all meetings and hearings; and

**WHEREAS**, the EIR reflects the independent judgment of the City and is deemed adequate for purposes of making decisions on the merits of the Project; and

**WHEREAS**, no comments made in the public hearings conducted by the City and no additional information submitted to the City have produced substantial new information requiring recirculation of the EIR or additional environmental review of the Project under Public Resources Code section 21092.1 and State CEQA Guidelines section 15088.5; and

**WHEREAS**, on October 12, 2022, the City conducted a duly noticed public hearing on this Resolution, at which time all persons wishing to testify were heard and the Project was fully considered; and

**WHEREAS**, all other legal prerequisites to the adoption of this Resolution have occurred.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SANTEE:**

**SECTION 1.** The above recitals are true and correct and incorporated herein by reference.

**SECTION 2.** The City Council hereby finds that it has been presented with the EIR, which it has reviewed and considered, and further finds that the EIR is an accurate and objective statement that has been completed in full compliance with CEQA and the State CEQA Guidelines. The City Council finds that the EIR reflects the independent judgment and analysis of the City. The City Council declares that no evidence of new significant impacts or any new information of “substantial importance” as defined by State CEQA Guidelines section 15088.5, has been received by the City after circulation of the Draft EIR that would require recirculation. Therefore, the City Council hereby certifies the EIR based on the entirety of the record of proceedings.

**SECTION 3.** The City Council hereby adopts the “CEQA Findings of Fact” where were prepared in accordance with State CEQA Guidelines sections 15091 and which are attached hereto as Exhibit A and incorporated herein by this reference.

**SECTION 4.** Pursuant to Public Resources Code section 21081.6, the City Council hereby adopts the Mitigation Monitoring and Reporting Program attached hereto as **Exhibit B** and incorporated herein by this reference. Implementation of the Mitigation Measures contained in the Mitigation Monitoring and Reporting Program is hereby made a condition of approval of the Project. In the event of any inconsistencies between the Mitigation Measures set forth in the EIR or the Findings of Fact and the Mitigation Monitoring and Reporting Program, the Mitigation Monitoring and Reporting Program shall control.

**SECTION 5.** Based upon the entire record before it, including the EIR, Findings of Fact, and all written and oral evidence presented, the City Council hereby approves the Project.

**SECTION 6.** The documents and materials that constitute the record of proceedings on which this Resolution has been based are located at City Hall, 10601 N. Magnolia Avenue, Santee, CA 92071. The custodian for these records is the Department of Development Services. This information is provided pursuant to Public Resources Code section 21081.6.

**SECTION 7.** City staff shall cause a Notice of Determination to be filed and posted with the County Clerk and the State Clearinghouse within five working days of the adoption of this Resolution.

**APPROVED AND ADOPTED** this 12th day of October, 2022.

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

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**JOHN W. MINTO, MAYOR**

**ATTEST:**

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**ANNETTE ORTIZ, CMC, CITY CLERK**

**EXHIBIT A**  
**CEQA FINDINGS OF FACT**

The California Environmental Quality Act (Pub. Resources Code, § 21000 et seq.) (CEQA) requires that public agencies shall not approve or carry out a project for which an environmental impact report (“EIR”) has been certified that identifies one or more significant adverse environmental effects of a project unless the public agency makes one or more written Findings for each of those significant effects, accompanied by a brief explanation of the rationale for each Finding (State CEQA Guidelines [Cal. Code Regs., tit. 14, § 15000 et seq.], § 15091). This document presents the CEQA Findings of Fact made by City of Santee, in its capacity as the CEQA lead agency, regarding the City of Santee Housing Element Rezone Program Implementation PEIR (“Project”), evaluated in the Draft Program Environmental Impact Report (“Draft PEIR”) and Final Program Environmental Impact Report (“Final PEIR”) for the Project.

**SECTION I.**  
**INTRODUCTION**

Public Resources Code section 21002 states that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]” Section 21002 further states that the procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects.”

Pursuant to section 21081 of the Public Resources Code, a public agency may only approve or carry out a project for which an EIR has been completed that identifies any significant environmental effects if the agency makes one or more of the following written finding(s) for each of those significant effects accompanied by a brief explanation of the rationale for each finding:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

As indicated above, section 21002 requires an agency to “avoid or substantially lessen” significant adverse environmental impacts. Thus, mitigation measures that “substantially lessen” significant environmental impacts, even if not completely avoided,

satisfy section 21002's mandate. (*Laurel Hills Homeowners Assn. v. City Council* (1978) 83 Cal.App.3d 515, 521 ["CEQA does not mandate the choice of the environmentally best feasible project if through the imposition of feasible mitigation measures alone the appropriate public agency has reduced environmental damage from a project to an acceptable level"]; *Las Virgenes Homeowners Fed., Inc. v. County of Los Angeles* (1986) 177 Cal. App. 3d 300, 309 ["[t]here is no requirement that adverse impacts of a project be avoided completely or reduced to a level of insignificance . . . if such would render the project unfeasible".])

While CEQA requires that lead agencies adopt feasible mitigation measures or alternatives to substantially lessen or avoid significant environmental impacts, an agency need not adopt infeasible mitigation measures or alternatives. (Pub. Resources Code, § 21002.1(c) [if "economic, social, or other conditions make it infeasible to mitigate one or more significant effects on the environment of a project, the project may nonetheless be carried out or approved at the discretion of a public agency"]; see also State CEQA Guidelines, § 15126.6(a) [an "EIR is not required to consider alternatives which are infeasible"].) CEQA defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (Pub. Resources Code, § 21061.1.) The State CEQA Guidelines add "legal" considerations as another indicia of feasibility. (State CEQA Guidelines, § 15364.) Project objectives also inform the determination of "feasibility." (*Jones v. U.C. Regents* (2010) 183 Cal. App. 4th 818, 828-829.) "[F]easibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) "Broader considerations of policy thus come into play when the decision making body is considering actual feasibility[.]" (*Cal. Native Plant Soc'y v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1000 ("*Native Plant*"); see also Pub. Resources Code, § 21081(a)(3) ["economic, legal, social, technological, or other considerations" may justify rejecting mitigation and alternatives as infeasible] (emphasis added).)

Environmental impacts that are less than significant do not require the imposition of mitigation measures. (*Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337, 1347.)

The California Supreme Court has stated, "[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 576.) In addition, perfection in a project or a project's environmental alternatives is not required; rather, the requirement is that sufficient information be produced "to permit a reasonable choice of alternatives so far as environmental aspects are concerned." Outside agencies (including courts) are not to "impose unreasonable extremes or to interject [themselves] within the area of discretion



as to the choice of the action to be taken.” (*Residents Ad Hoc Stadium Com. v. Board of Trustees* (1979) 89 Cal.App.3d 274, 287.)

**SECTION II.**  
**FINDINGS REGARDING ENVIRONMENTAL**  
**IMPACTS NOT REQUIRING MITIGATION**

The City Council hereby finds that the following potential environmental impacts of the Project are less than significant and therefore do not require the imposition of Mitigation Measures.

**A. AESTHETICS**

**1. Scenic Vistas**

Threshold: Would the Project have a substantial adverse effect on a scenic vista?

Finding: Less than significant. (Draft PEIR, pp. 4.1-12 through 4.1-14)

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

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

Several large sites near the San Diego River including Sites 17, 18, 16A, 16B, 20A, and 20B are largely undeveloped open lands. Sites 17 and 18 are large vacant sites located north of the San Diego River (within the Town Center). The proposed rezoning of these sites would change zoning from TC-R-30 to TC-R-14, which more

accurately reflects the likely development intensity that can be accommodated considering necessary constraints. Development within these sites could impede views to and from the river. Similarly, development of Sites 16A, 16B, 20A, and 20B would support multi-family development within the Town Center. While these sites are largely surrounded by development, their development could affect visibility to the San Diego River.

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

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

- Site Buildings to Avoid Crowding. Where multiple buildings are proposed, the minimum building separation shall be 10 feet in accordance with Section 13.10.040(G).
- Site and Design Buildings to Avoid Repetitions of Building or Roof Lines. This may be achieved through: variation in building setback; wall plane offsets; use of different colors and materials on exterior elevations for visual relief; and architectural projections above maximum permitted height in accordance with Section 13.10.050(C).
- In the Urban Residential (R-30) zone, for each five-foot increase in building height over 45 feet, the wall plane shall be stepped back an additional five feet.

- Where adjacent to a single-family residential zone, design buildings to ensure a transition in scale, form, and height with adjacent residential properties. Setbacks are required in accordance with Table 13.10.040A. Designs may incorporate elements such as building massing and orientation, location of windows, building story stepbacks, building materials, deep roof overhangs, and other architectural features that serve to further transition the scale.
- Projects shall be designed so that assigned parking spaces are located as close as practicable to the dwelling units they serve. Refer to Section 13.24.030(B) for additional parking standards.
- The visual impact of surface parking areas adjacent to public streets shall be minimized through the use of mounded or dense landscape strips or low decorative masonry or stucco walls no more than three and one-half feet in height. Parking areas shall be treated with decorative surface elements to identify pedestrian paths, nodes and driveways.

In addition to the above design review requirements, development adjacent to the San Diego River would be subject to applicable Draft Subarea Plan setback and buffer requirements incorporated as in **Mitigation Measure BIO-6**. Additionally, as detailed in Municipal Code Section 13.08.010, the purpose of development review includes, but is not limited to, ensuring property is developed in a manner which respects the physical and environmental characteristics of each site and ensuring that each new development is designed to best comply with the intent and purpose of the zone in which the property is located and with the General Plan of the City. To that end, there are General Plan policies in the Community Enhancement and Conservation Elements of the City's General Plan that support preservation of scenic vistas. For example, future development is encouraged to preserve significant natural features, such as watercourses, ridgelines, steep canyons, and major rock outcroppings (City of Santee 2003b, Conservation Element). Additionally, development within the Town Center Specific Plan areas would be required to adhere to supplemental development regulations which include design guidelines for the planning area.

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

## 2. Scenic Resources

Threshold: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Finding: Less than significant. (Draft PEIR, pp. 4.1-14 through 4.1-15)

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

Mission Gorge Road is designated as a Local Scenic Road in the City's General Plan. While the City does not include any officially designated existing State Scenic Highways within its boundaries, the segments that traverse the City merit consideration for designation and General Plan Policy 9.9 encourages the City to explore pursuing this designation. As shown in Figure 4.1-2, several Rezone Sites are located near the locally designated Mission Gorge Road. Specifically, Rezone Sites 29, 30, 15 and 16B may be visible from Mission Gorge Road. The remaining Rezone Sites are sufficiently set back from the road with intervening development such that they would not change the scenic environment as viewed from the roadway. Additionally, Rezone Sites 24 and 25 would be visible from the segment of SR-52 through the City which is eligible for State Scenic Designation.

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

All future development at Rezone Sites would be subject to the requirement for Development Review consistent with Municipal Code Chapter 13.08 which would ensure consistency with General Plan policies and applicable design and development review requirements including supplemental development regulations from the Town Center Specific Plan. Application of the Draft PEIR of these

development review requirements would ensure protection of key scenic resources.

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

### 3. Visual Character

Threshold: In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public view of the site and its surroundings?

Finding: Less than significant. (Draft PEIR, pp. 4.1-16 through 4.1-18)

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

Sites 1 through 10 are located near the northern foothills of the City surrounded by both rural residential and undeveloped land, with urban residential development to the south. The sites are currently zoned R-1A and support single-family homes on lots that are between approximately one and five acres. Development of these sites with proposed rezones could result in between eight and twenty-nine new dwelling units per site. The additional density of residential uses could change the aesthetic character of the immediate neighborhood but would not degrade the visual quality. Future development would be required to adhere to General Plan policies, including Community Enhancement Element Policy 13.1 which encourages the maintenance of adequate visual relief from

developed portions of the City. Additionally, all projects would conform to Zoning Ordinance review procedures for development proposals to ensure best practices are used in design and siting, protect and enhance property values, ensure compliance with intent and purpose of each zone. Furthermore, the visual quality and publicly accessible views in this area are of the surrounding mountains which would not be affected by development at Sites 1 through 10.

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

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

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

Site 25 is largely undeveloped with miscellaneous storage buildings, and is surrounded by multi-family housing, a self-storage facility, and



single-family houses. Development of this site consistent with the proposed rezone would result in additional density on-site which could change the aesthetic character of the immediate neighborhood but would not degrade the visual quality. Future development would comply with City policies and regulations as detailed above relating to siting and design of development and maintenance of high quality visual character of the City.

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

Development on the Rezone Sites could result in changes to the visual composition of the sites and surrounding areas; however, through compliance with regulations, impacts related to visual quality would be reduced to less than significant for most sites.

Adherence to regulatory requirements including Development Review consistent with Municipal Code Chapter 13.08 implementation and Town Center Specific Plan development regulations would ensure that future development would not substantially degrade scenic resources. Impacts for both ministerial and discretionary development on Rezone Sites would be less than significant.

#### **4. Light and Glare**

Threshold: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Finding: Less than significant. (Draft PEIR, pp. 4.1-18 through 4.1-19)

Explanation: Development of the Rezone Sites could introduce new sources of light and glare, from increased development intensity. However, a majority of the Rezone Sites are located in urbanized areas. Existing sources of light that would be similar to light introduced with new development. Additionally, both ministerial and discretionary development within the sites would be required to comply with SMC standards related to light and glare (Chapter 13.08.070(G)), which requires that outdoor lighting be directed away from adjacent properties and set in a way to avoid any detriment to the surrounding area. Additionally, the Community Enhancement Element includes the standard for lighting and signage to minimize spillover of lighting through use of directional, cut-off and non-glare fixtures. General Plan policies would be implemented through the required development review process.

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

## **B. AGRICULTURE AND FOREST RESOURCES**

### **1. Farmland Conversion**

Threshold: Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide significance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Finding: No impact. (Draft PEIR, p. 8-1)

Explanation: The FMMP classifies the majority of the Rezone Sites as “Urban and Built Up Land,” “Other Land,” and “Grazing Land.” The areas classified as “Grazing Lands” are not considered a significant farmland resource under CEQA. A few Rezone Sites are classified as “Farmland of Local Importance”; however, there is no recent history of agricultural use at these sites. Therefore, no impacts would occur.

### **2. Agricultural Zoning**

Threshold: Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Finding: No impact. (Draft PEIR, p. 8-1)

Explanation: The FMMP classifies the majority of the Rezone Sites as “Urban and Built Up Land,” “Other Land,” and “Grazing Land.” The areas classified as “Grazing Lands” are not considered a significant farmland resource under CEQA. A few Rezone Sites are classified as “Farmland of Local Importance”; however, there is no recent history of agricultural use at these sites. There are no lands protected by a Williamson Act Contract within the City. Therefore, no impacts would occur.

### **3. Forestland Zoning**

Threshold: Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Finding: No impact. (Draft PEIR, p. 8-1)

Explanation: There is no forestland within the City, and the City does not possess any zoning classifications for forestland, timberland, or timberland production zones. Therefore, no impacts would occur.

#### **4. Loss of Forest Land**

Threshold: Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

Finding: No impact. (Draft PEIR, p. 8-1)

Explanation: There is no forestland within the City, and the City does not possess any zoning classifications for forestland, timberland, or timberland production zones. Therefore, no impacts would occur.

#### **5. Conversion of Farmland or Forestland**

Threshold: Would the Project 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?

Finding: No impact. (Draft PEIR, p. 8-1)

Explanation: A few Rezone Sites are classified as “Farmland of Local Importance”; however, there is no recent history of agricultural use at these sites. There are no lands protected by a Williamson Act Contract within the City. Additionally, there is no forestland within the City, and the City does not possess any zoning classifications for forestland, timberland, or timberland production zones. Therefore, no impacts to agricultural and forestry resources would occur.

### **C. AIR QUALITY**

#### **1. Sensitive Receptors**

Threshold: Would the Project expose sensitive receptors to substantial pollutant concentrations?

Finding: Less than significant. (Draft PEIR, pp. 4.2-23 through 4.2-27)

Explanation: The project includes future development of residential and associated commercial uses which are generally not a source of TACs. However, implementation of the project would have the potential siting of new sensitive receptors, such as new homes in close proximity to existing sources of TAC and PM2.5 emissions,

such as near freeways. The following discussion provides an analysis of the potential for the project to result in CO hot spots and expose sensitive receptors to TACs.

### **Localized Carbon Monoxide Hot Spots**

Due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO. Therefore, more recent screening procedures based on more current methodologies have been developed. The Sacramento Metropolitan Air Quality Management District developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed a screening threshold in 2010 which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. This analysis conservatively assesses potential CO hot spots using the SCAQMD screening threshold of 31,600 vehicles per hour. Based on the year 2050 traffic modeling prepared for buildout of the project, daily roadway segment volumes would be as high as approximately 52,000 average daily traffic. Based on regional traffic patterns and Caltrans peak hour traffic counts, peak hour volumes are generally 10 percent or less of the daily traffic volumes (Caltrans 2020). Therefore, no intersection is anticipated to have peak hour turning movements exceeding 31,600 vehicles per hour. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations associated with CO hot spots, and impacts would be less than significant.

### **Toxic Air Emissions**

#### ***Construction***

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

Generation of DPM from construction projects typically occurs in a single area for a short period. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (Office of Environmental Health

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

### ***Stationary Sources***

The project would not result in the construction and operation of a stationary source of TACs. Various uses, such as dry cleaners and gasoline-dispensing facilities, have the potential to be substantial stationary sources that would require a permit from the SDAPCD. In April 2005, CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005). The handbook makes recommendations directed at protecting sensitive land uses from air pollutant emissions, while balancing a myriad of other land use issues (e.g., housing, transportation needs, economics, etc.). It notes that the handbook is not regulatory or binding on local agencies and recognizes that application takes a qualitative approach. Table 4.2-7 of the Draft PEIR summarizes the recommended siting distances from various facilities.

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

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

### **Mobile Sources**

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

Based on the year 2050 traffic modeling prepared for buildout of the project, SR-52, SR-67, and SR-125 would carry more than 100,000 vehicles per day, and the segment of Mission Gorge Road between SR-125 and Fanita Drive would carry more than 50,000 vehicles per day. Rezone Sites 24 and 25 are both located within 500 feet of SR-52. All other Rezone Sites are located more than 500 feet from freeways and the segment of Mission Gorge Road. However, CARB notes that these recommendations are advisory and should not be interpreted as defined "buffer zones," and that local agencies must balance other considerations such as transportation needs, the benefits of urban infill, community economic development priorities, and other quality-of-life issues. With careful evaluation of exposure, health risks, and affirmative steps to reduce risk, where necessary, CARB's position is that infill development, mixed-use, higher-density, transit-oriented development, and other concepts that benefit regional air quality can be compatible with protecting the health of individuals at the neighborhood level. Additionally, measures can be incorporated into future site-specific project design that would reduce the level of exposure for future residents. The CAPCOA published a guidance document, *Health Risk Assessments for Proposed Land Use Projects*, which provides recommended measures that reduce concentrations of DPM (CAPCOA 2009). These include planting vegetation between the receptor and the freeway, constructing barriers between the receptor and the freeway, and installing newer

electrostatic filters in adjacent receptor buildings. Application of appropriate screening measures would be ensured through a site-specific environmental review for discretionary projects. For ministerial and discretionary projects, the City's has landscaping requirements that include landscape screening along street edges and at front, rear, and side yard setbacks, in addition to landscaping at outdoor group open space areas. Additionally, the 2019 California Building Code – Title 24 requires that all new residential uses include improved air filtration systems. Filters are categorized according to minimum efficiency reporting value (MERV) rating. The higher the MERV rating, the better the filtration. MERV-13 filters are effective at filtering DPM. MERV-13 filters are at least 85 percent efficient at capturing DPM (American Society of Heating, Refrigeration and Air-Conditioning Engineers 2022). The 2019 Title 24 requires the installation of MERV-13 filters or greater. Therefore, with application of the City's landscaping requirements for new development, whether discretionary or by-right, in addition to application of the 2019 Title 24 requirements for air filtration, future residential uses would not be exposed to substantial levels of DPM from proximity to freeways and busy roadways. The project would not expose sensitive receptors to substantial pollutant concentrations associated with mobile source emissions and impacts would be less than significant.

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

## 2. Other Adverse Emissions

Threshold: Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Finding: Less than significant. (Draft PEIR, pp. 4.2-27 through 4.2-28)

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

Emissions from construction equipment, such as diesel exhaust, and VOCs from architectural coatings and paving activities may generate odors; however, these odors would be temporary, intermittent, and not expected to affect a substantial number of people. Additionally,



noxious odors would be confined to the immediate vicinity of construction equipment. By the time such emissions reach a receptor (e.g., people in residential units, day care centers, schools, nursing homes), they would be diluted to well below any level of air quality concern. Therefore, construction would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people, and impacts would be less than significant.

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

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

## **D. BIOLOGICAL RESOURCES**

### **1. Local Policies and Ordinances**

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

Finding: Less than significant. (Draft PEIR, p. 4.3-29)

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

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

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

## 2. **Habitat Conservation Plans**

Threshold: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Finding: Less than significant. (Draft PEIR, p. 4.3-28)

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

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

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

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

## E. **CULTURAL RESOURCES**

### 1. **Human Remains**

Threshold: Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?

Finding: Less than significant. (Draft PEIR, pp. 4.4-18 through 4.4-19)

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

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

**F. ENERGY**

**1. Wasteful Use of Energy**

Threshold: Would the Project result in potentially significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Finding: Less than significant. (Draft PEIR, pp. 8-2 through 8-4)

Explanation: **Construction.** Construction grading and construction activities consume energy through the operation of heavy off-road equipment, trucks, and worker traffic. At the program-level, it is too speculative to quantify total construction-related energy consumption of future development, either in total or by fuel type. Energy used during future construction of the project areas is not considered significant given typical energy use associated with the type of development proposed and short-term nature of the energy consumption. There are no conditions in the project areas that would require non-standard equipment or construction practices that would increase fuel-energy consumption above typical rates. Consistent with state requirements, all construction equipment would meet California Air Resources Board (CARB) Tier 3 In-Use Off-Road Diesel Engine Standards. Engines are required to meet certain emission standards, and groups of standards are referred to as Tiers. A Tier 0 engine is unregulated with no emission controls, and each progression of standard level (i.e., Tier 1, Tier 2, Tier 3, etc.) generate lower emissions, use less energy, and are more advanced technologically than the previous tier. CARB's Tier 3 In-Use Off-Road Diesel Engine Standards requires that construction equipment fleets become cleaner and use less energy over time. Therefore, the project would not result in a wasteful and inefficient use of energy resources during the construction of future development, and impacts would be less than significant.

**Long-term Operations.** Long-term operational energy use associated with buildout of residential housing at the Rezone Sites includes fuel consumption of vehicles; electricity and natural gas consumption by residents and commercial operations, and energy consumption related to obtaining water. However, anticipated housing will be multi-family housing which is a more efficient way to provide housing than lower density single-family development. Although the project would provide capacity for future housing development that could increase energy use, energy demand of future residential development would be consistent with energy demand for multi-family housing within other cities in the region and would not be associated with inefficient or wasteful energy use.

Implementation of the project would not result in any unusual characteristics that would result in excessive long-term operational building energy demand. Future development associated with implementation of residential development at the Rezone Sites would be subject to compliance with the California Building Code (Title 24) which aims to reduce excessive and inefficient energy use. The California Building Code is regularly updated and includes higher energy-efficiency standards in comparison to other states. Individual development projects in the City would be required to comply with applicable federal, state, and local energy and building regulations, including the requirements of the Sustainable Santee Plan.

*Transportation.* Buildout of the Rezone Sites would consume energy associated transportation uses. Trips by individuals traveling to, from, and within the project area would largely rely on passenger vehicles or public transit. Passenger vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. Public transit would be powered by diesel or natural gas, and could potentially be fueled by electricity. Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Over time, fuel economy standards have increased and reduced the greenhouse gas emissions footprint of vehicles. The project would result in a reduction in vehicle miles traveled (VMT) per capita which would move the City in the direction of reducing VMT citywide, although a significant VMT impact would still result due to the fact that VMT per capita would be greater than 85 percent of the regional average. The higher VMT per capita in Santee compared to the County of San Diego is representative of major job centers being located in other areas of the County and Santee residents relying heavily on commutes to job centers in other cities. Although the City has a less efficient VMT per capita when compared to the region, this does not indicate that the project would result in a wasteful or inefficient use of transportation-related energy since the growth is planned and needed to meet the City's Regional Housing Needs Allocation (RHNA) obligations. By locating housing at existing retail sites and developing retail uses along with multi-family residential uses at the Rezone Sites, non-commute vehicle trips may be reduced. The City shall ensure that future projects are compliant with Mobility Element Policies 9.1 through 9.5, which encourage the use of Transportation

Demand Management (TDM) strategies, such as ride sharing programs, flexible work schedule programs, and incentives for employees to use transit. Future projects would be required to comply with the Sustainable Santee Plan by promoting non-motorized transportation options, improving bicycle transit, installing electric vehicle charging stations, and improving traffic flow. This would be demonstrated through completion of the Sustainable Santee Plan Consistency Checklist. Additionally, alternative transportation modes, such as walking, cycling, and public transit are encouraged to reduce peak hour vehicular trips, save energy, and improve air quality. Therefore, the project would not create a land use pattern that would result in a wasteful, inefficient, or unnecessary use of transportation-related energy, and impacts would be less than significant.

## 2. Energy Efficiency Plans

Threshold: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Finding: Less than significant. (Draft PEIR, pp. 8-4 through 8-5)

Explanation: Non-transportation energy use would be associated with electricity and natural gas. The Renewables Portfolio Standard (RPS) promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by Executive Orders S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, Senate Bill (SB) 2 (1X) codified California's 33 percent RPS goal. SB 350 (2015) increased California's renewable energy mix goal to 50 percent by year 2030. SB 100 (2018) further increased the standard set by SB 350 establishing the RPS goal of 44 percent by the end of 2024, 52 percent by the end of 2027, and 60 percent by 2030. The City is served by San Diego Gas & Electric (SDG&E). Based on the most recent annual report, SDG&E has already procured 44 percent (California Public Utilities Commission [CPUC] 2019) renewable energy and is on track to procure 60 percent by 2030 as outlined in SDG&E's 2019 RPS Procurement Plan. The California Code of Regulations, Title 24, is referred to as the California Building Code (CBC). It consists of a compilation of several distinct standards and codes related to building construction, including plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility, and so

on. Of particular relevance to greenhouse gas reductions are the CBC's energy efficiency and green building standards as outlined below. Title 24, Part 11 of the California Code of Regulations is CALGreen. Beginning in 2011, CALGreen instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial and low-rise residential buildings, state-owned buildings, schools, and hospitals. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory requirements and may adopt CALGreen with amendments for stricter requirements. Future development would, at a minimum, be required to comply with the mandatory measures included in the current 2019 Energy Code (California Code of Regulations, Title 24, Part 6) and the 2019 CALGreen standards. The mandatory standards require the following:

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

Similar to the compliance reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen operational water reduction requirements must be demonstrated through completion of water use reporting forms for new low-rise residential and non-residential buildings. The water use compliance form must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate. The project does not involve any unusual characteristics that would result in excessive long-term operational demand for electricity or natural gas. The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and RPS, and the applicable local plan is the General Plan. All future development projects would be required to meet the mandatory energy

requirements of 2019 CALGreen and the 2019 California Energy Code, at a minimum. Future projects would be required to comply with the Sustainable Santee Plan by increasing energy efficiency and installing solar photovoltaic systems. This would be demonstrated through completion of the Sustainable Santee Plan Consistency Checklist. The project would not conflict with or obstruct implementation of CALGreen and the California Energy Code, or with SDG&E's implementation of RPS. Project adherence with state and federal regulations and the Sustainable Santee Plan goals will guide reductions in the City's collective long-term operational energy use. Impacts relative to the inefficient, wasteful, or unnecessary consumption of energy would be less than significant.

The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and RPS, and the applicable local plan is the Sustainable Santee Plan. The project would be required to meet the mandatory energy requirements of 2019 CALGreen and the 2019 California Energy Code. The project would not conflict with or obstruct implementation of CALGreen and the California Energy Code, or with SDG&E's implementation of RPS. Additionally, future development would be consistent with Sustainable Santee Plan Goals and Implementing Measures. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

## **G. GEOLOGY AND SOILS**

### **1. Fault Rupture**

Threshold: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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; strong seismic ground shaking; seismic-related ground failure including liquefaction; or landslides?

Finding: Less than significant. (Draft PEIR, pp. 4.5-11 through 4.5-13)

Explanation: **Fault Rupture.** The City is not located within an Alquist-Priolo Fault Zone and no active or potentially active faults are known to occur within or adjacent to the City; however, like all other areas in California, the City is subject to periodic seismic shaking due to earthquakes along remote or regional active faults. Thus, all development within the Rezone Sites would be susceptible to



damage due to the seismically active nature of the region. However, future development, whether discretionary or by-right, would be required to comply with the City's General Plan Safety Element policies identified below.

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

The above policies are implemented through Section 11.40.130 of the City's Municipal Code which specifies that a preliminary soils engineering report must be submitted with the application for a grading permit. A preliminary geological investigation and report is required for all land development projects designated as Group I or Group II as defined in the Safety Element. In addition, conformance to building construction standards for seismic safety within the CBC would ensure that new structures would be able to withstand seismic events within the City. Specifically, the CBC provides minimum standards relating to building design and construction to protect structural damage and hazards that could occur from seismic shaking. Therefore, adherence to General Plan Safety Element policies, the City's Municipal Code, and the CBC would ensure that future development within the Rezone Sites would not cause substantial adverse effects associated with fault rupture, and impacts would be less than significant.

**Ground Shaking.** No active or potentially active faults are known to occur within or adjacent to the City, however, like all other areas in California the City is subject to periodic seismic shaking due to the earthquakes along remote or regional active faults. Thus, all development within the Rezone Sites would be susceptible to damage due to the seismically active nature of the region. The project would increase the allowable number of people and

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

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

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

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

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

## 2. Soil Erosion

Threshold: Would the Project result in substantial soil erosion or the loss of topsoil?

Finding: Less than significant. (Draft PEIR, p. 4.5-13)

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

## 3. Unstable Soils

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

Finding: Less than significant. (Draft PEIR, p. 4.5-12)

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

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

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

#### **4. Expansive Soils**

Threshold: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?

Finding: Less than significant. (Draft PEIR, p. 4.5-14)

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

## 5. **Septic Tanks**

Threshold: Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Finding: No impact. (Draft PEIR, p. 4.5-15)

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

## H. HAZARDS AND HAZARDOUS MATERIALS

### 1. **Hazardous Materials**

Threshold: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Finding: Less than significant. (Draft PEIR, pp. 4.7-17 through 4.7-18)

Explanation: While the project does not specifically propose activities such as grading or construction that would have the potential to create a significant hazard to the public or environment, future development within the Rezone Sites could have the potential to directly or indirectly impact the public or environment through such activities. Figure 4.7-1 of the Draft PEIR identifies GeoTracker cleanup sites throughout the City. None of the existing cleanup sites are located within or adjacent to the Rezone Sites; however, future development within the Rezone Sites may result in the transport of hazardous materials during construction (e.g., ACMs, LBPs, and/or contaminated soils). This transport would be limited in duration and would be required to comply with all applicable State and local regulatory measures associated with handling and transport of contaminated or potentially contaminated materials. Additionally, City implementation of General Plan Safety Element Policies support implementation of Citywide safety measures associated with hazardous materials handling. Future development within the Rezone Sites, whether discretionary or by-right would be required to adhere to extensive regulations related to hazardous materials handling and transport. Additionally, implementation of the City's Development Review process would ensure site specific consideration and regulation of the potential for storage, handling, and use of hazardous materials.

Future residential development would not involve the ongoing or routine use of substantial quantities of hazardous materials during operations. Only small quantities of hazardous materials associated with household hazards would be anticipated to occur. Mixed-use development and commercial development associated with the Graves Avenue Sites would likewise be associated with common hazardous materials such as cleaning solvents, fertilizers, pesticides, and other materials used in the regular maintenance and upkeep of the proposed land uses.

Potentially applicable to Rezone Sites with a mixed-use component and/or the Graves Avenue Rezone Sites, HMBPs are required of businesses that handle hazardous substances in amounts greater

than or equal to specified thresholds. The purpose of an HMBP is to minimize hazards to human health and the environment from unplanned, accidental releases of hazardous substances into the air, soil, or surface water. An HMBP must include an emergency response program that serves to manage emergencies at the given facility and prepare response personnel for a variety of conditions. HMBPs are submitted to County of San Diego's DEH Hazardous Materials Division, and are reviewed and updated as necessary every three years, or in the event of an accidental release, change in materials storage location or use, or change in business name, address, or ownership. Additionally, future development associated with the project would have the benefit of City provided household hazardous waste collection programs and City programs that encourage safe and proper disposal of household hazardous waste consistent with General Plan Policies 3.5 and 3.7.

With proper use and disposal of hazardous materials as required by state, regional, and local regulations, the project would not result in hazardous or unhealthful conditions within or in proximity to the Rezone Sites. Compliance with all applicable regulations would ensure impacts associated with use, transport and disposal of hazardous materials would be less than significant.

## **2. Hazards Near Schools**

Threshold: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Finding: Less than significant. (Draft PEIR, p. 4.7-19)

Explanation: CEQA Guidelines, Section 15186(b), stipulates that before certifying an EIR for a project located within 0.25 mile of a school that involves the construction of a facility that might emit hazardous air emissions or handle an extremely hazardous substance, the lead agency is required to consult with and provide written notification to the school district no less than 30 days prior to the certification of the EIR. None of the Rezone Sites are within 0.25 mile of an existing school and consultation with and notification to the Santee School and Grossmont High School Districts would not be required. Therefore, impacts would be less than significant.

Impacts associated with the routine use, transport, and disposal of hazardous materials, and impacts associated with emissions near a school would be less than significant. Impacts associated with the

accidental release of hazardous materials during future buildout of the Rezone Sites would be potentially significant.



### 3. Waste Sites

Threshold: Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Finding: Less than significant impact. (Draft PEIR, p. 4.7-21)

Explanation: None of the Rezone Sites are listed as hazardous materials sites pursuant to Government Code Section 65962.5 (Cortese List). Therefore, it is not expected that grading, excavation, or construction activities would result in the release of hazardous materials associated with contaminated soils or underground tanks. Therefore, the program would not result in conditions leading to any reasonably foreseeable upset or accident involving the release of hazardous materials. Impacts would be less than significant.

### 4. Public Airports

Threshold: 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?

Finding: Less than significant impact. (Draft PEIR, pp. 4.7-21 through 4.7-22)

Explanation: A portion of the City is located within the AIA of Gillespie Field. As shown in Figure 4.7-2, Rezone Sites 15, 16A, 16B, 17, 20A, 20B, 24, 25, and the Graves Avenue Rezone Sites are located within Gillespie Field Review Area 1 and Rezone Sites 11, 12, 17, 18, 19, and 35 are located within Gillespie Field Review Area 2. In addition, Rezone Sites 11, 12, 17, 18, 19, 16A, and 35 are located within MCAS Miramar Review Area 2.

The ALUCP addresses four types of compatibility factors including noise, safety, airspace protection, and overflight. Based on review of each site in relation to the respective ALUCPs, the proposed rezones are not anticipated to result in a safety hazard for people residing or working in the project area.

With specific respect to air safety issues, according to the Gillespie Field and MCAS Miramar ALUCPs (SDCRAA 2010 and 2011),

- Review Area 1 consists of locations where noise and safety concerns may necessitate limitations on the types of land uses actions. Specifically, Review Area 1 encompasses locations exposed to aircraft noise levels of 60 dB CNEL or

greater and areas subject to the safety zones depicted on Figure 4.7-2.

- Review Area 2 consists of locations beyond Review Area 1 but within the airspace and/or overflight notification areas depicted on the maps in the respective ALUCPs. Limits on the heights of structures, particularly in areas of high terrain, are the only restriction on land uses within Review Area 2. For projects within Review Area 2, the recordation of overflight notification documents is also required.

All future development, whether discretionary or by-right located within the Gillespie Field AIA would be reviewed to ensure that design features are incorporated into the site plan to address identified aircraft safety and noise hazards, consistent with General Plan Policy 7.1. Additionally, as applicable, site-specific land use proposals within the AIA would be routed to the ALUC for a compatibility determination as part of the site-specific development review. While individual projects may be incompatible with the Gillespie Field ALUCP due to the proposed rezoning, consultation with the ALUC would be undertaken at the time of specific development proposals. As discussed in Section 4.9 of this EIR, it is possible that individual projects could be found incompatible with the Gillespie Field ALUCP due to density inconsistencies and the City Council could override the ALUCP density limitations in favor of a specific development proposal. Notwithstanding the potential override of ALUCP density limitations, individual projects would be required to obtain a FAA determination of No Hazard to Air Navigation and/or implement FAA conditions that would allow the FAA determination of No Hazard to Air Navigation.

Conformance with applicable City policies, ALUCP design considerations applicable to development with airport safety zones, and compliance with any applicable FAA conditions would ensure that future development within the Rezone Sites located within the Gillespie Field and MCAS Miramar AIA would not result in a safety hazard for people residing or working in the project area. Impacts associated with airport hazards would be less than significant.

## 5. Emergency Plans

Threshold: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Finding: Less than significant impact. (Draft PEIR, p. 4.7-23)

Explanation: The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with state Housing Element Law. Buildout of the Rezone Sites would increase density and create opportunities for new residential mixed-use development in certain areas of the City; resulting in greater population concentrations within neighborhoods. This could result in an increase in demand on emergency evacuation.

The project does not propose any changes in the City's existing circulation network, and no land uses are proposed that would impair implementation of or physically interfere with the City's emergency response plan, evacuation routes; or conflict with any of the Multi-Jurisdictional Hazard Mitigation Plan's specific hazard mitigation goals, objectives, and related potential actions. Specifically, the Multi-Jurisdictional Hazard Mitigation Plan requires each jurisdiction to develop and publish evacuation procedures that are published and available to the public. The City provides educational materials related to emergency preparedness. All residents of the City have access to the materials as well as included in all Community Emergency response Team training and information. Furthermore, applications for all future projects within the Rezone Sites, whether discretionary or by-right, would be reviewed and approved by the Santee Fire Department prior to issuance of building permit. Therefore, buildout of the Rezone Sites would not conflict with emergency response, and impacts would be less than significant.

## 6. Wildland Fires

Threshold: Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Finding: Less than significant impact. (Draft PEIR, p. 4.7-24)

Explanation: The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with state Housing Element Law. Rezone Sites 1 through 10 and 35 are located within the CAL FIRE VHFHSZ. Locating residential land uses adjacent to or within a high fire hazard area can result in increased fire-related risk to people and structures.

Future development located within the VHFHSZ would be required to adhere to California Fire Code Title 19, Division 1, Section 3.07(b), requiring a minimum 30-foot brush clearance around structures for

fire safety. Further codified by the City in Municipal Code Chapter 11.18, all new developments, subdivisions, or tracts that are planned in Fire Hazard Severity Zones and/or Wildland Urban Interface Areas (WUIA) shall have a minimum of 100 horizontal feet of “fuel modified” defensible space between structures and wildland areas. The City’s General Plan policies 4.2 through 4.13 provide guidance for the minimization of fire hazards including ensuring adequate response times, setting standards for emergency access, structural standards, other planning design measures required to be considered in all new development. Additionally, future discretionary projects would require review by the Building Official/Fire Marshal. Adherence to fire code regulations and General Plan policies would ensure impacts associated with risk of wildland fires would be less than significant.

## **I. HYDROLOGY AND WATER QUALITY**

### **1. Water Quality Standards**

Threshold: Would the Project violate any water quality standards or waste discharge requirements?

Finding: Less than significant. (Draft PEIR, p. 4.8-16 through 4.8-18)

Explanation: While the project does not propose the construction of new housing or other development, it provides capacity for future development through rezoning. Future development of the Rezone Sites would have the potential to result in water quality impacts both during construction and from post-construction operation. During construction, development would entail grading and other earth-moving activities. Exposed soils could be eroded and deposited into the surrounding water bodies, increasing the amount of sediment and turbidity in these water bodies. Additionally, chemicals or fuels could accidentally spill and be released into receiving waters, which could adversely alter water chemistry.

As part of long-term operation of projects, water quality impacts could result from use of common household materials used in landscaping and residential uses that may result in the generation of runoff pollutants such as sediments, oils and grease, heavy metals, pesticides, fertilizers, trash and debris, oxygen-demanding substances, and bacteria and viruses, which are typical for residential and mixed uses. In addition, new development would result in greater vehicular use of roadways, which could potentially increase contaminants that would be carried in runoff and discharged into receiving waters. Therefore, nonpoint source pollutants would be the primary contributors to potential water quality degradation as

a result of project buildout. Nonpoint source pollutants could be washed by rainwater from rooftops, landscaped areas, parking areas, and other impervious surfaces into the on-site drainage system.

In addition, the City and most of the Rezone Sites are already highly impervious and were developed largely at a time prior to the regulation of stormwater quality. New development within the sites will have to come into conformance with current water quality regulatory standards. Thus, overall water quality in the post-buildout condition would be similar (if not improved) to existing conditions, except at the undeveloped sites where an increase in impervious surfaces would result, thereby potentially increasing stormwater pollutants into the drainage systems.

Future development, whether discretionary or by right, would be required to adhere to all applicable water quality standards as provided in various water quality regulations and plans including all pertinent requirements of the City's JRMP (including WQIP and MS4 Permit), BMP Design Manual, NPDES General Construction Permit, as well as all regulations related to water quality. The General Construction Permit requires preparation and implementation of a Stormwater Pollution Prevention Plan, which must include erosion and sediment control BMPs that would meet or exceed measures required by the NPDES General Permit, as well as BMPs that control hydrocarbons, trash and debris, and other potential construction-related pollutants. Future projects within the Rezone Sites would comply with the City's General Plan policies requiring the incorporation of construction BMPs for the protection of water quality. Additionally, new development would be required to adhere to the City's Stormwater Ordinance applying source control and site design BMPs as project design features in order to reduce the discharge of pollutants into the stormwater conveyance system.

Therefore, through regulatory compliance impacts related to water quality standards and waste discharge requirements would be less than significant. Likewise, future development within the Rezone Sites would not conflict with or obstruct implementation of a water quality control plan.

While development of the Rezone Sites has the potential to increase the amount of pollutants discharged into surface waters, all future development, whether discretionary or by right, would be subject to federal, state, and local regulations aimed at controlling water quality impacts. Therefore, potential water quality impacts resulting from buildout of the Rezone Sites would be less than significant.

The project does not propose the construction of new housing or other development. Development at the Rezone Sites would occur on a project-by-project basis, resulting in redevelopment of existing developed sites that have existing impervious surfaces; a few sites, however, are currently vacant with pervious surfaces that would allow for groundwater infiltration. Both redevelopment and new development on vacant sites would be required to comply with applicable stormwater management requirements which focus on retention and infiltration of waters on-site, which would provide for ongoing groundwater recharge. Redevelopment within the Rezone Sites with existing development would not result in a substantial change in impervious surfaces as these sites already support some level of development. Additionally, development at all Rezone Sites would be required to comply with the City's General Plan policies and regulations that prioritize infiltration and treatment of stormwater and generally require increased on-site infiltration and higher standards of water quality protection compared to water quality standards that would have been implemented on existing developed sites. Therefore, although development/redevelopment within the Rezone Sites would increase impervious surfaces, prioritization of on-site infiltration would ensure on groundwater recharge, impacts to ground water quality would be less than significant.

While the City does not have a groundwater management plan as one is not required for the City's groundwater basins under the Sustainable Groundwater Management Act, the project would not obstruct implementation of ongoing sustainable use of the City's groundwater resources as the City is not dependent on groundwater (City of Santee 2003b). Therefore, the project would not substantially interfere with groundwater recharge such that the project would impede sustainable groundwater management of the basin. Impacts would be less than significant.

## **2. Groundwater Supplies**

Threshold: Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

Finding: Less than significant. (Draft PEIR, p. 4.8-18)

Explanation: The project does not propose the construction of new housing or other development. Development at the Rezone Sites would occur on a project-by-project basis, resulting in redevelopment of existing developed sites that have existing impervious surfaces; a few sites,

however, are currently vacant with pervious surfaces that would allow for groundwater infiltration. Both redevelopment and new development on vacant sites would be required to comply with applicable stormwater management requirements which focus on retention and infiltration of waters on-site, which would provide for ongoing groundwater recharge. Redevelopment within the Rezone Sites with existing development would not result in a substantial change in impervious surfaces as these sites already support some level of development. Additionally, development at all Rezone Sites would be required to comply with the City's General Plan policies and regulations that prioritize infiltration and treatment of stormwater and generally require increased on-site infiltration and higher standards of water quality protection compared to water quality standards that would have been implemented on existing developed sites. Therefore, although development/redevelopment within the Rezone Sites would increase impervious surfaces, prioritization of on-site infiltration would ensure on groundwater recharge, impacts to ground water quality would be less than significant.

While the City does not have a groundwater management plan as one is not required for the City's groundwater basins under the Sustainable Groundwater Management Act, the project would not obstruct implementation of ongoing sustainable use of the City's groundwater resources as the City is not dependent on groundwater (City of Santee 2003b). Therefore, the project would not substantially interfere with groundwater recharge such that the project would impede sustainable groundwater management of the basin. Impacts would be less than significant.

### **3. Erosion or Siltation**

Threshold: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Finding: Less than significant. (Draft PEIR, pp. 4.8-19 through 4.8-20)

Explanation: Development within the Rezone Sites has the potential to alter drainage patterns by increasing impervious surfaces (additional structures, walkways, and parking areas), which have a lower absorption rate for rainfall than that of vacant natural lands. All future development, whether discretionary or by right, would be required to conform with the City's General Plan policies and new regulatory standards. Specifically, adherence to the City's Stormwater and Grading Ordinances include requirements which focus on retention

and infiltration of waters on-site and avoidance of changes to drainage velocities during both construction and post-construction/operational phases of development. These regulations would ensure avoidance of increases in erosion and siltation.

With respect to construction-related measures, consistent with the Municipal Code Chapters 9.06 and 11.40, all future development proposing one acre or greater of grading would be required to prepare a construction SWPPP describing specific construction BMPs that address pollutant source reduction, and provide erosion control measures necessary to reduce potential pollutant sources. Additionally, post construction, individual projects would be required to ensure the maintenance of post-construction BMPs designed to retain volume and velocity of stormwater, The ongoing erosion control measures would ensure that surface water runoff flows leaving future development sites during both construction and operation of future projects would not carry substantial amounts of sediment to downstream waters. Therefore, through regulatory compliance, impacts related to erosion and siltation associated with development of the Rezone Sites would be less than significant.

#### **4. Flooding**

Threshold: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Finding: Less than significant. (Draft PEIR, p. 4.8-20)

Explanation: Future development could result in increased surface runoff due to the construction of additional structures, walkways, and parking areas within the Rezone Sites. Consistent with the City's General Plan Conservation Element policies and Municipal Code (Chapters 9.06 and 11.40), all future development, whether discretionary or by right, would be required to ensure the maintenance of stormwater flows to ensure the project would not result in increased surface runoff or redirect existing flood flows. Implementation of applicable stormwater BMPs and erosion control measures would be required to retain flows on-site and minimize the velocity of stormwater runoff. Such BMPs could include on-site drainage swales, bioretention features, use of permeable pavers in parking areas and streets, or infiltration basins which also serve as a means for pollutant removal. Additionally, applicable projects would be required to include low impact development (LID) BMPs as discussed in the JRMP to treat



potentially polluted runoff prior to entering the public storm drain system. Project-specific studies would be required to ensure that volume-based treatment LID BMPs are properly sized to infiltrate, filter, or treat the remaining portion of the runoff volume that was not retained or treated by other BMPs to maintain flows and ensure future projects would not redirect flood flows or alter the course of a stream or river. Through these project-specific measures, impacts related to increased or redirected surface runoff associated with development of the Rezone Sites would be less than significant.

## 5. Runoff

Threshold: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantially additional sources of polluted runoff or impede or redirect flood flows?

Finding: Less than significant. (Draft PEIR, p. 4.8-20)

Explanation: Future development of the Rezone Sites would contribute runoff to the existing stormwater drainage system. However, future development, whether discretionary or by right, would be required to adhere to state and local regulation and policies including preparation of project specific Stormwater Quality Management Plans, BMP Plan Sheets, drainage plans, and pollution control plans. Specifically, Municipal Code Section 9.06.250(B) requires priority development projects to include hydromodification management BMPs that are sized and designed to ensure that post-project runoff conditions (flow rates and durations) will not exceed the pre-development runoff conditions by more than 10 percent. This assists in ensuring that stormwater flows would not overwhelm the City's stormwater system. Additionally, the Development Impact Fee and Dedication Ordinance requires new development to provide funds for the installation of needed drainage improvements. Through regulatory compliance and payment of the DIF, impacts related to exceeding the capacity of the stormwater system associated with development of the Rezone Sites would be less than significant.

## 6. Flood Hazard

Threshold: In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to project inundation?

Finding: Less than significant. (Draft PEIR, pp. 4.8-21 through 4.8-22)

Explanation: Rezone Sites 15, 17, 16A, 20A, and 25 are located within or partially within flood hazard areas of the San Diego River. Additionally, as noted in Section 4.8.1.5, a number of Rezone Sites are located within the mapped inundation areas. Riverine flooding impacts could occur from increases in the amount of runoff delivered to the creeks or river, causing an increase to the total flow and pollutant release in the creeks or river. In general, the potential for riverine flooding impacts is addressed through management of local surface runoff. Additionally, the potential for flooding impacts from direct alterations to the creeks or river is managed through the adoption of development regulations for SFHAs or areas mapped as 100-year flood hazard areas on federal FIRMs, where the NFIP's management regulations must be enforced. These regulations address placement of fill, housing, and structures in areas mapped as SFHAs. The City's General Plan Safety Element specifically prohibits development within a mapped 100-year flood zone (Policy 1.8). The project does not propose the construction of new housing or other development; rather, it provides capacity for future development consistent with state housing element law. Buildout of these identified project areas would be required to adhere to all state and local development regulations including the City's General Plan and Municipal Code (Chapter 11.36), which establishes Flood Damage Prevention standards and development prohibitions.

Development within any of the Rezone Sites would not be expected to exacerbate flooding issues, considering the emphasis on stormwater retention and on-site infiltration. Overall, through regulatory compliance impacts related to flood hazards associated with development of the Rezone Sites would be less than significant.

The Rezone Sites are not in a tsunami zone and, therefore, the project would not be affected in the event of a tsunami. Thus, buildout of the Rezone Sites would not result in impacts associated with tsunami inundation.

## 7. **Water Quality Control Plan**

Threshold: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Finding: Less than significant. (Draft PEIR, pp. 4.8-16 through 4.8-18)

Explanation: The City and most of the Rezone Sites are already highly impervious and were developed largely at a time prior to the regulation of stormwater quality. New development within the sites will have to

come into conformance with current water quality regulatory standards. Thus, overall water quality in the post-buildout condition would be similar (if not improved) to existing conditions, except at the undeveloped sites where an increase in impervious surfaces would result, thereby potentially increasing stormwater pollutants into the drainage systems.

Future development, whether discretionary or by right, would be required to adhere to all applicable water quality standards as provided in various water quality regulations and plans including all pertinent requirements of the City's JRMP (including WQIP and MS4 Permit), BMP Design Manual, NPDES General Construction Permit, as well as all regulations related to water quality. The General Construction Permit requires preparation and implementation of a Stormwater Pollution Prevention Plan, which must include erosion and sediment control BMPs that would meet or exceed measures required by the NPDES General Permit, as well as BMPs that control hydrocarbons, trash and debris, and other potential construction-related pollutants. Future projects within the Rezone Sites would comply with the City's General Plan policies requiring the incorporation of construction BMPs for the protection of water quality. Additionally, new development would be required to adhere to the City's Stormwater Ordinance applying source control and site design BMPs as project design features in order to reduce the discharge of pollutants into the stormwater conveyance system.

Therefore, through regulatory compliance impacts related to water quality standards and waste discharge requirements would be less than significant. Likewise, future development within the Rezone Sites would not conflict with or obstruct implementation of a water quality control plan.

While development of the Rezone Sites has the potential to increase the amount of pollutants discharged into surface waters, all future development, whether discretionary or by right, would be subject to federal, state, and local regulations aimed at controlling water quality impacts. Therefore, potential water quality impacts resulting from buildout of the Rezone Sites would be less than significant.

The project does not propose the construction of new housing or other development. Development at the Rezone Sites would occur on a project-by-project basis, resulting in redevelopment of existing developed sites that have existing impervious surfaces; a few sites, however, are currently vacant with pervious surfaces that would allow for groundwater infiltration. Both redevelopment and new development on vacant sites would be required to comply with

applicable stormwater management requirements which focus on retention and infiltration of waters on-site, which would provide for ongoing groundwater recharge. Redevelopment within the Rezone Sites with existing development would not result in a substantial change in impervious surfaces as these sites already support some level of development. Additionally, development at all Rezone Sites would be required to comply with the City's General Plan policies and regulations that prioritize infiltration and treatment of stormwater and generally require increased on-site infiltration and higher standards of water quality protection compared to water quality standards that would have been implemented on existing developed sites. Therefore, although development/redevelopment within the Rezone Sites would increase impervious surfaces, prioritization of on-site infiltration would ensure on groundwater recharge, impacts to ground water quality would be less than significant.

While the City does not have a groundwater management plan as one is not required for the City's groundwater basins under the Sustainable Groundwater Management Act, the project would not obstruct implementation of ongoing sustainable use of the City's groundwater resources as the City is not dependent on groundwater (City of Santee 2003b). Therefore, the project would not substantially interfere with groundwater recharge such that the project would impede sustainable groundwater management of the basin. Impacts would be less than significant.

## **J. LAND USE AND PLANNING**

### **1. Established Communities**

Threshold: Would the Project physically divide an established community?

Finding: Less than significant. (Draft PEIR, p. 4.9-15)

Explanation: All Rezone Sites are in urbanized areas that are already served by existing infrastructure. Implementation of the rezones would result in increased allowable residential density, or newly allowed residential density within all sites, except the Graves Avenue Sites. Although the additional density or change to residential use would increase the intensity of land uses at the sites, they would constitute infill development and would not divide an established community.

Additionally, the project would not include new major infrastructure that could physically divide an established community. Furthermore, development of the Rezone Sites within the TCSP would be required to adhere to all supplemental development regulations of those sites to ensure they would be compatible with the existing community.

None of the Housing Sites would require any new major infrastructure or improvements that could physically divide an established community. Therefore, the project would not physically divide an established community, and impacts would be less than significant.

### **2. Conflicts With Plans**

Threshold: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Finding: Less than significant. (Draft PEIR, pp. 4.9-15 through 4.9-20)

Explanation: The City's 6th Cycle Housing Element included rezone programs required to meet the City's RHNA requirements and comply with state housing mandates. The majority of the Rezone Sites would be located within the SANDAG existing/planned town center smart growth opportunity area. All of the Rezone Sites would require changes to existing zoning and/or General Plan land use designations and result in density increases throughout the City. Future development at the Rezone Sites may occur either with a discretionary action, or with a ministerial approval for projects that meet certain criteria including providing at least 20 percent of the

housing as affordable to lower income residents. Future discretionary development would require a subsequent site-specific environmental review that would consider each project's consistency with all applicable plans, including the City's General Plan. Future by-right development would be required to adhere to the City's proposed objective design standards, which include design guidelines and regulations to ensure consistency with City plans and policies. Both future ministerial and discretionary review would be subject to review for consistency with the City's General Plan and Municipal Code regulations that serve to reduce or avoid environmental impacts.

***State Housing Element Law (California Government Code Section 65583 et seq.)***

Cities are required to update their Housing Elements every eight years. Cities are also required to demonstrate in their Housing Element that the land inventory is adequately zoned to accommodate that jurisdiction's share of the regional growth. Consistent with State Housing Law, the City prepared its 6th Cycle Housing Element, adopted by City Council on July 14, 2021, which covers the planning period from April 15, 2021 to April 15, 2029 (8 years). The Housing Element identifies 34 sites throughout the City with the capacity to accommodate the City's assigned growth/Regional Housing Needs Assessment (RHNA) minimum of 1,219 housing units. Housing Element Programs 9 and 10 commit the City to evaluate candidate sites and rezone as appropriate to achieve adequate housing capacity. The project implements Programs 9 and 10. Therefore, the project is consistent with State Housing Element Law and land inventory/regional growth requirements and no impact would occur.

***San Diego Forward***

The Regional Plan: San Diego Forward, adopted in 2021, further identified GHG reduction strategies through transportation and land use planning as follows: connect communities through multi-modal transportation choices; and increase a variety of housing options in proximity to existing and planned transit. Consistent with State Housing Law, the City prepared its 6th Cycle Housing Element, adopted by City Council on July 14, 2021, which covers the planning period from April 15, 2021 to April 15, 2029 (8 years). The Housing Element identifies 34 sites throughout the City with the capacity to accommodate the City's assigned growth/Regional Housing Needs Assessment (RHNA) minimum of 1,219 housing units. Housing Element Programs 9 and 10 commit the City to evaluate candidate sites and rezone as appropriate to achieve adequate housing capacity. The project implements Programs 9 and 10. Therefore, the

project is consistent with State Housing Element Law and land inventory/regional growth requirements and no impact would occur.

***Multiple Species Conservation Program (MSCP)***

The City's Draft MSCP Subarea Plan is used by the City as a biological resource guidance document. There are no Rezone Sites located within preserved land; however, a few sites are located adjacent to those 75 percent and 100 percent preserve areas as mapped in the City's Draft Subarea Plan. Future development which is adjacent to the preserve areas would be required to adhere to land use adjacency guidelines to ensure no impacts occur. Through compliance with the policies contained in the City's Draft MSCP Subarea Plan, the project would be consistent with the goals of the City's Draft MSCP Subarea Plan and no impact would occur.

***General Plan, Land Use Element***

The Land Use Element provides goals, objectives, and policies that guide City decision makers in directing future growth and development and regulates the types of land uses and land use intensities within the City. Specifically, Policy 2.2 encourage the development of higher density residential developments in areas close the multi-modal transit station and along major road corridors where transit and other convenience services are available. The Rezone Sites are located primarily within the center of the City in proximity to existing major roads and transit. Rezone Sites located within the TCSP provide greater opportunity for residential use of multi-modal and transit options. In addition, the project includes a General Plan amendment to redesignate land uses within the Rezone Sites and adjust residential densities consistent with proposed rezones. Future projects would be required to demonstrate compatibility with surrounding land uses as required by the Land Use Element. Therefore, through adherence to goals and policies, the project would be consistent with the General Plan Land Use Element and no impact would occur.

***Municipal Code***

The Zoning Ordinance implements the City's General Plan by establishing site specific development use regulations and development standards. The project proposes Rezone actions to change the allowable density within the Rezone Sites. Future projects would be required to show compliance with all development standards associated with the zone. Additionally, the project includes the adoption of objective design and performance standards that would apply to sites that qualify for by-right development. Therefore, all future development would be required to be consistent with zoning

use regulations and development standards and no impact would occur.

Impacts associated with policy consistency for future development at the Rezone Sites would be less than significant.



## **K. MINERAL RESOURCES**

### **1. Regional and Statewide Mineral Resources**

Threshold: Would the Project 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?

Finding: Less than significant. (Draft PEIR, p. 8-6)

Explanation: Rezone Sites 15, 16A, 16B, 17, and 20A are designated as MRZ-2, Sites 1-12, 19, 24, 29, 30 and both Graves Avenue sites are designated as MRZ-3, and Sites 18, 20B, 35, and 25 are designated as a mix of both MRZ-2 and MRZ-3. Although some Rezone Sites are located within a MRZ-2 designated area, these areas are not zoned for mining operations and the existing land use would also not be a mining land use as mining would not be a consistent land use with the surrounding area. While these lands may support mineral resources, mining operations at these sites would not be feasible considering the proximity to sensitive receptors and existing established neighborhoods. Furthermore, the Rezone Sites are not designated as locally important mineral resource recovery sites in the Santee General Plan. Therefore, the project would not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan, and impacts would be less than significant.

### **2. Locally-Important Mineral Resource**

Threshold: Would the Project 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?

Finding: Less than significant. (Draft PEIR, p. 8-6)

Explanation: Rezone Sites 15, 16A, 16B, 17, and 20A are designated as MRZ-2, Sites 1-12, 19, 24, 29, 30 and both Graves Avenue sites are designated as MRZ-3, and Sites 18, 20B, 35, and 25 are designated as a mix of both MRZ-2 and MRZ-3. Although some Rezone Sites are located within a MRZ-2 designated area, these areas are not zoned for mining operations and the existing land use would also not be a mining land use as mining would not be a consistent land use with the surrounding area. While these lands may support mineral resources, mining operations at these sites would not be feasible considering the proximity to sensitive receptors and existing established neighborhoods. Furthermore, the Rezone Sites are not

designated as locally important mineral resource recovery sites in the Santee General Plan. Therefore, the project would not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan, and impacts would be less than significant.

## L. **NOISE**

### 1. **Noise Standards**

**Threshold:** Would the Project result in the 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?

**Finding:** Less than significant. (Draft PEIR, p. 4.10-35)

**Explanation:** **Stationary Noise.** A significant impact would occur if implementation of the project resulted in the exposure of people to noise levels that violate the regulations contained in City's Municipal Code, Title 5 Health and Safety, Chapter 5.04 Noise Abatement and Control. Stationary sources of noise include activities associated with a given land use. For example, noise sources from residential land uses would include vehicles arriving and departing, landscaping activities, and HVAC equipment, and noise sources from commercial land uses would include fast food restaurants, parking lots, truck loading/unloading activities, and HVAC equipment. Noise generated by residential or commercial uses is generally short-lived and intermittent, and are not a substantial source of noise. Potential noise conflicts could occur in mixed-use areas where residential uses are located in close proximity to commercial and retail uses.

Noise levels within the City are currently dominated by vehicle traffic on freeways and heavily traveled area roadways, and would continue to be the primary source of noise under project buildout. Therefore, future noise levels from residential and commercial stationary sources throughout the City would not be expected to increase the hourly or daily average sound level with respect to current conditions. Future development of the Rezone Sites would include residential and mixed-use land uses that are not anticipated to be a significant source of stationary noise.

The City requires that noise from new stationary sources comply with the City's Noise Abatement and Control Ordinance, which provides general noise regulations, prohibits disturbing, excessive or

offensive noises, and places noise limitations on motorized equipment and loading and unloading operations. Noise Abatement and Control Ordinance requirements would reduce nuisances to sensitive land uses. The City Police or Code Enforcement Officer enforces the Noise Abatement and Control Ordinance, and violations are punishable by a fine for each day a violation occurs and may be subject to abatement by restraining order or injunction. Consequently, stationary-source noise from these types of proposed land uses would not substantially increase the noise environment, and impacts would be less than significant.

## 2. **Airport Noise**

Threshold: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Finding: Less than significant. (Draft PEIR, pp. 4.10-49 through 4.10-50)

Explanation: Gillespie Field Airport and MCAS Miramar are located in the vicinity of the City. Gillespie Field is located outside the City limits, within the adjacent City of El Cajon, and lands adjacent to the western boundary of the northern portion of the City are part of MCAS Miramar. The Rezone Sites are located outside the 65 CNEL aircraft noise contours. Implementation of the project would not expose noise-sensitive land uses to incompatible levels of aircraft noises. Therefore, the project would not expose people to significant aircraft noise levels. Impacts would be less than significant.

## M. **POPULATION AND HOUSING**

### 1. **Population Growth**

Threshold: Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?

Finding: Less than significant. (Draft PEIR, pp. 4.11-4 through 4.11-5)

Explanation: The project would result in the adoption of rezones required to implement the 6th Cycle Housing Element. SANDAG has allocated the City its share of the regional housing need for the 2021-2029

RHNA period based on a number of factors, including recent growth trends, income distribution, and capacity for future growth. The proposed rezoning would result in the potential future construction of up to 1,945 residential units which more than accommodates the City's RHNA allocation of 1,219 units. Rezones beyond the 1,219 RHNA allocation have been proposed to provide for flexibility for decisionmakers to adopt all or a portion of the proposed rezones. The additional rezones would also provide a buffer should the City's RHNA allocation increase the future. The additional rezones provide capacity for projected growth in the region. Considering the rate of growth and barriers to housing development, the additional capacity would not induce unplanned population growth in the region but would provide additional opportunities to achieve buildout of required RHNA allocation. The region needs to plan for a 13.2 percent increase in population while the City needs to plan for an 11.8 percent increase in population. The project would facilitate land use changes in the City that would allow the City and region to achieve their housing goals. The project would further implement SANDAG's vision and goals by placing higher density in areas most able to support residential growth, including existing infrastructure and access to transit and would therefore be consistent with the RTP/SCS. State requirements to allow for ministerial approvals of certain housing projects that include an affordable component, which would facilitate and encourage construction of housing in the City. The project would not induce substantial unplanned population growth as all rezones are located within existing developed areas with access to services, roadways, and utilities. Therefore, the project would not induce unplanned population growth, and impacts would be less than significant.

## 2. Displacement of Housing

Threshold: Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; and displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Finding: Less than significant. (Draft PEIR, pp. 4.11-5 through 4.11-6)

Explanation: Future redevelopment within Rezone Sites with existing residential land uses would have the potential to displace some people and housing through demolition of existing residential structures. However, for each home that would be removed, more housing units would be provided in its place which would accommodate more people and ensure no net loss of housing. The analysis provided in this PEIR evaluates the potential physical impacts of future housing construction and identifies a mitigation framework that would be

applied to ensure impacts are minimized to the greatest extent feasible. Impacts related to displacement of people and housing would be less than significant.

**N. PUBLIC SERVICES**

**1. Fire Protection**

Threshold: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

Finding: Less than significant. (Draft PEIR, pp. 4.12-19 through 4.12-20)

Explanation: The project includes implementation of the 6th Cycle Housing Element program which commits the City to evaluate the Rezone Sites and implement rezones as appropriate to achieve adequate housing capacity to meet the City's Regional Housing Needs Assessment (RHNA) allocation obligations, which is a total of 1,219 units. The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with the proposed rezones. The future construction of residential units associated with Rezone Sites would accommodate future population growth within the City anticipated by the San Diego Association of Governments (SANDAG); however, construction of these residential units could potentially increase demand for fire protection facilities.

All future development, whether discretionary or by-right, would be required to adhere to the City's Municipal Code. Specifically, Chapter 12.50, would require payment of a Development Impact Fee (DIF) to ensure the costs of constructing public facilities that are reasonably related to the impacts of the new development. Likewise, future project compliance with the City's General Plan requires land developers to pay the cost of ensuring adequate public services and facilities. Safety Element Policy 4.2 requires that all new development meets established response time standards for fire and life safety services, and Policy 4.12 requires the timing of additional fire station construction or renovation, or new services to be related to the rise of service demands. Development at the Rezone Sites would not directly result in sufficient demand to require construction of new fire facilities; however, each incremental housing

development would pay DIF towards anticipated fire facility needs that would ultimately support funding for improvements to fire facilities and operations. At the time future fire facilities are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new fire facilities. Therefore, at this programmatic level of review, impacts related to the need for and/or provision of new or physically altered fire emergency facilities would be less than significant.

## 2. Police Protection

Threshold: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for Sheriff Law Enforcement Services?

Finding: Less than significant. (Draft PEIR, pp. 4.12-20 through 4.12-21)

Explanation: The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with the proposed rezones. While future development at the Rezone Sites would accommodate future population growth within the City, construction of these residential units could potentially increase demand for police protection facilities.

All future development, whether discretionary or by-right, would be required to adhere to the City's municipal code. Specifically, Chapter 12.50, would require payment of a DIF to ensure the costs of constructing public facilities that are reasonably related to the impacts of the new development. Likewise, future project compliance with the City's General Plan requires land developers to pay the cost of ensuring adequate public services and facilities. Safety Element Policy 4.2 requires that all new development meets established response time standards for fire and life safety services, and Policy 5.4 requires the involvement of law enforcement personnel in the review of new development applications through participation in the Development Review process. Development at the Rezone Sites would not directly result in sufficient demand to require construction of new police facilities, since each incremental housing development would pay DIF towards anticipated police facility needs. Additionally, the review of project applications by law enforcement personnel would ensure that City's police department are comfortable with the

level of safety associated with the proposed development. In the future, if law enforcement facilities are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new fire facilities. Therefore, at this programmatic level of review, impacts related to the need for and/or provision of new or physically altered police facilities would be less than significant.

### 3. Schools

Threshold: Would the Project result in substantial adverse physical impacts associated with the provision of 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 schools?

Finding: Less than significant. (Draft PEIR, pp. 4.12-21 through 4.12-22)

Explanation: The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with the proposed rezones. Future development at the Rezone Sites would accommodate future population growth within the City. The Santee School District and the Grossmont Union High School District were contacted to determine their availability to accommodate student enrollment generated by the project. The Santee School District estimated that the project would generate an additional 495 students, while the Grossmont Union High School District estimated student generation of approximately 300 high school students. While development of future residential units would have the potential to generate students that would place additional demand on school facilities, both the SSD and GUHSD have excess enrollment capacity, indicating that additional students can be accommodated. Refer to Appendix F for correspondence from the respective districts indicating the availability of school enrollment.

Additionally, all future development, whether discretionary or by-right would be required to adhere to state statutory fees pursuant to SB 50. Specifically, the SSD and GUHSD each currently levy impact fees on development within their district boundaries consistent with SB 50. For SSD and GUHSD, residential development fees are \$2.35/square foot and \$1.00/square foot, respectively. Future development projects would also be required to demonstrate compliance with the City's General Plan which requires land developers to ensure adequate schools for potential residents.

Development within the Rezone Sites would not directly result in sufficient demand to require construction of new school facilities, based on the existing capacity at area schools and the payment of SB 50 fees. At the time future schools are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new school facilities. Therefore, at this programmatic level of review, impacts related to the need for and/or provision of new or physically altered schools would be less than significant.

#### 4. Parks

Threshold: Would the Project result in substantial adverse physical impacts associated with the provision of 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 parks?

Finding: Less than significant. (Draft PEIR, pp. 4.12-23 through 4.12-24)

Explanation: The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with the proposed rezones. Development at the Rezone Sites would accommodate future population growth within the City. The City currently meets its overall goal for parkland; however, construction of additional residential units could potentially increase demand for park and recreational facilities.

All future development, whether discretionary or by-right, would be required to pay in-lieu fees consistent with the Quimby Act and City Municipal Code Section 12.40 to fund additional park facilities within the City. Payment of such fees would allow the City to continue to implement numerous General Plan policies in place to maintain park and recreation facilities within the City, including Land Use Policy 3.1 (adequate parkland consistent with development); Conservation Element Policies 11.1, 11.2, and 11.4 (promote dedicated open space, both active and passive, throughout the City); Recreation Element Policies 1.1 and 2.2 (increase parkland ratios, and focus on recreational facilities to be constructed in mixed-use development); and numerous Trails Element policies which all envision the continued development of bicycle, equestrian and pedestrian trails throughout the City. Development within the Rezone Sites would not directly result in sufficient demand to directly require construction or expansion of a parks and recreational facilities, since each



incremental housing development would pay its fair share toward anticipated park needs. At the time a future parkland project is proposed, it would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new park facilities. Therefore, at this programmatic level of review, impacts related to the need for and/or provision of new or physically altered parks and recreation facilities would be less than significant.

## 5. Other Public Facilities

Threshold: Would the Project result in substantial adverse physical impacts associated with the provision of 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 other public facilities?

Finding: Less than significant. (Draft PEIR, pp. 4.12-22 through 4.12-23)

Explanation: The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with the proposed rezones. Development at the Rezone Sites would accommodate future population growth within the City. Based on the San Diego County service ratio goals for library services the Santee Library, with 75,000 square feet of space, is at a deficit; however, the combination of a cooperative library system with surrounding cities, and participation in Bookmobile, library service within the City is considered to be adequate. Nonetheless, construction of additional residential units could potentially increase demand for library services.

All future development, whether discretionary or by-right, would be required to adhere to the City's Municipal Code. Specifically, Chapter 12.50, would require payment of DIF to ensure the costs of constructing public facilities that are reasonably related to the impacts of the new development, including libraries. Additionally, the City would continue to participate in programs related to providing residents access to library books and programs and support the efforts of the Friends of Santee Library, a non-profit organization committed to raising funds for a new larger library. Development within the Rezone Sites would not directly result in sufficient demand to require construction or expansion of a library, since each incremental housing development would pay its fair share toward anticipated library facility needs. At the time a future library is proposed, it would require a separate environmental review and

compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new school facilities. Therefore, at this programmatic level of review, impacts related to the need for and/or provision of new or physically altered library would be less than significant.

## **O. RECREATION**

### **1. Increased Use**

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

Finding: Less than significant. (Draft PEIR, pp. 4.12-23 through 4.12-24)

Explanation: The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with the proposed rezones. Development at the Rezone Sites would accommodate future population growth within the City. The City currently meets its overall goal for parkland; however, construction of additional residential units could potentially increase demand for park and recreational facilities.

All future development, whether discretionary or by-right, would be required to pay in-lieu fees consistent with the Quimby Act and City Municipal Code Section 12.40 to fund additional park facilities within the City. Payment of such fees would allow the City to continue to implement numerous General Plan policies in place to maintain park and recreation facilities within the City, including Land Use Policy 3.1 (adequate parkland consistent with development); Conservation Element Policies 11.1, 11.2, and 11.4 (promote dedicated open space, both active and passive, throughout the City); Recreation Element Policies 1.1 and 2.2 (increase parkland ratios, and focus on recreational facilities to be constructed in mixed-use development); and numerous Trails Element policies which all envision the continued development of bicycle, equestrian and pedestrian trails throughout the City. Development within the Rezone Sites would not directly result in sufficient demand to directly require construction or expansion of a parks and recreational facilities, since each incremental housing development would pay its fair share toward anticipated park needs. At the time a future parkland project is proposed, it would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new park facilities. Therefore, at this programmatic level

of review, impacts related to the need for and/or provision of new or physically altered parks and recreation facilities would be less than significant.

## **2. Construction and Expansion**

Threshold: Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Finding: Less than significant. (Draft PEIR, pp. 4.12-23 through 4.12-24)

Explanation: The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with the proposed rezones. Development at the Rezone Sites would accommodate future population growth within the City. The City currently meets its overall goal for parkland; however, construction of additional residential units could potentially increase demand for park and recreational facilities.

All future development, whether discretionary or by-right, would be required to pay in-lieu fees consistent with the Quimby Act and City Municipal Code Section 12.40 to fund additional park facilities within the City. Payment of such fees would allow the City to continue to implement numerous General Plan policies in place to maintain park and recreation facilities within the City, including Land Use Policy 3.1 (adequate parkland consistent with development); Conservation Element Policies 11.1, 11.2, and 11.4 (promote dedicated open space, both active and passive, throughout the City); Recreation Element Policies 1.1 and 2.2 (increase parkland ratios, and focus on recreational facilities to be constructed in mixed-use development); and numerous Trails Element policies which all envision the continued development of bicycle, equestrian and pedestrian trails throughout the City. Development within the Rezone Sites would not directly result in sufficient demand to directly require construction or expansion of a parks and recreational facilities, since each incremental housing development would pay its fair share toward anticipated park needs. At the time a future parkland project is proposed, it would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new park facilities. Therefore, at this programmatic level of review, impacts related to the need for and/or provision of new or physically altered parks and recreation facilities would be less than significant.

## **P. TRANSPORTATION / TRAFFIC**

## 1. Plans, Policies, and Ordinances

Threshold: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Finding: Less than significant. (Draft PEIR, pp. 4.13-14 through 4.13-15)

Explanation: The project includes evaluation of Rezone Sites that would increase ultimate development intensity on selected sites. Additionally, development at Rezone Sites may proceed within a ministerial approval in certain circumstances. Future development on these sites could have an effect on the circulation system including transit, roadway, bicycle, and pedestrian facilities.

Future development that requires a discretionary review would be subject to a site-specific environmental review that considers consistency with all applicable plans including the City's Active Santee Plan. Consistency review associated with future discretionary review would ensure impacts associated with policy consistency related to the circulation system would be less than significant.

While potential future ministerial development projects would not require a subsequent environmental review, these projects would be subject to a ministerial review that would include consistency with the City's Public Works Standards. The City's Engineering Division review would ensure individual projects include appropriate frontage requirements to ensure consistency with the City's Mobility Element and the ASP. Pedestrian and bicycle improvements necessary to meet City Public Work Standards could include providing sidewalks and landscape buffers, Americans with Disabilities Act (ADA) accessibility requirements, and other improvements that would support bicycle, pedestrian, and transit accessibility. To support implementation of these requirements, the project includes objective design and performance standards that would be implemented during the review process for future ministerial development. The standards include a requirement that project applicants shall make roadway improvements along the project frontage including adjoining intersections in accordance with the Mobility Element.

Regarding transit, future development at Rezone Sites would be consistent with Policy 2.2 within the City's General Plan Land Use Element, which encourages the development of higher density residential developments in areas close to the multi-modal transit station (at Santee Town Center) and along major road corridors where transit and other convenience services are available. The

project would add density in locations proximate to transit, providing consistency with City policies. Furthermore, all future site-specific projects would be reviewed to ensure conflict with transit facilities. All development (discretionary and ministerial) would be subject to implementation of the City's Public Works Standards which includes general design criteria related to circulation and parking.

The required engineering and Mobility Element consistency review, along with application of the objective design and performance standards for ministerial projects, associated with development at Rezone Sites would avoid conflicts with applicable plans or policies related to transit, roadway, bicycle, and pedestrian facilities. Therefore, the project would not conflict with a plan, ordinance, or policy addressing transit, roadway, bicycle, and pedestrian facilities and impacts would be less than significant.

## 2. Design Hazards

Threshold: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Finding: Less than significant. (Draft PEIR, p. 4.13-18)

Explanation: The project does not propose any changes to the existing roadway network. Future site-specific development may require improvements to the existing roadway network. These improvements would be subject to an engineering review to ensure roads and access are configured consistent with established roadway design standards. While potential future ministerial development projects would not require a subsequent environmental review, these projects would be subject to a ministerial review that would include consistency with the City's Public Works Standards. The Engineering Division review would ensure individual projects do not create hazards and are designed consistent with established standards.

Additionally, all future development would be subject to policies set forth in the Mobility Element of the General Plan. Implementation of Policy 3.1 (Streets and Freeway System) states the City to encourage the development of improved signalization and intersection design while taking into consideration the safety of all modes. In addition, Policy 3.1 (Streets and Freeway System) states the City should encourage the utilization of traffic control devices, such as center medians and/or left-turn pockets where appropriate and that do not conflict with safety and discourage the installation of median cuts where traffic safety cannot be assured. Therefore, implementation of the existing regulatory framework would ensure

future development would not result in hazards due to a design feature. Impacts would be less than significant.

### **3. Emergency Access**

Threshold: Would the Project result in inadequate emergency access?

Finding: Less than significant. (Draft PEIR, p. 4.13-19)

Explanation: The project does not propose any changes to the existing roadway network. Access for future site-specific development to the existing roadway network would be configured consistent with established roadway design standards that would allow for emergency access. The City implements the Santee Emergency Operations Plan to ensure adequate emergency access within the City. Additionally, the City implements its Mobility Element Policy Objective 1.0, which ensures that the existing and future transportation system is accessible, safe, reliable, efficient, integrated, convenient, well-connected, and multimodal. The system will accommodate active transportation, and accommodate people of all ages and abilities, including pedestrians, disabled, bicyclists, users of mass transit, motorists, emergency responders, freight providers and adjacent land uses. In addition, Policy 3.3 states the City shall ensure that newly constructed roadways are designed to permit rapid access for emergency vehicles. To support implementation of the Mobility Element for ministerial projects, the project also includes adoption of objective design and performance standards that would be implemented during the review process for future ministerial development. The standards include a requirement that project applicants shall make roadway improvements along the project frontage including adjoining intersections in accordance with the Mobility Element. Therefore, the project would not result in inadequate emergency access, and impacts would be less than significant.

**Q. UTILITIES AND SERVICE SYSTEMS**

**1. Water Supplies**

Threshold: Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Finding: Less than significant. (Draft PEIR, pp. 4.14-18 through 4.14.-19)

Explanation: Water use within the PDMWD service area is projected to be 12,442 AFY in 2025 increasing to 15,944 AFY in 2045. Residential demands account for 7,438 AFY (or 60 percent) of the total projected 2025 demand and 10,070 AFY (or 63 percent) of the total projected 2045 demand. The estimate is based on SANDAG demographic estimates included in the PDMWD UWMP (PDMWD 2020) which included the anticipated increase in population from 92,434 in 2020 to 117,701 by the year 2045. The project would add an additional 1,209 multi-family housing units compared to what would be allowed under the City's existing General Plan/Zoning. The increase in population associated with the project would be consistent with the anticipated population increase analyzed in the PDMWD UWMP. Water supplies are projected to exceed the needs of the PDMWD service area and would adequately cover the demands of the project. Specific projected demands related to normal, dry and multiple dry years are discussed in the PDMWD UWMP (2020). With continued conservation, the use of recycled water, and the addition of added supply with the upcoming AWP Project, supplies are projected to meet demands through year 2045 under average year, single-dry year, and for a five-consecutive-year drought conditions.

The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with the proposed rezones. Buildout potential within the Rezone Sites could result in the construction of up to 1,945 residential dwelling units that have not all been specifically accounted for within the latest PDMWD planning documents. UWMPs are required to be updated on a five-year cycle and the next update to the PDMWD UWMP is anticipated by 2025. Future UWMP updates would account for the anticipated water use associated with future development consistent with any adopted rezones. While the proposed rezones would add development potential within the City, the increase water demand would be covered in the water district's projected water supplies. Additionally, it is noted that higher density residential development is more water efficient than single-family residential.

Existing regulations would ensure water-efficient fixtures are installed with new development. The California Green Building Standards Code requires 20 percent reduction in indoor water use relative to specified baseline levels. Santee Municipal Code Section 13.10.040 provides minimum standards for residential development and requires that all appliances and fixtures shall be energy conserving (e.g., reduced consumption showerheads, water conserving toilets, etc.). The requirements for the energy efficiency of buildings are set forth in the current California Energy Code for Climate Zone 10 in which the City is located. Additionally, all new residential units, including accessory dwelling units, shall meet or exceed California Green Building Standards Tier 2 Voluntary Measures.

Additionally, all future projects would be required to adhere to the following ongoing water conservation measures mandated by the PDMWD as authorized by Water Code sections 375 et seq.:

- Stop washing down paved surfaces, including but not limited to sidewalks, driveways, parking lots, tennis courts, or patios, except when it is necessary to alleviate safety or sanitation hazards.
- Stop water waste resulting from inefficient landscape irrigation, such as runoff, low head drainage, or overspray, etc. Similarly, stop water flows onto non-targeted areas, such as adjacent property, non-irrigated areas, hardscapes, roadways, or structures. Irrigation runoff is prohibited.
- Irrigate residential and commercial landscape before 10 a.m. and after 6 p.m. only.
- Do not irrigate while it is raining and within 48 hours after it rains.
- Use a hand-held hose equipped with a positive shut-off nozzle or bucket to water landscaped areas, including trees and shrubs located on residential and commercial properties that are not irrigated by a landscape irrigation system.
- Use recirculated or recycled water to operate ornamental fountains, ponds, and similar decorative water features.
- Wash vehicles using a bucket and a hand-held hose with positive shut-off nozzle, mobile high pressure/low volume wash system, or at a commercial site that re-circulates (reclaims) water on-site. Boats and boat engines may be washed down immediately after use using a bucket or hand-held hose with positive shut-off nozzle. Runoff is prohibited.



- Repair all water leaks within five days of notification by Padre Dam unless other arrangements are made with the CEO/General Manager. Severe water leaks must be stopped immediately.
- Use recycled or non-potable water for construction purposes, such as dust control and soil compaction, when available and required by Padre Dam (PDMWD 2020).

Based on the PDMWD estimated water supply, water efficiency of multi-family development, water conservation requirements, along with existing regulations that require new construction to be water efficient, it is not anticipated that the project would affect the ability of PDMWD to plan for adequate water supplies within the City during normal, dry, and multiple dry years.

Future residential projects anticipated in the Rezone Sites would be required to adhere to state and local water conservation and efficiency measures. Based on the water efficiency of multi-family development and existing regulations that require new construction to be water efficient, future development consistent with the proposed rezones would affect the ability of PDMWD to plan for adequate water supplies within the City during normal, dry, and multiple dry years. Impacts would be less than significant.

## 2. Wastewater Capacity

Threshold: Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Finding: Less than significant. (Draft PEIR, pp. 4.14-20 through 4.14-21)

Explanation: Development anticipated in the Rezone Sites would occur within areas of the City that are already served by existing wastewater infrastructure, including pipelines to the PDMWD WWTP and WRF. Although future development within the Rezone Sites would require connection to existing wastewater infrastructure within surrounding roadways and result in additional wastewater generation, the PDMWD is currently implementing plans to expand the Ray Stoyer Reclamation Facility, which would allow for treatment of wastewater for potable use that would otherwise be discharged to the ocean. Thus, additional capacity improvements would not be anticipated with the project as wastewater flows would ultimately be managed as a potable resource or a recycled water resource. Furthermore, as

discussed in response to Issue 2, higher density residential development would generally be more water efficient than lower density residential and all new development would be subject to water conservation requirements that would help to minimize wastewater flows. All future project applications, whether discretionary or ministerial would be required to adhere to the City's Municipal Code which requires the assurance of adequate water facilities through payment of development impact fees for the constructing public facilities, which are reasonably related to the impacts of the new development (SMC Chapter 12.30). Additionally, future projects would be required to comply with General Plan policies including Land Use Element Policy 3.6, which requires the review of development projects to ensure that all necessary utilities are available to serve the project.

Future development at the Rezone Sites is located within existing developed areas with access to utility infrastructure. No development is proposed as part of the project; however, it is anticipated that future projects would generate wastewater that would add to the providers existing commitments. Based on the PDMWD existing facility capacity and expansion plans for the Ray Stoyer WRF in addition to the water efficiency of multi-family residential development, the project would not result in a determination by the wastewater treatment provider that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. All projects whether discretionary or ministerial would be reviewed for conformance with local regulations and adherence to General Plan policies. Therefore, through regulatory conformance, impacts associated with the adequacy of infrastructure and capacity related to wastewater services would be less than significant.

### **3. Solid Waste**

Threshold: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Finding: Less than significant. (Draft PEIR, pp. 4.14-21 through 4.14-22)

Explanation: Although waste generation associated with multi-family development is generally less than single-family homes, future development within the Rezone Sites would increase solid waste generation throughout the City due to the increase in the number of overall residential units that would be allowed with the proposed rezones. CalRecycle (2019) defines multi-family development as having a waste generation rate

of 4 pounds/dwelling unit/day. The project would add an additional 1,209 multi-family housing units compared to what would be allowed under the City's existing General Plan/Zoning. The addition of 1,209 multi-family housing units would increase solid waste generation by 4,836 pounds per day. As detailed above, the Sycamore Landfill is expected to remain open until December 31, 2042 with current remaining capacity of approximately 113,972,637 cubic yards as of December 31, 2016. Future projects, whether discretionary or ministerial, would be required to adhere to state and local regulations relating to solid waste and recycling. Specifically, the City is required to meet solid waste diversion goals set forth in the California Integrated Waste Management Act which would decrease waste delivered to the landfill. Additional measures for the reduction of solid waste includes goals set by the state to reduce organic waste disposed of in landfills. The City would require future development to contract with available solid waste service providers that would provide the required solid waste disposal, including recycling and organic material recycling to meet existing State and local requirements. Future projects would also be required to comply with General Plan Safety Element Policy 3.8 which promotes the safe, environmentally sound means of solid waste disposal for the community.

Future development at the Rezone Sites is located within existing developed areas with access to solid waste disposal services. No development is proposed as part of the project; however, it is anticipated that future projects would result in an increased in solid waste generation. Solid waste requirements associated with the future development of the Rezone Sites would be evaluated upon submittal of project specific development plans. All projects whether discretionary or ministerial would be reviewed for conformance with state and local regulations and adherence to General Plan policies. Therefore, through regulatory conformance, impacts associated with the solid waste disposal and capacity would be less than significant.

#### **4. Solid Waste Laws**

Threshold: Will the Project comply with federal, state, and local statutes and regulations related to solid waste?

Finding: Less than significant. (Draft PEIR, pp. 4.14-21 through 4.14-22)

Explanation: Although waste generation associated with multi-family development is generally less than single-family homes, future development within the Rezone Sites would increase solid waste generation throughout the City due to the increase in the number of overall residential units that would be allowed with the proposed rezones. CalRecycle (2019)

defines multi-family development as having a waste generation rate of 4 pounds/dwelling unit/day. The project would add an additional 1,209 multi-family housing units compared to what would be allowed under the City's existing General Plan/Zoning. The addition of 1,209 multi-family housing units would increase solid waste generation by 4,836 pounds per day. As detailed above, the Sycamore Landfill is expected to remain open until December 31, 2042 with current remaining capacity of approximately 113,972,637 cubic yards as of December 31, 2016. Future projects, whether discretionary or ministerial, would be required to adhere to state and local regulations relating to solid waste and recycling. Specifically, the City is required to meet solid waste diversion goals set forth in the California Integrated Waste Management Act which would decrease waste delivered to the landfill. Additional measures for the reduction of solid waste includes goals set by the state to reduce organic waste disposed of in landfills. The City would require future development to contract with available solid waste service providers that would provide the required solid waste disposal, including recycling and organic material recycling to meet existing State and local requirements. Future projects would also be required to comply with General Plan Safety Element Policy 3.8 which promotes the safe, environmentally sound means of solid waste disposal for the community.

Future development at the Rezone Sites is located within existing developed areas with access to solid waste disposal services. No development is proposed as part of the project; however, it is anticipated that future projects would result in an increased in solid waste generation. Solid waste requirements associated with the future development of the Rezone Sites would be evaluated upon submittal of project specific development plans. All projects whether discretionary or ministerial would be reviewed for conformance with state and local regulations and adherence to General Plan policies. Therefore, through regulatory conformance, impacts associated with the solid waste disposal and capacity would be less than significant.

**R. WILDFIRE**

**1. Response Plans**

Threshold: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

Finding: Less than significant. (Draft PEIR, p. 4.15-7)

Explanation: The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with state Housing Element Law. Buildout of the Rezone Sites would increase density and create new mixed-use and residential mixed-use development throughout the City, resulting in greater population concentrations within these redeveloped neighborhoods. This could result in an increase in demand on emergency evacuation.

The project does not propose any changes in the City's existing circulation network, and no land uses are proposed that would impair implementation of or physically interfere with the City's emergency response plan, evacuation routes, or conflict with any of the MHMP specific hazard mitigation goals, objectives, and related actions. Specifically, the MHMP requires each jurisdiction to develop and publish evacuation procedures that are available to the public. The City provides educational materials related to emergency preparedness. All residents of the City have access to the materials, as well all Community Emergency Response Team training and information. Furthermore, applications for all future projects within the e Rezone Sites, whether discretionary or by-right, would be reviewed and approved by the City's Fire Department prior to issuance of building permit to ensure consistency with fire standards and regulations (Fire Code). Additionally, future development would be required to adhere to the City's General Plan (Safety Element) policies including, 4.2, 4.3, 4.4, 4.11, and 4.12 which address emergency response and emergency evacuation. Therefore, buildout of the Rezone Sites and Graves Avenue Rezone Sites would not conflict with emergency response, and impacts would be less than significant.

## **2. Pollutant Concentrations**

Threshold: Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?

Finding: Less than significant. (Draft PEIR, p. 4.15-8)

Explanation: Rezone Sites 1 through 10 and 35 are located within the CAL FIRE VHFHSZ. Locating residential land uses adjacent to or within a high fire hazard area can result in increased fire-related risk to people and structures.

Future development located within the VHFHSZ would be required to adhere to California Fire Code Title 19, Division 1, Section 3.07(b), requiring a minimum 30-foot brush clearance around structures for fire safety. Further codified by the City in Municipal Code Chapter 11.18, all new developments, subdivisions, or tracts that are planned in Fire Hazard Severity Zones and/or WUIA shall have a minimum of 100 horizontal feet of “fuel modified” defensible space between structures and wildland areas. The City’s General Plan policies 4.2 through 4.13 provide guidance for the minimization of fire hazards including ensuring adequate response times, setting standards for emergency access, structural standards, other planning design measures required to be considered in all new development. Additionally, future discretionary projects would require review by the Building Official/Fire Marshal. Adherence to fire code regulations and General Plan policies would ensure impacts associated with risk of wildland fires would be less than significant.

### **3. Infrastructure Risks**

Threshold: Would the Project require the installation or maintenance of associated infrastructure (such a 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?

Finding: Less than significant. (Draft PEIR, p. 4.15-9)

Explanation: The project does not propose the construction of new housing or infrastructure. All impacts associated with required infrastructure improvements including any required measures to address fire safety would be evaluated in their respective subsequent environmental documents for discretionary projects, or as part of the ministerial review for by-right sites. Furthermore, all future development would undergo design review pursuant to the City’s Design Guidelines. With specific reference to Rezone Sites 1 through 10 and 35, which are located within the VHFHSZ, development on these sites would be required to include enhanced fire protection measures as detailed in the City’s building and fire codes. The City fire chief may also use their authority to require additional building, planning, or landscaping requirements that provide enhanced fire protection.

Future development within the Housing Sites, whether discretionary or by-right, would be required to adhere to all regulatory requirements in place to minimize wildfire hazards including applicable sections of the City fire and building codes, and

requirements from the fire chief that would be identified during future building permit reviews. Therefore, buildout of the project would not exacerbate fire risk or result in temporary or ongoing impacts on the environment. Impacts associated with the installation or maintenance of associated infrastructure would be less than significant.

#### **4. Runoff Risks**

Threshold: Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Finding: Less than significant. (Draft PEIR, p. 4.15-10)

Explanation: Wildfires can greatly reduce the amount of vegetation from hillsides. Plant roots stabilize the soil and aboveground plant structures slow water, allowing it to percolate into the soil. Removal of surface vegetation as a result of a wildfire reduces the ability of the soil surface to absorb rainwater and can allow for increased runoff that may include large amounts of debris. If burned or exposed soil conditions exist post-fire, the rate of surface water runoff is increased as water percolation into the soil is reduced. The potential for surface runoff and debris flows increases significantly for areas recently burned by large wildfires (Moench and Fusaro 2012).

Slope failures, mudflows, and landslides are common in areas where steep hillsides and embankments are present, and such conditions would be exacerbated in a post-fire environment where vegetative cover has been removed. CAL FIRE mapping data indicates low to moderate erosion potential within the City limits.

Development at the Rezone Sites would be required to demonstrate that development would be elevated out of the floodplain and would not affect the conveyance of flood waters through elevated building pads, and/or other compliance measures as specified by the Federal Emergency Management Agency. All future development would conform to design requirements associated with proper site preparation and grading practices and would implement surface drainage improvements and erosion-control measures and construction best management practices.

All future development would be required to meet the most current seismic safety requirements in the CBC, as adopted by the City, including design and construction measures intended to resist potential earthquake damage. Compliance with these requirements

would prevent exposure of people or structures to significant risks of downstream flooding or landslides due to post-fire slope instability or drainages changes.



**SECTION III.**  
**IMPACTS THAT ARE LESS THAN SIGNIFICANT WITH MITIGATION**  
**INCORPORATED**

The City Council hereby finds that Mitigation Measures have been identified in the EIR and these Findings that will avoid or substantially lessen the following potentially significant environmental impacts to a less than significant level. The potentially significant impacts, and the Mitigation Measures that will reduce them to a less than significant level, are as follows:

**A. AESTHETICS**

**1. Visual Character**

Threshold: In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public view of the site and its surroundings?

Finding: Less than significant with mitigation. (Draft PEIR, pp. 4.1-16 through 4.1-18)

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

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

development, the visual quality of the Polo Barn would be retained through application of the Secretary of Interior Standards.

The City Council finds that **MM-CUL-1** is feasible, is adopted, and will further reduce impacts related to visual character. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to visual character, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to visual character. (Draft PEIR, p. 4.1-18.)

## **B. BIOLOGICAL RESOURCES**

### **1. Sensitive Species**

Threshold: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Finding: Less than significant with mitigation measures. (Draft PEIR, pp. 4.3-17 through 4.3-23)

Explanation: While the project does not specifically propose activities such as grading or construction that would have the potential to displace sensitive species, future development within the Rezone Sites could have the potential to directly or indirectly impact sensitive species through such activities.

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

The following Rezone Sites are considered undeveloped or have a substantial portion of the site unimproved (e.g., have the potential to contain native and/or non-native habitats), and future development of these sites has the potential to impact sensitive plants or wildlife:

1, 2, 3, 4, 5, 8, 10, 15, 16A, 16B, 17, 18, 19, 20A, 20B, and 35 . Future development of these sites could result in direct and/or indirect impacts to sensitive plants and sensitive wildlife. At this program level of analysis, there are no project-specific development plans to review that would allow for site-specific impact identification and/or avoidance. Future development would proceed based on the timing and proposed designs of individual property owners. Therefore, at a program level of review, impacts associated with sensitive plants and wildlife would be potentially significant.

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

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

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

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

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

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

**MM-BIO-1:**

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

- a) Prior to issuance of any construction permit or any earth-moving activities, a site-specific general biological resources survey shall be conducted to identify the presence of any sensitive biological resources, including any sensitive plant or wildlife species. A biological resources report shall be submitted to the City to document the results of the biological resources survey. The report shall include: (1) the methods used to determine the presence of sensitive biological resources; (2) vegetation mapping of all vegetation communities and/or land cover types; (3) the locations of any sensitive plant or wildlife species; (4) an evaluation of the potential for occurrence of any listed, rare, and narrow endemic species; and (5) an evaluation of the significance of any potential direct or indirect impacts from the proposed project. If suitable habitat for sensitive species is identified based on the general biological survey, then focused presence/absence surveys shall be conducted in accordance with applicable resource agency survey protocols and incorporated into the biological resources report. If potentially significant impacts to sensitive biological resources are identified, project-level grading and site plans shall incorporate project design features to avoid

or minimize direct impacts on sensitive biological resources to the extent feasible, and the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance, where feasible. Mitigation measures shall be consistent with the standards contained in Section 5.3 of the 2018 Draft Santee Subarea Plan, and projects shall be required to obtain all necessary permits to ensure compliance with applicable federal, state, and local regulations, such as the federal and state Endangered Species Acts.

- b) Environmentally Sensitive Areas shall be identified in the biological resources report and avoided to the maximum extent practicable. In areas near or adjacent to Environmentally Sensitive Areas (i.e., natural habitats and vegetation, wetlands, wildlife areas, wildlife corridors), the biological resources report will consider the following measures:

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

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

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

*Worker Environmental Awareness Program.* In areas near or adjacent to Environmentally Sensitive Areas, a qualified biologist shall conduct a Worker Environmental Awareness Program (WEAP) training session for project and construction personnel prior to the commencement of work. The training shall include a

description of the species of concern and their habitats, the general provisions of the Endangered Species Acts (FESA and CESA), the penalties associated with violating the provisions of the acts, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries.

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

- All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities shall occur in developed or designated non-sensitive upland habitat areas. The designated upland areas shall be located to prevent runoff from any spills from entering Waters of the US.
- A construction Storm Water Pollution Prevention Plan (SWPPP) and a soil erosion and sedimentation plan shall be developed (where requirements are met) to minimize erosion and identify specific pollution prevention measures that shall eliminate or control potential point and nonpoint pollution sources onsite during and following the project construction phase. The SWPPP shall identify specific BMPs during project construction to prevent any water quality standard exceedances. In addition, the SWPPP shall contain provisions for changes to the plan such as alternative mechanisms, if necessary, during project design and/or construction to achieve the stated goals and performance standards.
- Trash shall be stored in closed containers so that it is not readily accessible to scavengers and shall be removed from the construction site on a daily basis.
- Water quality shall be visually monitored by the biological monitor to ensure that no substantial increases in turbidity occur during construction.
- All relevant natural resource permits and authorizations shall be obtained from appropriate agencies (i.e., USACE, RWQCB, and CDFW) prior to the initiation of construction activities. Permit conditions contained within the permits and authorizations shall be employed throughout the duration of the project.
- Hydrologic connectivity shall be maintained within drainages during the duration of construction. Brush, debris material, mud, silt, or other pollutants from construction activities shall

not be placed within drainages and shall not be allowed to enter a flowing stream.

- Dust control measures shall be implemented by the contractor to reduce excessive dust emissions. Dust control measures shall be carried out at least two times per day on all construction days, or more during windy or dry periods, and may include wetting work areas, the use of soil binders on dirt roads, and wetting or covering stockpiles.
- No pets shall be allowed in, or adjacent to, the project sites.
- Rodenticides, herbicides, insecticides, or other chemicals that could potentially harm wildlife or native plants shall not be used near or within Environmentally Sensitive Areas within or near the roadway segments.
- Construction equipment shall be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site during the course of construction.
- The cleaning of equipment will occur at least 300 feet from Environmentally Sensitive Area fencing.

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

**MM-BIO-2:**

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

Prior to issuance of a permit for grading or vegetation removal, USFWS protocol surveys for least Bell's vireo shall be required should project construction occur within 300 feet of riparian habitat during the breeding season (April 10 to July 31). If least Bell's vireo are identified during the protocol surveys, then noise attenuation measures shall be required to ensure that noise levels from construction do not exceed a 60 dB(A) hourly average per hour at the edge of the riparian habitat or to the ambient noise level if it exceeds 60 dB(A) prior to construction. Construction noise monitoring shall be required to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average unless an analysis completed by a qualified acoustician shows that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat.



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

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

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

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

The City Council finds that **MM-BIO-1** through **MM-BIO-4** are feasible, are adopted, and will further reduce impacts related to sensitive species. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate

or avoid the potentially significant impacts of the proposed Project to sensitive species, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to sensitive species. (Draft PEIR, pp. 4.3-20 through 4.3-23.)

## 2. Riparian Habitat

Threshold: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Finding: Less than significant with mitigation measures. (Draft PEIR, pp. 4.3-24 through 4.3-25)

Explanation: While the project does not specifically propose vegetation removal, future development of the Rezone Sites could have the potential to directly impact sensitive vegetation communities through such activities. Sensitive vegetation communities which exist or have the potential to exist at Rezone Sites include coastal sage scrub, non-native grasslands, and wetland/riparian. These communities are considered sensitive due to their limited occurrence and ability to support diverse and sensitive species. Approximately 37 acres, or 22 percent of the total land area affected by the proposed rezones may contain sensitive habitats. Actual impacts would require verification during the project level review process.

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

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

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

**MM-BIO-1** would require site-specific biology surveys, at the time future projects are proposed, as determined by the City based on the conditions at the time of application. Potentially significant impacts to sensitive vegetation communities shall be identified during the biology survey and project-specific mitigation measures to reduce the impacts to below a level of significance shall be identified in a biological resources report. Impacts to sensitive vegetation communities would be reduced to a level less than significant with implementation of **MM-BIO-1** and **MM-BIO-5**.

**MM-BIO-5:**

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

The City Council finds that **MM-BIO-1** and **MM-BIO-5** are feasible, are adopted, and will further reduce impacts related to riparian habitat. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to riparian habitat, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to riparian habitat. (Draft PEIR, pp. 4.3-24 through 4.3-25.)

**3. Wetlands**

Threshold: Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act

(including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Finding: Less than significant with mitigation measures. (Draft PEIR, pp. 4.3-26 through 4.3-27)

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

Impacts to jurisdictional waters and wetlands within Rezone Sites 1, 2, 3, 4, 5, 8, 10, 16A, 16B, 17, 18, 20A, and 35) would be potentially significant. However, they would be reduced to a level less than significant with implementation of the mitigation framework including **MM-BIO-6**.

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

Prior to issuance of any construction permit or any earth-moving activities, a site-specific general biological resources survey (BIO-1)

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

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

Additional requirements apply for development along the San Diego River to implement Draft Subarea Plan Section 5.3.4.3. Specifically, wherever development is proposed in or adjacent to riparian habitats along the main stem San Diego River, the riparian area and other wetlands or associated natural habitats located on the project site shall be designated as biological open space and incorporated into the preserve, including recordation of an easement to ensure their

protection in perpetuity. In addition, a minimum 100-foot biological buffer shall be established for upland habitats, beginning at the outer edge of riparian vegetation. Within the 100-foot biological buffer, no new development shall be allowed, and the area shall be managed for natural biological values as part of the preserve system. In the event that natural habitats do not cover the 100-foot buffer area at the time of the proposed action, habitats appropriate to the location and soils shall be restored as a condition for the proposed action. In most cases, coastal sage scrub vegetation shall be the preferred habitat to restore within the biological buffer.

The City Council finds that **MM-BIO-6** is feasible, is adopted, and will further reduce impacts related to wetlands. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to wetlands, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to wetlands. (Draft PEIR, pp. 4.3-26 through 4.3-27.)

#### 4. **Wildlife Movement**

Threshold: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Finding: Less than significant with mitigation. (Draft PEIR, p. 4.3-27)

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

A portion of Rezone Sites 17 and 18 contain areas associated with the San Diego River and its tributaries. While the Draft Santee Subarea Plan identifies the San Diego River as a regionally significant wildlife movement corridor; the Subarea Plan anticipated development of Rezone Sites 17 and 18. Refer to Subarea Plan Figure 5-1, Subarea Plan Preserve Santee MSCP Subarea Plan, which shows those sites as being located outside of the Preserve. Retention of the river corridor outside of these sites would be consistent with the Subarea Plan assumptions for wildlife movement.

Furthermore, any potential impacts to wetland and riparian habitats within Rezone Sites 17 and 18 would be required to comply with State and Federal requirements for wetland avoidance and implementation of **MM-BIO-6** which ensures wetland resources are avoided or mitigated and adequate buffers are retained adjacent to the San Diego River.

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

The City Council finds that **MM-BIO-6** is feasible, is adopted, and will further reduce impacts related to wildlife movement. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to wildlife movement, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to wildlife movement. (Draft PEIR, pp. 4.3-27 through 4.3-28.)

## **C. CULTURAL RESOURCES**

### **1. Historical Resources**

Threshold: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines, section 15064.5?

Finding: Less than significant with mitigation measures. (Draft PEIR, pp. 4.4-13 through 4.4-15)

Explanation: The record search identified two historic resources: one adjacent to Site 20 and one within Site 24. Adjacent to Site 20 is the Edgemoor Farm Dairy Barn which is listed on the NRHP. Impacts to this historical resource would be significant if future development would cause a substantial adverse change in the significance of a historical resource, as defined in the CEQA Guidelines Section 15064.5. As defined in the CEQA Guidelines Section 15064.5, "substantial adverse change means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource is materially impaired." If future development is not designed with sensitivity to the historic

context of the Edgemoor Farm Dairy Barn, including adherence to Secretary of Interior Standards for the Treatment of Historic Properties and standards and guidelines prescribed by the State Office of Historic Preservation, indirect impacts to this historic structure could result. Development within a visual radius of the Barn, specifically development at Site 20, could result in indirect impacts to the historic resource related to the visibility of the resource and/or altering its surrounding visual character.

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

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

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

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



a) Prior to the issuance of any permit for a future development project, the age and original structural integrity and context of any buildings/structures occurring on the project areas shall be verified. A staff level evaluation is required in conjunction with the development permit application to verify the age and original structural integrity of all on-site structures.

b) For any building/structures in excess of 50 years of age having its original structural integrity intact, a qualified professional historian may be required to determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in CEQA Guidelines Section 15064.5. A historical resource report shall be prepared by a Secretary of Interior's Standard Historic Architect or Architectural Historian and submitted by the project applicant to the City and shall include the methods used to determine the presence or absence of historical resources, identify potential impacts from the proposed project, evaluate the significance of any historical resources, and identify mitigation measures.

c) Future development at Rezone Site 20 shall be required to obtain the services of a Secretary of Interior's Standard Historic Architect or Architectural Historian to submit a report to the City demonstrating how development adjacent to the Polo Barn would adhere to Secretary of Interior Standards for the Treatment of Historic Properties and standards and guidelines prescribed by the State Office of Historic Preservation to ensure indirect impacts are avoided. Development on Site 20 is not subject to items (a) and (b) above as the Polo Barn is already known to be a significant historical site

The City Council finds that **MM-CUL-1** is feasible, is adopted, and will further reduce impacts related to historical resources. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to historical resources, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to historical resources. (Draft PEIR, pp. 4.4-14 through 4.4-15.)

## 2. Archaeological Resources

Threshold: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines, section 15064.5?

Finding: Less than significant with mitigation measures. (Draft PEIR, pp. 4.4-15 through 4.4-18)

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

There are eight parcels within the Moderate Potential for Register Eligible Buried Archaeological Sites and 10 parcels within the Moderate Potential for Register Eligible Archaeological Sites. These sites are located within areas with higher potential to encounter Register Eligible resources either on the surface or during ground disturbance activities.

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

of the survey results and is able to use these findings to determine applicability of mitigation measures.

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

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

**MM-CUL-2:**

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

Prior to the issuance of any permit for future development consistent with the project and if the project has not been surveyed within the last five years, an archaeological survey shall be conducted by a qualified archaeologist to evaluate the presence of archaeological

resources and the need for project impact mitigation by preservation, relocation, or other methods. The archaeological survey shall include a records search at the South Coastal Information Center branch of the California Historical Research Information System, to determine if previously recorded prehistoric or historic archaeological resources exist on the housing site. In addition, the Native American Heritage Commission should be contacted to perform a Sacred Lands File Search. An archaeological resource report detailing the results of the record search, Sacred Lands Search, and the field survey of the project area shall be submitted by the project applicant to the City. The report shall include the methods used to determine the presence or absence of archaeological resources, identify potential impacts from the proposed project, and evaluate the significance of any archaeological resources identified. If potentially significant impacts to an identified archaeological resource are identified, the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance, which could include avoidance as the preferred method, a data recovery program and/or construction monitoring. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure. Reports shall be submitted to the South Coastal Information Center upon finalization.

**MM-CUL-3:**

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

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

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

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

Archaeological and Native American monitors shall be present during ground-disturbing activities (grubbing, demolition of

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

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

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

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

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

The City Council finds that **MM-CUL-2** and **MM-CUL-3** are feasible, are adopted, and will further reduce impacts related to archaeological resources. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State

CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to archaeological resources, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to archaeological resources. (Draft PEIR, pp. 4.4-16 through 4.4-18.)

## **D. GEOLOGY AND SOILS**

### **1. Paleontological Resources**

Threshold: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Finding: Less than significant with mitigation. (Draft PEIR, pp. 4.5-15 through 4.5-18)

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

According to the San Diego Natural History Museum's Paleontological Resources, County of San Diego, both the Friars Formation and the Stadium Conglomerate are considered to have a high paleontological resource potential (Deméré and Walsh 1993). None of the Rezone Sites are located within either of these geologic formations. However, other formations in the City may have a moderate potential for paleontological resource discovery, particularly in the case of grading volumes with significant volume and/or depth. Geologic formations in the San Diego region have been rated according to the potential, or sensitivity, for yielding paleontological resources. The County of San Diego has developed its own guidelines for assigning paleontological potential, which include a five-tiered scale of high potential, moderate potential, low potential, marginal potential, and no potential. A description of each paleontological potential rating, as outlined by the County, is provided below (County of San Diego 2009):

- **High Potential:** Geologic units with high potential are known to contain paleontological areas with rare, well preserved, critical fossil materials for stratigraphic or paleoenvironmental interpretation, and fossils providing important information about the paleoclimatic, paleobiological, and/or evolutionary history (phylogeny) of animal and plant groups. Highly

sensitive formations contain vertebrate fossil remains or are considered to have the potential to contain such remains.

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

Grading into a geologic formation with high or moderate sensitivity has the potential to result in impacts to paleontological resources. At a program level of review, it is not possible to investigate each individual site to determine the depth of geologic formations and identify their associated paleontological sensitivity. For example, while the Rezone Sites are not located on formations with High Sensitivity (Friars and Mission Valley Formation), they could underly formations with moderate sensitivity. If grading were to occur at depths sufficient to disturb a moderate sensitivity geologic formations with potential paleontological resources, significant impacts could result. Potential impacts to paleontological resources would be significant. With implementation of **MM-GEO-1**, impacts associated with paleontological resources would be reduced to less than significant.

**MM-GEO-1: Paleontological Resources.** To address potential impacts to paleontological resources, the City shall review the project application materials including the geotechnical report to determine if project grading has the potential to disturb geologic formations with the potential to contain paleontological resources. If grading depths remain within the organic and soil layers, no monitoring would be required. The City may request information from the applicant such as the depth of grading, geologic formations and paleontological sensitivity in order to determine the potential for impacts. In the event grading may disturb geologic formations with a moderate or high potential to contain paleontological resources, the following monitoring program shall be implemented prior to and during grading operations:

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



monitor) has the authority to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner.

6. Post-Construction Treatment: Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and cataloged.
7. Post-Construction Curation: Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited in the designated fossil repository.

Post-Construction Final Report: A final summary paleontological mitigation report that outlines the results of the mitigation program shall be completed and submitted to the City of Santee within two weeks of the completion of each construction phase of the proposed project. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, inventory lists of cataloged fossils, and significance of recovered fossils.

The City Council finds that **MM-GEO-1** is feasible, is adopted, and will further reduce impacts related to paleontological resources. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to paleontological resources, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to paleontological resources. (Draft PEIR, pp. 4.5-17 through 4.5-18.)

## **E. HAZARDOUS AND HAZARDOUS MATERIALS**

### **1. Accident or Upset**

Threshold: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Finding: Less than significant with mitigation measures. (Draft PEIR, pp. 4.7-18 through 4.7-19)

Explanation: An accidental release of hazardous materials could occur during: (1) the routine use, transport, and disposal of materials during project operation (as discussed above); or (2) through the accidental upset of hazardous materials – either known or unknown – during excavation and construction of future development. Exposure to

hazardous materials could occur through contact with contaminated soil or groundwater, skin contact, or the inhalation of vapors or dust.

Future redevelopment or construction activities within the Rezone Sites may pose hazards to the public or the environment through the disturbance of existing contaminated soils, groundwater, or hazardous building materials. Grading and excavation activities could disturb soils and cause contaminants below ground to become airborne. Excavation below the groundwater table or dewatering could also bring construction workers in contact with contaminants through skin contact, ingestion, or inhalation.

During construction, workers also could be exposed to hazardous materials during demolition of buildings. Numerous structures within the Rezone Sites were constructed prior to 1978. Demolition of buildings built prior to 1978 may expose workers to ACMs or LBPs. Inhalation of asbestos-containing dust may cause acute or chronic toxicity. Exposure to persons other than construction workers would be reduced by the exclusion of non-authorized personnel in construction areas determined to contain potentially hazardous materials. Exposure to construction workers would be controlled through conformance with Cal-OSHA worker safety standards. Additionally, California law requires a licensed company to perform asbestos testing and abatement. These requirements ensure that all asbestos removal is completed with all required safety precautions to avoid release of hazardous materials into the environment. CCR Section 1532.1 requires construction workers to establish and implement a compliance program to ensure property handling and monitoring of lead-based paint exposure.

Although, there are regulations and standards in place to protect against the accidental release of asbestos and lead-based paints and other hazardous materials during demolition, there could be potentially unknown sources of surface or subsurface hazardous materials on development sites that may be subject to a release during development .

In the unlikely event of upset or accidental release, mandated protocols for reporting the release, notifying the public, and remediating the event (if determined necessary by regulatory agencies) are intended to reduce public risks. Specifically, the risks associated with the accidental release of hazardous materials would be managed through the implementation of AB 3205, California Hazardous Waste Control Law, California H&SC, California Fire Code, and RCRA regulations.

Potentially significant impacts associated with the accidental release of unknown hazardous materials during future construction would be reduced to a level less than significant through implementation of the mitigation framework **HAZ-1**.

**MM-HAZ-1:**

Applications for future development in the Rezone Sites, wherein the City has determined a potential for impacts to known and unknown hazardous materials sites, shall be required to comply with the following mitigation framework.

Future projects shall be required to identify potential conditions, which require further regulatory oversight and demonstrate compliance based on the following measures prior to issuance of any permits.

- A. A Phase I Environmental Site Assessment (ESA) shall be completed in accordance with American Society of Testing and Materials (ASTM) Standards. If hazardous materials are identified requiring remediation, a Phase II ESA and remediation effort shall be conducted in conformance with federal, state, and local regulations.
- B. If the Phase II ESA identifies the need for remediation, then the following shall occur prior to the issuance of grading permits:
  1. The applicant shall retain a qualified environmental engineer to develop a soil and/or groundwater management plan to address the notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances (soil, groundwater). The qualified environmental consultant shall monitor excavations and grading activities in accordance with the plan. The plans shall be approved by the City prior to development of the site.
  2. The applicant shall submit documentation showing that contaminated soil and/or groundwater on proposed development parcels have been avoided or remediated to meet cleanup requirements established by appropriate local regulatory agencies (Regional Water Quality Control Board [RWQCB]/DTSC/DEH) based on the future planned land use of the specific area within the boundaries of the site (i.e., commercial, residential), and that the risk to human health of future occupants of these areas therefore has been reduced to below a level of significance.

3. The applicant shall obtain written authorization from the appropriate regulatory agency (RWQCB/DTSC/DEH) confirming the completion of remediation. A copy of the authorization shall be submitted to the City to confirm that all appropriate remediation has been completed and that the proposed development parcel has been cleaned up to the satisfaction of the regulatory agency. In the situation where previous contamination has occurred on a site that has a previously closed case or on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the DEH shall be notified of the proposed land use.

4. All cleanup activities shall be performed in accordance with all applicable federal, state, and local laws and regulations, and required permits shall be secured prior to commencement of construction to the satisfaction of the City and compliance with applicable regulatory agencies such as but not limited to the City of Santee Municipal Code.

The City Council finds that **MM-HAZ-1** is feasible, is adopted, and will further reduce impacts related to accident or upset. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project regarding accident or upset, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to accident or upset. (Draft PEIR, pp. 4.7-19 through 4.7-20.)

## F. **NOISE**

### 1. **Noise Standards**

Threshold: Would the Project result in the 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?

Finding: Less than significant with mitigation. (Draft PEIR, pp. 4.10-21 through 4.10-35)

Explanation: **Vehicle Traffic Noise – Land Use Compatibility.**

#### ***Sites 1 through 10***

Sites 1 through 10 are located off Summit Avenue and Summit Crest Avenue, north of SR-52 and northwest of SR-67. Sites 1 through 10 have a total development potential of 124 multi-family units. Future noise levels are projected to exceed 65 dB(A) Ldn only immediately adjacent to Summit Avenue. To accommodate project access, Summit Avenue would need to be improved and the 65 dB(A) Ldn noise contour may fall within the Summit Avenue right-of-way. Development of Sites 1 through 10 would require future discretionary review. Any siting of new noise-sensitive land uses within a noise environment that exceeds the normally acceptable land use compatibility criterion represents a potentially significant impact and would require a separate noise study through the development review process to determine the level of impacts and required mitigation. Noise Element Policy 2.1 would require that future development include noise control for exterior and interior living spaces of all new residential development. Section 8.0 of the Noise Element provides implementation measures that may be incorporated into a project to reduce noise levels. Additionally, as required by the CCRs, future ministerial and discretionary projects would be required to demonstrate that interior noise levels would be

reduced to 45 dB(A) Ldn or less. However, absent a specific development proposal with site designs, the potential for shielding of exterior use areas cannot be known at this programmatic level of review. Therefore, due to the siting of new noise-sensitive land uses in an area that may exceed normally acceptable land use compatibility criterion due to transportation noise sources, a significant impact would result.

**Sites 11 and 12**

Sites 11 and 12 are located off Conejo Road, north of SR-52 and northwest of SR-67. Site 11 has the potential to be developed with eight multi-family units, and Site 12 has the potential to be developed with six multi-family units. These sites are located well outside the 65 dB(A) Ldn noise contour. Noise levels would be less than the City's normally acceptable noise standard, and impacts would be less than significant.

**Site 15**

Site 15 is located north of SR-52, on Town Center Parkway within the Santee Town Center. Site 15 has the potential to be developed with 115 multi-family units. The driveway access to Site 15 is located within the 65 dB(A) Ldn noise contour for Mission Gorge Road, however, the developable area of Site 15 is located outside the dB(A) Ldn noise contour. These noise contours do not take into account shielding provided by the buildings located between the site and the adjacent roadways. Therefore, actual future noise levels at the project site would be less than shown. Noise levels at Site 15 would be compatible with the City's noise normally acceptable noise standard of 65 dB(A) Ldn, and noise impacts would be less than significant.

Site 15 is eligible for by-right development. Since noise levels would be less than 65 dB(A) Ldn, no noise reduction measures would be required.

**Sites 16A and 16B**

Sites 16A and 16B are located north of SR-52 and west of SR-67, off Civic Center Drive near town center. Site 16A has the potential to be developed with 333 multi-family units, and Site 16B has the potential to be developed with 120 multi-family units. Additionally, Site 16A could include ground-floor retail uses. Sites 16A and 16B are located outside the 65 dB(A) Ldn noise contour. Noise levels would be less than the City's normally acceptable noise standard, and impacts would be less than significant.

Site 16A is eligible for by-right development. Since noise levels would be less than 65 dB(A) Ldn, no noise reduction measures would be required.

***Sites 17 and 18***

Sites 17 and 18 are located off Cottonwood Avenue, north of SR-52 and west of SR-67. Site 17 has the potential to be developed with 279 multi-family units, and Site 18 has the potential to be developed with 98 multi-family units. Park Center Drive currently terminates in a cul-du-sac at the western boundary of Site 18 and northern boundary of Site 17. The future circulation element roadway plan includes extensions through these sites, and those roadway extensions were reflected in the future year 2050 SANDAG traffic modeling. Future noise levels are projected to exceed 65 dB(A) Ldn only immediately adjacent to these future roadway extensions, and the 65 dB(A) Ldn noise contour may fall within the roadway right-of-way. Future noise levels at the majority of Sites 17 and 18 would be less than 65 dB(A) Ldn. Noise levels would not exceed the conditionally acceptable noise standard of 70 dB(A) Ldn. Sites 17 and 18 are eligible for by-right development. Under the current circulation element roadway system, exterior noise levels would not exceed 65 dB(A) Ldn, and no noise reduction measures would be required. Should the roadway extensions be included in the future project design, noise levels would exceed 65 dB(A) Ldn immediately adjacent to the roadways, but would not exceed 70 dB(A) Ldn.

At any specific location, the actual existing noise would depend upon not only the source noise level but also the nature of the path from the source to the sensitive receptor. Buildings, walls, dense vegetation, and other barriers would block the direct line of sight and reduce noise levels at the receptor. As an example, a first row of buildings would reduce traffic noise levels at receptors by 3 to 5 dB(A) behind those structures depending on the building-to-gap ratio. Large continuous structures can provide substantially greater attenuation of traffic noise. Additionally, due to the provision of common exterior use areas, multi-family residential land uses can generally provide greater shielding to these areas, thus providing exterior use areas that comply with the compatibility guidelines.

Any siting of new noise-sensitive land uses within a noise environment that already exceeds the normally acceptable land use compatibility criterion represents a potentially significant impact and would require a separate noise study through the development review process to determine the level of impacts and required mitigation. Noise Element Policy 2.1 would require that future development include noise control for exterior and interior living

spaces of all new residential development. Section 8.0 of the Noise Element provides implementation measures that may be incorporated into a project to reduce noise levels. Additionally, as required by the California Code of Regulations, future ministerial and discretionary projects would be required to demonstrate that interior noise levels would be reduced to 45 dB(A) Ldn or less. However, absent a specific development proposal with site designs, the potential for shielding of exterior use areas cannot be known at this programmatic level of review. Therefore, due to the siting of new noise-sensitive land uses in an area that may exceed normally acceptable land use compatibility criterion due to transportation noise sources, a significant impact would result.

**Site 19**

Site 19 is off Park Center Drive, north of SR-52 and west of SR-67. Site 19 has the potential to be developed with 32 multi-family units. Site 19 is eligible for by-right development. Site 19 is located outside the 60 dB(A) Ldn noise contour. Noise levels would be less than the City's normally acceptable noise standard, and impacts would be less than significant. Since noise levels would be less than 65 dB(A) Ldn, no noise reduction measures would be required.

**Sites 20A and 20B**

Sites 20A and 20B are located west of SR-67 and north of SR-52, along Magnolia Avenue. Site 20A has the potential to be developed with 170 multi-family units, and Site 20B has the potential to be developed with 300 multi-family units. Additionally, Site 20B could include ground-floor retail uses. Future exterior noise levels are projected to exceed 65 dB(A) Ldn at the eastern portion of the sites adjacent to Magnolia Avenue. As with Sites 17 and 18, due to the provision of common exterior use areas, multi-family residential land uses can generally provide greater shielding to these areas, thus providing exterior use areas that comply with the compatibility guidelines. However, absent a specific development proposal with site designs, the potential for shielding of exterior use areas cannot be known at this programmatic level of review. Therefore, due to the siting of new noise-sensitive land uses in an area that may exceed normally acceptable land use compatibility criterion due to transportation noise sources, a significant impact would result.

**Site 24**

Site 24 is located at 9953 Buena Vista Avenue, north of SR-52 and west of SR-67. Site 24 has the potential to be developed with 105 multi-family units, and is eligible for by-right development. Future exterior noise levels are projected to exceed 65 dB(A) Ldn due to vehicle traffic on SR-52. It should be noted that SR-52 is elevated



above Site 24 and includes a concrete masonry wall between the project site and SR-52. The noise contours do not take into account the difference in elevation or the shielding provided by the wall. Therefore, noise levels at Site 24 are less than represented in Figure 4.10-5.7 of the Draft PEIR. The measured noise levels at Site 24 were 56.7 and 65.2 dB(A) Leq. As with other identified sites with the potential to exceed 65 dB(A) Ldn, due to the provision of common exterior use areas, multi-family residential land uses can generally provide greater shielding to these areas, thus providing exterior use areas that comply with the compatibility guidelines. However, absent a specific development proposal with site designs, the potential for shielding of exterior use areas cannot be known at this programmatic level of review. Therefore, due to the siting of new noise-sensitive land uses in an area that may exceed normally acceptable land use compatibility criterion due to transportation noise sources, a significant impact would result.

#### ***Site 25***

Site 25 is located at 8801 Olive Lane, north of SR-52 and east of SR-67. Site 25 has the potential to be developed with 41 multi-family units. Future exterior noise levels are projected to exceed 65 dB(A) Ldn due to vehicle traffic on SR-52. It should be noted that SR-52 is elevated above Site 25. The noise contours do not take into account the difference in elevation, or shielding provided by buildings located between the site and SR-52. Therefore, noise levels at Site 25 are less than represented in Figure 4.10-5.8 of the Draft PEIR. Absent a specific development proposal with a detailed site plan and site specific noise modeling, the potential for exterior use areas to be designed to meet noise standards cannot be known at this programmatic level of review. Therefore, due to the siting of new noise-sensitive land uses in an area that may exceed normally acceptable land use compatibility criterion due to transportation noise sources, a significant impact would result.

#### ***Sites 29 and 30***

Site 29 is located at 7737 Mission Gorge Road, west of SR-52. Site 30 is located directly next to Site 29 at 8714 Starpine Drive. Site 29 has the potential to be developed with 64 multi-family units, and Site 30 has the potential to be developed with 28 multi-family units. Future exterior noise levels are projected to exceed 65 dB(A) Ldn at the northern half of Site 29 due to vehicle traffic on Mission Gorge Road. Noise levels would be less than 65 dB(A) Ldn at the southern half of Site 29 and all of Site 30. Noise levels at Site 30 would be less than the City's normally acceptable noise standard, and impacts would be less than significant. Since noise levels would be less than 65 dB(A) Ldn, no noise reduction measures would be required for Site 30.

However, future development at Site 29 could exceed exterior noise standards. Absent a specific development proposal with a detailed site plan and site-specific noise modeling, the potential for exterior use areas to be designed to meet noise standards cannot be known at this programmatic level of review. Therefore, due to the siting of new noise-sensitive land uses in an area that may exceed normally acceptable land use compatibility criterion due to transportation noise sources, a significant impact would result with respect to Site 29.

### **Site 35**

Site 35 is located northwest of SR-67 and north of SR-52, adjacent to the termini of Mast Boulevard. Mast Boulevard does not currently connect adjacent to the project site, but a connection is identified in the future year 2050 SANDAG traffic modeling. However, City Council adopted a policy in 2017 to not extend Mast Boulevard. Therefore, noise levels would be less than those identified in Figure 4.10-5.10 of the Draft PEIR. Site 35 has the potential to be developed with 122 multi-family units, and would be eligible for by-right development. Future noise levels are not projected to exceed 65 dB(A) Ldn at Site 35. The future 65 dB(A) Ldn noise contour for the Mast Boulevard connection would lie within the roadway right-of-way. Noise levels would be less than the City's normally acceptable noise standard, and impacts would be less than significant. Since noise levels would be less than 65 dB(A) Ldn, no noise reduction measures would be required.

As discussed, exterior noise levels are projected to exceed 65 dB(A) Ldn at the following Rezone Sites: Sites 1 through 10, Sites 17 and 18, Sites 20A and 20B, Site 24, Site 25, and Site 29. Impacts to sensitive receivers from exterior noise levels from vehicle traffic would be significant. With implementation of **MM-NOS-1**, and implementation of the General Plan policies and implementation measures listed above, impacts from transportation noise sources would be reduced to less than significant.

Regarding interior noise, as required by the CCRs, future ministerial and discretionary projects would be required to demonstrate that interior noise levels would be reduced to 45 dB(A) Ldn or less. Therefore, vehicle traffic noise affecting building interiors would be less than significant.

### **Construction Noise**

Future development implemented under the project could result in a temporary ambient noise increase due to construction activities. Construction noise typically occurs intermittently and varies

depending upon the nature or phase of construction (e.g., demolition; land clearing, grading, and excavation; erection). Construction noise would be short term and would include noise from activities such as site preparation, truck hauling of material, pouring of concrete, and the use of power tools. Noise would also be generated by construction equipment use, including earthmovers, material handlers, and portable generators, and could reach high noise levels for brief periods. Significant noise impacts may occur from operation of heavy earthmoving equipment and truck haul that would occur with construction of individual development projects. Implementation of the project anticipates an increase in development intensity.

The City's Municipal Code Section 5.04.090 regulates noise associated with construction equipment and activities through time of day restrictions (e.g., days of the week and hours of operation), and requires that notice be given when construction equipment with a manufacturer's noise rating of 85 dB(A) L<sub>max</sub> will operate at a specific location for 10 consecutive workdays. Future development at the Rezone Site would be subject to this standard.

Hourly average noise levels would be approximately 83 dB(A) L<sub>eq</sub> at 50 feet from the center of construction activity when assessing three pieces of common construction equipment working simultaneously. Noise levels would vary depending on the nature of the construction activities including the duration of specific activities, the equipment involved, the location of the sensitive receivers, and the presence of intervening barriers. Using a construction equipment noise level of 83 dB(A) L<sub>eq</sub> at 50 feet, construction noise level contours for the sites that would have the potential to be developed ministerially were calculated. Construction noise levels would generally range from 65 to 75 dB(A) L<sub>eq</sub> near the project boundaries.

Construction of individual developments associated with potential future development at Rezone Sites would temporarily increase the ambient noise environment in the vicinity of each individual project. Because construction activities associated with any individual development may occur near noise-sensitive receptors and depending on the project type noise disturbances may occur for prolonged periods of time, construction noise impacts associated with potential future development at Rezone Sites are considered significant.

Although residences adjacent to the Rezone Sites would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary. Both discretionary and ministerial project would be required to adhere to the time of day

restrictions and notification requirements of Santee Municipal Code Section 5.04.090. However, construction activities associated with any individual development may occur near noise-sensitive receptors. Depending on the equipment list, time of day, phasing, and overall construction durations, noise disturbances may occur for prolonged periods of time or during the more sensitive nighttime hours. Therefore, construction noise impacts would be considered potentially significant. Without project-specific information to evaluate potential construction noise impacts and specific distances to sensitive receptors, impacts are considered significant at this programmatic level of review. With implementation of **MM-NOS-2**, impacts associated with construction noise would be reduced to less than significant.

**MM-NOS-1:** Applications for future development, where the City has determined a potential for land use compatibility impacts related to vehicle traffic, shall be required to comply with the following mitigation measure:

Prior to the issuance of a permit to develop at the Rezone Sites, the City shall assess whether proposed noise-sensitive receivers or associated noise-sensitive exterior use areas would be subject to transportation noise levels that potentially conflict with policies established in the City's General Plan. Based on the analysis herein, the following sites are anticipated to require implementation of this measure: Sites 1 through 10, Sites 17 and 18, Sites 20A and 20B, Site 24, Site 25, and Site 29. Where noise levels would potentially conflict with City policies, the City shall require preparation of a noise technical analysis by a qualified professional that demonstrates (1) noise levels would not exceed the City's General Plan Noise Element compatibility guidelines, or (2) noise levels which already exceed the levels considered compatible for that use are not increased by 3 dB or more. In lieu of detailed analysis, the City will accept information demonstrating that noise reduction techniques have been incorporated that would reduce noise levels at exterior use areas consistent with City standards. Noise reduction techniques may include site design (including building orientation) that provides noise barriers free of gaps and obstructs line-of-sight between the source and receiver, and has a weight of at least 2 pounds per square foot, or other noise reduction technique as applicable.

**MM-NOS-2:** The City shall review applications for future development to determine applicability of a Construction Noise Best Management Plan. An applicant may provide site-specific noise generation information demonstrating that construction activities will not exceed 75 dB at the nearest sensitive receptor. If this site-specific information is not provided, a construction best management plan

shall be required when the construction site is located within 150 feet of a sensitive receptor. The criteria of 150 feet is provided as a screening tool for use by the City, based on an average construction noise level of 83 dB, attenuating to 75 dB at 150 feet.

#### Construction Noise Best Management Practice Plan

Where applicable based on the criteria provided above, the City shall require preparation and implementation of a best management practice plan that demonstrates how noise levels would be minimized to comply with the time of day restrictions and notification requirements of Santee Municipal Code Section 5.04.090.

Noise reduction measures can include, but are not limited to, the following:

1. Construction equipment with a manufacturer's noise rating of 85 dB(A) L<sub>max</sub> or greater may only operate at a specific location for 10 consecutive workdays. If work involving such equipment would involve more than 10 consecutive workdays, a notice must be provided to all property owners and residents within 300 feet of the site no later than 10 days before the start of construction. The notice must be approved by the City and describe the proposed project and the expected duration of work and provide a point of contact to resolve noise complaints.
2. Idling times for noise-generating equipment used in demolition, construction, site preparation, and related activities shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.
3. Demolition, construction, site preparation, and related activities within 100 feet from the edge of properties with existing, occupied noise-sensitive uses shall incorporate all feasible strategies to reduce noise exposure for noise-sensitive uses, including:
  - a. Provide written notice to applicable noise-sensitive land uses at least two weeks prior to the start of each construction phase of the construction schedule;
  - b. Ensure that construction equipment is properly maintained and equipped with noise control components, such as mufflers, in accordance with manufacturers' specifications;
  - c. Re-route construction equipment away from adjacent noise-sensitive uses;
  - d. Locate noisy construction equipment away from surrounding noise-sensitive uses;

- e. Use sound aprons or temporary noise enclosures around noise-generating equipment;
  - f. Position storage of waste materials, earth, and other supplies in a manner that will function as a noise barrier for surrounding noise-sensitive uses;
  - g. Use the quietest practical type of equipment;
  - h. Use electric powered equipment instead of diesel or gasoline engine powered equipment;
  - i. Use shrouding or shielding and intake and exhaust silencers/mufflers; and
  - j. Other effective and feasible strategies to reduce construction noise exposure for surrounding noise-sensitive uses.
4. For construction of buildings that require the installation of piles, an alternative to installation of piles by hammering shall be used where sensitive receptors are located within 150 feet. This could include the use of augured holes for cast-in-place piles, installation through vibration or hydraulic insertion, or another low-noise technique.

The City Council finds that **MM-NOS-1** and **MM-NOS-2** are feasible, are adopted, and will further reduce impacts related to noise. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to noise, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to noise. (Draft PEIR, pp. 4.10-45 through 4.10-46.)

## 2. **Vibration**

Threshold: Would the Project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Finding: Less than significant with mitigation. (Draft PEIR, pp. 4.10-47 through 4.10-48)

Explanation: Vibration generated by construction equipment has the potential to be substantial, since it has the potential to exceed the FTA criteria for architectural damage (FTA 2018). Construction details and equipment for future project-level development is not known at this

time. Therefore, construction vibration impacts would be considered potentially significant.

Construction details, locations, and equipment for future project-level developments under the project are not known at this time but may cause vibration impacts. Impacts related to vibration associated with future development within the Rezone Sites would be potentially significant.

Implementation of the controls outlined in **MM-NOS-3** would ensure future development with the potential to generate substantial vibration implement a plan to ensure vibration thresholds are not exceeded during construction. With implementation of **MM-NOS-3**, impacts related to groundborne vibration would be reduced to less than significant.

**MM-NOS-3:** Applications for future development, where the City has determined a potential for vibration impacts in relation to sensitive receptors, shall be required to comply with the following mitigation measure:

Prior to the issuance of a permit to develop at the Rezone Sites, the City shall determine whether the construction process will require equipment or activities that may result in vibration, such as pile driving. For projects requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. These distances are based on reference vibration levels generated by pile drivers and vibratory rollers and standard vibration propagation rates as published by the Federal Transit Administration *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018). This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving, and static rollers as opposed to vibratory rollers, shall be used. If necessary,

construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.

The City Council finds that **MM-NOS-3** is feasible, is adopted, and will further reduce impacts related to vibration. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to vibration, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to vibration. (Draft PEIR, pp. 4.10-48 through 4.10-49.)

## **G. TRIBAL CULTURAL RESOURCES**

### **1. Tribal Cultural Resources**

Threshold: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or (ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code section 5024.1?

Finding: Less than significant with mitigation. (Draft PEIR, pp. 4.4-15 through 4.4-16)

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

There are eight parcels within the Moderate Potential for Register Eligible Buried Archaeological Sites and 10 parcels within the



Moderate Potential for Register Eligible Archaeological Sites. These sites are located within areas with higher potential to encounter Register Eligible resources either on the surface or during ground disturbance activities.

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

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

known at this program-level of analysis, potential impacts to archaeological resources or tribal cultural resources would be significant.

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

The City Council finds that **MM-CUL-2** and **MM-CUL-3** are feasible, are adopted, and will further reduce impacts related to tribal cultural resources. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to tribal cultural resources, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to tribal cultural resources. (Draft PEIR, pp. 4.4-16 through 4.4-18.)

## H. UTILITIES AND SERVICE SYSTEMS

### 1. **Wastewater Treatment Requirements**

Threshold: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Finding: Less than significant with mitigation. (Draft PEIR, pp. 4.14-15 through 4.14-17)

Explanation: **Water.** Development anticipated in the Rezone Sites would occur within areas of the City that are already served by existing water utility infrastructure. Expansion of water infrastructure is not anticipated to adequately serve future development beyond lateral connections to serve individual projects. While future Rezone Sites would require connection to existing water pipelines, localized water

utility infrastructure improvements and relocations would be evaluated upon submittal of project specific development plans. All future project applications, whether discretionary or ministerial would be required to comply with relevant City regulations and adhere to the mitigation framework presented in this PEIR, including **MM-VIS-1**, **MM-AQ-1**, **MM-BIO-1** through **MM-BIO-6**, **MM-CUL-1** through **MM-CUL-3**, **MM-GEO-1**, **MM-GHG-1** and **MM-GHG-2**, **MM-HAZ-1**, **MM-NOS-1** through **MM-NOS-3**, and **MM-TRA-1**, which would ensure that any physical impacts associated with construction of pipeline connections to existing water infrastructure would be addressed as part of the City review for each individual project. Additionally, future projects would be required to comply with General Plan policies including Land Use Element Policy 3.6, which requires the review of development projects to ensure that all necessary utilities are available to serve the project.

**Wastewater.** Development anticipated in the Rezone Sites would occur within areas of the City that are already served by existing wastewater utility infrastructure and no expansion of existing facilities would be required to serve the project. Although future Rezone Sites would require localized connection to existing wastewater pipelines, wastewater utility infrastructure improvements and relocations would be evaluated upon submittal of project specific development plans. All future project applications, whether discretionary or ministerial would be required to comply with relevant City regulations and adhere to the mitigation framework presented in this PEIR, including **MM-VIS-1**, **MM-AQ-1**, **MM-BIO-1** through **MM-BIO-6**, **MM-CUL-1** through **MM-CUL-3**, **MM-GEO-1**, **MM-GHG-1** and **MM-GHG-2**, **MM-HAZ-1**, **MM-NOS-1** through **MM-NOS-3**, and **MM-TRA-1**, which would ensure that any physical impacts associated with construction of pipeline connections to wastewater infrastructure would be addressed as part of the City review for each individual project. Additionally, future projects would be required to comply with General Plan policies including Land Use Element Policy 3.6, which requires the review of development projects to ensure that all necessary utilities are available to serve the project.

**Stormwater.** Development anticipated in the Rezone Sites would occur within areas of the City that are already served by existing stormwater infrastructure. Existing stormwater infrastructure would be able to accommodate post project stormwater flows considering existing requirements for detention and on-site infiltration. Although future Rezone Sites would require connection to existing stormwater facilities, localized stormwater infrastructure improvements would be evaluated upon submittal of project specific development plans. All future project applications, whether discretionary or ministerial would

be required comply with relevant City regulations and adhere to the mitigation framework presented in this PEIR, including **MM-VIS-1**, **MM-AQ-1**, **MM-BIO-1** through **MM-BIO-6**, **MM-CUL-1** through **MM-CUL-3**, **MM-GEO-1**, **MM-GHG-1** and **MM-GHG-2**, **MM-HAZ-1**, **MM-NOS-1** through **MM-NOS-3**, and **MM-TRA-1**, which would ensure that any physical impacts associated with construction of pipeline connections to existing water infrastructure would be addressed as part of the City review for each individual project. Additionally, future projects would be required to comply with General Plan policies including Land Use Element Policy 3.6, which requires the review of development projects to ensure that all necessary utilities are available to serve the project.

It is further noted that future projects would be required to design all on-site storm water facilities to comply with the City's BMP Design Manual. Adherence to the BMP Design Manual ensures new development and redevelopment provide adequate storm water facilities that are compatible with existing City systems and conform to all performance standards presented in the MS4 permit. Physical impacts of all utility improvements would be addressed as part of the future project-specific applications and appropriate mitigation for impacts would be applied consistent with this PEIR.

**Electric Power, Natural Gas, and Telecommunications.** Development anticipated in the Rezone Sites would occur within areas of the City that are already served by existing electrical, natural gas, and telecommunications utility infrastructure. Although future Rezone Sites would require connection to these existing facilities, localized utility infrastructure improvements and relocations would be evaluated upon submittal of project specific development plans. All future project applications, whether discretionary or ministerial would be required to comply with relevant City regulations and adhere to the mitigation framework presented in this PEIR, including **MM-VIS-1**, **MM-AQ-1**, **MM-BIO-1** through **MM-BIO-6**, **MM-CUL-1** through **MM-CUL-3**, **MM-GEO-1**, **MM-GHG-1** and **MM-GHG-2**, **MM-HAZ-1**, **MM-NOS-1** through **MM-NOS-3**, and **MM-TRA-1**, which would ensure that any physical impacts associated with construction of connections to existing electrical, natural gas, and telecommunications utility infrastructure would be addressed as part of the City review for each individual project. Additionally, future projects would be required to comply with General Plan policies including Land Use Element Policy 3.6, which requires the review of development projects to ensure that all necessary utilities are available to serve the project.

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

See **MM-VIS-1**, **MM-AQ-1**, **MM-BIO-1** through **MM-BIO-6**, **MM-CUL-1** through **MM-CUL-3**, **MM-GEO-1**, **MM-GHG-1** and **MM-GHG-2**, **MM-HAZ-1**, **MM-NOS-1** through **MM-NOS-3**, and **MM-TRA-1**.

Impacts associated with the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities would be reduced to a level less than significant with implementation of the mitigation framework **MM-VIS-1**, **MM-AQ-1**, **MM-BIO-1** through **MM-BIO-6**, **MM-CUL-1** through **MM-CUL-3**, **MM-GEO-1**, **MM-GHG-1** and **MM-GHG-2**, **MM-HAZ-1**, **MM-NOS-1** through **MM-NOS-3**, and **MM-TRA-1**.

The City Council finds that **MM-VIS-1, MM-AQ-1, MM-BIO-1** through **MM-BIO-6, MM-CUL-1** through **MM-CUL-3, MM-GEO-1, MM-GHG-1** and **MM-GHG-2, MM-HAZ-1, MM-NOS-1** through **MM-NOS-3,** and **MM-TRA-1** are feasible, are adopted, and will further reduce impacts related to utilities. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to utilities, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to utilities. (Draft PEIR, p. 4.14-17.)

**SECTION IV.**  
**IMPACTS THAN CANNOT BE FULLY MITIGATED TO A LESS THAN SIGNIFICANT**  
**LEVEL**

The City Council hereby finds that, despite the incorporation of Mitigation Measures identified in the EIR and in these Findings, the following environmental impacts cannot be fully mitigated to a less than significant level and a Statement of Overriding Considerations is therefore included herein:

**A. AIR QUALITY**

**1. Air Quality Plans and Air Quality Standards**

Threshold: Would the Project conflict with or obstruct implementation of the applicable air quality plan; violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Finding: Significant and unavoidable. (Draft PEIR, pp. 4.2-15 through 4.2-17)

Explanation: The project would result in additional housing opportunities throughout the City consistent with the Regional Housing Needs Assessment. The project would also result in increased commercial opportunity within the Graves Avenue sites compared to what is allowed under current General Plan and Zoning regulations. When compared to the existing zoning and land use designations, the project would increase the development potential in the City, which would increase the amount of vehicle traffic generated in the City. Although the project would increase the amount of traffic in the City, it would not result in an increase in the average VMT per capita. As concluded in the Transportation Impact Study, with the implementation of the project, including buildout of the City's General

Plan land use and transportation network, the average resident VMT per capita for the City is reduced from 20.5 (in base year 2016) to 18.7 VMT per capita, although this level of VMT per capita would still exceed the VMT significance threshold of 85 percent of the regional average. The City's goal for residential land uses is to allow for the development of a wide range of housing types. This includes the development of higher density residential developments in areas close to multi-modal transportation facilities, transit stations, and along major corridors where transit and other convenience services and accommodating land uses are available. Additionally, new residential developments should provide adequate open space, recreational facilities, schools, interior circulation patterns and other amenities and facilities. By bringing in varied and complementary uses and a mobility network that supports and encourages walking, biking and taking transit, the project could contribute to a more VMT efficient and sustainable future for the community. However, because buildout of the project would result in an increase in development and an increase in traffic generation over what would occur under buildout of the adopted zoning and land use designations, the project would result in an increase in emissions that are not already accounted for in the RAQS.

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

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

## **2. Cumulatively Considerable Pollutant Emissions**

Threshold: Would the Project result in 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?

Finding: Significant and unavoidable. (Draft PEIR, pp. 4.2-17 through 4.2-22)

Explanation: **Construction.** Construction emissions were calculated for development of the Rezone Sites that are eligible for by-right development. The construction of all the Rezone Sites would not necessarily occur simultaneously. For assessing the significance of the air quality emissions, the construction emissions were compared to the SDAPCD screening levels. The emissions associated with construction of the Rezone Sites that are eligible for by-right development would be less than the applicable thresholds for all criteria pollutants. As noted, the greatest amount of development would occur on Site 16A. Since construction emissions would be less than the applicable thresholds for Site 16A, it can be concluded that emissions associated with construction of each of the Rezone Sites would also be less than the applicable thresholds. Thus, construction of any individual site would be less than significant. However, if development of multiple sites were to occur simultaneously, there is the potential to exceed significance thresholds.

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

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



- Rule 55, Fugitive Dust Control: sets restrictions on visible fugitive dust from construction and demolition projects.
- Rule 67, Architectural Coatings: establishes limits to the VOC content for coatings applied within the SDAPCD.

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

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

**Operation.** Air pollutant emissions were calculated for the existing condition and for buildout potential of the Rezone Sites, as well as individual buildout of the Rezone Sites that would be eligible for by-right development. Operational emissions associated with the Rezone Sites that would be eligible for by-right development would be less than the applicable project-level screening thresholds for all criteria pollutants. As noted, the greatest amount of development would occur on Site 16A. Since operational emissions would be less than the applicable thresholds for Site 16A, it can be concluded that emissions associated with operation of each individual Rezone Site would also be less than the applicable thresholds, and project-level impacts would be less than significant.

Generally, discretionary, program-level planning activities, such as general plans, community plans, specific plans, housing elements etc., are evaluated for consistency with the local air quality plan. In contrast, project-level thresholds are applied to individual project-specific approvals, such as a proposed development project. Therefore, the analysis of the buildout of the Rezone Sites is based

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

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

When evaluating the project as a whole, buildout of the project would conflict with implementation of the RAQS. Operation of the project would result in a cumulatively considerable net increase in emissions compared to the emissions that would occur under existing land use designations.

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

**MM-AQ-1:**

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

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

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

Buildout of the Rezone Sites would occur over a period of approximately 25 years or longer. Construction activities could

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

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

## **B. GREENHOUSE GAS EMISSIONS**

### **1. Emissions Generation**

Threshold: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Finding: Significant and unavoidable. (Draft PEIR, pp. 4.6-16 through 4.6-19)

Explanation: The project includes adoption of a number of rezones to accommodate the City's RHNA allocation. Because implementation of the rezones would ultimately result in increased density on sites that are currently underdeveloped as well as the development of parcels that are currently vacant, GHG emissions would increase upon project implementation. Approval of the project would not specifically permit the construction of an individual project, and no specific development details are available at this program level of analysis. As discussed above, for the purposes of this analysis, emissions were calculated for the existing condition and for buildout of all Rezone Sites. Additionally, a separate analysis was provided to address buildout of the Rezone Sites that would be eligible for by-right development. Buildout of the Rezone Sites was modeled in year 2035 to align with the Sustainable Santee Plan emission projections and for the Housing Element buildout year 2050.

Buildout of the project would generate 22,665 MT CO<sub>2</sub>E in 2035 and 21,920 MT CO<sub>2</sub>E in 2050. Given the estimated service population,

this equates to 3.41 MT CO<sub>2</sub>E per service population in 2035 and 3.30 MT CO<sub>2</sub>E per service population in 2050. The emission reductions from 2035 to 2050 are associated with improved vehicle emissions through federal and state regulations and improved technologies. While the project would result in an increase in GHG emissions, climate change is occurring on a global scale; therefore, it is not possible to quantify the true effect of new GHG emissions caused by a single project or whether a project's net increase in GHG emissions, when combined with other activities in the region, is cumulatively considerable. GHG emissions would be expected to decrease over the life of the project due to the fact that mobile emissions would decrease over time due to a more fuel-efficient vehicle fleet mix in the project area over the life of project implementation as well as the increase in renewable energy and net-zero energy goals. When compared to the no project scenario, the project would result in an increase in GHG emissions due to the fact that the project proposes an increase in land use density at Rezone Sites which would involve emissions associated with vehicles, energy, air sources, water use, and waste generation.

Future housing development implemented under the proposed project would require compliance with the State Building Code energy efficiency and applicable green building standards. Development plans would be reviewed at project intake to ensure the inclusion of all applicable energy efficiency and applicable green building requirements of the applicable building and energy codes. Additionally, both future ministerial and discretionary development would be required to demonstrate with Sustainable Santee Plan GHG reduction measures through completion of the Consistency Checklist. Individual projects would be required to complete the Consistency Checklist as part of discretionary reviews or for by-right projects, as a requirement of the Objective Design Standards for by-right development.

Project implementation would result in significant VMT impacts. The Office of Planning and Research (OPR) Technical Advisory recommends setting a VMT per capita threshold of 15 percent below that of existing development as a reasonable threshold based on an extensive review of applicable research, and in light of CARB assessments of the VMT reductions that would be needed to meet the state's long-term climate goals. With buildout of the project, Santee is projected to have an average resident VMT per capita at 18.7, which is 98 percent of the base year regional average. VMT associated with the project would exceed the 85 percent threshold at buildout of the project, resulting in a significant VMT impact.

Additionally, the project would result in an increase in development that was not accounted for in the Sustainable Santee Plan. The first step in determining consistency with the Sustainable Santee Plan is determining if a project is consistent with the land use assumptions used to develop the Sustainable Santee Plan. For a majority of the Rezone Sites, future development would not be consistent with the existing zoning and land use designation and would result in development that is more GHG-intensive than a project developed under the existing designations.

However, the Sustainable Santee Plan provides for regular monitoring the effectiveness of the programs and to undertake emission inventory updates. Specifically, starting in 2021, the City would update the inventory of emissions and continue updates every three years to ensure they are on track to meet their GHG reductions goals (City of Santee 2019). Development of these sites could occur before any updates to the Sustainable Santee Plan. As stated in the Consistency Checklist, if a project is not consistent with the existing designations and would be more GHG-intensive, in accordance with the City's significance determination thresholds, the project's GHG impact may be significant. Pursuant to CEQA Guidelines Section 15183.5, if a future project is not consistent with the Consistency Checklist/existing GHG reduction plan, a project-specific analysis would be required. Although, future development would be required to incorporate each of the applicable measures identified in the Consistency Checklist to mitigate cumulative GHG emissions (unless the decision maker finds that a measure is infeasible in accordance with CEQA Guidelines Section 15091), it is not feasible to determine at this program level of review whether future projects would be consistent with or otherwise mitigate GHG emissions to meet the inventory reduction goals.

The adoption of the project would result in an increase in GHG emissions that would exceed the assumption used in development of the Sustainable Santee Plan and would result in an increase in VMT that exceeds the 85 percent thresholds, resulting in a significant impact. Both ministerial and discretionary development implemented under the project would be required to demonstrate compliance with Sustainable Santee Plan through completion of the Consistency Checklist. The project would result in an increase in development and associated emissions not accounted for in the Sustainable Santee Plan and, therefore, GHG emissions would not be adequately addressed through compliance with Sustainable Santee Plan and GHG emissions associated with the project would be significant.

Potentially significant impacts associated with GHG emissions would be mitigated through the application of **MM-GHG-1** and **MM-GHG-2** which requires preparation of project-specific GHG emissions analysis or compliance with the Consistency Checklist, after the Sustainable Santee Plan has been updated to reflect the increased density within the Rezone Sites. Additionally, implementation of **MM-TRA-1** would potentially reduce VMT associated with development at the Rezone Sites. However, the effectiveness of GHG and VMT reducing measures is context-sensitive and would vary depending on the site-specific project site, such as the location, access to transit, etc. At a program level of review, it is not guaranteed that each individual project would fully mitigate the potential impacts. While the requirement for future development to demonstrate compliance with the Consistency Checklist in addition to implementation of **MM-GHG-1**, **MM-GHG-2**, and **MM-TRA-1** would minimize GHG impacts associated with future development at the Rezone Sites, at this program level of review, it is not feasible to conclude whether impacts would be fully mitigated. Therefore, impacts associated with GHG emissions would remain significant and unavoidable.

**MM-GHG-1**

For development at Rezone Sites that proceed before an update to the Sustainable Santee Plan is adopted, as detailed in **MM-GHG-2**, a site-specific GHG analysis is required. The site-specific GHG analysis shall (1) determine whether the project would result in GHG emissions that may have a significant impact on the environment and specifically must demonstrate how the project would reduce emissions to achieve consistency with the State Scoping Plan and applicable GHG reduction targets, and (2) the analysis must demonstrate how the project would be consistent with the Sustainable Santee Plan Consistency Checklist in addition to other applicable GHG reduction plans. The site-specific GHG analysis shall be completed to the satisfaction of the City during the permitting process.

For development at Rezone Sites that proceed after the Sustainable Santee Plan is adopted as detailed in **MM-GHG-2**, only project consistency with the Sustainable Santee Plan Consistency Checklist is required.

**MM-GHG-2**

Within one year of adoption of the rezone program, the City shall prepare an update to the Sustainable Santee Plan to incorporate the additional emissions that would result from development at the rezone sites as part of the baseline inventory. The updated Sustainable Santee Plan shall determine GHG emission reduction targets consistent with the current Scoping Plan, based on the

updated inventory and provide any necessary updates to the Consistency Checklist.

Additionally, to reduce potentially significant impacts associated with VMT from future development within the Rezone Sites, **MM-TRA-1** would require incorporation of applicable Transportation Demand Management (TDM) measures.

## 2. Emission Reduction Plans

Threshold: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?

Finding: Less than significant. (Draft PEIR, pp. 4.6-20 through 4.6-29)

Explanation: The following analysis is based on whether development at the Rezone Sites would conflict with policies, plans, or regulations adopted for the purposes of reducing the emissions of GHG, thereby creating a condition in which in the policy, plan, or regulation would not be implemented and the goals would not be achieved.

**State Plans.** EO S-3-05 establishes GHG emission reduction targets for the state, and AB 32 launched the Climate Change Scoping Plan that outlines the reduction measures needed to reach these targets. CARB adopted the 2017 Scoping Plan which provided an updated framework for actions to reduce statewide GHG emissions. The 2017 Scoping Plan builds on existing programs and requires CARB and other state agencies to adopt regulations and incentives to reduce GHG emissions. As such, the Scoping Plan is not directly applicable to City planning efforts and projects, although there are several regulatory measures aimed at the identification and reduction of GHG emissions.

Most of these regulatory measures focus on area source emissions (e.g., energy usage, high-global warming-potential GHGs in consumer products) and changes to the vehicle fleet (e.g., more fuel-efficient vehicles, reduced VMT, fuel economy). This includes EO N-19-19 that redoubles the state's efforts to lower GHG emissions specifically through VMT reductions. Out of the recommended actions contained in CARB's Scoping Plan, the actions that are most applicable to the proposed project would be those that are aimed at efficiency of utilities, and adoption of more stringent building and appliance standards.

The 2017 Scoping Plan identifies state strategies for achieving the state's 2030 interim GHG emissions reduction target codified by SB



32. Measures under the 2017 Scoping Plan scenario build on existing programs such as the Low Carbon Fuel Standard, Advanced Clean Cars Program, RPS, SCS, Short-Lived Climate Pollutant Reduction Strategy, and the Cap-and-Trade Program. The project would comply with all applicable provisions contained in the 2017 Scoping Plan since the adopted regulations would apply to new development or the emission sectors associated with new development.

1) **Transportation** – State regulations and 2017 Scoping Plan measures that would reduce the project’s mobile source emissions include the California Light-Duty Vehicle GHG Standards (AB 1493/Pavley I and II), the Low Carbon Fuel Standard, and the heavy-duty truck regulations. These measures are implemented at the state level and would result in the reduction of project-related mobile source GHG emissions associated with the project.

2) **Energy** – State regulations and 2017 Scoping Plan measures that would reduce the project’s energy-related GHG emissions include RPS, Title 24 Energy Efficiency Standards, and CALGreen. The project would be served by SDG&E, which has achieved 38.2 percent renewables as of 2020. The project’s energy-related GHG emissions would decrease as SDG&E increases its renewables procurement beyond 2020 towards the 2030 goal of 60 percent. Additionally, future development would be constructed in accordance with energy efficiency standards effective at the time building permits are issued as well as energy-related GHG reduction measures identified in the Sustainable Santee Plan. The current 2019 Energy Code will result in more energy efficient development compared previous versions of the Energy Code and requires that solar photovoltaic systems be installed on all residential development. The Sustainable Santee Plan also requires that new residential construction meet or exceed CALGreen Tier 2 Voluntary Measures, such as obtaining green building ratings including LEED, Build it Green, or Energy Star Certified building certifications as well as the installation of solar PV.

3) **Water** – State regulations and 2017 Scoping Plan measures that would reduce the project’s electricity consumption associated with water supply, treatment, and distribution, and wastewater treatment include RPS, CALGreen, and the Model Water Efficient Landscape Ordinance. The project would be required to reduce indoor

water consumption by 20 percent in accordance with CALGreen. Additionally, the project would be subject to all City landscaping ordinance requirements.

4) **Waste** – State regulations and 2017 Scoping Plan measures that would reduce the project’s solid waste-related GHG emissions are related to landfill methane control, increased efficiency of landfill methane capture, and high recycling/zero waste. The project would be subject to CALGreen and the Sustainable Santee Plan, which require a diversion of construction and demolition waste from landfills. Additionally, the project would include recycling storage and would divert waste from landfills in accordance with AB 341.

Future housing development implemented under the proposed project would require compliance with the State Building Code energy efficiency and applicable green building standards. Development plans would be reviewed at project intake to ensure the inclusion of all applicable energy efficiency and applicable green building requirements of the applicable building and energy codes. Additionally, both future ministerial and discretionary development would be required to demonstrate with Sustainable Santee Plan GHG reduction measures through completion of the Consistency Checklist.

However, although future development would generally be consistent with Scoping Plan measures, buildout of the project would result in an increase in GHG emissions that exceed the 2017 Scoping Plan efficiency metrics and an increase in VMT. The Sustainable Santee Plan provides for regular monitoring and will be updated every three years to ensure the City is on track to meet their GHG reduction goals that are consistent with the Scoping Plan. As required by **MM-GHG-2**, the City shall prepare an update to the Sustainable Santee Plan to incorporate the GHG emissions associated with development authorized by the rezones evaluated in this PEIR. The updated Sustainable Santee Plan would provide emission inventories and projections, and updated GHG emission reduction targets that are consistent with the Scoping Plan.

Prior to the Sustainable Santee Plan updates, future discretionary projects would demonstrate consistency with the Scoping Plan through preparation of project-specific GHG analysis, as required by **MM-GHG-1**. Once the Sustainable Santee Plan is updated to account for the rezones, then future projects would be able to rely on completion of the Consistency Checklist to demonstrate consistency with the Scoping Plan. However, at this program level of review, it is

not guaranteed that each individual project would be able to fully mitigate potential GHG emission impacts. Impacts would be significant.

**Sustainable Communities Strategy.** SANDAG's 2021 Regional Plan includes an SCS that identifies how the region will achieve state-mandated GHG emissions reductions from cars and light-duty trucks. The SCS uses areas in the region called Mobility Hubs to concentrate future development. Mobility Hubs are communities with a high concentration of people, destinations, and travel choices. In the SCS land use pattern, forecasted growth for housing and jobs are within these areas of the region. Additionally, this SCS land use pattern identifies areas within the region that are sufficient to house the 6thCycle RHNA Plan allocations. Portions of Santee (along the SR-52 corridor from SR-125 to SR-67 and then the SR-67 corridor south to the City of El Cajon) are identified as a Gateway Mobility Hub in the 2021 Regional Plan. Eleven policy and program areas were identified for the 2021 Regional Plan. They include:

1) **Land Use and Regional Growth** – Land use and regional growth policies outlined through the 2021 Regional Plan build on the smart growth planning tools and projects that SANDAG and the region's cities and other local jurisdictions have put in place. These include the Smart Growth Concept Map and Smart Growth Toolbox, Designing for Smart Growth guidelines and scorecard, Smart Growth Incentive Program, and Transit-Oriented Development Strategy, among others. The 2021 Regional Plan vision for land use focuses on development and growth in Mobility Hub areas to preserve San Diego's open space and support transportation investments by reducing VMT. As discussed, portions of the City are identified as a Gateway Mobility Hub. However, VMT associated with residential development would exceed the 85 percent threshold at buildout of the project, and the project would not meet the regional VMT reduction goals.

2) **Housing** – SANDAG is overseeing the sixth RHNA cycle, and approved the final methodology for allocating housing units to each city and county in the region based on the transit and jobs in each jurisdiction. SANDAG coordinates with member agencies to implement strategies to support housing availability and affordability throughout the region. As discussed in Section 3.0, the City prepared its 6thCycle Housing Element, adopted by City Council on July 14, 2021, which covers the planning period from April 15, 2021 to April 15, 2029. As the City's main housing policy and planning document, the Housing Element identifies housing needs and

constraints, sets forth goals, policies and programs that address these needs and constraints, and plans for projected housing needs for all income levels over an eight-year planning period that coincides with the RHNA allocation as prescribed by SANDAG. As such, the project is consistent with the 2021 Regional Plan housing policies and implementing actions.

**3) Climate Action Planning** – To help reach regional and GHG emissions reduction targets, the 2021 Regional Plan focuses heavily on the conversion to clean transportation and a shift from personal vehicle dependency. SANDAG will support local and regional efforts to implement and monitor CAPs by providing grant funding, guidance resources, and templates for CAP implementation. The project would not conflict with SANDAG’s regional planning efforts related to CAP implementation. As discussed in Section 4.6.2.3(c), the City developed a Sustainable Santee Plan that provides GHG emissions reduction goals and strategies focused on reducing resource consumption, improving alternative modes of transportation, and reducing overall emissions throughout the City. Both ministerial and discretionary development implemented under the project would be required to demonstrate compliance with Sustainable Santee Plan through completion of the Consistency Checklist. Overall, the project would be consistent with the Sustainable Santee Plan goals and measures (discussed in the following section; however, because the project would result in an increase in development not accounted for in the Sustainable Santee Plan and would result in significant VMT impacts, buildout of the project would not be consistent with the Sustainable Santee Plan.

**4) Climate Adaptation and Resilience** – Adaptation is the way communities and people change how they respond to the impacts of climate change. SANDAG will establish a regional vision and coordination to enhance and sustain existing planning and implementation obligations across agencies, sectors, and organizations through the development of a Regional Resilience Framework. In addition, SANDAG will establish a Nature-Based Climate Solutions Program that will promote natural infrastructure that uses or mimics natural processes to benefit people and wildlife. The project would not conflict with SANDAG planning efforts related to climate adaptation and resilience.

5) **Electric Vehicles (EVs)** – SANDAG aims to incentivize and encourage the incorporation of all types of EVs into Flexible Fleets, Transit Leap, and goods movement and to support funding programs that increase the number of EVs and charging stations throughout the region and within Mobility Hubs and as part of the Complete Corridor strategy. As discussed in the following section, future multi-family development implemented under the project would be required to install e-chargers for 13 percent of total parking. Both ministerial and discretionary development implemented under the project would be required to demonstrate compliance with this measure through completion of the Sustainable Santee Consistency Checklist. The project would therefore be consistent with SANDAG EV goals.

6) **Parking and Curb Management** – Proactively managing parking and curb space enables more people to access places using alternatives to driving. In the San Diego region, cities are responsible for adopting policies to manage parking and curbs. SANDAG plays the role of informing these policies by sharing resources and best practices. Future development would be required to implement City parking requirements, and would increase development near transportation corridors and mixed-use development, thereby reducing the need to drive. The project would be consistent with parking and curb management goals.

7) **Transportation Demand Management** – Transportation Demand Management (TDM) refers to policies and programs that help reduce commute-related traffic congestion. Typical TDM programs promote carpooling, vanpooling, taking transit, biking, and walking to work. SANDAG operates a TDM program called iCommute for the San Diego region. iCommute manages the regional vanpool program, Guaranteed Ride Home services, bike encouragement programs, and various incentive and marketing programs, mostly through its work with more than 200 employers. SANDAG will continue to provide various programs, services, and financial subsidies that support sustainable transportation options. Future development implemented under the project would benefit from participation in SANDAG programs. The project would not conflict with SANDAG's TDM goals.

8) **Vision Zero** – Vision Zero is a national campaign that uses a variety of strategies to work toward eliminating deaths and severe injuries on streets. Vision Zero is primarily focused on

policies and roadway designs that affect people's choices. SANDAG will develop and implement a regional safety policy and work with local jurisdictions to provide technical resources and assistance on roadway design. The project would not conflict with SANDAG Vision Zero planning efforts.

9) **Fix It First** – The 2021 Regional Plan focuses on improving upon existing roads, rails, and sidewalks. The Fix It First strategy aims to repair existing roads and create a system for sustained maintenance in the future, creating a safe and efficient transportation network for all users. The project would not conflict with SANDAG efforts to repair and maintain the regional transportation system.

10) **Transportation System Management and Operations** – Transportation systems management and operations encourages agencies to combine tools, resources, and solutions to achieve greater performance of the entire system. Transportation systems management and operations includes the establishment of institutional and governance actions to help advance and facilitate cross-agency collaboration to ensure existing and proposed transportation systems are not operated or managed as independent systems but as a multimodal transportation system. The project would not conflict with SANDAG and regional planning efforts to maintain an efficient transportation system.

11) **Value Pricing and User Fees** – User fee systems can feature distance-based (per mile) or segment-based (per toll zone) pricing with rates that are either flat, adjusted in response to congestion levels, or vary according to a known schedule. The 2021 Regional Plan considers a suite of user fees aimed at encouraging travelers to consider more sustainable travel choices and manage congestion. The project would not conflict with user fees.

Generally, the project would not conflict with the policies of the 2021 Regional Plan and would promote several concepts and strategies of the SCS. However, because a goal of the 2021 Regional Plan is to reduce GHG emissions in accordance with SB 375 state mandates, and because VMT associated with the project would exceed the 85 percent threshold at buildout, impacts related to VMT would be significant and the project would conflict the 2021 Regional Plan.

**Sustainable Santee Plan.** The City has adopted the Sustainable Santee Plan which sets GHG reduction targets for the City to achieve. Additionally, the Sustainable Santee Plan includes measures for the City to implement in support of achieving the reduction targets. Although future development would be consistent with Sustainable Santee Plan Goals and Implementing Measures, development that would be authorized with the rezones was not accounted for in the emissions inventories used to develop the Sustainable Santee Plan. However, the Sustainable Santee Plan provides for regular monitoring the effectiveness of the programs and to undertake emission inventory updates. Specifically, the City has plans to update the inventory of emissions and continue updates every three years to ensure they are on track to meet their GHG reductions goals (City of Santee 2019). As updates occur, the GHG emissions associated with development allowed by the proposed rezones would be accounted for, ultimately ensuring future development would be consistent with the Sustainable Santee Plan. However, until such time the emission inventories are updated, the project would conflict with the Sustainable Santee Plan.

Development at the Rezone Sites would increase GHG emissions and would exceed VMT thresholds. Although the project would not conflict with the policies of the 2021 Regional Plan and would promote several concepts and strategies of the SCS, a goal of the 2021 Regional Plan is to reduce GHG emissions in accordance with SB 375 state mandates. Since VMT associated with the project would exceed the 85 percent threshold at buildout, impacts related to VMT would be significant and the project would conflict the 2021 Regional Plan/SCS.

Additionally, the project would exceed the emissions assumptions used to develop the Sustainable Santee Plan, resulting in a conflict with the plan. This conflict would remain until such time that the City updates emission inventories to account for the proposed rezones, and amends the Sustainable Santee Plan accordingly.

Overall, the project would be consistent with goals and policies from the 2017 Scoping Plan, 2021 Regional Plan/SCS, and Sustainable Santee Plan; however, because the project would result in an increase in development not accounted for in the Sustainable Santee Plan emission inventories and the project would result in significant VMT impacts, the project would conflict with GHG emissions reduction plans and impacts would be significant.

Mitigation is proposed for implementation of both discretionary and by-right development projects. Mitigation would either be applied

during a future discretionary review or for by-right development or as a requirement of the City's objective design standards adopted as part of the project. Both ministerial and discretionary development implemented under the project would be required to prepare a site-specific GHG analysis as detailed in **MM-GHG-1** or demonstrate consistency with the Sustainable Santee Plan which will be updated to ensure emissions associated with increased density resulting from the proposed rezones evaluated in this PEIR are addressed, as detailed in **MM-GHG-2**. Both ministerial and discretionary development implemented under the project would be required to incorporate each of the applicable measures identified in the updated Consistency Checklist to mitigate cumulative GHG emissions. Additionally, to reduce potentially significant impacts associated with VMT associated with future development within the Rezone Sites, **MM-TRA-1** would be implemented by the City.

Potentially significant impacts associated with GHG emissions would be mitigated through the application of **MM-GHG-1** and **MM-GHG-2**. **MM-GHG-1** requires implementation of a site specific GHG emissions analysis demonstrating how the project would achieve GHG reductions and/or compliance with the Consistency Checklist. **MM-GHG-2** would require the City to incorporate updates to the Sustainable Santee Plan to reflect the increased density within the Rezone Sites. Implementation of **MM-GHG-2** would require the City to update the Sustainable Santee Plan to ensure emissions associated with future development allowed at the rezone sites is addressed in the emission inventory. While this would ultimately achieve consistency with applicable plans and policies addressing GHG emissions, until the updated plans are adopted the project would conflict with plans adopted for the purpose of reducing GHG emissions. Therefore, impacts associated with consistency with policies, plans and regulations adopted for the purpose of reducing GHG emissions would remain significant after mitigation.



**C. LAND USE AND PLANNING**

**1. Conflicts With Plans**

Threshold: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Finding: Significant and unavoidable. (Draft PEIR, pp. 4.9-17 through 4.9-20)

Explanation: ***San Diego County Airport Land Use Compatibility Plans***  
Portions of the City are subject to regulation by the ACLUP for the Gillespie Field and MCAS Miramar airports. Future development within airport influence areas (AIAs) of Gillespie Field and MCAS Miramar would be subject to the land use compatibility policies and development criteria associated with each respective ALUCP. Several proposed Rezone Sites are located within an AIA and some proposed densities may exceed limits for the corresponding airport safety zone.

The City is responsible for submitting the Application for a Consistency Determination to the Authority. Airport staff would review and make recommendations to the ALUC as to the appropriate determination. The ALUC must act upon an application for a determination of consistency with an ALUCP within 60 days of the ALUC deeming such application complete. The City may override an ALUC determination of inconsistency by a two-thirds vote of the City Council if it can make certain findings and provide a 45-day notice of the same to the ALUC and the California Department of Transportation per Public Utilities Code Section 21676.5(a). Where possible conflict between the residential density provisions mandated by state law and Airport Safety Zones are identified with a specific land use proposal, the ALUCP density limitations shall apply unless overridden by the City Council. Since this process is not unique to the City, it does not constitute a distinct or unusual constraint.

Therefore, it is possible that future development plans would not be entirely compatible with the ALUCPs. When development proposals do come forth, they would be required to complete consultation with the ALUC and depending on the ultimate density of the proposal, future development could be found incompatible with the ALUCP. Therefore, at this level of program review, a significant impact could occur with respect to consistency with ALUCPs.

No feasible mitigation is available to reduce the potential conflict between the allowable density within the airport safety zones and the

proposed Rezone Sites. Actual incompatibilities with the ALUCP for future development would be considered by City Council on a project-by-project basis as future development is proposed. If determined not to be compatible, impacts would be significant and unavoidable.

## D. NOISE

### 1. Noise Standards

Threshold: Would the Project result in the 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?

Finding: Significant and unavoidable. (Draft PEIR, pp. 4.10-20 through 4.10-21)

Explanation: **Vehicle Traffic Noise – Increase in Ambient Noise.** The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with the proposed rezones. Future development as a result of development at the Rezone Sites would increase traffic volumes on local roadways. A significant impact would occur if, as a direct result of the project, (1) noise levels would exceed the compatibility standards identified in Table 4.10-2 of the Draft PEIR, or (2) noise levels which already exceed the levels considered compatible for that use are increased by 3 dB or more.

The noise analysis is based on the existing (year 2020) and future (year 2050) traffic volume data. The traffic analysis included approximately 400 circulation element roadway segments within the City and vicinity. The change in noise level was calculated for these roadway segments, as well as SR-52, SR-126, and SR-67, for the existing condition and buildout of the project. Noise impacts were determined by comparing the change in noise levels between the existing condition and buildout of the project to the criteria listed above.

Based on the impact criteria above, project buildout would result in a significant noise increase over existing ambient noise levels at nine of the analyzed roadway segments. Impacts related to the permanent increase in ambient noise would be significant. The Noise Element contains Policies 2.2 and 2.3 that requires new development to mitigate the noise impact to existing uses resulting from new development. Possible noise-reduction measures would

include retrofitting older homes with new window and door components with higher sound transmission class (STC) ratings. However, for existing uses, it cannot be determined whether the existing structures contain adequate attenuation to reduce interior noise to the 45 dB(A) Ldn standard nor what measures would be required to retrofit these structures. In addition, there is no mechanism in place for implementing such a retrofit. Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Thus, impacts to existing sensitive land uses due to the increase in ambient noise levels associated with buildout of the project would remain significant and unavoidable.

## **E. TRANSPORTATION**

### **1. VMT**

Threshold: Would the Project conflict or be inconsistent with CEQA Guidelines sections 15064.3, subdivision (b)?

Finding: Significant and unavoidable. (Draft PEIR, pp. 4.13-15 through 4.13-17)

Explanation: The Transportation Impact Study (TIS) evaluated project impacts based on the resident VMT per capita metric, which includes all daily vehicle-based person trips originated from or ending at the home location of the individual (driver or passenger). The VMT/Capita includes, for all San Diego County residents, all vehicle-based resident travel grouped and summed to the home location of the individual. It includes all resident vehicle travel: home-based and non-home-based. The VMT for each individual is then summed for all individuals residing in a particular census tract and divided by the population of that census tract to arrive at Resident VMT/Capita.

The City of Santee VMT Analysis Guidelines (adopted on April 27, 2022) recommends setting a VMT per capita threshold of 15 percent below that of existing development as a reasonable threshold based on an extensive review of applicable research, including California Air Resources Board assessments of the VMT reductions that would be needed to meet the state's long-term climate goals. In other words, in order to result in a less than significant impact, VMT per capita resulting from a project should be at or below the 85th percentile of the citywide average for that land use type (City of Santee 2022).

The VMT analysis utilized the average resident VMT per capita for the City and was determined using SANDAG's Series 14 Base Year (2016). The 2016 baseline is the base year model in the SANDAG Series 14 Regional Transportation Model. The City's VMT per capita is 20.5 miles per person.

With implementation of the Rezone Sites, including buildout of the City's General Plan land use and transportation network, the average resident VMT per capita of City would be reduced to 18.7 (from 20.5 under base year). While the project would result in a reduction in VMT per capita which would move the City in the direction of reducing VMT Citywide, the 18.7 VMT per capita represents 91.2 percent of the base year citywide average. As a result, VMT per capita associated with the project would be greater than 85 percent of the citywide average and would exceed the VMT threshold, which would be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). In order to have a less than significant VMT impact, a project must demonstrate it can achieve a VMT per capita of 85 percent or less than the citywide average.

Future development of the Rezone Sites in conjunction with the project would change the Citywide VMT efficiency to 18.7 compared to 20.5 under the Base Year (2016), representing a slight increase in VMT efficiency with the project. However, this VMT efficiency of 18.7 with the project represents 91 percent of the citywide average, which exceeds the VMT significance threshold. Therefore, projected VMT per capita with the project would exceed the 85 percent threshold representing a significant impact.

Implementation of the **MM-TRA-1** as part of future projects reviews would potentially reduce VMT per capita. However, the effectiveness of VMT reducing measures is context-sensitive and would vary depending on project details, such as the location, access to transit, etc. At a program level of review, it is not guaranteed that each individual project would be able to fully mitigate the potential impacts particularly considering the high VMT per capita in the City compared to the citywide average. While **MM-TRA-1** would minimize VMT impacts associated with future development at the Rezone Sites, impacts would not be fully mitigated. Therefore, impacts associated with VMT would remain significant and unavoidable.

**MM-TRA-1:**

**VMT Reduction**

The City shall require implementation of applicable Mobility Element Policies that would support VMT reductions for individual projects. Specifically, the City shall require that future projects are compliant with Mobility Element Policies 9.1 through 9.5, which encourage the

use of Transportation Demand Management (TDM) strategies, such as ride sharing programs, flexible work schedule programs, and incentives for employees to use transit. Additionally, alternative transportation modes, such as walking, cycling and public transit are encouraged to reduce peak hour vehicular trips, save energy, and improve air quality. Sample TDM measures that may be applied at the project-level are provided below:

- Increase mixed-use development
- Increase transit accessibility
- Provide pedestrian network improvement along project frontage
- Provide bicycle network improvement along project frontage
- Provide bicycle parking and bike lockers
- Implement subsidized or discounted transit passes
- Provide rider-sharing programs
- Implement commute trip reduction marketing
- Implement school pool program
- Implement bike-sharing or micro mobility program
- Provide local shuttle to connect visitors to different attractions throughout the City

## **SECTION V.** **CUMULATIVE IMPACTS**

Regarding the Project's potential to result in cumulative impacts, the City hereby finds as follows:

### **A. AESTHETICS**

Based on the location of the Rezone Sites, the study area for the assessment of cumulative visual impacts includes the entirety of the City in addition to portions of each of the surrounding cities within the viewshed of the project area including: the City of El Cajon to the south and southeast; the City of San Diego to the west and northwest; and the County of San Diego to the east and northeast. The project is comprised of 25 Rezone Sites that are a part of the Housing Element sites inventory, with two additional sites located on Graves Avenue. Future development within these Rezone Sites could have a cumulative impact on visual resources due to changes in the existing visual quality and aesthetics resulting from incremental increases in density and urbanization. This growth could gradually alter the visual quality of the study area. The following is a summary of the project's contribution to cumulative aesthetic impacts.

The vacant and underutilized sites are primarily located within urbanized areas that are surrounded by residential and commercial development. Development of these Rezone Sites would be consistent with the visual quality and character of surrounding development based on application of required design review and consistency with City Municipal Code standards. Additionally, some of the underutilized sites consist of aging structures with poor visual quality, and redevelopment of these structures would result in new residential structures developed consistent with the visual requirements of the City's Municipal Code. Furthermore, development of vacant and underutilized sites within the City's General Plan and/or Town Center Specific Plan areas would be required to adhere to the land use plans that provide supplemental development regulations of those sites.

Regarding public views, the Rezone Sites are located throughout the City. Development at most sites would constitute infill development resulting in development consistent with surrounding urbanization that would not affect existing views. However, some larger vacant sites located near the San Diego River or within undeveloped lands that are not surrounded by urbanized lands could affect views. Both future ministerial and discretionary development would be required to adhere to relevant portions of the City's Municipal Code including Chapter 13.08, et seq., which establishes the City's development review procedures. For ministerial and discretionary development of Rezone Sites, the requirement for Development Review consistent with Municipal Code Chapter 13.08 would ensure consistency with General Plan policies and applicable design and development review requirements including supplemental development regulations from the Town Center Specific Plan. The Development Review process would ensure that future development would not degrade scenic vistas and views and, therefore, there would be no substantial cumulative obstruction of public views.

Regarding light pollution, development of the Rezone Sites would be required to comply with the City's Municipal Code standards related to light and glare (Chapter 13.08.070(G)), which requires that outdoor lighting be directed away from adjacent properties and set in a way to avoid any detriment to the surrounding area. Additionally, the City's General Plan Community Enhancement Element includes the standard for lighting and signage to minimize spillover of lighting through use of directional, cut-off, and non-glare fixtures.

Overall, the development of the Rezone Sites combined with development in the surrounding cumulative study areas would not result in a cumulatively significant visual impact due to the urbanized nature of the cumulative study area. Adherence to regulatory requirements including Development Review consistent with Municipal Code Chapter 13.08 implementation and Town Center Specific Plan development regulations would ensure that future development would not substantially degrade scenic resources. Thus, the project's incremental contribution to visual impacts would not be cumulatively considerable and cumulative visual impacts would be less than significant. (Draft PEIR, pp. 7-3 through 7-4)

## **B. AGRICULTURE AND FORESTRY RESOURCES**

The FMMP classifies the majority of the Rezone Sites as "Urban and Built Up Land," "Other Land," and "Grazing Land." The areas classified as "Grazing Lands" are not considered a significant farmland resource under CEQA. A few Rezone Sites are classified as "Farmland of Local Importance"; however, there is no recent history of agricultural use at these sites. There are no lands protected by a Williamson Act Contract within the City. Additionally, there is no forestland within the City, and the City does not possess any zoning classifications for forestland, timberland, or timberland production zones. Therefore, no cumulative impacts to agricultural and forestry resources would occur.

## **C. AIR QUALITY**

Cumulative impacts to air quality may be regional or localized. Regional air quality would be impacted if emissions from the project contributed to cumulative degradation of air quality in the San Diego Air Basin (SDAB). Localized air quality would be impacted if emissions from the project and other proximate emissions sources resulted in pollutant concentrations that exceeded standards at a sensitive receptor. The analysis provided in Section 4.2 is cumulative in nature as it considers buildout of land uses to the year 2045.

The study area for the assessment of cumulative regional air quality impacts is the SDAB which is considered a nonattainment area due to exceedances of the California Ambient Air Quality Standards (CAAQS) for ozone and inhalable particulate matter (PM10). Future development within the study area could have a cumulative impact on air quality due to increased air pollution emissions associated with construction and operations, including transportation.

The cumulative assessment of regional air quality impacts to the SDAB relies partially on assessment of the project's consistency with the adopted Regional Air Quality Strategies (RAQS) and State Implementation Plan (SIP). The RAQS and SIP are based on growth forecasts for the region, which are in turn based on maximum buildout of land uses as allowed in the adopted community and general plans. As discussed in Section 4.2.5, the project would result in increased land use intensity compared to what is anticipated under the adopted General Plan, and thereby would likely result in increased air emissions that are not accounted for in the RAQS. Because the significant air quality impact stems from an inconsistency between the project and the adopted land use plans upon which the RAQS was based, a significant impact would occur until the San Diego Air Pollution Control District updates the RAQS.

Construction and operational emissions associated with cumulative construction activities associated with buildout of the Rezone Sites may result in some instances where future development would occur simultaneously and would cumulatively exceed the relevant thresholds. Therefore, cumulative construction-related regional air quality impacts would be potentially significant (Impact AQ-2). Regarding cumulative operational emissions, since buildout of the project would conflict with implementation of the RAQS, a cumulatively considerable net increase in emissions would occur compared to the emissions that would occur under existing land use designations. This is the same impact identified above as Impact AQ-1 related to inconsistency with the RAQS.

**Mitigation Measure AQ-1** would be applied to address significant cumulative construction impacts. This measure would apply as a requirement of the City's Objective Design and Performance Standards, and would ensure individual projects apply measures to reduce construction related air pollutants. No feasible mitigation has been identified to address the project's inconsistency with the RAQS. The RAQS is updated periodically by the San Diego Air Pollution Control District, at which time the growth projections of jurisdictions would be incorporated, and consistency would be achieved. Therefore, until the anticipated growth is included in the emissions estimates of the RAQS and the SIP, cumulative impacts relative to conformance with the RAQS would remain significant and unavoidable. (Draft PEIR, pp. 7-4 through 7-5)

#### **D. BIOLOGICAL RESOURCES**

The study area for the assessment of cumulative impacts to biological resources includes the East County inland region composed of the City and neighboring jurisdictions identified above. The Rezone Sites are largely located on existing urbanized properties that contain limited biological value. Future development of Rezone Sites that require a discretionary process would be subject to future environmental review. For these projects, site-specific analysis would be required to identify the presence of sensitive species and appropriate mitigation would be applied to reduce potential impacts. Application of a future discretionary review and implementation of the City's General Plan Mitigation Monitoring Requirements for biological resources would ensure impacts would not be cumulatively considerable.



However, some future development on Rezone Sites may proceed with ministerial process which would not require a subsequent environmental review. For ministerial projects, potential development could occur on lands that support sensitive species, wildlife, or nesting/migratory birds, resulting in a potentially significant impact. Additionally, indirect impacts could occur from development located adjacent to sensitive habitats. However, implementation of **mitigation measure BIO-1** would require all future development projects to conduct surveys to identify potential sensitive plant or wildlife species, including any migratory or nesting birds. If potentially significant impacts to sensitive biological resources are identified, the future projects shall recommend appropriate mitigation to reduce the impacts to below a level of significance. Therefore, implementation of **mitigation measure BIO-1** would reduce potentially significant cumulative impacts to a level less than significant. Compliance with existing federal and state regulations, General Plan policies and implementation of mitigation measures BIO-1 through **BIO-4** would ensure that future development within the Rezone Sites would not result in a cumulatively considerable contribution to biological resources impacts. Impacts to sensitive vegetation communities would be reduced to less than significant levels with the implementation of **mitigation measures BIO-2** and **BIO-5**, for both discretionary and by-right development projects.

Impacts to state or federally protected wetlands associated with future discretionary projects within the Rezone Sites would require mitigation framework for the implementation of both discretionary and by-right development projects. The implementation of **mitigation measure BIO-6** would reduce impacts to a level less than significant and ensure that the project would not contribute to a significant cumulative impact to biological resources. (Draft PEIR, p. 7-5)

## **E. CULTURAL RESOURCES**

The study area for the assessment of cumulative impacts to cultural resources includes the entirety of the City because loss of cultural resources would be detrimental to the entire City. Future development within the cumulative study area could have a cumulative impact on cultural resources through loss of records or artifacts as land is developed (or redeveloped).

Future development in accordance with the project could impact historical or archaeological resources, which may be present within the project. Implementation of **mitigation measures CUL-1, CUL-2, and CUL-3** would reduce impacts to cultural resources to less than significant through the requirement for historic and archaeological surveys and archaeological monitoring during grading and construction. Implementation of these measures would ensure that the project would not contribute to a significant cumulative impact to historical or archaeological resources. (Draft PEIR, p. 7-6)

## **F. ENERGY**

Consistent with state requirements, all construction equipment would meet CARB Tier 3 In-Use Off-Road Diesel Engine Standards. CARB's Tier 3 In-Use Off-Road Diesel Engine Standards requires that construction equipment fleets become cleaner and use less energy over time. The project would not result in a wasteful and inefficient use of energy resources during construction of future development. Although the project would provide capacity for future housing development that could increase energy use, energy demand of future residential development would be consistent with energy demand for multi-family housing within other cities in the region and would not be associated with inefficient or wasteful energy use. Implementation of the project would not result in any unusual characteristics that would result in excessive long-term operational building energy demand. Future development associated with implementation of residential development at the Rezone Sites would be subject to compliance with the California Building Code (Title 24) which aims to reduce excessive and inefficient energy use. By locating housing at existing retail sites and developing retail uses along with multi-family residential uses at the Rezone Sites, non-commute vehicle trips may be reduced. The City shall ensure that future projects are compliant with Mobility Element Policies 9.1 through 9.5, which encourage the use of Transportation Demand Management (TDM) strategies, such as ride sharing programs, flexible work schedule programs, and incentives for employees to use transit. Future projects would be required to comply with the Sustainable Santee Plan by promoting non-motorized transportation options, improving bicycle transit, installing electric vehicle charging stations, and improving traffic flow. This would be demonstrated through completion of the Sustainable Santee Plan Consistency Checklist. Additionally, alternative transportation modes, such as walking, cycling, and public transit are encouraged to reduce peak hour vehicular trips, save energy, and improve air quality. (Draft PEIR, pp. 8-2 through 8-4) Thus, the project would not result in cumulatively significant impacts with respect to energy.

#### **G. GEOLOGY AND SOILS**

The study area for the assessment of cumulative impacts related to geology and soils is the City. Future development would be required to adhere to regulatory requirements including the California Building Code and City's Municipal Code requirements for soils engineering/engineering geology reports and erosion control plans would prevent adverse effects associated with fault rupture, ground shaking, liquefaction, or landslides. Like the project, all future development would be required to adhere to all regulations applicable to the site/zone, including Chapter 11.40 (Grading Ordinance), which include objective standards relating to the elimination or reduction of potential seismic hazards prior to the issuance of permits. Additionally, all development would be subject to General Plan policies from the Safety Element. Future development at the Rezone Sites in addition to other future development within the City would be required to adhere to regulatory requirements including preparation of Storm Water Pollution Prevention Plan and Municipal Code Chapter 11.40 (Grading Ordinance) to ensure that they would not result in substantial soil erosion or the loss of topsoil. Adherence to California Building Code requirements as adopted by the City would ensure that future development would not create substantial direct or indirect risks associated with expansive soils.

Regarding paleontological resources, the **mitigation measure GEO-1** would reduce project impacts to less than significant. Additionally, other development in the City would be required to implement measures identified in the City's General Plan mitigation monitoring program for paleontological resources which would reduce impacts to a level less than significant. All potential impacts associated with geology and soils would be reduced to less than significant levels because future development would be required to adhere to regulations and implement the General Plan EIR's existing mitigation framework. Additionally, **mitigation measure GEO-1** would require applicants to provide information to the City regarding the paleontological sensitivity of the site. On properties determined to be moderately to highly sensitive for paleontological resources where grading would disturb sensitive formations, the ordinance shall require implementation of a mitigation plan. Therefore, implementation of **mitigation measure GEO-1** would ensure that the project would not contribute to a significant cumulative impact to paleontological resources. (Draft PEIR, p. 7-6)

## **H. GREENHOUSE GAS EMISSIONS**

The analysis of greenhouse gas (GHG) emissions is, by its nature, a cumulative issue; thus, the study area is global in nature. The analysis was modeled in year 2035 to align with the Sustainable Santee Plan emission projections and for the Housing Element buildout year 2050. The Rezone Sites were modeled in the soonest operational year of 2024. Development at the Rezone Sites would increase GHG emissions and would exceed VMT thresholds. Both ministerial and discretionary development implemented under the project would be required to demonstrate compliance with Sustainable Santee Plan through completion of the Consistency Checklist. Overall, the project would be consistent with the 2017 Scoping Plan, 2021 Regional Plan/SCS, and Sustainable Santee Plan goals; however, because the project would result in an increase in development not accounted for in the Sustainable Santee Plan and would result in significant VMT impacts, the project would conflict with GHG emissions reduction plans and impacts would be significant. To reduce potentially significant impacts associated with VMT associated with future development within the Rezone Sites, **mitigation measure TRA-1** would be implemented. While the Consistency Checklist and the requirement for implementation of measures associated with **mitigation measure TRA-1** would minimize GHG impacts associated with future development at the Rezone Sites, impacts would not be fully mitigated. Likewise, cumulatively significant impacts associated with GHG emissions would remain significant and unavoidable. (Draft PEIR, p. 7-7)

## **I. HAZARDOUS AND HAZARDOUS MATERIALS**

The study area for the assessment of cumulative impacts to hazards and hazardous materials impacts is the City. As population growth increases, the number of people potentially exposed to hazards and hazardous materials would increase.

Generally, the release of hazardous materials has site-specific impacts that do not compound or increase in combination with impacts elsewhere. Future development in

within the Rezone Sites could result in hazards to the public or the environment by disturbance of existing unknown contaminated soils. **Mitigation measure HAZ-1** would require that future projects identify potentially hazardous conditions prior to grading, through preparation of a Phase I Environmental Site Assessment (ESA) and a Phase II ESA if necessary. Remediation of any contaminated soils would be required prior to development. Additionally, cumulative projects within the region would be required to comply with applicable federal, state, and local regulations of agencies having jurisdiction over hazardous materials, including the U.S. EPA, federal Resource Conservation and Recovery Act, County Department of Health Services, and County of San Diego Department of Environmental Health. Therefore, implementation of **mitigation measure HAZ-1** would ensure that the project would not contribute to a significant cumulative impact to hazards or the release of hazardous materials. The cumulative study area for airport hazards includes the entirety of the airport influence area (AIA) for the Gillespie Field Airport. The Airport Land Use Compatibility Plan (ALUCP) includes policies that are applicable within the AIA. In order to assure safety compliance with the Gillespie Field ALUCP, future development must adhere to the existing City policies and regulations, and policies of the ALUCP. Therefore, the project's incremental contribution to airport hazard impacts would not be cumulatively considerable. The project would not impair implementation of or physically interfere with the City's emergency response plan, evacuation routes and would not conflict with any Multi-Jurisdictional Hazard Mitigation Plan hazard mitigation goals. Furthermore, applications for all future projects within the project areas in addition to cumulative projects in the surrounding area would require review and approval by the Santee Fire Department prior to issuance of building permit. Therefore, the cumulative impacts associated with airport safety would be less than significant.

Regarding potential cumulative impacts related to wildfire, Rezone Sites 1 through 10 and 35 are located within the City's designated Very High Fire Hazard Severity Zone. However, cumulative impacts resulting from development of these sites in addition to development of cumulative projects within high fire hazard areas would be reduced through adherence to California Fire Code Title 19, Division 1, Section 3.07(b), which requires a minimum 30-foot brush clearance around structures for fire safety. Additionally, future cumulative projects would be required to comply with state and local regulations including City Municipal Code Chapter 11.18, which states all new developments, subdivisions, or tracts that are planned in Fire Hazard Severity Zones and/or Wildland Urban Interface Areas shall have a minimum of 100 horizontal feet of "fuel modified" defensible space between structure and wildland areas. Adherence to these regulations and the General Plan policies would reduce risks in conjunction with future development related to wildland fire. Thus, the project's incremental contribution to wildfire impacts would not be cumulatively considerable and cumulative impacts would be less than significant. (Draft PEIR, pp. 7-7 through 7-8)

## **J. HYDROLOGY AND WATER QUALITY**

**Water Quality.** While future development within the drainage basins of each Rezone Site has the potential to increase pollutants discharged into surface waters, all future development would be subject to federal, state, and local regulations aimed at controlling water quality impacts. Both discretionary and ministerial development would be required to adhere to regulatory requirements including Santee Municipal Code Chapters 9.06 (Stormwater Ordinance) and Chapter 11.40 (Grading Ordinance), which include requirements to ensure storm water runoff is captured and treated and erosion control measures are implemented. Thus, based on the requirements of future development within the Rezone Sites to comply with the existing regulatory framework that requires treatment of pollutants generated on-site, the project's incremental contribution to cumulative water quality impacts would be less than cumulatively considerable and cumulative impacts associated with water quality would be less than significant.

**Drainage.** While future development has the potential to alter drainage patterns resulting in increased erosion, stormwater runoff, and impacts to the existing drainage system, all future development would be subject to federal, state, and local regulations aimed at reducing polluted storm water and avoiding overloading the City's drainage system. Both ministerial and discretionary development would be required to adhere to regulatory requirements including City Municipal Chapter 9.06 (Stormwater Ordinance), which includes requirements for the elimination or reduction of storm water runoff. Impacts associated with drainage patterns and storm water runoff would be less than cumulatively considerable and cumulative impacts associated with drainage would be less than significant.

**Flooding.** Future development of the Rezone Sites would be required to conform to applicable federal, state, and City regulatory standards to effectively avoid and/or address potential impacts associated with development in flood zones. The Rezone Sites are not within an area anticipated to be adversely affected by a tsunami. Implementation of all regulatory requirements would ensure that cumulative impacts related to flood hazards would be less than significant. (Draft PEIR, pp. 7-8 through 7-9)

## **K. LAND USE AND PLANNING**

The study area for the assessment of cumulative land use impacts would be the City and neighboring jurisdictions as detailed above. Cumulative land use impacts could result from changes to land use plans, which become incompatible and/or unsustainable.

Adoption of the project could contribute to cumulative impacts if buildout would conflict with land use plans and/or policies. Policy consistency review associated with future discretionary development at the Rezone Sites would ensure no conflict would occur related to policies or regulations adopted for the purpose of mitigating an environmental impact. Future development at the Rezone Sites may occur either with a discretionary action, or with a ministerial approval for project that meet certain criteria. Future discretionary development would require a subsequent site-specific environmental review that would consider each project's consistency with all applicable plans, including the City's General Plan. Future by-right development would be required to adhere to the City's

proposed Objective Design Standards which includes design guidelines and regulations to ensure consistency with City plans and policies. Both future ministerial and discretionary review would be subject to review for consistency with the City's General Plan and Municipal Code regulations that serve to reduce or avoid environmental impacts. Therefore, cumulative impacts related to policy inconsistency would be less than significant. (Draft PEIR, p. 7-9)

**L. MINERAL RESOURCES**

Rezone Sites 15, 16A, 16B, 17, and 20A are designated as MRZ-2, Sites 1-12, 19, 24, 29, 30 and both Graves Avenue sites are designated as MRZ-3, and Sites 18, 20B, 35, and 25 are designated as a mix of both MRZ-2 and MRZ-3. Although some Rezone Sites are located within a MRZ-2 designated area, these areas are not zoned for mining operations and the existing land use would also not be a mining land use as mining would not be a consistent land use with the surrounding area. While these lands may support mineral resources, mining operations at these sites would not be feasible considering the proximity to sensitive receptors and existing established neighborhoods. Furthermore, the Rezone Sites are not designated as locally important mineral resource recovery sites in the Santee General Plan. Therefore, the project would not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. (Draft PEIR, p. 8-6) There would be no cumulative impacts to mineral resources from the proposed project.

## **M. NOISE**

Future development at the Rezone Sites would result in a significant noise increase over existing ambient noise levels at nine of the analyzed roadway segments. The Noise Element contains Policies 2.2 and 2.3 that requires new development to mitigate the noise impact to existing uses resulting from new development. Possible noise-reduction measures would include retrofitting older homes with new window and door components with higher sound transmission class ratings. However, for existing uses, it cannot be determined whether the existing structures contain adequate attenuation to reduce interior noise to the 45 A-weighted decibels day-night equivalent level [dB(A) Ldn] standard nor what measures would be required to retrofit these structures. In addition, there is no mechanism in place for implementing such a retrofit. Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation and potentially significant cumulative noise impacts would remain significant and unmitigated.

Future development at the Rezone Sites could expose sensitive receivers to exterior noise levels that exceed 65 community noise equivalent level and impacts from vehicle traffic would be significant. Regarding interior noise, future ministerial and discretionary projects would be required to demonstrate that interior noise levels would be reduced to 45 dB(A) Ldn or less. **Mitigation measures NOS-1** would address land use compatibility impacts related to vehicle traffic and requires the City to assess whether proposed noise-sensitive receivers or associated noise-sensitive exterior use areas would be subject to transportation noise levels that potentially conflict with policies established in the City's General Plan. Therefore, implementation of **mitigation measure NOS-1** and implementation of the General Plan policies would reduce noise impacts associated with transportation to a level less than significant ensuring that the project would not contribute to a significant cumulative noise impact.

Regarding stationary noise, the City requires that noise from new stationary sources comply with the City's Noise Abatement and Control Ordinance, which provides general noise regulations, prohibits disturbing, excessive or offensive noises, and places noise limitations on motorized equipment and loading and unloading operations. Noise Abatement and Control Ordinance requirements would reduce nuisances to sensitive land uses. With enforcement of the Noise Abatement and Control Ordinance, noise impacts (direct and cumulative) associated with stationary sources of noise would be less than significant.

Construction activities associated with any individual development may occur near noise-sensitive receptors and noise disturbances may occur. Without project-specific information to evaluate potential construction noise impacts and specific distances to sensitive receptors, impacts are considered significant at this programmatic level of review. **Mitigation measures NOS-2** and **NOS-3** would address potentially significant impacts related to construction noise associated with development within the Rezone Sites. The City shall require preparation and implementation of a construction noise best

management practice plan that demonstrates house noise levels would be minimized to comply with the time of day restrictions and notification requirements of the City's Municipal Code. **Mitigation measure NOS-3** would ensure future development with the potential to generate substantial vibration implement a plan to ensure vibration thresholds are not exceeded during construction. Implementation of the requirements specified in **mitigation measures NOS-2 and NOS-3** would reduce construction noise exposure to a level less than significant. However, for construction sites that are adjacent to noise-sensitive uses, there still could be a substantial temporary increase in noise levels that could lead to adverse noise-related impacts. Other construction sites could create similar increases in noise levels, resulting in a cumulative construction noise impact, which would be significant and unavoidable. (Draft PEIR, pp. 7-9 through 7-10)

#### **N. POPULATION AND HOUSING**

The study area considered for the population and housing cumulative impact analysis is defined as the region. Buildout of the project would respond to the need for affordable housing in compliance with Regional Housing Needs Assessment allocation and associated projected population increase within the City through the horizon year. The increase in housing stock would accommodate the projected growth in population in the region and is consistent with adopted plans and regional growth principles. No permanent displacement of housing or people would occur with implementation of the project. Significant population and housing impacts associated with cumulative development within the region is not anticipated to result in a displacement of housing or people because future development is generally growth accommodating and each jurisdiction has a mandate to comply with its adopted Housing Element and associated Regional Housing Needs Assessment allocation. Therefore, cumulative impacts associated with population and housing would be less than significant. (Draft PEIR, pp. 7-10 through 7-11)

#### **O. PUBLIC SERVICES**

The study area for public services is the applicable provider's service area. New development or redevelopment within the service area could result in cumulative impacts associated with additional demands for public services, resulting in the need for new or expanded facilities. All future development within the City would be reviewed to ensure that adequate facilities and services are available at the time of application. Other projects proposed in the City would similarly be required to demonstrate adequate facilities are available prior to development. All future development is required to pay applicable fees that support schools, parks, and recreational facilities. Cumulative impacts would be less than significant. (Draft PEIR, p. 7-11)

#### **P. RECREATION**

The study area for recreation is the applicable provider's service area. New development or redevelopment within the service area could result in cumulative impacts associated



with additional demands for public services, resulting in the need for new or expanded facilities. All future development within the City would be reviewed to ensure that adequate facilities and services are available at the time of application. Other projects proposed in the City would similarly be required to demonstrate adequate facilities are available prior to development. All future development is required to pay applicable fees that support schools, parks, and recreational facilities. Cumulative impacts would be less than significant. (Draft PEIR, p. 7-11)

## **Q. TRANSPORTATION**

The Office of Planning and Research (OPR) Technical Advisory recommends setting a VMT per capita threshold of 15 percent below that of existing development as a reasonable threshold. In other words, in order to result in a less than significant impact, VMT per capita resulting from a project should be at or below the 85th percentile of the region's average for that land use type (OPR 2018). The VMT analysis utilized the average resident VMT per capita for San Diego County as the regional average. A plan-to-ground analysis compared the project to Base Year (2016), which is representative of the baseline conditions. The City has a less efficient VMT per capita when compared to the region, at approximately 108 percent of the region's resident VMT per capita. The higher VMT per capita in the City compared to the greater San Diego County is representative of major job centers being located in other areas of San Diego County and City residents relying heavily on commutes to job centers in other cities.

Future development at the Rezone Sites in conjunction with buildout of the City's General Plan land use map and transportation network would result in a change from 20.5 VMT per capita in the base year (2016) to 18.7 VMT per capita, representing a slight increase in VMT efficiency in the City. **Mitigation measure TRA-1** would ensure implementation of the Mobility Element Policies outlined in Chapter 4.13 that would support VMT reductions for individual projects. While **mitigation measure TRA-1** would minimize VMT impacts associated with future development at the Rezone Sites, impacts would not be fully mitigated. This analysis is cumulative in nature as it considers citywide buildout of the existing plan plus the project. Based on the City's higher VMT per capita compared to the regional average, other development in the City is also likely to result in significant VMT impacts. Therefore, cumulative impacts related to VMT would be significant and unavoidable. (Draft PEIR, pp. 7-11 through 7-12)

## **R. TRIBAL CULTURAL RESOURCES**

The study area for the assessment of cumulative impacts to cultural resources includes the entirety of the City because loss of tribal cultural resources would be detrimental to the entire City. Future development within the cumulative study area could have a cumulative impact on tribal cultural resources through loss of records or artifacts as land is developed (or redeveloped).

Future development in accordance with the project could impact historical or archaeological resources, which may be present within the project. Implementation of **mitigation measures CUL-1, CUL-2, and CUL-3** would reduce impacts to tribal cultural resources to less than significant through the requirement for historic and archaeological surveys and archaeological monitoring during grading and construction. Implementation of these measures would ensure that the project would not contribute to a significant cumulative impact to tribal cultural resources. (Draft PEIR, p. 7-6)

## **S. UTILITIES AND SERVICE SYSTEMS**

The study area for public utilities is the applicable provider's service area. Future development at the Rezone Sites is located within existing developed areas with access to utility infrastructure. Significant utility extensions or improvements are not anticipated beyond local connections from adjacent roadways. Utility infrastructure improvements and relocations associated with the future Rezone Sites would be evaluated in their respective subsequent environmental documents for discretionary projects, or as part of the ministerial review that will be implemented through an overlay zone that includes objective standards and requirements to reduce physical impacts to the extent feasible. Similarly, other projects in the City would be required to undergo a similar review to ensure the environmental impacts of utility and services improvements are minimized. A cumulative impact related to the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects, is not anticipated. Cumulative impacts related to utilities and service systems would be less than significant.

**Storm Water System.** Development anticipated in the Rezone Sites would occur within areas of the City that are already served by existing stormwater infrastructure. Although future Rezone Sites would require connection to these existing facilities, stormwater infrastructure improvements would be evaluated upon submittal of project-specific development plans. All future project applications, whether discretionary or ministerial would be required to adhere to the mitigation framework presented in this PEIR which would ensure that any physical impacts associated with construction of pipeline connections to existing water infrastructure would be addressed as part of the City review for each individual project. At this program-level of review, the project's incremental contribution to storm water facility impacts would not be cumulatively considerable.

**Wastewater.** Development anticipated in the Rezone Sites would occur within areas of the City that are already served by existing wastewater utility infrastructure. Although future Rezone Sites would require connection to these existing facilities, wastewater utility infrastructure improvements and relocations would be evaluated upon submittal of project-specific development plans. All future project applications, whether discretionary or ministerial, would be required to adhere to the mitigation framework presented in this PEIR which would ensure that any physical impacts associated with construction of pipeline connections to wastewater infrastructure would be addressed as part of the City

review for each individual project. Thus, the project's incremental contribution to wastewater impacts would not be cumulatively considerable.

**Water System/Water Supply.** Cumulative impacts related to the water system and water supply would be less than significant because future development within the City would require a project-by-project review to confirm the availability of adequate fire hydrant flow, and if necessary, determine the local water system improvements needed to achieve required fire hydrant flow. Buildout potential within the Rezone Sites could result in the construction of up to 1,945 residential dwelling units that have not all been accounted for within the latest Padre Dam Municipal Water District (PDMWD) planning documents. Urban Water Management Plans (UWMPs) are required to be updated on a five-year cycle and the next update to the PDMWD UWMP is anticipated by 2025. Future UWMP updates would account for the anticipated water use associated with future development consistent with any adopted rezones. While the proposed rezones would add development potential within the City, they would primarily authorize higher density residential development which is more water efficient than single-family residential. Based on the water efficiency of multi-family development, water conservation requirements, along with existing regulations that require new construction to be water efficient, it is not anticipated that the project would affect the ability of PDMWD to plan for adequate water supplies within the City during normal, dry, and multiple dry years. Thus, the project's incremental contribution to water system/water supply impacts would not be cumulatively considerable.

**Solid Waste Disposal.** Cumulative impacts related to solid waste disposal would be less than significant because an existing regulatory framework is in place that would apply to future development associated with the project in addition to cumulative development within the City. Future development at the Rezone Sites is located within existing developed areas with access to solid waste disposal services. No development is proposed as part of the project; however, it is anticipated that future projects would result in an increase in solid waste generation. Solid waste requirements associated with the future development of the Rezone Sites would be evaluated upon submittal of project-specific development plans. All projects whether discretionary or ministerial would be reviewed for conformance with state and local regulations and adherence to General Plan policies. Thus, with implementation of the existing regulatory framework addressing solid waste disposal, the project's incremental contribution to solid waste disposal impacts would not be cumulatively considerable. (Draft PEIR, pp. 7-12 through 7-13)

## **T. WILDFIRE**

The study area for the assessment of cumulative impacts related to wildfire is the City. Development at the Rezone Sites would not physically interfere with any emergency response or evacuation plans because they would not include any features that would prevent continued implementation of these plans. Additionally, applicable General Plan Safety Element policies would continue to be implemented to ensure adequate citywide emergency response and preparedness. Development of the Rezone Sites, especially

within or adjacent to Very High Fire Hazard Severity Zone, could potentially result in impacts related to wildfire. However, future ministerial and discretionary development at Housing Sites would be required to adhere to all regulatory requirements in place to minimize wildfire hazards including applicable sections of the Municipal Code, fire and building codes, and requirements from the fire chief that would be identified during future building permit reviews. Additionally, implementation of the City's General Plan policies support implementation of measures that will enhance wildfire safety. Future discretionary projects would require review by the Building Official/Fire Marshal. All impacts associated with infrastructure improvements including any required measures to address fire safety would be evaluated in their respective subsequent environmental documents for discretionary projects, or as part of the ministerial review for by-right sites. The City fire chief may also use their authority to require additional building, planning, or landscaping requirements that provide enhanced fire protection. Development of future Rezone Sites would be required to comply with applicable regulations and policies related to flooding, drainage patterns, and landslides, and thereby avoid significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Like the project, all future development in the City would be required to comply with applicable Municipal Code and building and fire code regulations that would reduce the potential for cumulative impacts. The project's incremental contribution to impacts related to wildfire would not be cumulatively considerable. (Draft PEIR, pp. 7-13 through 7-14)

**SECTION VI.**  
**FINDINGS REGARDING SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL**  
**CHANGES**

Sections 15126(c) and 15126.2(c) of the CEQA Guidelines, require that an EIR address any significant irreversible environmental changes that would occur should the project be implemented. Generally, a project would result in significant irreversible environmental changes if any of the following would occur:

- The project would involve a large commitment of non-renewable resources;
- The primary and secondary impacts of the project would generally commit future generations to similar uses;
- The project involves uses in which irreversible damage could result from any potential environmental accidents; or
- The proposed consumption of resources is not justified.

Implementation of the 6th Cycle Housing Element Rezone Program (project) would result in significant, unavoidable impacts associated with the following issues: air quality (consistency with air quality plans, criteria pollutants), greenhouse gas emissions (emissions, policy consistency), noise (ambient noise), and transportation (vehicle miles traveled [VMT]).

These impacts would remain significant and unavoidable as a result of the project. All other significant impacts can be reduced to below a level of significance with implementation of the mitigation framework provided in Chapter 4.0 of the PEIR.

**Non-renewable Resources.** A majority of the 25 housing rezone sites and two Graves Avenue sites, collectively known as the Rezone Sites, are located within existing developed or disturbed areas; however, a few sites are located on vacant land with potentially sensitive resources present. While the potential for impacts to biological habitat and cultural resources is low, there is a potential for impacts to resources at certain sites. Biological and cultural resource impacts associated with future development would be mitigated to a level less than significant. The potential for paleontological resources impacts to occur associated with future development at the Rezone Sites would be mitigated to less than significant with implementation of a mitigation framework that would ensure paleontological monitoring is required (where appropriate). Implementation of the project would result in less than significant impacts to water bodies (drainage and water quality).

The Farmland Mapping and Monitoring Program classifies the majority of the Rezone Sites as “Urban and Built Up Land,” “Other Land,” and “Grazing Land.” The areas classified as “Grazing Lands” are not considered a significant farmland resource under CEQA. A few Rezone Sites are classified as “Farmland of Local Importance”; however, there is no recent history of agricultural use at these sites. There are no lands protected

by a Williamson Act Contract within the City. There are no lands protected by a Williamson Act Contract within the City. Additionally, there is no forestland within the City, and the City does not possess any zoning classifications for forestland, timberland, or timberland production zones. Therefore, no impacts to agricultural and forestry resources would occur.

Although Rezone Sites 1-12, 18, 19, 24, 25, 29, and 30 and both Graves Avenue Sites are located within a Mineral Resource Zone (MRZ) 2 designated area, these areas are not zoned for mining operations and no mining operations existing within the sites. While these lands may support mineral resources, mining operations at these sites would not be feasible considering the proximity to sensitive receptors and existing established neighborhoods. Furthermore, the Rezone Sites are not designated as locally important mineral resource recovery sites in the City's General Plan. Therefore, the project would not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan, and impacts would be less than significant.

With regard to energy resources, actions related to future development would result in an irretrievable commitment of nonrenewable resources, including energy supplies and construction materials, such as lumber, steel and aggregate. Non-renewable energy resources (coal, natural gas, oil) would be used in construction, heating and refrigeration of food and water, transportation, lighting, and other associated energy needs.

Residential and mixed-use development anticipated within the Rezone Sites, together with other projects in the City, would require the commitment or destruction of other nonrenewable and slowly renewable resources. These resources include (but are not limited to) lumber and other forested products; sand and gravel; asphalt; petrochemical construction materials; steel, copper, lead, other metals; and water. However, the amount and rate of consumption of these resources would not result in significant environmental impacts because multi-family and mixed-use development are not uses that are associated with an unnecessary, inefficient, or wasteful use of resources.

The Rezone Sites are mainly developed with existing commercial uses or located on underutilized residential sites. Development at the Rezone Sites would reinvigorate underutilized areas by allowing new residential uses in close proximity to commercial services and community facilities, while preserving established residential neighborhoods. Most of the project areas are presently developed. Development on vacant parcels would, however, result in the long-term commitment to urbanization because reversion back to vacant land would be difficult and highly unlikely. However, the development of mid- to high-density residential units or mixed-uses would result in an efficient provision of housing and efficient land use pattern.

In summary, future construction and operation associated with implementation of the Rezone Program would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these particular resource quantities for future generations or for other uses. Therefore, although

irreversible environmental changes would result from future development, such changes would not be considered significant.

**Secondary Impacts.** The Rezone Sites are accessible via major roadways (e.g., State Routes (SR) 52, 67, and 125, as well as numerous arterials and local streets) and are served by existing utilities, and other public services. As a result, secondary impacts are not anticipated from environmental changes resulting from the construction of new infrastructure.

**Environmental Accidents.** The CEQA Guidelines also require a discussion of the potential for irreversible environmental damage caused by an accident associated with the project. Implementation of the proposed project would allow for the development of residential and mixed-uses (including commercial uses) that commonly store, use, and dispose of hazardous materials. Likewise, industries and businesses using hazardous materials may expand or increase to accommodate the projected population growth under buildout of the project.

Due to the nature of past and current land uses, future development/redevelopment within the City has the potential to expose people and the environment to hazards through the routine transport, use, disposal, or accidental release of hazardous materials. Businesses that are likely to store hazardous substances and petroleum products or generate waste include the following: gasoline service stations, automobile repair facilities, dry cleaning facilities, photograph developing facilities, and medical and dental facilities.

All future projects would be subject to review to ensure conformance with the Municipal Code, General Plan policies, and regulations imposed by federal, state, and local agencies. Compliance with applicable federal, state, and local hazardous materials regulations such as the Chemical Accident Prevention Provision, Emergency Planning and Community Right-to-Know Act, the Robert T. Stafford Disaster Relief and Emergency Assistance Act, the California Health and Safety Code, California Code of Regulations Title 23, the Aboveground Petroleum Storage Act, California Accidental Release Prevention Program, and the California Emergency Services Act would ensure that buildout of the Rezone Sites would not result in irreversible environmental damage related to the accidental release of hazardous materials. (Draft PEIR, pp. 5-1 through 5-4)

## **SECTION VII.** **GROWTH-INDUCING IMPACTS**

Section 15126.2(e) of the State CEQA Guidelines requires a Draft EIR to discuss the ways the Project could foster economic or population growth or the construction of additional housing, directly or indirectly, in the surrounding environment. In accordance with State CEQA Guidelines Section 15126.2(e), a Project would be considered to have a growth-inducing effect if it would:

- Directly or indirectly foster economic or population growth, or the construction of additional housing in the surrounding environment;
- Remove obstacles to population growth (e.g., construction of an infrastructure expansion to allow for more construction in service areas);
- Tax existing community service facilities, requiring the construction of new facilities that could cause significant environmental effects; or
- Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

In addition, CEQA Guidelines state that growth inducement must not be assumed.

**Population and Housing Growth.** The project would result in the adoption of rezones required to implement the 6th Cycle Housing Element as described in Table 3-2. The rezoning of the 25 housing sites and the two sites located on Graves Avenue, collectively referred to as the Rezone Sites, would result in the potential future construction of up to 1,945 residential units which more than accommodates the Regional Housing Needs Assessment (RHNA) allocation of 1,219 units for the City's share of statewide forecasted growth through April 15, 2029. Overall, the region needs to plan for an additional 171,685 units. The San Diego Association of Governments (SANDAG) has allocated the City its share of the regional housing need for the 2021-2029 RHNA period based on a number of factors, including recent growth trends, income distribution, and capacity for future growth. As the project would implement necessary rezones needed to facilitate construction of housing in the City to meet state housing mandates, it would support and encourage redevelopment of housing to support a range of income levels in the City. For projects that would be allowed to process ministerially, some obstacles to development would be removed, particularly the processing time and cost associated with a discretionary entitlement process. However, the project does not involve other changes in the environment (such as construction of a wastewater treatment plant or a road within an undeveloped area) that would allow for unplanned population growth. Therefore, while the project would result in growth, it would be growth that has been anticipated under the City's Housing Element and would accommodate the City's RHNA allocation associated with anticipated growth in the City.



**Removal of an Impediment to Growth.** The project does not propose the construction or expansion of new housing, services, or other infrastructure development; rather it would adopt rezones that would facilitate future development consistent with state Housing Element Law. A vast majority of the permitted future residential units and mixed-use development would occur as infill development and redevelopment within urbanized areas already served by essential roads, utilities, and public services. Therefore, the project would not remove an impediment to growth.

**Foster Economic or Employment Growth.** The City is adding a new R-30 Mixed-Use Overlay Zone that would apply within the Town Center to allow mixed-use development and a residential density range of 30 to 36 dwelling units per acre. Specifically, Rezone Sites 16A and 20B would be designated with the new R-30 zone, potentially allowing a combined 633 residential units with mixed use commercial at these sites. New commercial uses permitted within the mixed-use overlay zone would generally be composed of local neighborhood-serving retail and office uses, intended to serve the residents of new and existing housing in the immediate area. The project additionally would rezone two Graves Avenue sites to General Commercial which would allow for a range of commercial uses. These rezones would allow for commercial development in new areas which would foster economic growth consistent with the City's existing commercial growth projections based on the SANDAG modeling completed for the transportation analysis. The potential for new commercial land uses with the proposed rezones would therefore be consistent with existing projections for commercial development in the City and would not be considered growth inducing in regard to significant economic or employment growth for the City.

**Conclusion.** Overall, the project would facilitate growth through rezoning to allow more housing to meet RHNA allocations. However, the project would not induce unplanned growth. The project would serve to accommodate projected and planned growth under the City's Housing Element and pursuant to the City's RHNA allocation. The project would not remove an impediment to growth; nor does it propose to develop or permit the encroachment into an isolated area adjacent to open space, or foster economic and employment expansion. As discussed above, the project would accommodate projected population growth and would not be considered growth inducing because it would provide housing capacity for projected population growth. The opportunities to provide housing would be consistent with the City's need to establish a resilient housing base for the community and comply with state law. (Draft PEIR, pp. 6-1 through 6-2)

**SECTION VIII.**  
**ALTERNATIVES**

**A. BACKGROUND**

The Draft PEIR analyzed two alternatives to the Project as proposed and evaluated these alternatives for their ability to avoid or reduce the Project's significant environmental effects while also meeting the majority of the Project's objectives. The City finds that it has considered and rejected as infeasible the alternatives identified in the EIR and described below. This section sets forth the potential alternatives to the Project analyzed in the EIR and evaluates them in light of the Project objectives, as required by CEQA.

Where significant impacts are identified, section 15126.6 of the State CEQA Guidelines requires EIRs to consider and discuss alternatives to the proposed actions. Subsection (a) states:

- (a) An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

Subsection 15126.6(b) states the purpose of the alternatives analysis:

- (b) Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

In subsection 15126.6(c), the State CEQA Guidelines describe the selection process for a range of reasonable alternatives:

- (c) The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the Project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives

that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

The range of alternatives required is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed Project. Alternatives are limited to ones that would avoid or substantially lessen any of the significant effects of the Project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the Project.

## **B. PROJECT OBJECTIVES**

The following objectives have been established for the Project (Draft PEIR, pp. 9-1 through 9-2):

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

## **C. ALTERNATIVES CONSIDERED BUT REJECTED FROM DETAILED ANALYSIS**

Section 15126.6(c) of the State CEQA Guidelines specifies that an EIR should (1) identify alternatives that were considered by the lead agency but were eliminated from detailed consideration because they were determined to be infeasible during the scoping process; and (2) briefly explain the reasons underlying the lead agency's determination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives; (ii) infeasibility; and/or (iii) inability to avoid significant environmental impacts.

Alternative rezone sites were considered but rejected as part of the environmental analysis for the Project.

**Finding:** The City Council rejects the alternative rezone sites, on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) the alternative does not avoid any significant and unavoidable impacts, (2) the alternative would likely not further reduce any of the proposed project's significant impacts; and (3) the alternative is technically, financially, and legally infeasible. Therefore, this alternative is eliminated from further consideration.

#### **D. EVALUATION OF ALTERNATIVES SELECTED FOR ANALYSIS**

The alternatives selected for further detailed review within the EIR focus on alternatives that could the Project's significant environmental impacts, while still meeting most of the basic Project objectives. Those alternatives include:

- **Alternative 1: No Project (No Rezone Program) Alternative (Draft PEIR, pp. 9-3 through 9-8)**
- **Alternative 2: Reduced Project Alternative (Draft PEIR, pp. 9-9 through 9-16)**

##### **1. Alternative 1: No Project (No Rezone Program) Alternative**

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

Impacts: **Aesthetics.** Under the No Project Alternative, development throughout the City would continue based on existing zoning. The No Project Alternative would not result in the increased residential density required to meet the City's RNHA objectives. Although higher density development could not occur at these sites, development could proceed based on the existing land use designation and zoning. Development under the No Project Alternative would be subject to

Development Review consistent with Municipal Code Chapter 13.08 to ensure consistency with General Plan policies and applicable design and development review requirements including supplemental development regulations from the Town Center Specific Plan. The Development Review process would ensure that future development would not degrade scenic vistas, scenic resources, or visual quality. Compliance with Municipal Code standards related to light and glare (Chapter 13.08.070(G)), requiring that outdoor lighting be directed away from adjacent properties and set in a way to avoid any detriment to the surrounding area and lighting standards of the Community Enhancement Element would ensure that future development would not result in impacts related to light and glare. Therefore, impacts related to aesthetics under the No Project Alternative would be less than significant, and slightly reduced compared to the project due to decreased density associated with the retention of existing zoning.

**Air Quality.** Future development under the No Project Alternative would occur consistent with the City's adopted General Plan land use plan, and therefore would be consistent with the existing growth projections for which regional air quality standards (RAQs) are based. Although development potential would be less compared to the project, construction time frames and equipment for site-specific development projects are not available at this time, and there is a potential for multiple development projects to be constructed at one time, resulting in significant construction-related emissions. While future development under this alternative would be required to implement mitigation measures documented in the City's General Plan, mitigation for air quality impacts would remain significant and unavoidable. Therefore, impacts associated with air quality under the No Project Alternative would be significant and unavoidable, the same as the project.

**Biological Resources.** Future development under the No Project Alternative would occur consistent with the City's adopted General Plan land use plan. The No Project Alternative would develop approximately 1,209 fewer dwelling units compared to the project, which is consistent with the existing General Plan and zoning. Although this decreased density could reduce impacts to biological resources, development consistent with the existing zoning designations could still occur within areas that support sensitive resources.

Future development under the No Project Alternative would be subject to implementation of mitigation measures documented in the City's General Plan for biological resources, which would reduce impacts related to sensitive species, sensitive habitats, and wetlands to a level less than significant. Therefore, impacts related to biological resources under the No Project Alternative would be less than significant, and slightly reduced compared to the project due to decreased density associated with the retention of existing zoning.

**Cultural Resources and Tribal Cultural Resources.** Future development under the No Project Alternative would occur consistent with the City's adopted General Plan land use plan. The No Project Alternative would develop approximately 1,209

fewer multi-family dwelling units compared to the project, which is consistent with the existing General Plan and zoning. Future development under this alternative would be required to implement mitigation measures documented in the City's General Plan for cultural resources and conduct tribal consultation consistent with the requirements of Assembly Bill (AB) 52. However, the City's General Plan EIR determined that some potential impacts associated with cultural resources may remain significant even with application of mitigation measures. Therefore, impacts related to cultural resources under the No Project Alternative would be significant and unavoidable, and greater than the project.

**Geology/Soils.** Future development under the No Project Alternative would occur consistent with the City's adopted General Plan land use plan and would be subject to the same regulations as the project. The No Project Alternative would develop approximately 1,209 fewer multi-family dwelling units compared to the project, but would support development consistent with the existing General Plan and zoning which could be subject to potential geologic hazards. Adherence to Safety Element policies, the Municipal Code, and the California Building Code would ensure that future development under this alternative would not cause substantial adverse effects associated with fault rupture, ground shaking, liquefaction, landslide, or expansive soils, and impacts would be less than significant. Similarly, adherence to applicable Municipal Code requirements would ensure that future development under this alternative would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant. Implementation of mitigation measures documented in the City's General Plan for paleontological resources would reduce impacts related to paleontological resources to a level less than significant. Therefore, impacts related to geology and soils under the No Project Alternative would be mitigated to a level less than significant, the same as the project.

**Greenhouse Gas Emissions.** Future development under the No Project Alternative would occur consistent with the City's adopted General Plan land use plan and would be subject to implementation of the City's Sustainable Santee Plan (Climate Action Plan). However, development under the No Project Alternative could result in significant and unmitigated impacts related to GHG emissions due to VMT inefficiency. Therefore, impacts associated with GHG under the No Project Alternative would be significant and unavoidable, the same as the project.

**Hazards and Hazardous Materials.** The No Project Alternative would develop approximately 1,209 fewer dwelling units compared to the project, and thereby result in fewer residential units that may be affected by potential hazards and hazardous materials. Future development would be required to adhere to multiple regulations related to hazardous materials handling and transport, including applicable state and local regulatory measures. Citywide General Plan Safety Element policies would also support safe handling of hazardous materials. Future development under this alternative would be required to implement mitigation measures documented in the City's General Plan for hazardous materials. Future

development under this alternative located within the Gillespie Field and MCAS Miramar Airport Land Use Compatibility Plans (ALUCPs) would be required to adhere to applicable City policies and regulations, as well as policies of the ALUCP. Furthermore, applications for all future projects under the No Project Alternative would be reviewed and approved by the Santee Fire Department prior to issuance of a building permit. Therefore, impacts associated with hazards and hazardous materials under the No Project Alternative would be mitigated to a level less than significant, the same as the project.

**Hydrology and Water Quality.** Future development under the No Project Alternative would be required to adhere to all applicable water quality standards as provided in various water quality regulations and plans including all pertinent requirements of the City's Jurisdictional Runoff Management Plan, Best Management Practice (BMP) Design Manual, National Pollutant Discharge Elimination System (NPDES) General Construction Permit, as well as all regulations related to water quality. Both redevelopment and new development on vacant sites would be required to comply with applicable stormwater management requirements which focuses on retention and infiltration of waters on-site. Additionally, development under this alternative would be required to comply with City General Plan policies and regulations that prioritize infiltration and treatment of stormwater. Future development would also be required to implement applicable stormwater BMPs and erosion control measures to retain flows on-site and minimize the velocity of stormwater runoff. Such BMPs could include on-site drainage swales, bioretention features, use of permeable pavers in parking areas and streets, or infiltration basins which also serve as a means for pollutant removal. Development under this alternative would be required to adhere to all state and local development regulations including the Municipal Code (Chapter 11.36), which establishes Flood Damage Prevention standards. Therefore, impacts associated with hydrology and water quality under the No Project Alternative would be less than significant, and slightly reduced compared to the project due to decreased density associated with the retention of existing zoning.

**Land Use and Planning.** The No Project Alternative would develop approximately 1,209 fewer dwelling units compared to the project. Future development under the No Project Alternative would occur consistent with the City's adopted General Plan land use plan. All future development under this alternative would be subject to a site-specific review that considers consistency with all applicable plans, including the City's General Plan. Therefore, impacts related to land use under the No Project Alternative would be less than significant, the same as the project.

**Noise.** Future development under the No Project Alternative would occur consistent with the City's adopted General Plan land use plan and would be subject to implementation of mitigation measures documented in the City's General Plan for noise to reduce potential impacts to a level less than significant. However, even with implementation of the mitigation measures, noise impacts could remain significant and unmitigated. Therefore, impacts associated with noise under the

No Project Alternative would be significant and unavoidable, the same as the project.

**Population and Housing.** The No Project Alternative would develop approximately 1,209 fewer dwelling units compared to the project, and thereby result in less population growth. Future development under the No Project Alternative would be located in areas that are already served by infrastructure, and therefore would not induce population growth. The No Project Alternative would not displace a substantial number of people or housing. Therefore, impacts associated with population and housing would be less than significant, the same as the project.

**Public Services and Recreation.** The No Project Alternative would develop approximately 1,209 fewer dwelling units compared to the project, and thereby result in fewer residential units that would require public services and recreation facilities. Future development under the No Project Alternative would not directly result in sufficient demand to require construction of new fire protection, police protection, school, library, or park and recreation facilities, since each incremental housing development would pay its fair share toward anticipated facility needs. Construction of any future public service or recreation facilities would require a separate environmental review and approval. Therefore, impacts associated with public services and recreation would be less than significant, and slightly reduced compared to the project due to decreased density associated with the retention of existing zoning.

**Transportation.** Future development under the No Project Alternative would be subject to an engineering and policy review that would ensure consistency with applicable policies related to transit, roadway, bicycle, and pedestrian facilities. The No Project Alternative does not propose any changes to the existing roadway network. The Transportation Impact Study prepared for the project determined that buildout of the No Project Alternative would generate an average resident VMT per capita of 18.7, which would be a reduction compared to 20.5 under the 2016 base year. However, the 18.7 VMT per capita under buildout of the No Project Alternative represents 98 percent of the base year regional average. Therefore, VMT per capita associated with the No Project Alternative would be greater than 85 percent of the regional average and would exceed the VMT threshold. Future development would be designed consistent with established roadway design standards, and access to the existing roadway network would be configured consistent with established roadway design standards that would allow for emergency access. Therefore, impacts associated with transportation would be significant and unavoidable, the same as the project.

**Utilities and Service System.** The No Project Alternative would develop approximately 1,209 fewer dwelling units compared to the project, and thereby result in fewer residential units that would require utility services. However, development under the existing General Plan would increase demand for utilities



and services. Utility infrastructure improvements and relocations under the No Project Alternative would be evaluated as part of a future review for site-specific projects. Should separate utility extensions be required outside of the footprints of future site-specific projects, they would require an environmental review and compliance with regulations in existence at that time would address potential environmental impacts. The No Project Alternative would likely result in less demand for water supply, wastewater treatment, and solid waste disposal compared to development proposed under the project. Therefore, impacts associated with utilities and service system would be less than significant, and slightly reduced compared to the project due to decreased density associated with the retention of existing zoning.

**Wildfire.** The No Project Alternative would develop approximately 1,209 fewer dwelling units compared to the project, and thereby result in fewer residential units that may be exposed to wildfire. This alternative does not propose any changes to the City's existing circulation network, and no land uses are proposed that would impair implementation of or physically interfere with the City's emergency response plan, evacuation routes, or conflict with any of the Multi-Jurisdictional Hazard Mitigation Plan specific hazard mitigation goals, objectives, and related actions. Additionally, future development would be required to adhere to the City's General Plan (Safety Element) policies including, 4.2, 4.3, 4.4, 4.11, and 4.12 which address emergency response and emergency evacuation. Future development located within the Very High Fire Hazard Severity Zone (VHFHSZ) would comply with applicable California Fire Code and City General Plan requirements, and include enhanced fire protection measures as detailed in the City's building and fire codes. Future development under this alternative would also be required to comply with applicable regulations and policies related to flooding, drainage patterns, and landslides. Therefore, impacts associated with wildfire under the No Project Alternative would be less than significant, and slightly reduced compared to the project due to decreased density associated with the retention of existing zoning.

The No Project Alternative would result in similar impacts compared to the project, with only cultural and tribal cultural resources seeing an increase in the severity of impacts. The No Project Alternative would develop approximately 1,209 fewer dwelling units, resulting in less density throughout the City; however, future development would be required to adhere to existing state and local regulations and would be required to implement relevant mitigation measures set forth in the City's General Plan EIR. Therefore, impacts associated with geology and soils, hazards and hazardous materials, land use, and population and housing would be the same compared to the project. Impacts associated with aesthetics, biological resources, hydrology and water quality, public services and recreation, utilities and service system, and wildfire would be slightly reduced under this alternative due to the retention of the existing zoning designations, which would decrease density at these sites. Impacts related to air quality, GHG, noise, and transportation would be significant and unavoidable, the same as the project. Impacts related to cultural

and tribal cultural resources would be significant and unavoidable, greater than the project. Furthermore, the No Project Alternative would not meet any of the project objectives.

Attainment of Project Objectives: This alternative would not satisfy any of the project objectives because buildout of the No Project (No Rezone) Alternative would not provide enough residential units to meet the City's RHNA allocation; nor would it implement Housing Element programs.

Finding: The City Council rejects Alternative 1: No Project (No Rezone Program) Alternative, on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) the alternative fails to meet any of the Project objectives; (2) the alternative fails to avoid or reduce the Project's significant and unavoidable impacts relating to air quality, GHG, noise, and transportation; and (3) the alternative would result in increased impacts relating to cultural and tribal cultural resources.

## 2. **Alternative 2: Reduced Project Alternative**

Description: The Reduced Project Alternative would remove Rezone Sites 1 through 10 from consideration for future rezone actions and associated residential development. Rezone Sites 1 through 10 would retain the existing Low Density Residential (R-1A) zoning designation.

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

Impacts: Aesthetics. The Reduced Project Alternative would remove Rezone Sites 1 through 10 located just north of the urbanized portion of the City. Future development of these sites would occur consistent with the existing R1-A (Low Density Residential) zoning designation, which would reduce alterations of scenic vistas, scenic resources, and visual quality in these locations compared to the project due to the decreased density. Potential impacts related to aesthetics would be the same for the remaining Rezone Sites. However, development under this alternative would be subject to Development Review consistent with Municipal Code Chapter 13.08 to ensure consistency with General Plan policies and applicable design and development review requirements including supplemental development regulations from the Town Center Specific Plan. The Development

Review process would ensure that future development would not degrade scenic vistas, scenic resources, or visual quality. Compliance with the Municipal Code standards related to light and glare (Chapter 13.08.070(G)), requiring that outdoor lighting be directed away from adjacent properties and set in a way to avoid any detriment to the surrounding area and lighting standards of the Community Enhancement Element would ensure that future development would not result in impacts related to light and glare. Therefore, impacts related to aesthetics under the Reduced Project Alternative would be less than significant, the same as the project, and incrementally reduced compared to the project due to the removal of Rezone Sites 1 through 10.

**Air Quality.** Although this alternative would reduce the potential for development of approximately 124 residential units compared to the project, the Reduced Project Alternative would still potentially allow for development of approximately 1,821 residential units through rezones. This remaining development potential through future rezones would exceed the 1,209 units that are needed through rezones to accommodate the City's RHNA allocation. Therefore, while this alternative would provide less flexibility for potential rezone sites, the Reduced Project Alternative would ultimately result in development of the same number of residential units as the project since only a subset of the total sites will ultimately be selected for rezoning. As with the project, buildout of the Reduced Project Alternative would result in an increase in emissions compared to buildout of the adopted zoning and land use designations. Therefore, buildout of this alternative would exceed the assumptions used to develop the RAQS and would result in significant unavoidable impact associated with air quality plan consistency and operational criteria pollutants. Even with implementation of **mitigation measure AQ-1**, impacts associated with criteria pollutants during construction would remain significant and unavoidable. As with the project, buildout of the Reduced Project Alternative would not result in a carbon monoxide (CO) hot spot. Additionally, construction and operation of future development would not result in the exposure of sensitive receptors to toxic air contaminants (TACs) from construction activities, stationary sources, or mobile sources, and impacts would be less than significant. Emissions from construction equipment, such as diesel exhaust, and volatile organic compounds (VOCs) from architectural coatings and paving activities may generate odors; however, these odors would be temporary, intermittent, and not expected to affect a substantial number of people. Once operational, future development implemented under this alternative would include residential and associated commercial uses that are generally not a source of objectionable odors. Therefore, impacts associated with air quality under the Reduced Project Alternative would be significant and unavoidable, the same as the project.

**Biological Resources.** The Reduced Project Alternative would remove Rezone Sites 1 through 10 located just north of the urbanized portion of the City. Future development of these sites would occur consistent with the existing R1-A (Low Density Residential) zoning designation, which would potentially reduce impacts on sensitive plants, sensitive wildlife, including coastal California gnatcatcher

nesting birds or migratory birds, Diegan coastal sage scrub, valley, foothill grassland, and wetlands compared to the project due to the decreased density. Potential impacts on biological resources would be the same for the remaining Rezone Sites. Implementation of **mitigation measures BIO-1** through **BIO-5** would reduce impacts to sensitive plants, sensitive wildlife, and sensitive vegetation communities to a level less than significant. Implementation of mitigation measure BIO-6 would reduce impacts to on-site jurisdictional waters and wetlands to a level less than significant. Implementation of **mitigation measures BIO-1** through **BIO-6** would ensure future development under this alternative would be consistent with the Draft Santee Subarea Plan by requiring site-specific surveys, determining the extent of any potential impacts, and providing mitigation to reduce impacts to a level less than significant. Therefore, impacts related to biological resources under the Reduced Project Alternative would be mitigated to a level less than significant, the same as the project, and incrementally reduced compared to the project due to the removal of Rezone Sites 1 through 10.

**Cultural and Tribal Cultural Resources.** Rezone Sites 1 through 10 that would be removed under the Reduced Project Alternative are not located adjacent to any known historic resources. Therefore, this alternative would not reduce potential impacts on historic resources compared to the project. Implementation of **mitigation measure CUL-1** would reduce potential impacts associated with the remaining Rezone Site to a level less than significant. Rezone Sites 1 through 10 that would be removed under the Reduced Project Alternative are designated as having Moderate Potential for Register Eligible Buried Archaeological Sites. Therefore, this alternative would slightly reduce potential impacts on archaeological resources, religious, and sacred uses or tribal cultural resources due to the decreased density of development at these sites. Potential impacts on archaeological resources, religious and sacred uses, or tribal cultural resources would be the same for the remaining Rezone Sites. Implementation of **mitigation measures CUL-2** and **CUL-3** would reduce potential impacts associated with the remaining Rezone Site to a level less than significant. This alternative would additionally implement Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5 and comply with the California Native American Graves Protection and Repatriation Act (2001), the federal Native American Graves Protection and Repatriation Act (1990), as well as AB 52 to avoid adverse impacts to human remains. Therefore, impacts related to cultural resources under the Reduced Project Alternative would be mitigated to a level less than significant, and incrementally reduced compared to the project due to the removal of Rezone Sites 1 through 10 designated as having moderate potential for Register Eligible Buried Archaeological Sites.

**Geology/Soils.** Removal of Rezone Sites 1 through 10 from the Reduced Project Alternative would reduce the amount of land mapped with liquefaction potential. However, all remaining Rezone Sites under this alternative are identified as having liquefaction potential. Adherence to Safety Element policies, the Municipal Code, and the Uniform Building Code would ensure that future development under this

alternative would not cause substantial adverse effects associated with fault rupture, ground shaking, liquefaction, landslide, or expansive soils, and impacts would be less than significant. Similarly, adherence to applicable Municipal Code requirements would ensure that future development under this alternative would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant. Implementation of **mitigation measure GEO-1** would reduce impacts related to paleontological resources to a level less than significant. Therefore, impacts related to geology and soils under the Reduced Project Alternative would be mitigated to a level less than significant, the same as the project.

**Greenhouse Gas Emissions.** Although this alternative would reduce the potential for development of approximately 124 residential units, the Reduced Project Alternative would still potentially allow for development of approximately 1,821 residential units through rezones. This remaining development potential through future rezones would exceed the 1,209 units that are needed through rezones to accommodate the City's RHNA allocation. Therefore, while this alternative would provide less flexibility for potential rezone sites, the Reduced Project Alternative would ultimately result in development of the same number of residential units as the project. Removal of Rezone Sites 1 through 10 located just north of the urbanized portion of the City would potentially have some incremental benefit in terms of GHG emission reductions since they are the furthest removed from activity centers and could generate more VMT per capita compared to other sites located within job centers and commercial areas. However, the degree of this VMT reduction is uncertain, and this alternative would still result in an increase in development not accounted for in the Sustainable Santee Plan. Both discretionary and by-right development implemented under the project would be required to incorporate each of the applicable measures identified in the Consistency Checklist to mitigate cumulative GHG emissions as well as applicable Transportation Demand Management measures listed in **mitigation measure TRA-1**. However, because the effectiveness of GHG and VMT reducing measures is context-sensitive and would vary depending on the site-specific project site, it is not guaranteed that each individual project would fully mitigate impacts at this program level of review. Therefore, impacts associated with GHG under the Reduced Project Alternative would be significant and unavoidable, the same as the project.

**Hazards and Hazardous Materials.** Future development would be required to adhere to extensive regulations related to hazardous materials handling and transport, including applicable state and local regulatory measures. Citywide General Plan Safety Element Policies would also support safe handling of hazardous materials. Implementation of mitigation measure HAZ-1 would reduce potential impacts associated with accidental release of unknown hazardous materials to a level less than significant. None of the Rezone Sites that would remain under this alternative are located within 0.25 mile of an existing school or adjacent to a known hazardous materials site. Rezone Sites that would remain

under this alternative located within the Gillespie Field and MCAS Miramar ALUCPs would be required to adhere to applicable City policies and regulations, as well as policies of the ALUCP. The Reduced Project Alternative does not propose any changes to the City's existing circulation network, and no land uses are proposed that would impair implementation of or physically interfere with the City's emergency response plan, evacuation routes, or conflict with any of the Multi-Jurisdictional Hazard Mitigation Plan specific hazard mitigation goals, objectives, and related actions. Furthermore, applications for all future projects within the Rezone Sites, whether discretionary or by-right, would be reviewed and approved by the Santee Fire Department prior to issuance of a building permit. This alternative would remove Rezone Sites 1 through 10, which are located within an area mapped as VHFHSZ, and thereby reduce risk associated with wildfire compared to the project. The only remaining Rezone Site located within the VHFHSZ would comply with applicable California Fire Code, City General Plan, and City Municipal Code requirements. Therefore, impacts associated with hazards and hazardous materials under the Reduced Project Alternative would be less than significant, and incrementally reduced compared to the project due to the removal of Rezone Sites 1 through 10 located within the VHFHSZ.

**Hydrology and Water Quality.** Future discretionary and/or by-right development under this alternative would be required to adhere to all applicable water quality standards as provided in various water quality regulations and plans including all pertinent requirements of the City's Jurisdictional Runoff Management Plan, BMP Design Manual, NPDES General Construction Permit, as well as all regulations related to water quality. Both redevelopment and new development on vacant sites would be required to comply with applicable stormwater management requirements which focuses on retention and infiltration of waters on-site. Additionally, development under this alternative would be required to comply with City General Plan policies and regulations that prioritize infiltration and treatment of stormwater. Future development would also be required to implement applicable stormwater BMPs and erosion control measures to retain flows on-site and minimize the velocity of stormwater runoff. Such BMPs could include on-site drainage swales, bioretention features, use of permeable pavers in parking areas and streets, or infiltration basins which also serve as a means for pollutant removal. Development under this alternative would be required to adhere to all state and local development regulations including Municipal Code (Chapter 11.36), which establishes Flood Damage Prevention standards. Therefore, impacts associated with hydrology and water quality under the Reduced Project Alternative would be less than significant, the same as the project.

**Land Use and Planning.** Removal of Rezone Sites 1 through 10 under the Reduced Project Alternative would not avoid any land use impacts. The remaining Housing Sites are in urbanized areas that are already served by existing infrastructure. Implementation of the rezones would result in increased allowable residential density, or newly allowed residential density within all sites, except the Graves Avenue Sites (see Table 3-2). Although the additional density or change

to residential use would increase the intensity of land uses at the sites, they would constitute infill development and would not divide an established community. Additionally, this alternative would not require any new major infrastructure or improvements that could physically divide an established community. Furthermore, development of the Rezone Sites within the TCSP would be required to adhere to all supplemental development regulations of those sites ensuring they would be compatible with the existing community.

The Reduced Project Alternative would implement the City's Housing Element programs to meet the City's RHNA requirements and comply with state housing mandates. Future discretionary development would require a subsequent site-specific environmental review that would consider each project's consistency with all applicable plans, including the City's General Plan. Future by-right development would be required to adhere to the City's proposed Objective Design Standards which includes design guidelines and regulations to ensure consistency with City plans and policies. Both future ministerial and discretionary review would be subject to review for consistency with the City's General Plan and Municipal Code regulations that serve to reduce or avoid environmental impacts. Therefore, impacts associated with land use under the Reduced Project Alternative would be less than significant, the same as the project.

**Noise.** The Reduced Project Alternative would remove Rezone Sites 1 through 10. Impacts related to noise at all the remaining Rezone Sites under this alternative would be the same as for the project. Implementation of mitigation measure NOS-1 would reduce land use compatibility noise impacts associated with vehicle noise to a level less than significant. However, impacts associated with increases in ambient noise levels would remain significant and unavoidable. Implementation of mitigation measure NOS-2 would reduce impacts associated with construction of future development under this alternative to a level less than significant. Impacts associated with stationary noise would be less than significant. Implementation of mitigation measure NOS-3 would reduce impacts associated with vibration to a level less than significant. None of the Rezone Sites that would be developed under this alternative are within the 65 CNEL noise contours of Gillespie Field Airport or MCAS Miramar. Therefore, impacts related to noise under the Reduced Project Alternative would remain significant and unavoidable, the same as the project.

**Population and Housing.** Although this alternative would reduce the potential for development of approximately 124 residential units compared to the project, the Reduced Project Alternative would still potentially allow for development of approximately 1,821 residential units through rezones. This remaining development potential through future rezones would exceed the 1,209 units that are needed through rezones to accommodate the City's RHNA allocation. Therefore, while this alternative would provide less flexibility for potential rezone sites, the Reduced Project Alternative would ultimately result in development of the same number of residential units as the project since only a subset of the total

sites will ultimately be selected for rezoning. As with the project, buildout of the Reduced Project Alternative would facilitate land use changes in the City that would allow the City to achieve their housing goals. The project would further implement state requirements to allow for ministerial approvals of certain housing projects that include an affordable component, which would facilitate and encourage construction of housing in the City. The project would not induce substantial unplanned population growth as all rezones are located within existing developed areas with access to services, roadways, and utilities. Therefore, impacts associated with population and housing under the Reduced Project Alternative would be less than significant, the same as the project.

**Public Services and Recreation.** Future discretionary and/or by-right development under the Reduced Project Alternative would not directly result in sufficient demand to require construction of new fire protection, police protection, school, library, or park and recreation facilities. While each incremental housing development would pay development impact fees toward anticipated facility needs, this alternative would not warrant construction of a new facility at this time. Construction of any future public service or recreation facilities would be evaluated under a separate environmental review and approval. Although this alternative would reduce the potential for development of approximately 124 residential units, the Reduced Project Alternative would still potentially allow for development of approximately 1,821 residential units through rezones. This remaining development potential through future rezones would exceed the 1,209 units that are needed through rezones to accommodate the City's RHNA allocation. Therefore, while this alternative would provide less flexibility for potential rezone sites, the Reduced Project Alternative would ultimately result in development of the same number of residential units as the project. Therefore, impacts associated with public services and recreation would be less than significant, the same as the project.

**Transportation.** Future discretionary and/or by-right development at the Rezone Sites would adhere to an engineering and policy review that would ensure consistency with applicable policies related to transit, roadway, bicycle, and pedestrian facilities. Although this alternative would reduce the potential for development of approximately 124 residential units, the Reduced Project Alternative would still potentially allow for development of approximately 1,821 residential units through rezones. This remaining development potential through future rezones would exceed the 1,209 units that are needed through rezones to accommodate the City's RHNA allocation. Therefore, while this alternative would provide less flexibility for potential rezone sites, the Reduced Project Alternative would ultimately result in development of the same number of residential units as the project.

Removal of Rezone Sites 1 through 10 under the Reduced Project Alternative would potentially have some incremental benefit in terms of VMT reductions since these sites are the most removed from activity centers and could generate more



VMT per capita compared to other sites located within job centers and commercial areas. However, the degree of this VMT reduction is uncertain, and it is unknown whether individual projects would be able to fully mitigate potential VMT impacts through implementation of Transportation Demand Management measures listed in mitigation measure TRA-1. Therefore, it is assumed that the Reduced Project Alternative would generate the same amount of VMT as the project, which would exceed 85 percent of the regional average, and impacts would remain significant and unavoidable.

This alternative does not propose any changes to the existing roadway network. Future discretionary and/or by-right development would be designed consistent with established roadway design standards, and access to the existing roadway network would be configured consistent with established roadway design standards that would allow for emergency access. Therefore, impacts associated with transportation would be significant and unavoidable, the same as the project.

**Utilities and Service System.** Although this alternative would reduce the potential for development of approximately 124 residential units, the Reduced Project Alternative would still potentially allow for development of approximately 1,821 residential units through rezones. This remaining development potential through future rezones would exceed the 1,209 units that are needed through rezones to accommodate the City's RHNA allocation. Therefore, while this alternative would provide less flexibility for potential rezone sites, the Reduced Project Alternative would ultimately result in development of the same number of residential units as the project.

Future discretionary and/or by-right development would be located within existing developed areas with access to utility infrastructure; however, like the project new development would require connections to existing lines, these physical impacts of which would be evaluated at the time of future project submittal. Regulatory conformance and application of the same mitigation framework in this PEIR, including MM-VIS-1, **MM-AQ-1**, **MM-BIO-1** through **MM-BIO-6**, **MM-CUL-1** through **MM-CUL-3**, **MM-GEO-1**, **MM-GHG-1** and **MM-GHG-2**, **MM-HAZ-1**, **MM-NOS-1** through **MM-NOS-3**, and **MM-TRA-1**, would ensure impacts associated with the relocation or construction of utility infrastructure would be less than significant.

With respect to adequacy of water supply, future discretionary and/or by-right development would be required to adhere to state and local water conservation and efficiency measures. Based on the water efficiency of multi-family development and existing regulations that require new construction to be water efficient, future development under this alternative would not affect the ability of the Padre Dam Municipal Water District (PDMWD) to plan for adequate water supplies within the City during normal, dry, and multiple dry years. Based on the PDMWD existing facility capacity and expansion plans for the Ray Stoyer Water Recycling Facility, the water efficiency of multi-family residential development, and

review of future development for conformance with local regulations and adherence to General Plan policies, this alternative would not result in a determination by the wastewater treatment provider that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Future discretionary and/or by-right development would be reviewed for conformance with state and local regulations and adherence to General Plan policies regarding solid waste. Therefore, impacts associated with utilities and service system would be less than significant, the same compared to the project.

**Wildfire.** The Reduced Project Alternative does not propose any changes to the City's existing circulation network, and no land uses are proposed that would impair implementation of or physically interfere with the City's emergency response plan, evacuation routes, or conflict with any of the MHMP specific hazard mitigation goals, objectives, and related actions. Additionally, future development would be required to adhere to the City's General Plan (Safety Element) policies including, 4.2, 4.3, 4.4, 4.11, and 4.12, which address emergency response and emergency evacuation. This alternative would remove Rezone Sites 1 through 10, which are located within an area mapped as VHFHSZ, and thereby reduce risk associated with wildfire compared to the project. The only remaining Rezone Site located within the VHFHSZ would comply with applicable California Fire Code and City General Plan requirements, and include enhanced fire protection measures as detailed in the City's building and fire codes. Future development under this alternative would also be required to comply with applicable regulations and policies related to flooding, drainage patterns, and landslides. Therefore, impacts associated with wildfire under the Reduced Project Alternative would be less than significant, and incrementally reduced compared to the project due to the removal of Rezone Sites 1 through 10 located within the VHFHSZ.

The Reduced Project Alternative would result in similar impacts compared to the project. The Reduced Project Alternative would remove potential rezone sites A and U that are proposed under the project. Adherence to applicable regulations and implementation of the mitigation measures identified in this PEIR would reduce impacts associated with aesthetics, biological resources, cultural and tribal cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, population and housing, public services and recreation, utilities and service systems, and wildfire to a level less than significant, the same as the project. The Reduced Project Alternative would have the same significance conclusions as the project. However, removal of Rezone Sites 1 through 10 would incrementally reduce impacts associated with aesthetics, biological resources, cultural and tribal cultural resources, hazards and hazardous materials, and wildfire. This alternative would ultimately result in development of the same number of residential units on all other Rezone Sites besides Rezone Sites 1 through 10 and therefore would result in the same level of impacts related to air quality, GHG, hydrology and water quality, land use, noise, population and housing, public services and recreation, transportation, and utilities and service

system. As under the project, impacts associated with air quality, GHG, noise and transportation would remain significant and unavoidable.

Attainment of Project Objectives: The Reduced Project Alternative would meet most project objectives, although it would provide slightly less flexibility for implementation of rezoning adequate to meet the City's remaining RHNA allocation of 1,209 units (objective 5)

Finding: The City Council rejects Alternative 2: Reduced Project Alternative, on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) the alternative partially meets the Project objectives; and (2) the alternative fails to avoid or reduce the Project's significant and unavoidable impacts relating to air quality, GHG, noise and transportation.

#### **E. ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

Section 15126.6(e)(2) of the State CEQA Guidelines indicates that an analysis of alternatives to a proposed Project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR. Based on the alternatives analysis contained within the Draft EIR) the Reduced Project Alternative is identified as the Environmentally Superior Alternative.

The Reduced Project Alternative would be the environmentally superior alternative because it would incrementally reduce significant impacts associated with aesthetics, biological resources, cultural and tribal cultural resources, hazards and hazardous materials, and wildfire compared to the project. However, none of the potentially significant impacts of the project would be completely avoided. Although this alternative would provide less flexibility for potential rezone sites, the Reduced Project Alternative would ultimately result in development of the same number of residential units as the project based on the ultimate selection of sites to be rezoned. The Reduced Project Alternative would meet most project objectives, although it would provide slightly less flexibility for implementation of rezoning adequate to meet the City's remaining RHNA allocation of 1,209 units (objective 5). (Draft PEIR, p. 9-17)

**SECTION IX.**  
**ADOPTION OF STATEMENT OF OVERRIDING CONSIDERATIONS**

Pursuant to State CEQA Guidelines Section 15093(a), the City Council must balance, as applicable, the economic, legal, social, technological, or other benefits of the Project against its unavoidable environmental risks in determining whether to approve the project. If the specific benefits of the project outweigh the unavoidable adverse environmental effects, those environmental effects may be considered acceptable.

Having reduced the adverse significant environmental effects of the Project to the extent feasible by adopting the mitigation measures; having considered the entire administrative record on the project; the City Council has weighed the benefits of the Project against its unavoidable adverse impacts after mitigation in regards to noise, air quality – operations, and transportation/traffic. While recognizing that the unavoidable adverse impacts are significant under CEQA thresholds, the City Council nonetheless finds that the unavoidable adverse impacts that will result from the Project are acceptable and outweighed by specific social, economic and other benefits of the Project.

In making this determination, the factors and public benefits specified below were considered. Any one of these reasons is sufficient to justify approval of the Project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the City Council would be able to stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this section, and in the documents found in the Records of Proceeding.

The City Council therefore finds that for each of the significant impacts which are subject to a finding under CEQA Section 21081(a)(3), that each of the following social, economic, and environmental benefits of the Project, independent of the other benefits, outweigh the potential significant unavoidable adverse impacts and render acceptable each and every one of these unavoidable adverse environmental impacts:

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

- D.** Minimize potential land use compatibility conflicts associated with the proposed change to existing land use designations and zoning.
- E.** Increase the City of Santee's (City) overall housing capacity and capability to accommodate housing as required per the adopted Housing Element for the 2021-2029 housing cycle.

**EXHIBIT B**  
**MITIGATION MONITORING AND REPORTING PROGRAM**

Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
<b>Aesthetics</b>			
Impact VIS-1: Visual Character or Quality	Refer to mitigation measure MM-CUL-1 below.	Prior to the issuance of any permit for a development in the Rezone Site areas.	City of Santee
<b>Air Quality</b>			
Impact AQ-2: Cumulative Net Increases of Criteria Pollutants	<p><b>MM-AQ-1: Construction:</b></p> <p>The City shall require project applicants to identify the measures that would be taken at the construction site to reduce construction-related criteria air pollutants such that they do not exceed the SDAPCD screening thresholds. Based on typical construction emissions, implementation of the following measures would be sufficient to reduce air pollutant emissions during construction:</p> <ul style="list-style-type: none"> <li>• Requiring fugitive dust control measures that exceed SDAPCD's Rules , 52, 54, and 55, such as:</li> <li>• Requiring use of non-toxic soil stabilizers to reduce wind erosion.</li> <li>• Applying water every four hours to active soil-disturbing activities.</li> <li>• Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.</li> </ul> <p>Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) emission limits, applicable for engines between 50 and 750 horsepower.</p> <p>Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. Limiting nonessential idling of construction equipment to no more than five consecutive minutes.</p> <p>Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating materials</p>	Prior to the issuance of any permit for a development in the Rezone Site areas.	City of Santee

Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>can be found on the SCAQMD's website at: <a href="http://www.aqmd.gov/prdas/brochures/SuperCompliant_AIM.pdf">http://www.aqmd.gov/prdas/brochures/SuperCompliant_AIM.pdf</a>.</p> <p>Operation:</p> <p>In regard to operational emissions, measures included as part of the Sustainable Santee Plan, such as expansion of the pedestrian and bicycle networks, installation of electric vehicle charging stations, and solar photovoltaics requirements, would also reduce criteria air pollutants within the City. However, because the project would exceed the growth projections used to develop the RAQS, no mitigation measures are available that would reduce impacts below the screening thresholds</p>		
<b>Biological Resources</b>			
<p>Impact BIO-1: Sensitive Species (sensitive plants and sensitive wildlife)</p> <p>Impact BIO-2: Sensitive Species (least Bell's vireo)</p> <p>Impact BIO-3: Sensitive Species (coastal California gnatcatcher)</p> <p>Impact BIO-4: Sensitive Species (migratory and/or nesting birds)</p>	<p><b>MM-BIO-1:</b> Applications for future development, where the City has determined a potential for impacts to sensitive biological resources, shall be required to comply with the following mitigation measure.</p> <p>a) Prior to issuance of any construction permit or any earth-moving activities, a site specific general biological resources survey shall be conducted to identify the presence of any sensitive biological resources, including any sensitive plant or wildlife species. A biological resources report shall be submitted to the City to document the results of the biological resources survey. The report shall include: (1) the methods used to determine the presence of sensitive biological resources; (2) vegetation mapping of all vegetation communities and/or land cover types; (3) the locations of any sensitive plant or wildlife species; (4) an evaluation of the potential for occurrence of any listed, rare, and narrow endemic species; and (5) an evaluation of the significance of any potential direct or indirect impacts from the proposed project. If suitable habitat for sensitive species is identified based on the general biological survey, then focused presence/absence surveys shall be conducted in accordance with applicable resource agency survey protocols and incorporated into the biological</p>	<p>Prior to the issuance of any permit for a development in the Rezone Site areas.</p>	<p>City of Santee</p>



Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>resources report. If potentially significant impacts to sensitive biological resources are identified, project-level grading and site plans shall incorporate project design features to avoid or minimize direct impacts on sensitive biological resources to the extent feasible, and the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance, where feasible. If suitable habitat for sensitive species is identified based on the general biological survey, then focused presence/absence surveys shall be conducted in accordance with applicable resource agency survey protocols and incorporated into the biological resources report.</p> <p>b) Environmentally Sensitive Areas (ESAs) shall be identified in the biological resources report and avoided to the maximum extent practicable. In areas near or adjacent to ESAs (i.e., natural habitats and vegetation, wetlands, wildlife areas, wildlife corridors), the biological resources report will consider the following measures:</p> <p>Avoidance of ESAs. In areas near or adjacent to ESAs, construction limits shall be clearly demarcated using highly visible barriers (such as silt fencing), which shall be installed under the supervision of a qualified biologist prior to the commencement of work. Construction personnel shall strictly limit their activities, vehicles, equipment, and construction materials to the project footprint, including designated staging areas, and routes of travel. The construction areas shall be limited to the minimal area necessary to complete the proposed project. The fencing shall remain in place until the completion of all construction activities and shall be promptly removed when construction is complete.</p> <p>Biological Monitoring. A qualified biological monitor shall conduct construction monitoring of all work conducted within/adjacent to environmentally sensitive areas during all vegetation removal and ground-disturbing activities such as staging and grading, for the duration of the</p>		



Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>proposed project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat outside the project footprints and to survey for sensitive wildlife species. When vegetation removal and ground-disturbing activities are not occurring, as-needed monitoring at the project sites shall occur.</p> <p>Worker Environmental Awareness Program. In areas near or adjacent to ESAs, a qualified biologist shall conduct a Worker Environmental Awareness Program (WEAP) training session for project and construction personnel prior to the commencement of work. The training shall include a description of the species of concern and their habitats, the general provisions of the Endangered Species Acts (FESA and CESA), the penalties associated with violating the provisions of the acts, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries.</p> <p>Best Management Practices. During future project construction activities, the following best management practices (BMPs) shall be implemented:</p> <ul style="list-style-type: none"> <li>• All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities shall occur in developed or designated non-sensitive upland habitat areas. The designated upland areas shall be located to prevent runoff from any spills from entering Waters of the US.</li> <li>• A construction Storm Water Pollution Prevention Plan (SWPPP) and a soil erosion and sedimentation plan shall be developed (where requirements are met) to minimize erosion and identify specific pollution prevention measures that shall eliminate or control potential point and nonpoint pollution sources onsite during and following the project construction phase. The SWPPP shall identify specific BMPs during project construction to prevent any water quality standard exceedances. In addition, the SWPPP shall contain provisions for</li> </ul>		

Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>changes to the plan such as alternative mechanisms, if necessary, during project design and/or construction to achieve the stated goals and performance standards.</p> <ul style="list-style-type: none"> <li>• Trash shall be stored in closed containers so that it is not readily accessible to scavengers and shall be removed from the construction site on a daily basis.</li> <li>• Water quality shall be visually monitored by the biological monitor to ensure that no substantial increases in turbidity occur during construction.</li> <li>• All relevant natural resource permits and authorizations shall be obtained from appropriate agencies (i.e., USACE, RWQCB, and CDFW) prior to the initiation of construction activities. Permit conditions contained within the permits and authorizations shall be employed throughout the duration of the project.</li> <li>• Hydrologic connectivity shall be maintained within drainages during the duration of construction. Brush, debris material, mud, silt, or other pollutants from construction activities shall not be placed within drainages and shall not be allowed to enter a flowing stream.</li> <li>• Dust control measures shall be implemented by the contractor to reduce excessive dust emissions. Dust control measures shall be carried out at least two times per day on all construction days, or more during windy or dry periods, and may include wetting work areas, the use of soil binders on dirt roads, and wetting or covering stockpiles.</li> <li>• No pets shall be allowed in, or adjacent to, the project sites.</li> <li>• Rodenticides, herbicides, insecticides, or other chemicals that could potentially harm wildlife or native plants shall not be used near or within ESAs within or near the roadway segments.</li> </ul>		

Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<ul style="list-style-type: none"> <li>Construction equipment shall be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site during the course of construction.</li> <li>The cleaning of equipment will occur at least 300 feet from ESA fencing</li> <li>Use of Native Plants. All project-related planting and landscaping shall not use plants listed on California Invasive Plant Council (Cal-IPC). Locally native plants shall be used near open space and native areas to the greatest extent feasible.</li> </ul> <p><b>MM-BIO-2:</b> Applications for future development, wherein the City has determined a potential for impacts to least Bell's vireo, shall be required to comply with the following mitigation framework.</p> <p>Prior to issuance of a permit for grading or vegetation removal, USFWS protocol surveys for least Bell's vireo shall be required should project construction occur within 300 feet of riparian habitat during the breeding season (April 10 to July 31). If least Bell's vireo are identified during the protocol surveys, then noise attenuation measures shall be required to ensure that noise levels from construction do not exceed a 60 dB(A) hourly average per hour at the edge of the riparian habitat or to the ambient noise level if it exceeds 60 dB(A) prior to construction. Construction noise monitoring shall be required to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average unless an analysis completed by a qualified acoustician shows that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat.</p> <p><b>MM-BIO-3:</b> Applications for future development, where the City has determined a potential for impacts to coastal California gnatcatcher, shall be required to comply with the following mitigation framework.</p>		



Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>Prior to issuance of a permit for grading or vegetation removal, USFWS protocol surveys for coastal California gnatcatcher shall be required where project construction is proposed within 300 feet of coastal sage scrub or chaparral habitat during the breeding season (March 1 through August 15). If coastal California gnatcatcher are identified during the protocol surveys, then noise attenuation measures shall be required to ensure that noise levels from construction do not exceed a 60 dB(A) hourly average per hour at the edge of the coastal sage scrub or chaparral habitat or to the ambient noise level if it exceeds 60 dB(A) prior to construction. Construction noise monitoring shall be required to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average unless an analysis completed by a qualified acoustician shows that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat.</p> <p><b>MM-BIO-4:</b> Applications for future development, where the City has determined a potential for impacts to mature trees and/or native vegetation suitable for nesting birds, shall be required to comply with the following mitigation framework: If any construction commences during the bird breeding season, a preconstruction survey for nesting birds shall occur within three days prior to construction activities by an experienced avian biologist. The survey shall occur within all suitable nesting habitat within the project impact area and a minimum 250-foot buffer (or as otherwise mandated by wildlife agencies [CDFW and USFWS]). If nesting birds are found, an avoidance area shall be established, in consultation with the wildlife agencies as appropriate, by a qualified biologist around the nest until a qualified avian biologist has determined that young have fledged or nesting activities have ceased. The project site shall be re-surveyed if there is a lapse in construction activities for more than 3 days.</p>		
Impact BIO-5: Impacts to Sensitive vegetative Communities	<b>MM-BIO-5:</b> Prior to issuance of any grading or removal of sensitive vegetation communities, the applicant shall provide evidence to the City that replacement habitats have been preserved in accordance with the mitigation ratios in the	Prior to issuance of a permit for grading or	City of Santee

Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	2018 Draft Santee Subarea Plan. The required acreages and types of replacement habitat shall be included as a note on the grading plans and the City shall require evidence of satisfaction prior to grading. Replacement habitats may be in the form of a dedicated easement, proof of purchase of mitigation credits, or other method of conservation. The applicant shall additionally implement all feasible avoidance and minimization measures to protect habitats remaining on-site.	vegetation removal in the Rezone Site areas.	
Impact BIO-6: Wetlands	<p><b>MM-BIO-6:</b> Applications where the City has determined a potential for impacts to jurisdictional waters and wetlands, shall be required to comply with the following mitigation framework. Prior to issuance of any construction permit or any earth-moving activities, a site-specific general biological resources survey (BIO-1) shall be conducted to identify the presence of any sensitive biological resources, including any wetlands. Should any potential jurisdictional waters or wetlands be identified on-site during the general biological resources survey, then a jurisdictional wetlands delineation shall be conducted following the methods outlined in the USACE's 1987 Wetlands Delineation Manual and the Regional Supplement to the Corps of Engineers Delineation Manual for the Arid West Region. The limits of any wetland habitats on-site under the sole jurisdiction of CDFW shall also be delineated, as well as any special aquatic sites that may not meet federal jurisdictional criteria but are regulated by the RWQCB.</p> <p>Avoidance measures based on project-level grading and site plans shall be incorporated into the project design to minimize direct impacts to jurisdictional waters consistent with federal, state, and City guidelines. Unavoidable impacts to wetlands shall be minimized to the maximum extent practicable and would be subject to alternatives and mitigation analyses consistent with U.S. Environmental Protection Agency 404(b)(1) findings and procedures under the USACE's permit process. Unavoidable impacts would require the in-kind creation of new wetland of the same type lost, at a ratio determined by the applicable regulatory agencies that would prevent any net loss of wetland</p>	Prior to issuance of any construction permit or earth-moving activities for any development project in the Rezone Site areas.	City of Santee

Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>functions and values. Wetland creation on-site or within the same wetland system shall be given preference over replacement off-site or within a different system. The City shall also control use and development in surrounding areas of influence to wetlands with the application of buffer zones. Buffer widths shall be 50 to 200 feet from the edge of the wetland/riparian habitat, unless the applicant demonstrates that a buffer of lesser width would protect the resources of the wetland based on site-specific information related to construction and operation. Use and development within buffer areas shall be limited to minor passive recreational uses with fencing, desiltation or erosion control facilities, or other improvements deemed necessary to protect the habitat, to be located in the upper (upland) half of the buffer when feasible wetlands and buffers shall be permanently conserved or protected through the application of an open space easement or other suitable device.</p> <p>Additional requirements apply for development along the San Diego River to implement Draft Subarea Plan Section 5.3.14. Specifically, wherever development is proposed in or adjacent to riparian habitats along the main stem San Diego River, the riparian area and other wetlands or associated natural habitats located on the project site shall be designated as biological open space and incorporated into the preserve, including recordation of an easement to ensure their protection in perpetuity. In addition, a minimum 100-foot biological buffer shall be established for upland habitats, beginning at the outer edge of riparian vegetation. Within the 100-foot biological buffer, no new development shall be allowed, and the area shall be managed for natural biological values as part of the preserve system. In the event that natural habitats do not cover the 100-foot buffer area at the time of the proposed action, habitats appropriate to the location and soils shall be restored as a condition for the proposed action. In most cases, coastal sage scrub vegetation shall be the preferred habitat to restore within the biological buffer.</p>		



Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
<b>Cultural Resources</b>			
Impact CUL-1: Historic Resources	<p><b>MM-CUL-1:</b> Applications for future development of project areas, wherein the City Development Services Director has determined a potential for impacts to historical resources, shall be required to comply with the following mitigation framework:</p> <ul style="list-style-type: none"> <li>a) Prior to the issuance of any permit for a future development project, the age and original structural integrity and context of any buildings/structures occurring on the project areas shall be verified. A staff level evaluation is required in conjunction with the development permit application to verify the age and original structural integrity of all on-site structures.</li> <li>b) For any building/structures in excess of 50 years of age having its original structural integrity intact, a qualified professional historian may be required to determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in CEQA Guidelines Section 15064.5. A historical resource report shall be prepared by a Secretary of Interior's Standard Historic Architect or Architectural Historian and submitted by the project applicant to the City and shall include the methods used to determine the presence or absence of historical resources, identify potential impacts from the proposed project, evaluate the significance of any historical resources, and identify mitigation measures.</li> <li>c) Future development at Rezone Site 20 shall be required to obtain the services of a Secretary of Interior's Standard Historic Architect or Architectural Historian to submit a report to the City demonstrating how development adjacent to the Polo Barn would adhere to Secretary of Interior Standards for the Treatment of Historic Properties and standards and guidelines prescribed by the State Office of Historic Preservation to</li> </ul>	Prior to the issuance of any permit for a development in the Rezone Site areas.	City of Santee

Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	ensure indirect impacts are avoided. Development on Site 20 is not subject to items (a) and (b) above as the Polo Barn is already known to be a significant historical site.		
Impact CUL-2: Archaeological Resources, Religious and Sacred Uses or Tribal Cultural Resources	<p><b>MM-CUL-2:</b> Applications for future development, wherein the City Development Services Director has determined a potential for impacts to subsurface archaeological resources, shall be required to comply with the following mitigation framework:</p> <p>Prior to the issuance of any permit for future development consistent with the project and if the project has not been surveyed within the last five years, an archaeological survey shall be conducted by a qualified archaeologist to evaluate the presence of archaeological resources and the need for project impact mitigation by preservation, relocation, or other methods. The archaeological survey shall include a records search at the South Coastal Information Center branch of the California Historical Research Information System, to determine if previously recorded prehistoric or historic archaeological resources exist on the housing site. In addition, the Native American Heritage Commission should be contacted to perform a Sacred Lands File Search. An archaeological resource report detailing the results of the record search, Sacred Lands Search, and the field survey of the project area shall be submitted by the project applicant to the City. The report shall include the methods used to determine the presence or absence of archaeological resources, identify potential impacts from the proposed project, and evaluate the significance of any archaeological resources identified. If potentially significant impacts to an identified archaeological resource are identified, the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance, which could include avoidance as the preferred method, a data recovery program, and/or construction monitoring. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and</p>	Prior to the issuance of any permit for future development in any of the Rezone Site areas.	City of Santee



Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>not be made available for public disclosure. Reports shall be submitted to the South Coastal Information Center upon finalization.</p> <p><b>MM-CUL-3:</b> Applications for future development wherein the City Development Services Director or a site-specific report has determined a potential for discovery of buried archaeological resources shall be required to comply with the following mitigation framework for archaeological and Native American construction monitoring:</p> <p>Prior to issuance of a grading permit, the City's Project Planner at the City must verify that the requirements for archaeological and Native American construction monitoring have been noted on the construction documents.</p> <p>The applicant must provide written verification to the City Project Planner stating that a Secretary of Interior's Standards qualified archaeologist and Native American monitor have been retained by the owner/applicant to implement construction monitoring.</p> <p>The qualified archaeologist and Native American monitor shall be invited to attend the pre-construction meeting with the contractor and any subcontractors to describe the goal of construction monitoring.</p> <p>Archaeological and Native American monitors shall be present during ground-disturbing activities (grubbing, demolition of foundations, grading, trenching) that have the potential to unearth unknown subsurface archaeological deposits or Tribal cultural resources. If archaeological or Tribal cultural resources are discovered, both monitors may halt or divert ground-disturbing activities within 50 feet to allow for a determination of the resource's potential significance. The qualified archaeologist shall notify the City Project Planner of the discovery. Isolates and non-significant deposits shall be minimally documented in the field. Significant archaeological discoveries include intact features, stratified deposits, previously unknown archaeological sites, and human remains.</p>		

Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>If a significant discovery is made, the qualified archaeologist shall prepare a data recovery plan in consultation with the Native American monitor to submit for approval by the City Project Planner. The plan shall be implemented using professional archaeological methods. Construction ground-disturbing activities, including grubbing, grading, and trenching, would be allowed to resume after the completion of the recovery of an adequate sample and recordation of the discovery.</p> <p>All cultural material collected during the monitoring and data recovery program shall be processed and curated at a San Diego facility that meets federal standards per 36 CFR Part 79 unless the tribal monitors request the collection.</p> <p>If human remains are discovered, work shall halt in that area and the procedures set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) will be followed. The qualified archaeologist shall contact the County Coroner.</p> <p>After the completion of the monitoring, an appropriate report shall be prepared by project archaeologist. If no significant cultural resources are discovered, a brief letter to the City Project Planner and South Coastal Information Center shall be prepared by the project archaeologist. If significant cultural resources are discovered, a report with the results of the monitoring and data recovery (including the interpretation of the data within the research context) shall be prepared by project archaeologist, reviewed by a Native American representative, and submitted to the City Project Planner and South Coastal information Center.</p>		
<b>Geology/Soils</b>			
Impact GEO-1: Paleontological Resources and Unique Geology	<p><b>MM-GEO-1:</b> Paleontological Resources:</p> <p>To address potential impacts to paleontological resources, the City shall review the project application materials including the geotechnical report to determine</p>	Prior to and during grading operations at	City of Santee

Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>if project grading has the potential to disturb geologic formations with the potential to contain paleontological resources. If grading depths remain within the organic and soil layers, no monitoring would be required. The City may request information from the applicant such as the depth of grading, geologic formations and paleontological sensitivity in order to determine the potential for impacts. In the event grading may disturb geologic formations with a moderate or high potential to contain paleontological resources, the following monitoring program shall be implemented prior to and during grading operations:</p> <ul style="list-style-type: none"> <li>a) Preconstruction Personnel and Repository: Prior to the commencement of construction, a qualified project paleontologist shall be retained to oversee the mitigation program. A qualified project paleontologist is a person with a doctorate or master's degree in paleontology or related field and who has knowledge of the County of San Diego paleontology and documented experience in professional paleontological procedures and techniques. In addition, a regional fossil repository, such as the San Diego Natural History Museum, shall be designated by the City of Santee to receive any discovered fossils.</li> <li>b) Preconstruction Meeting: The project paleontologist shall attend the preconstruction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues.</li> <li>c) Preconstruction Training: The project paleontologist shall conduct a paleontological resource training workshop to be attended by earth excavation personnel.</li> <li>d) During-Construction Monitoring: A project paleontologist or paleontological monitor shall be present during all earthwork in formations with moderate to high paleontological sensitivity. A paleontological monitor (working under the direction of the project paleontologist) shall be</li> </ul>	any of the Rezone Site areas.	



Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>on site on a full-time basis during all original cutting of previously undisturbed deposits.</p> <p>e) During-Construction Fossil Recovery: If fossils are discovered, the project paleontologist (or paleontological monitor) shall recover them. In most cases, fossil salvage can be completed in a short period of time. However, some fossil specimens (e.g., a bone bed or a complete large mammal skeleton) may require an extended salvage period. In these instances, the project paleontologist (or paleontological monitor) has the authority to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner.</p> <p>f) Post-Construction Treatment: Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and cataloged. 7. Post-Construction Curation: Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited in the designated fossil repository.</p> <p>g) Post-Construction Final Report: A final summary paleontological mitigation report that outlines the results of the mitigation program shall be completed and submitted to the City of Santee within two weeks of the completion of each construction phase of the proposed project. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, inventory lists of cataloged fossils, and significance of recovered fossils.</p>		
<b>Greenhouse Gas Emissions</b>			
Impact GHG-1: GHG Emissions	<p>Refer to mitigation measure TRA-1 below.</p> <p><b>MM-GHG-1:</b> For development at Rezone Sites that proceed before an update to the Sustainable Santee Plan is adopted, as detailed in MM-GHG-2, a site-specific GHG analysis is required. The site-specific GHG analysis shall (1) determine whether the project would result in GHG emissions that may have a</p>	Prior to any permit for development at the Rezone Site areas.	City of Santee

Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>significant impact on the environment and specifically must demonstrate how the project would reduce emissions to achieve consistency with the State Scoping Plan and applicable GHG reduction targets, and (2) the analysis must demonstrate how the project would be consistent with the Sustainable Santee Plan Consistency Checklist in addition to other applicable GHG reduction plans. The site-specific GHG analysis shall be completed to the satisfaction of the City during the permitting process.</p> <p>For development at Rezone Sites that proceed after the Sustainable Santee Plan is adopted as detailed in MM-GHG-2, only project consistency with the Sustainable Santee Plan Consistency Checklist is required.</p> <p><b>MM-GHG-2:</b> Within one year of adoption of the rezone program, the City shall prepare an update to the Sustainable Santee Plan to incorporate the additional emissions that would result from development at the rezone sites as part of the baseline inventory. The updated Sustainable Santee Plan shall determine GHG emission reduction targets consistent with the current Scoping Plan, based on the updated inventory and provide any necessary updates to the Consistency Checklist.</p>		
Impact GHG-2: Policies, Plans, and Regulations Intended to Reduce GHG Emissions	Refer to MM-GHG-1 and MM-GHG-2	Prior to any permit for development at the Rezone Site areas.	City of Santee

Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
<b>Hazards and Hazardous Materials</b>			
Impact HAZ-1: Hazardous Materials—Use, Transport, Disposal; Accidental Release; and Emissions near a School	<p><b>MM-HAZ-1:</b> Applications for future development in the Rezone Sites, wherein the City has determined a potential for impacts to known and unknown hazardous materials sites, shall be required to comply with the following mitigation framework. Future projects shall be required to identify potential conditions, which require further regulatory oversight and demonstrate compliance based on the following measures prior to issuance of any permits.</p> <p>a) A Phase I Environmental Site Assessment (ESA) shall be completed in accordance with American Society of Testing and Materials (ASTM) Standards. If hazardous materials are identified requiring remediation, a Phase II ESA and remediation effort shall be conducted in conformance with federal, state, and local regulations.</p> <p>b) If the Phase II ESA identifies the need for remediation, then the following shall occur prior to the issuance of grading permits:</p> <ol style="list-style-type: none"> <li>1. The applicant shall retain a qualified environmental engineer to develop a soil and/or groundwater management plan to address the notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances (soil, groundwater). The qualified environmental consultant shall monitor excavations and grading activities in accordance with the plan. The plans shall be approved by the City prior to development of the site.</li> <li>2. The applicant shall submit documentation showing that contaminated soil and/or groundwater on proposed development parcels have been avoided or remediated to meet cleanup requirements established by appropriate local regulatory agencies (Regional Water Quality Control Board [RWQCB]/DTSC/DEH) based on the future planned land use of the specific area within the boundaries of the site (i.e., commercial, residential), and that the risk to human health of future occupants of</li> </ol>	Prior to the issuance of any permit for a development in the Rezone Site areas.	City of Santee



Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>these areas therefore has been reduced to below a level of significance.</p> <p>3. The applicant shall obtain written authorization from the appropriate regulatory agency (RWQCB/DTSC/DEH) confirming the completion of remediation. A copy of the authorization shall be submitted to the City to confirm that all appropriate remediation has been completed and that the proposed development parcel has been cleaned up to the satisfaction of the regulatory agency. In the situation where previous contamination has occurred on a site that has a previously closed case or on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the DEH shall be notified of the proposed land use.</p> <p>4. All cleanup activities shall be performed in accordance with all applicable federal, state, and local laws and regulations, and required permits shall be secured prior to commencement of construction to the satisfaction of the City and compliance with applicable regulatory agencies such as but not limited to the City of Santee Municipal Code.</p>		
<b>Noise</b>			
<p>Impact NOS-1: Noise Standards (Increases in Ambient Noise) Impact NOS-2: Noise Standards (Land Use Compatibility) Impact NOS-3: Noise Standards (Construction Noise)</p>	<p><b>MM-NOS-1:</b> Applications for future development, where the City has determined a potential for land use compatibility impacts related to vehicle traffic, shall be required to comply with the following mitigation measure:</p> <p>Prior to the issuance of a permit to develop at the Rezone Sites, the City shall assess whether proposed noise-sensitive receivers or associated noise-sensitive exterior use areas would be subject to transportation noise levels that potentially conflict with policies established in the City General Plan. Based on the analysis herein, the following sites are anticipated to require implementation of this measure: Sites 1 through 10, Sites 17 and 18, Sites 20A and 20B, Site 24, Site 25, and Site 29. Where noise levels would potentially conflict with City policies, the City shall require preparation of a noise technical</p>	<p>Prior to the issuance of a permit to develop at any of the Rezone Site areas.</p>	<p>City of Santee</p>

Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>analysis by a qualified professional that demonstrates (1) noise levels would not exceed the City's General Plan Noise Element compatibility guidelines, or (2) noise levels which already exceed the levels considered compatible for that use are not increased by 3 dB or more. In lieu of detailed analysis, the City will accept information demonstrating that noise reduction techniques have been incorporated that would reduce noise levels at exterior use areas consistent with City standards. Noise reduction techniques may include site design (including building orientation) that provides noise barriers free of gaps and obstructs line-of-sight between the source and receiver, and has a weight of at least 2 pounds per square foot, or other noise reduction technique as applicable.</p> <p><b>MM-NOS-2:</b> The City shall review applications for future development to determine applicability of a Construction Noise Best Management Plan. An applicant may provide site-specific noise generation information demonstrating that construction activities will not exceed 75 dB at the nearest sensitive receptor. If this site-specific information is not provided, a construction best management plan shall be required when the construction site is located within 150 feet of a sensitive receptor. The criteria of 150 feet is provided as a screening tool for use by the City, based on an average construction noise level of 83 dB, attenuating to 75 dB at 150 feet.</p> <p>Construction Noise Best Management Practice Plan</p> <p>Where applicable based on the criteria provided above, the City shall require preparation and implementation of a best management practice plan that demonstrates how noise levels would be minimized to comply with the time of day restrictions and notification requirements of Santee Municipal Code Section 5.04.090. Noise reduction measures can include, but are not limited to, the following:</p> <ol style="list-style-type: none"> <li>1. Construction equipment with a manufacturer's noise rating of 85 dB(A) <math>L_{max}</math> or greater may only operate at a specific location for 10</li> </ol>		



Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>consecutive workdays. If work involving such equipment would involve more than 10 consecutive workdays, a notice must be provided to all property owners and residents within 300 feet of the site no later than 10 days before the start of construction. The notice must be approved by the City and describe the proposed project and the expected duration of work and provide a point of contact to resolve noise complaints.</p> <p>2. Idling times for noise-generating equipment used in demolition, construction, site preparation, and related activities shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.</p> <p>3. Demolition, construction, site preparation, and related activities within 100 feet from the edge of properties with existing, occupied noise-sensitive uses shall incorporate all feasible strategies to reduce noise exposure for noise-sensitive uses, including:</p> <ul style="list-style-type: none"> <li>• Provide written notice to applicable noise-sensitive land uses at least two weeks prior to the start of each construction phase of the construction schedule;</li> <li>• Ensure that construction equipment is properly maintained and equipped with noise control components, such as mufflers, in accordance with manufacturers' specifications;</li> <li>• Re-route construction equipment away from adjacent noise-sensitive uses;</li> <li>• Locate noisy construction equipment away from surrounding noise-sensitive uses;</li> <li>• Use sound aprons or temporary noise enclosures around noise-generating equipment;</li> </ul>		

Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<ul style="list-style-type: none"> <li>• Position storage of waste materials, earth, and other supplies in a manner that will function as a noise barrier for surrounding noise-sensitive uses;</li> <li>• Use the quietest practical type of equipment;</li> <li>• Use electric powered equipment instead of diesel or gasoline engine powered equipment;</li> <li>• Use shrouding or shielding and intake and exhaust silencers/mufflers; and</li> <li>• Other effective and feasible strategies to reduce construction noise exposure for surrounding noise-sensitive uses.</li> </ul> <p>4. For construction of buildings that require the installation of piles, an alternative to installation of piles by hammering shall be used where sensitive receptors are located within 150 feet. This could include the use of augured holes for cast-in place piles, installation through vibration or hydraulic insertion, or another low noise technique.</p>		
Impact NOS-4: Groundborne Noise and Vibration	<p><b>MM-NOS-3:</b> Applications for future development, where the City has determined a potential for vibration impacts in relation to sensitive receptors, shall be required to comply with the following mitigation measure:</p> <p>Prior to the issuance of a permit to develop at the Rezone Sites, the City shall determine whether the construction process will require equipment or activities that may result in vibration, such as pile driving. For projects requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. These distances are based on reference vibration levels generated by pile drivers and vibratory rollers and standard vibration propagation rates as published by the</p>	Prior to the issuance of a permit to construct at any of the Rezone Sites.	City of Santee

Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	Federal Transit Administration <i>Transit Noise and Vibration Impact Assessment Manual</i> (FTA 2018). This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.		
<b>Transportation</b>			
Impact TRA-1: Vehicle Miles Traveled	<p><b>MM-TRA-1:</b> The City shall require implementation of applicable Mobility Element Policies that would support VMT reductions for individual projects. Specifically, the City shall require that future projects are compliant with Mobility Element Policies 9.1 through 9.5, which encourage the use of Transportation Demand Management (TDM) strategies, such as ride sharing programs, flexible work schedule programs, and incentives for employees to use transit. Additionally, alternative transportation modes, such as walking, cycling and public transit are encouraged to reduce peak hour vehicular trips, save energy, and improve air quality. Sample TDM measures that may be applied at the project-level are provided below:</p> <ul style="list-style-type: none"> <li>• Increase mixed-use development</li> <li>• Increase transit accessibility</li> <li>• Provide pedestrian network improvement along project frontage</li> <li>• Provide bicycle network improvement along project frontage</li> <li>• Provide bicycle parking and bike lockers</li> <li>• Implement subsidized or discounted transit passes.</li> <li>• Provide rider-sharing programs</li> <li>• Implement commute trip reduction marketing</li> </ul>	Prior to the issuance of a permit to construct at any of the Rezone Sites.	City of Santee

Table 13-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<ul style="list-style-type: none"> <li>Implement school pool program</li> <li>Implement bike-sharing or micro mobility program</li> <li>Provide local shuttle to connect visitors to different attractions throughout the City</li> </ul> <p>Mitigation measures should be consistent with the City's Active Transportation Plan.</p>		
<b>Public Utilities</b>			
Impact UTIL-1; New or expanded utility systems	See MM-VIS-1, MM-AQ-1, MM-BIO-1 through MM-BIO-6, MM-CUL-1 through MM-CUL-3, MM-GEO-1, MM-GHG-1 and MM-GHG-2, MM-HAZ-1, MM-NOS-1 through MM-NOS-3, and MM-TRA-1.	Prior to the issuance of a permit to construct at any of the Rezone Sites.	City of Santee

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

**Letter of Comments and Responses**

The following letter of comments were received from agencies, organizations, and individuals during the Public Review period (June 17, 2022 through August 1, 2022) of the Draft PEIR. A copy of each comment letter along with corresponding staff responses is included here. Some of the comments did not address the adequacy of the environmental document; however, staff has attempted to provide appropriate responses to all comments as a courtesy to the commenter.

Letter	Author	Page Number
A	California Department of Transportation	RTC-2



Letter A

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation



DISTRICT 11  
4050 TAYLOR STREET, MS-240  
SAN DIEGO, CA 92110  
(619) 709-5152 | FAX (619) 688-4299 TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)

July 27, 2022

11-SD-52-67-125  
VAR

City of Santee Housing Element Rezone Program Implementation  
DEIR/SCH# 2021100263

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

Dear Mr. Coyne:

A-1 Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the City of Santee Housing Element Rezone Program Implementation Plan (SCH# 2021100263) located near State Route 52 (SR-52), 67 (SR-67), and 125 (SR-125). The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

"Provide a safe and reliable transportation network that serves all people and respects the environment"

A-1 Introductory comments are noted.

<p>Mr. Michael Coyne, Associate Planner July 27, 2022 Page 2</p> <p>We look forward to working with the City of Santee (City) in areas where the City and Caltrans have joint jurisdiction to improve the transportation network and connections between various modes of travel, with the goal of improving the experience of those who use the transportation system.</p> <p>A-2 Caltrans has the following comments:</p> <p><b>VMT and Greenhouse Gas Reductions</b></p> <ul style="list-style-type: none"> <li>• Caltrans encourages the City to work towards meeting State goals of GHG emissions and VMT reductions through Transportation Demand Management strategies as expressed in section "4.2 – Mitigation Measures" of the Transportation Impact Study (dated May, 25, 2022) to reach 15% below the regional average for your Sixth Cycle Housing Element Rezone Program Implementation Plan.</li> <li>• We encourage the City to utilize strategies that will help the City achieve conformance with State GHG emission and VMT reduction goals including Transportation System Management.</li> </ul> <p><b>Environmental</b></p> <p>A-4 Should future projects based upon the changes enacted from the Housing Element have elements and/or mitigation measures that affect Caltrans Right-of-Way (R/W), Caltrans would welcome the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA).</p> <p><b>Mitigation</b></p> <p>A-5 Caltrans endeavors that any direct and cumulative impacts to the State Highway network be eliminated or reduced to a level of insignificance pursuant to the CEQA and National Environmental Policy Act (NEPA) standards.</p> <p><b>Right-of-Way</b></p> <p>A-6 Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide an approved final</p> <p>"Provide a safe and reliable transportation network that serves all people and respects the environment"</p>	<p>A-2 This comment is consistent with the analysis and conclusion in the PEIR. The Transportation Demand Management (TDM) strategies identified in the Transportation Impact Study have been included in the PEIR as mitigation measure MM-TRA-1 (see PEIR Section 4.13.6.3). Implementation of MM-TRA-1 is ensured through adoption of the project's Mitigation Monitoring and Reporting Plan. Specifically, MM-TRA-1 will ensure future project's consistency with the City's Mobility Element policies encouraging the use of TDM strategies, including those listed in the mitigation measure. Mitigation measure MM-TRA-1 is also included to reduce greenhouse gas emissions associated with VMT impacts.</p> <p>A-3 As detailed in mitigation measure MM-TRA-1, the project will implement TDM strategies consistent with the City's Mobility Element Policies 9.1 through 9.5. As detailed in the mitigation measure, strategies could include the following:</p> <ul style="list-style-type: none"> <li>• Increase mixed-use development</li> <li>• Increase transit accessibility</li> <li>• Provide pedestrian network improvement along project frontage</li> <li>• Provide bicycle network improvement along project frontage</li> <li>• Provide bicycle parking and bike lockers</li> <li>• Implement subsidized or discounted transit passes</li> <li>• Provide rider-sharing programs</li> <li>• Implement commute trip reduction marketing</li> <li>• Implement school pool program</li> <li>• Implement bike-sharing or micro mobility program</li> <li>• Provide local shuttle to connect visitors to different attractions throughout the City</li> </ul> <p>Implementation of these measures by future projects would assist the City in achieving conformance with state GHG emission and VMT reduction goals.</p> <p>A-4 Future projects will be required to provide project-level development plans that will be reviewed for consistency with the City Housing Element Rezone Program Implementation PEIR and all City regulations and policies. Future projects that could impact Caltrans right-of-way will be required to adhere to all Caltrans encroachment permit processes and mitigation requirements.</p> <p>A-5 The current project would not result in impacts to the State Highway network. See response to comment A-4.</p> <p>A-6 See response to comment A-4.</p>
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Mr. Michael Coyne, Associate Planner  
 July 27, 2022  
 Page 3

environmental document including the CEQA determination addressing any environmental impacts with Caltrans' R/W, and any corresponding technical studies.

A-7 Please see the following chapters in the Caltrans' manuals:

- Chapter 600 of the Encroachment Permits Manual for requirements regarding utilities and state R/W: <https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/encroachment-permits/chapter-6-ada-a11y.pdf>.
- Chapter 2-2.13 of the Plans Preparation Manual for requirements regarding utilities and state R/W: <https://dot.ca.gov/-/media/dot-media/programs/design/documents/cadd/ppm-text-ch2-sect2-13-a11y.pdf>
- Chapter 17 of the Project Development Procedures Manual <https://dot.ca.gov/-/media/dot-media/programs/design/documents/pdpm-chapter17-a11y.pdf>.

If you have any questions or concerns, please contact Charlie Lecourtois, LDR Coordinator, at (619) 985-4766 or by e-mail sent to [Charlie.Lecourtois@dot.ca.gov](mailto:Charlie.Lecourtois@dot.ca.gov).

Sincerely,

*Maurice A. Eaton*

MAURICE EATON  
 Branch Chief  
 Local Development Review

"Provide a safe and reliable transportation network that serves all people and respects the environment"

A-7 The City is appreciative of the references and manuals provided. No further response is required.



The Draft Program EIR is available via the below link:

<https://www.cityofsanteeca.gov/home/showpublisheddocument/22750>

RESOLUTION \_\_\_\_\_

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
SANTEE, CALIFORNIA APPROVING A GENERAL PLAN AMENDMENT GPA2021-2  
MODIFYING LAND USES AND RESIDENTIAL DENSITY RANGES IN  
ACCORDANCE WITH THE HOUSING ELEMENT REZONE PROGRAM  
IMPLEMENTATION PROJECT**

**(APPLICANT: CITY OF SANTEE)**

**APNs: 378-190-01, 378-180-10, 378-180-09, 378-180-08, 378-180-07, 378-180-29,  
378-210-21, 378-210-20, 378-180-28, 378-180-20, 381-031-07, 381-690-28,  
384-162-04, 384-020-07, 384-020-12, 386-300-31, 386-300-09, 386-300-10,  
379-030-31, 387-061-11, & 387-061-12**

**RELATED CASE FILES: TCSPA2021-2, R2021-2, ZA2021-2, AEIS2021-3**

**WHEREAS**, on May 11, 2022 the City Council adopted the 6<sup>th</sup> Cycle Housing Element (“Housing Element”), a mandatory element of the City’s General Plan and the City’s main housing policy and planning document that identifies housing needs and constraints, sets forth goals, policies and programs that address these needs and constraints, and plans for projected housing needs for all income levels based on the City’s assigned Regional Housing Needs Allocation (RHNA); and

**WHEREAS**, the Housing Element includes a Sites Inventory, which identifies 34 suitable sites throughout the City that can adequately accommodate the required housing capacity set forth by the City’s RHNA which for the 2021-2029 6th Cycle planning period is 1,219 housing units; and

**WHEREAS**, of the 34 sites identified in the Housing Element Sites Inventory, 25 require rezones in order to achieve the City’s required RHNA capacity; and

**WHEREAS**, of the 25 sites requiring rezones, eight are located within the Town Center Specific Plan are not a part of this General Plan Amendment;

**WHEREAS**, of the 25 sites requiring rezones, 17 sites require General Plan land use amendments to various residential designations to maintain consistency between the General Plan and Zoning Ordinance and are identified as Sites 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 24, 25, 29, 30, and 35 in the Housing Element Sites Inventory and further identified by Assessor’s Parcel Numbers (APNs) 378-190-01, 378-180-10, 378-180-09, 378-180-08, 378-180-07, 378-180-29, 378-210-21, 378-210-20, 378-180-28, 378-180-20, 381-031-07, 381-690-28, 384-162-04, 384-020-07, 384-020-12, 386-300-31, 386-300-09, 386-300-10, 379-030-31; and

**WHEREAS**, two additional sites along Graves Avenue, identified by APNs 387-061-11, & 387-061-12 also require General Plan land use amendments from the R-14 land use designation to the General Commercial land use designation as part of the Housing Element Rezone Program Implementation Project (“Project”) in order to remove them from consideration as housing sites due to airport land use constraints; and

## RESOLUTION \_\_\_\_\_

**WHEREAS**, Programs 9 and 10 of the Housing Element are collectively referred to as the Housing Element Rezone Program; and

**WHEREAS**, Program 9 of the Housing Element requires the City to rezone these sites within one year of Housing Element adoption to achieve adequate housing capacity as mandated by the State and in order to achieve certification of the adopted Housing Element by the California Department of Housing and Community Development (HCD); and

**WHEREAS**, as part of the Housing Element Rezone Program, a General Plan Amendment is required to modify the land uses throughout the City as reflected in the Housing Element Sites Inventory and to establish a density range for the R-30 residential designation; and

**WHEREAS**, upon adoption of the Housing Element, the City has endeavored to implement the Housing Element Rezone Program in a timely manner; and

**WHEREAS**, the Project was assessed for potential environmental impacts on a programmatic level and a Program Environmental Impact Report (AEIS2021-3; State Clearinghouse Number SCH# 2021100263) has been prepared in compliance with the California Environmental Quality Act (CEQA); and

**WHEREAS**, the Program Environmental Impact Report (“Program EIR”) identifies all potential impacts that would result from Project implementation at a programmatic level and identifies mitigation measures that future development would implement to reduce identified potentially significant effects; and

**WHEREAS**, the Program EIR identifies potential impacts that would remain significant and unavoidable with Project implementation for issue areas including Air Quality, Greenhouse Gas Emissions, Land Use & Planning, Noise, and Transportation; and

**WHEREAS**, the Draft Program EIR was circulated for a 45-day public review and comment period from June 17, 2022 to August 1, 2022 during which time one comment letter was received, which did not identify any new environmental issues requiring substantial revisions to the Program EIR or further environmental review; and

**WHEREAS**, a Final Program EIR has been prepared with responses to comments received on the Draft Program EIR, a Mitigation Monitoring and Reporting Program and a Statement of Overriding Considerations; and

**WHEREAS**, on September 30, 2022 a notice of public hearing on the Project was published in the East County Californian newspaper and mailed to property owners, agencies, and other interested parties; and

## RESOLUTION \_\_\_\_\_

**WHEREAS**, on October 12, 2022, the City Council held a duly advertised public hearing on the Project, consisting of GPA2021-2 and the related case files; and

**WHEREAS**, the City Council considered the staff report, all recommendations by staff, the Final Revised EIR, the entire record, and all public testimony; and

**WHEREAS**, the City Council has certified the Final Program EIR (AEIS2021-3; State Clearinghouse Number SCH# 2021100263) pursuant to the California Environmental Quality Act for the Project and adopted Findings of Fact, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program for the Project. The City Council hereby incorporates by reference, as if fully set forth herein, the Resolution certifying the Final Program EIR and adopting the Findings of Fact, and Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program for the Project.

**NOW, THEREFORE, BE IT RESOLVED** by the City of Santee City Council, after considering the evidence presented at the public hearing, as follows:

**SECTION 1:** The General Plan Land Use Map is hereby amended to change the land use designations of Sites 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 24, 25, 29, 30, and 35 as listed and described in the Housing Element Sites Inventory and as depicted in Exhibits A through M, attached hereto and incorporated herein. The amended land use designations are compatible with adjacent land uses and the goals of the General Plan, specifically Goal 6.0 of the Land Use Element to promote development of a well-balanced and functional mix of residential, commercial, open space, recreation, and civic uses that will create and maintain a high quality environment and Objective 5.0 of the Housing Element to encourage the provision of a wide range of housing by location, type of unit, and price to meet the existing and future needs of Santee residents to the maximum extent possible.

**SECTION 2:** The General Plan Land Use Map is hereby amended to change the land use designation of two sites along Graves Avenue, identified by APNs 387-061-11 & 387-061-12, respectively 3.69 and 2.26 acres in size, from the R-14 land use designation to the General Commercial land use designation, as depicted in Exhibits A, N & O, attached hereto and incorporated herein. Both sites were identified in the 5th Cycle Housing Element Sites Inventory, but due to difficulty in developing homes on the sites due to airport land use constraints, remain undeveloped and, as such, the sites are proposed for redesignation to the more appropriate General Commercial land use designation which would allow uses more compatible with the Gillespie Field Airport Land Use Compatibility Plan.

**SECTION 3:** The General Plan Land Use Element is hereby amended to add a density range of 30 to 36 dwelling units per gross acre to the R-30 land use designation. The application of this density range will allow for greater design flexibility for multifamily residential development and allow for consistency between the Town Center Specific Plan, Zoning Ordinance, and General Plan.

**RESOLUTION \_\_\_\_\_**

**SECTION 4:** The General Plan Amendment (GPA2021-2) furthers the State-wide goal of providing additional housing and is consistent with the adopted Housing Element of the General Plan. In the current 6<sup>th</sup> Housing Element cycle (2021-2029), Santee is required to provide capacity to add 1,219 housing units serving a variety of income levels. To achieve this, vacant and underutilized properties are identified in the Housing Element for potential residential development. The change in General Plan Land Use Designations would provide the capacity for approximately 498 additional housing units which assists the City in achieving the State-mandated housing targets.

**SECTION 4:** On October 12, 2022, the City Council certified the Final Program EIR (AEIS2021-3; State Clearinghouse Number SCH# 2021100263) pursuant to the California Environmental Quality Act and adopted Findings of Fact, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program for the Project, which fully disclosed, evaluated and mitigated the environmental impacts of the proposed Project to the extend feasible, including the General Plan Amendment contemplated in this Resolution. No further environmental review is required for the City to adopt this Resolution.

**ADOPTED** by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 12th day of October, 2022 by the following roll call vote, to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

---

**JOHN W. MINTO, MAYOR**

**ATTEST:**

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**ANNETTE ORTIZ, CMC, CITY CLERK**

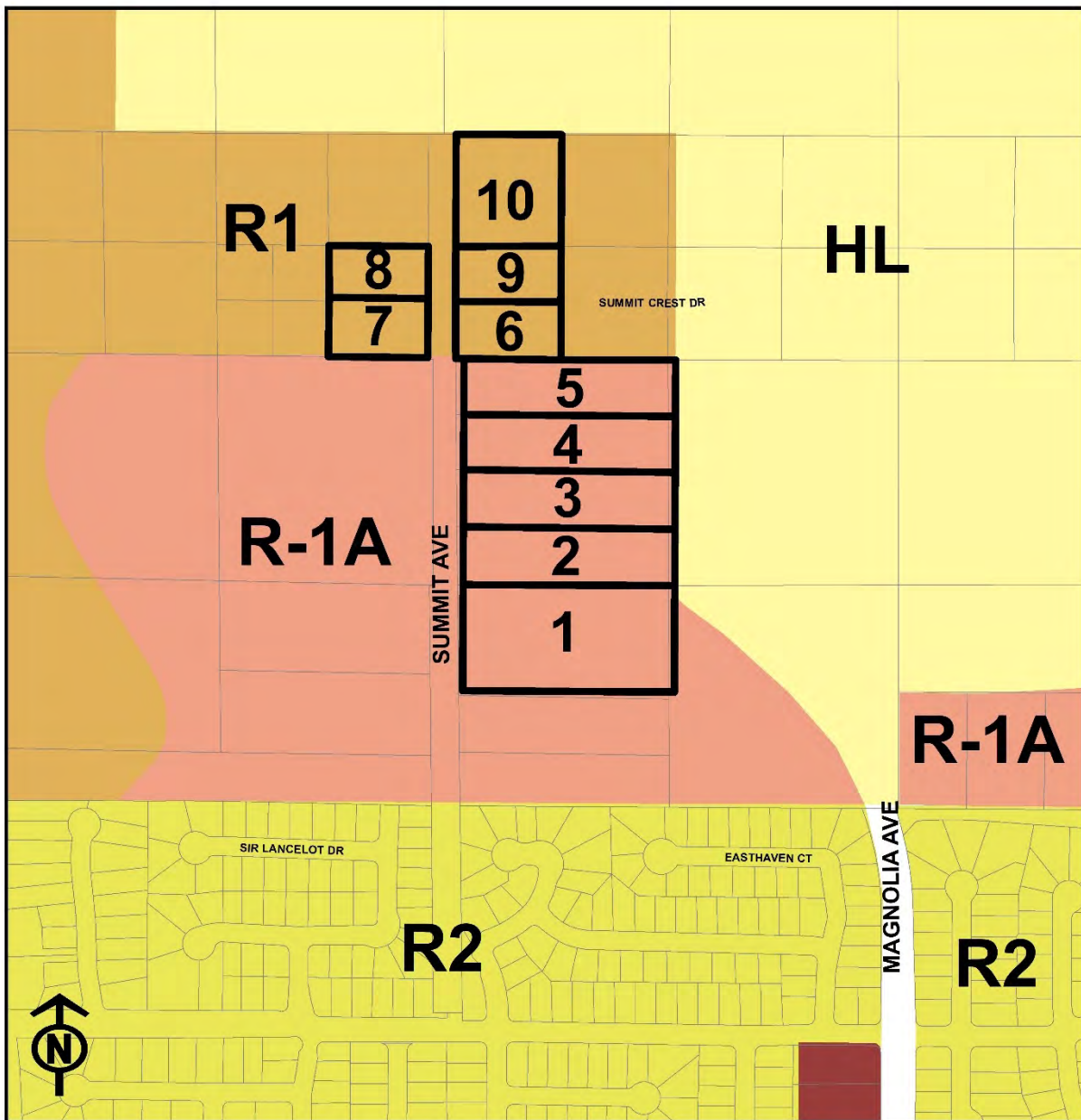
**ATTACHMENTS**







Exhibit A: General Plan Land Use Amendment Sites List  
Exhibits B through O: Existing Land Use Designations and  
Proposed Land Use Designations Maps

## EXHIBIT A: GENERAL PLAN LAND USE AMENDMENT SITES

<b>Site Map ID #</b>	<b>APN</b>	<b>Address</b>	<b>Lot Size (Acres)</b>	<b>Current Land Use Designation</b>	<b>Proposed Land Use Designation</b>
1	378-190-01	10939 Summit Ave	4.65	R-1A	R-7
2	378-180-10	11009 Summit Ave	2.32	R-1A	R-7
3	378-180-09	11025 Summit Ave	2.32	R-1A	R-7
4	378-180-08	11041 Summit Ave	2.32	R-1A	R-7
5	378-180-07	11059 Summit Ave	2.32	R-1A	R-7
6	378-180-29	10215 Summit Crest	1.16	R-1	R-7
7	378-210-21	11010 Summit Ave	1.15	R-1	R-7
8	378-210-20	11020 Summit Ave	1.02	R-1	R-7
9	378-180-28	11115 Summit Ave	1.16	R-1	R-7
10	378-180-20	11129 Summit Ave	2.32	R-1	R-7
11	381-031-07	9945 Conejo Rd	1.19	R-2	R-7
12	381-690-28	9960 Conejo Rd	0.86	R-2	R-7
24	384-162-04	9953 Buena Vista	4.80	R-2	R-22
25	384-020-07 & -12	8801 Olive Ln	2.93	IL	R-14
29	386-300-31	7737 Mission Gorge	3.25	GC	R-22
30	386-300-09 & -10	8714 Starpine Dr	1.30	R-7/GC	R-22
35	379-030-31	Mast Blvd	47.45	POS/R-2/IL	POS/R-7
X1	387-061-11	Graves Ave	3.69	R-14	GC
X2	387-061-12	Graves Ave	2.26	R-14	GC

# EXHIBIT B: EXISTING GENERAL PLAN LAND USE DESIGNATIONS

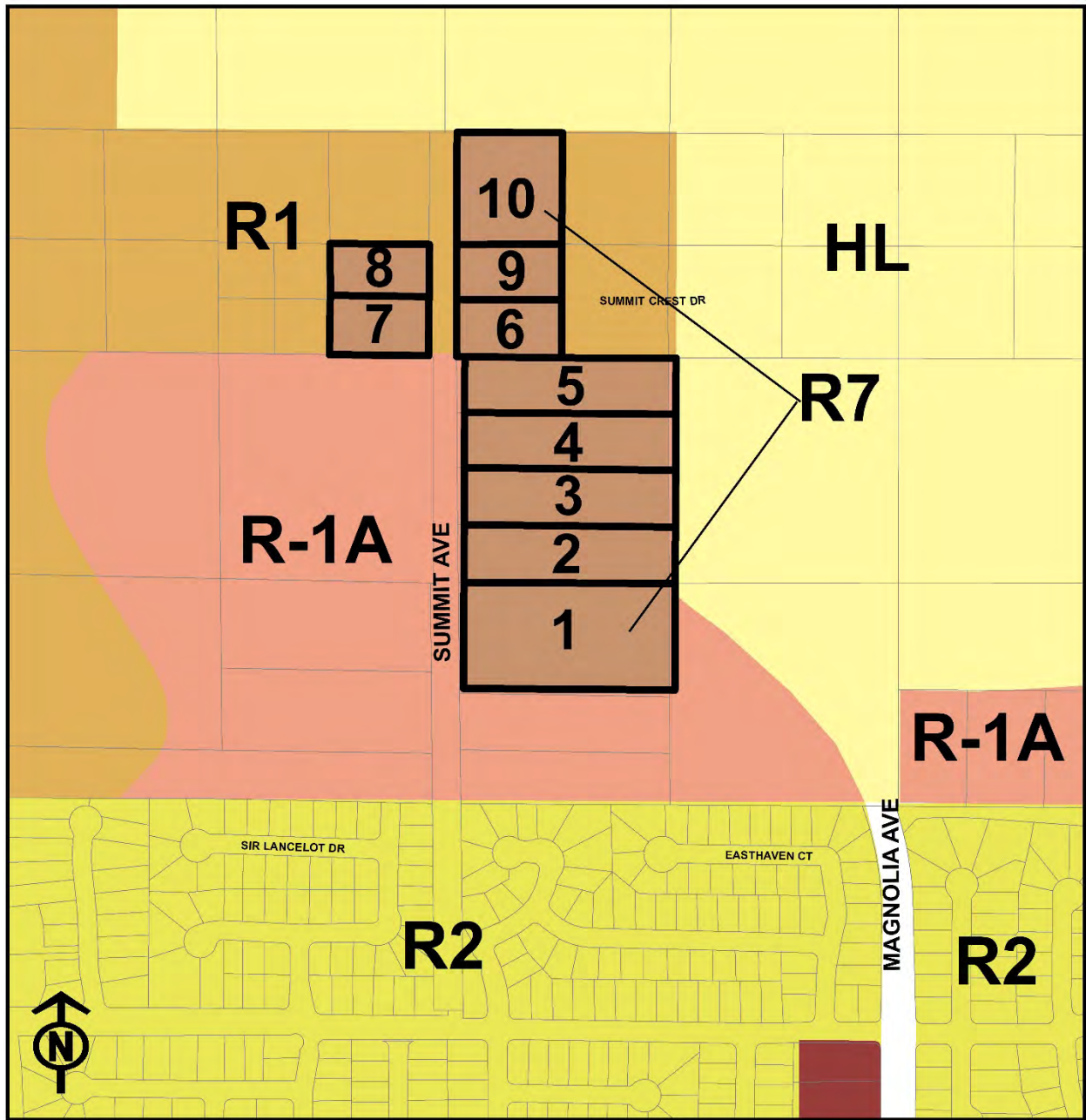








-  Subject Sites
-  HL (Hillside/Limited Residential)
-  R1 (Low Density Residential)
-  R-1A (Low Density Residential)
-  R2 (Low-Medium Density Residential)
-  R7 (Medium Density Residential)

Site Map ID #	APN	Address
1	378-190-01	10939 Summit Ave
2	378-180-10	11009 Summit Ave
3	378-180-09	11025 Summit Ave
4	378-180-08	11041 Summit Ave
5	378-180-07	11059 Summit Ave
6	378-180-29	10215 Summit Crest
7	378-210-21	11010 Summit Ave
8	378-210-20	11020 Summit Ave
9	378-180-28	11115 Summit Ave
10	378-180-20	11129 Summit Ave



# EXHIBIT C: PROPOSED GENERAL PLAN LAND USE DESIGNATIONS

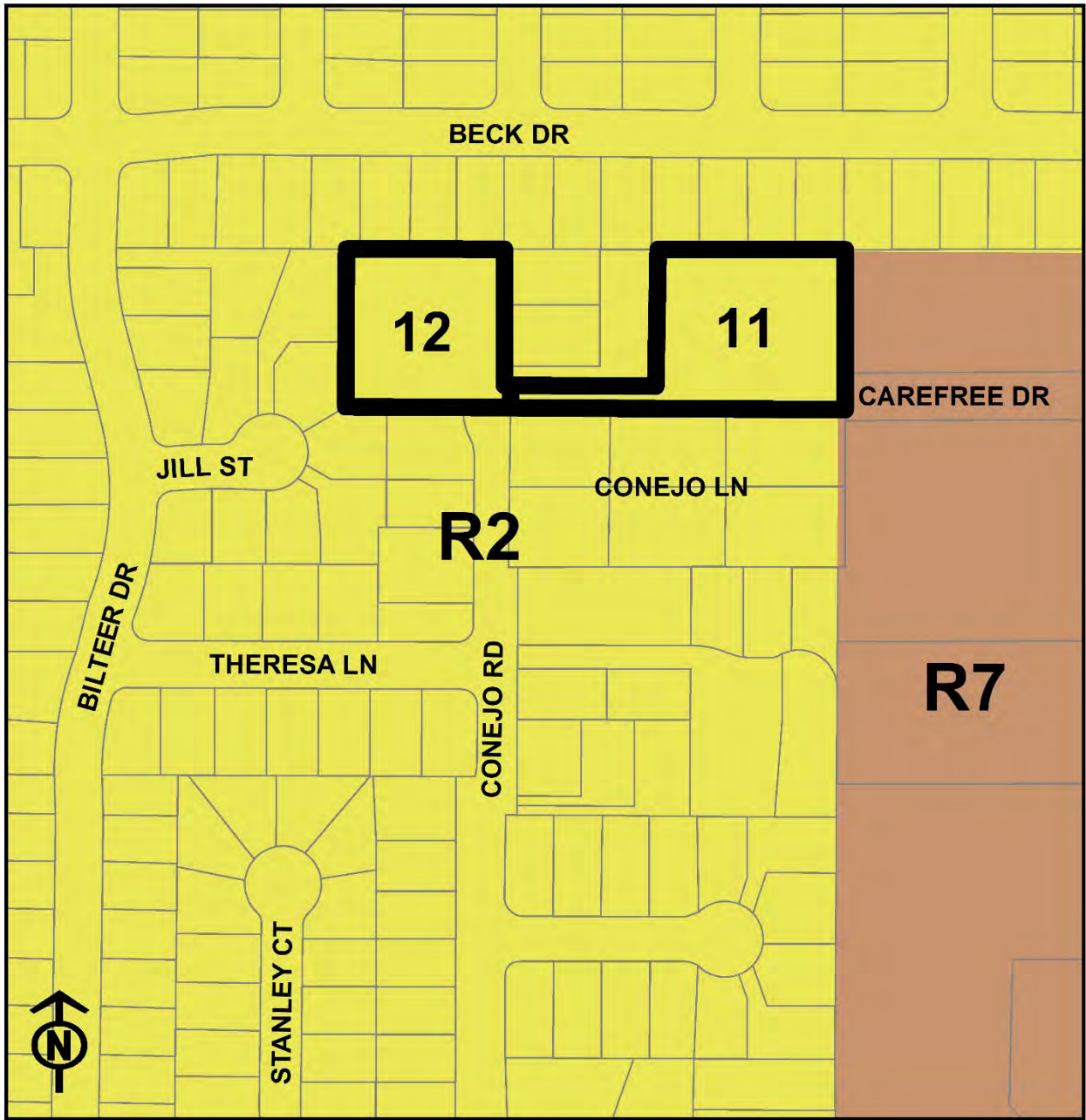


-  Subject Sites
-  HL (Hillside/Limited Residential)
-  R1 (Low Density Residential)
-  R-1A (Low Density Residential)
-  R2 (Low-Medium Density Residential)
-  R7 (Medium Density Residential)

Site Map ID #	APN	Address
1	378-190-01	10939 Summit Ave
2	378-180-10	11009 Summit Ave
3	378-180-09	11025 Summit Ave
4	378-180-08	11041 Summit Ave
5	378-180-07	11059 Summit Ave
6	378-180-29	10215 Summit Crest
7	378-210-21	11010 Summit Ave
8	378-210-20	11020 Summit Ave
9	378-180-28	11115 Summit Ave
10	378-180-20	11129 Summit Ave



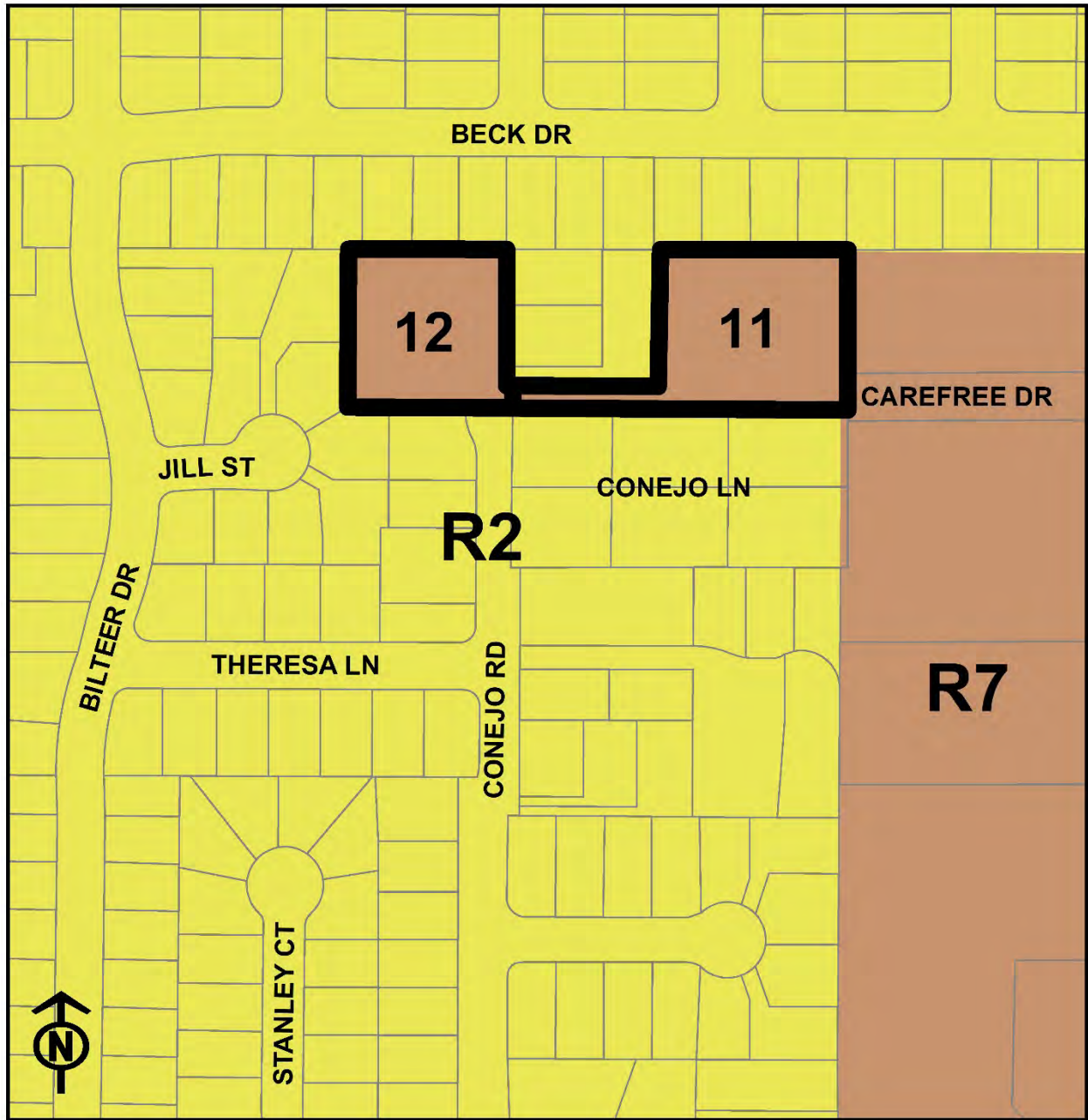
# EXHIBIT D: EXISTING GENERAL PLAN LAND USE DESIGNATIONS



-  Subject Sites
-  R2 (Low-Medium Density Residential)
-  R7 (Medium Density Residential)

Site Map ID #	APN	Address
11	381-031-07	9945 Conejo Rd
12	381-690-28	9960 Conejo Rd

# EXHIBIT E: PROPOSED GENERAL PLAN LAND USE DESIGNATIONS

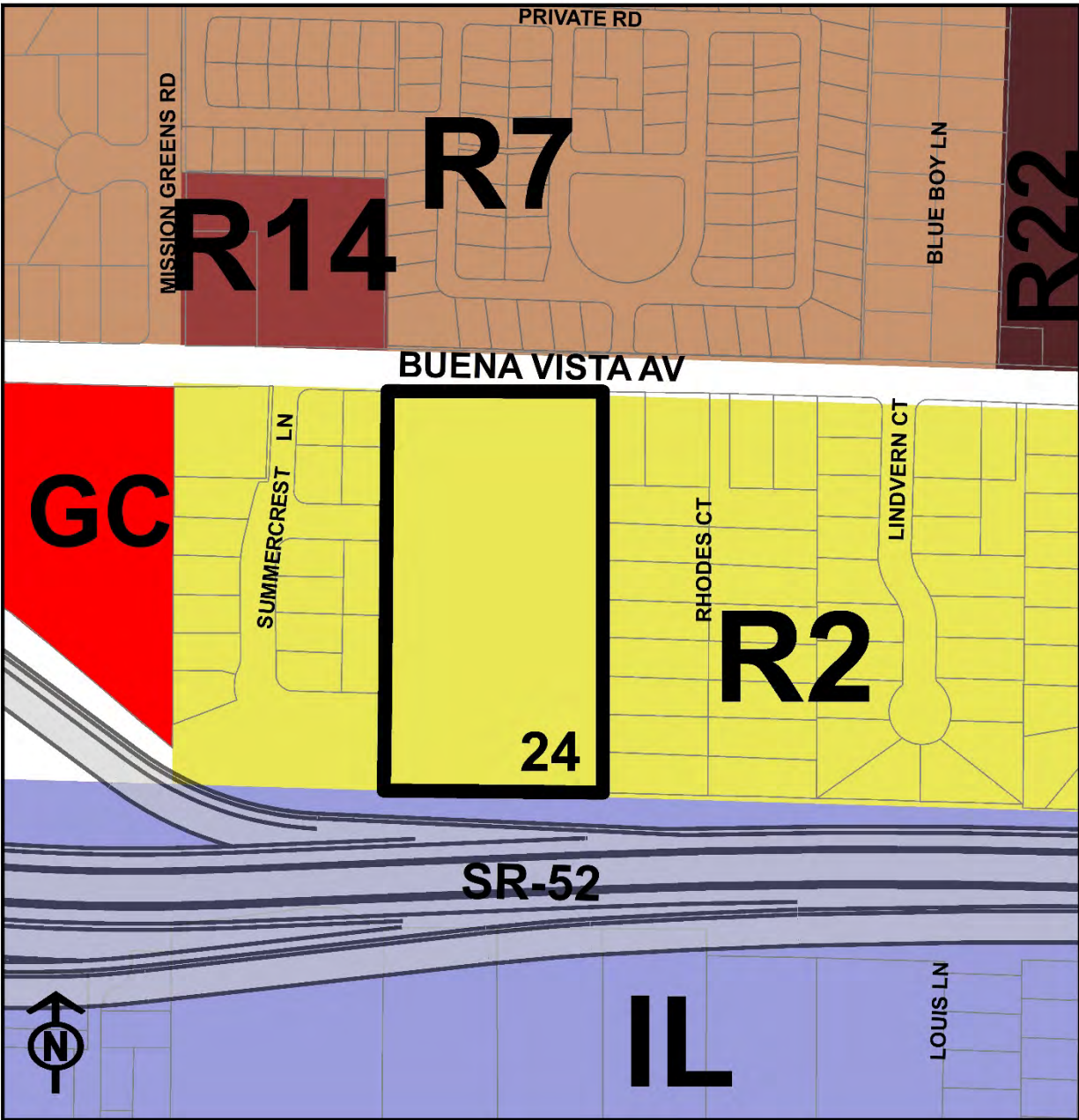


-  Subject Sites
-  R2 (Low-Medium Density Residential)
-  R7 (Medium Density Residential)

Site Map ID #	APN	Address
11	381-031-07	9945 Conejo Rd
12	381-690-28	9960 Conejo Rd



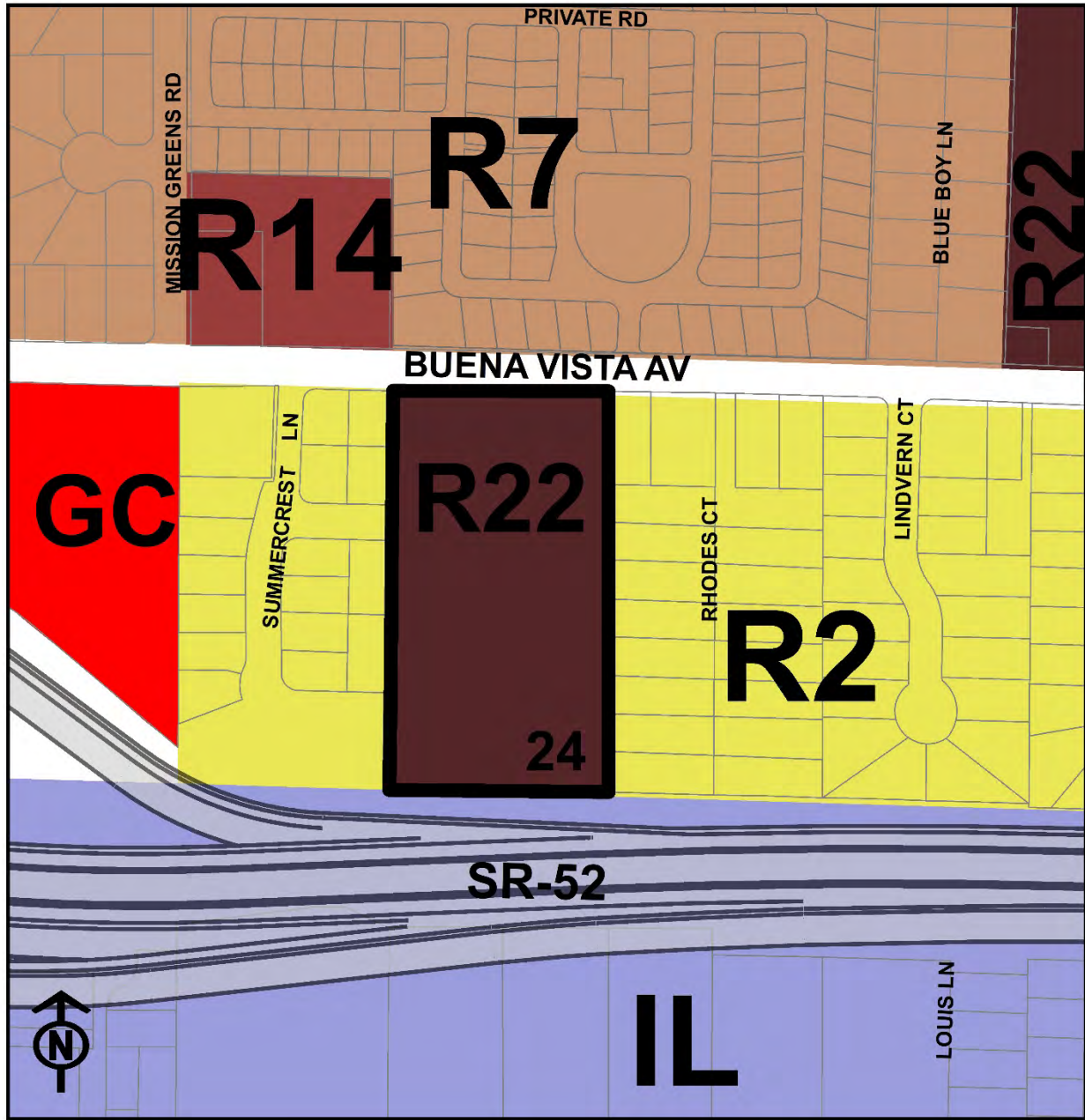
**EXHIBIT F: EXISTING GENERAL PLAN LAND USE DESIGNATIONS**



- Subject Site
- R2 (Low-Medium Density Residential)
- R7 (Medium Density Residential)
- R14 (Medium-High Density Residential)
- R22 (High Density Residential)
- GC (General Commercial)
- IL (Light Industrial)

Site Map ID #	APN	Address
24	384-162-04	9953 Buena Vista

**EXHIBIT G: PROPOSED GENERAL PLAN LAND USE DESIGNATIONS**

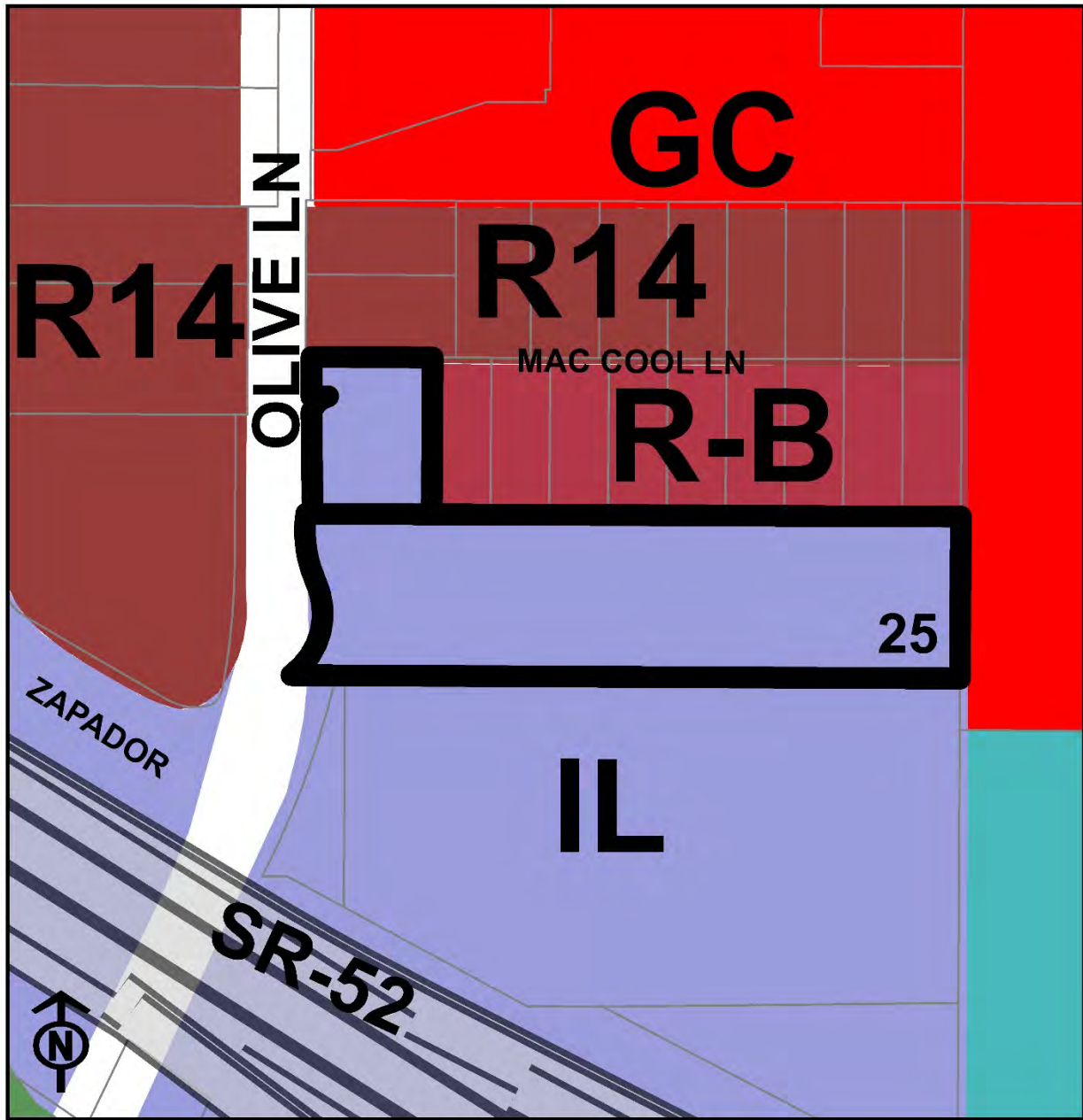


- Subject Site
- R2 (Low-Medium Density Residential)
- R7 (Medium Density Residential)
- R14 (Medium-High Density Residential)
- R22 (High Density Residential)
- GC (General Commercial)
- IL (Light Industrial)

Site Map ID #	APN	Address
24	384-162-04	9953 Buena Vista



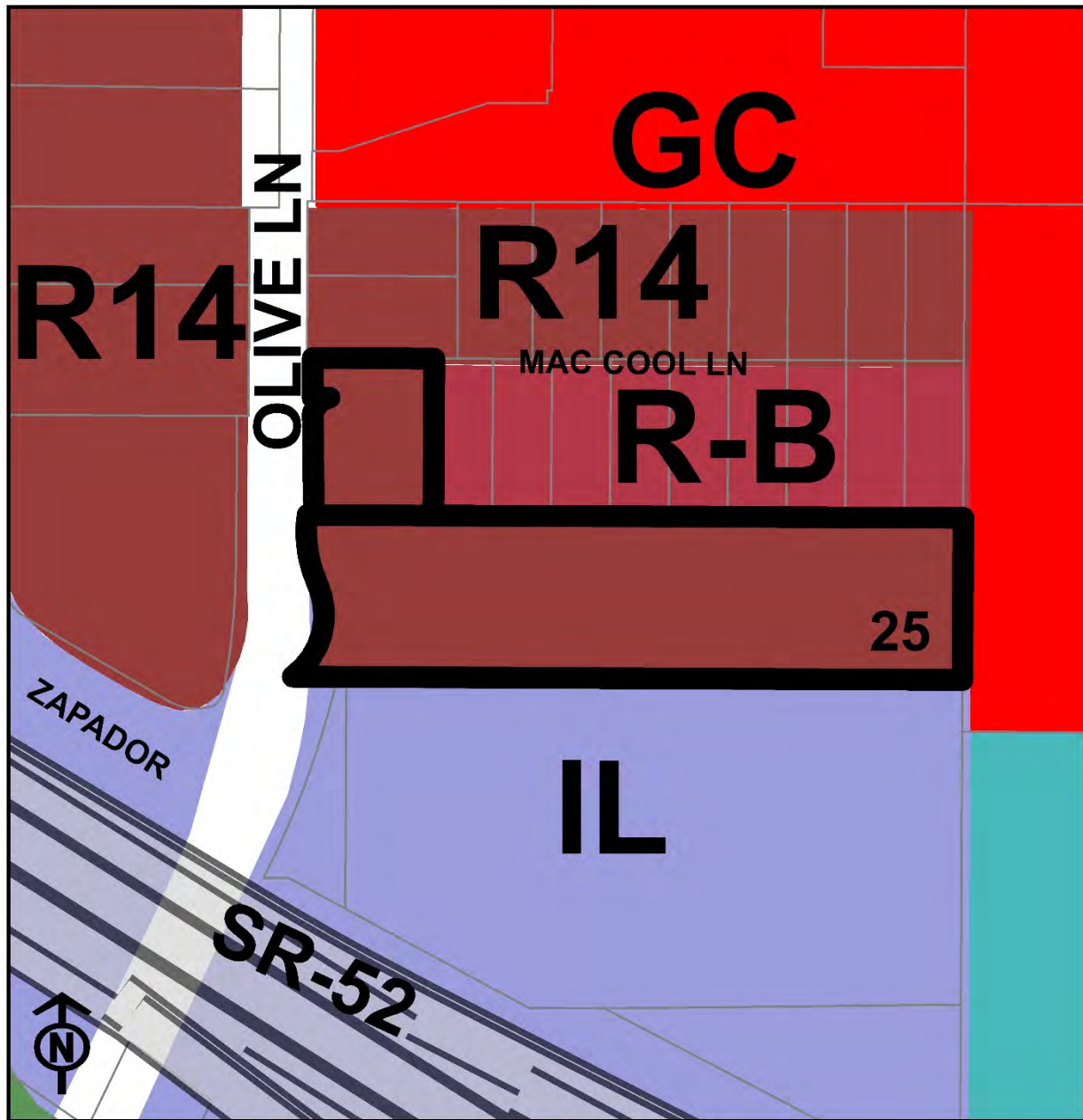
**EXHIBIT H: EXISTING GENERAL PLAN LAND USE DESIGNATIONS**



- Subject Site
- R14 (Medium-High Density Residential)
- IL (Light Industrial)
- GC (General Commercial)
- R-B (Residential Business)

Site Map ID #	APN	Address
25	384-020-07 & -12	8801 Olive Ln

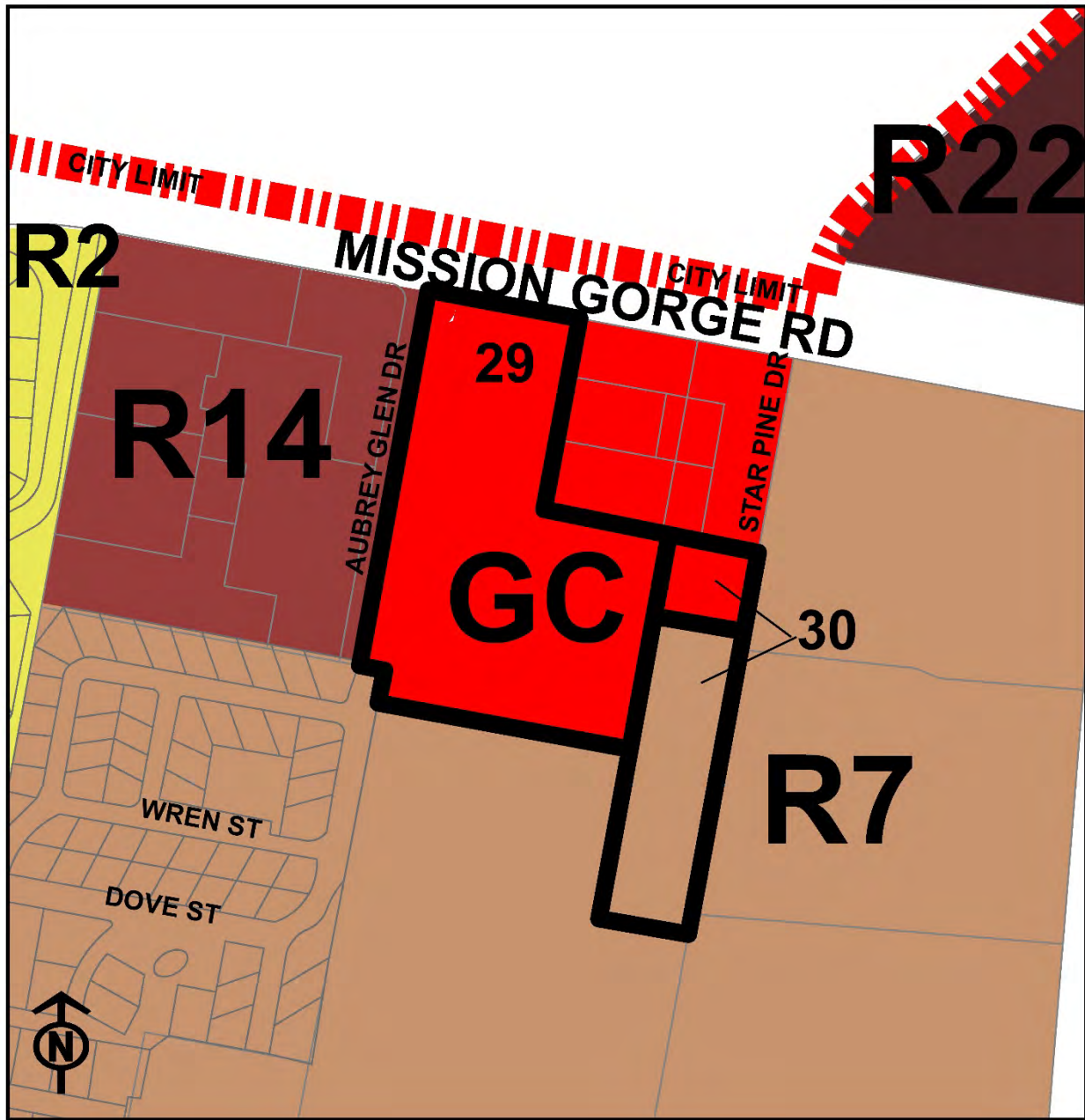
**EXHIBIT I: EXISTING GENERAL PLAN LAND USE DESIGNATIONS**



-  Subject Site
-  R14 (Medium-High Density Residential)
-  IL (Light Industrial)
-  GC (General Commercial)
-  R-B (Residential Business)

Site Map ID #	APN	Address
25	384-020-07 & -12	8801 Olive Ln

**EXHIBIT J: EXISTING GENERAL PLAN LAND USE DESIGNATIONS**

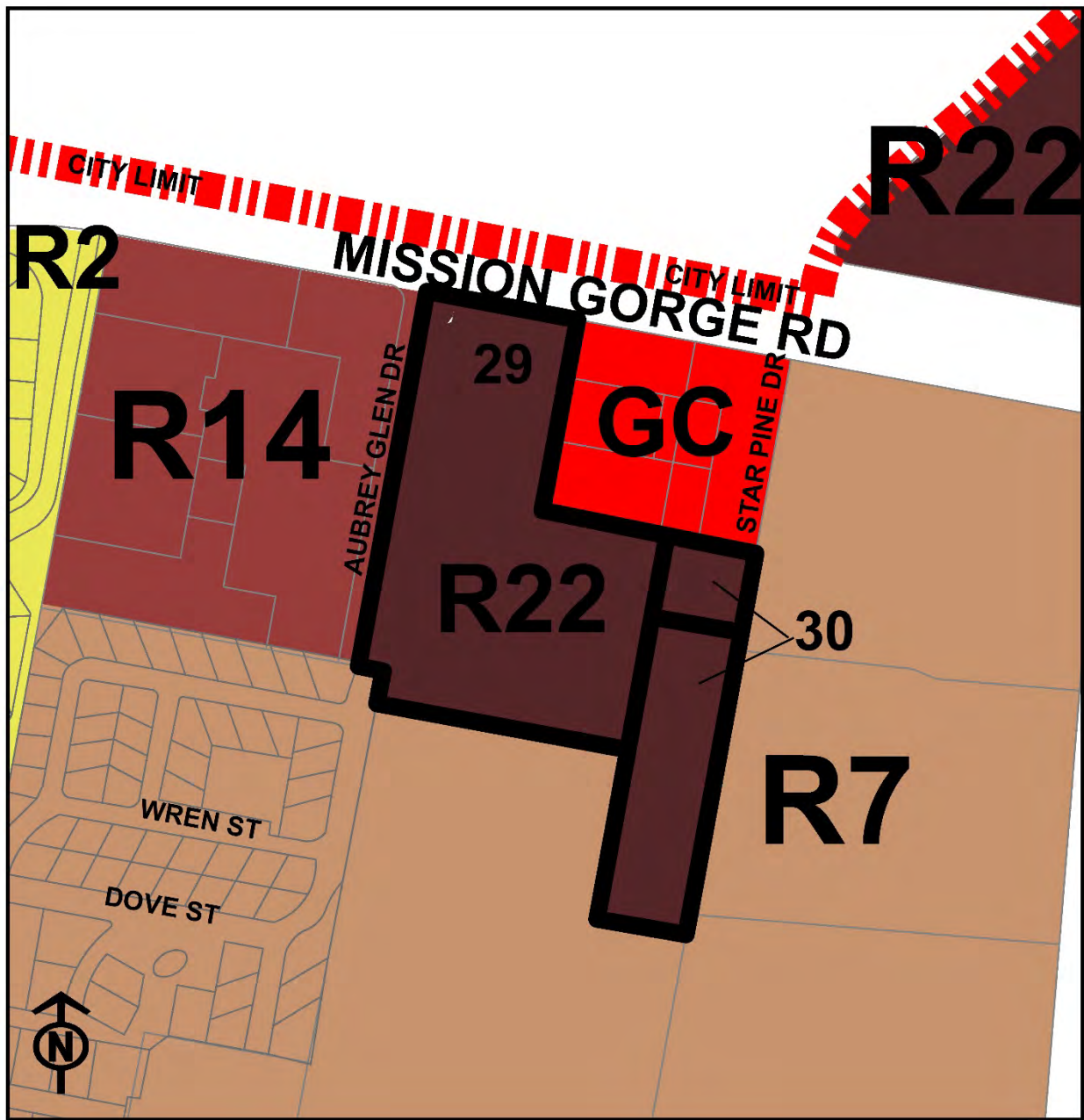


- Subject Sites
- R2 (Low-Medium Density Residential)
- R7 (Medium Density Residential)
- R14 (Medium-High Density Residential)
- R22 (High Density Residential)
- GC (General Commercial)

Site Map ID #	APN	Address
29	386-300-31	7737 Mission Gorge
30	386-300-09 & -10	8714 Starpine Dr



**EXHIBIT K: PROPOSED GENERAL PLAN LAND USE DESIGNATIONS**

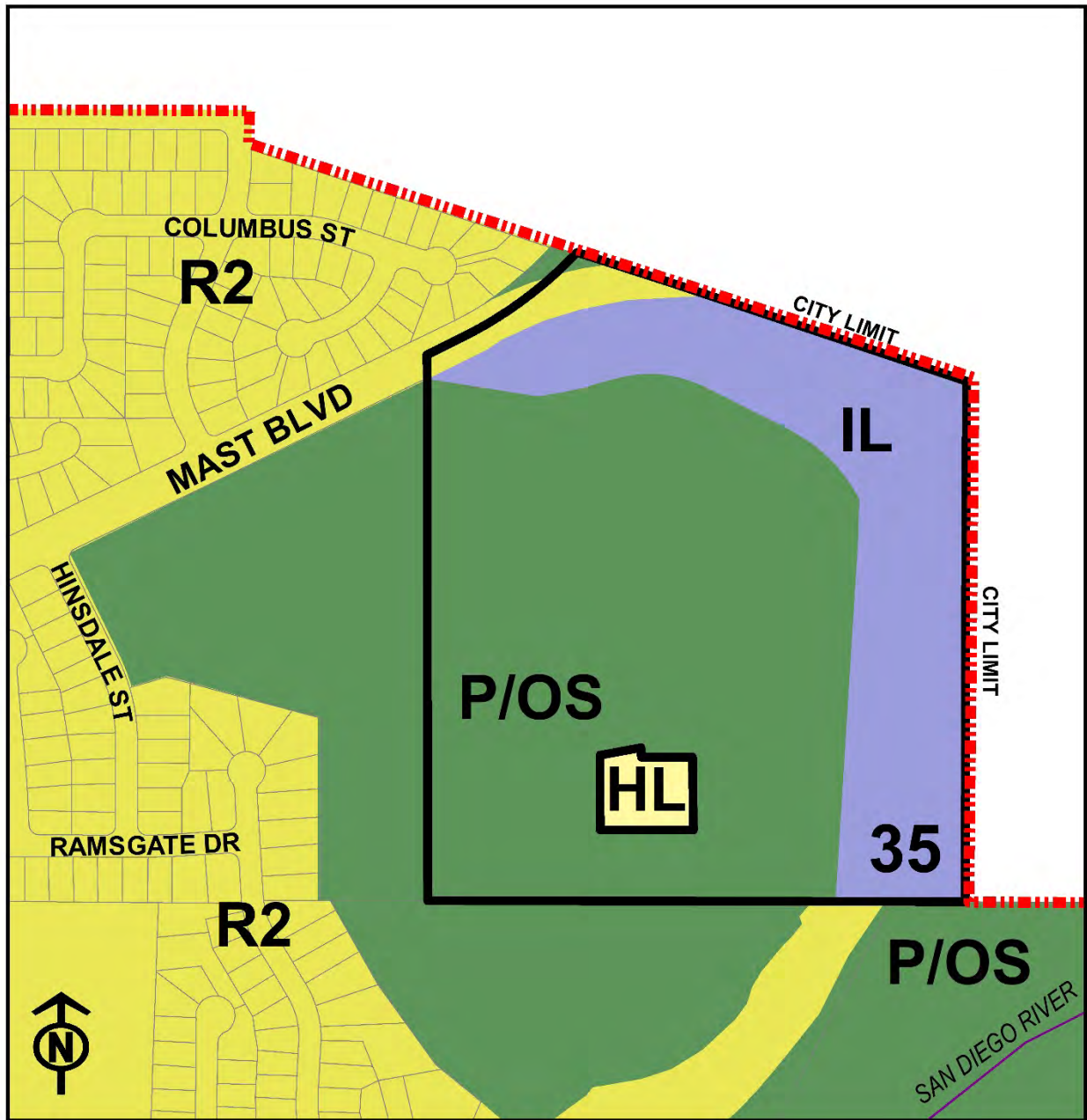


-  Subject Sites
-  R2 (Low-Medium Density Residential)
-  R7 (Medium Density Residential)
-  R14 (Medium-High Density Residential)
-  R22 (High Density Residential)
-  GC (General Commercial)

Site Map ID #	APN	Address
29	386-300-31	7737 Mission Gorge
30	386-300-09 & -10	8714 Starpine Dr



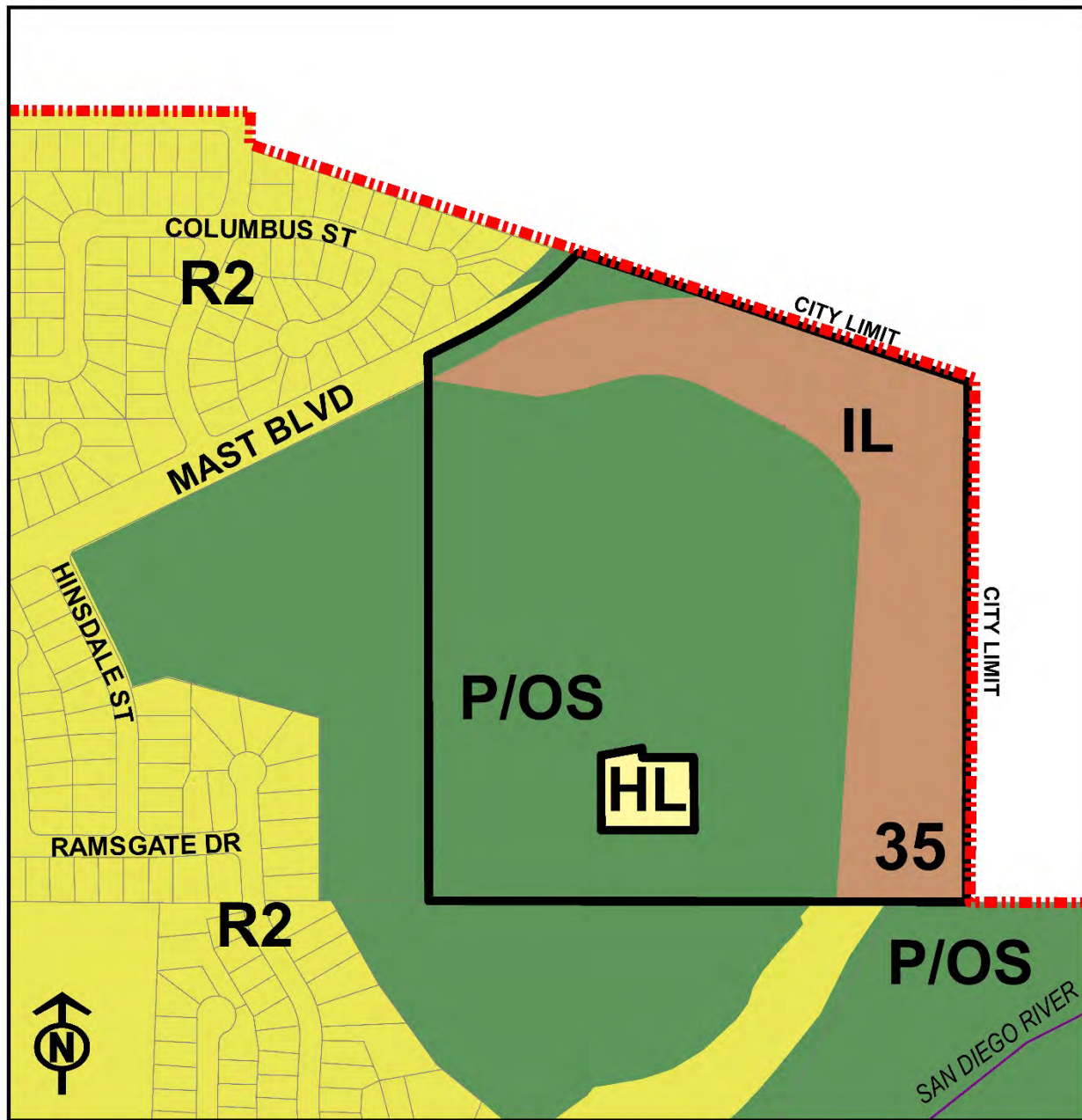
# EXHIBIT L: EXISTING GENERAL PLAN LAND USE DESIGNATIONS



- Subject Site
- R2 (Low-Medium Density Residential)
- R7 (Medium Density Residential)
- IL (Light Industrial)
- P/OS (Park/Open Space)

Site Map ID #	APN	Address
35	379-030-31	Mast Blvd

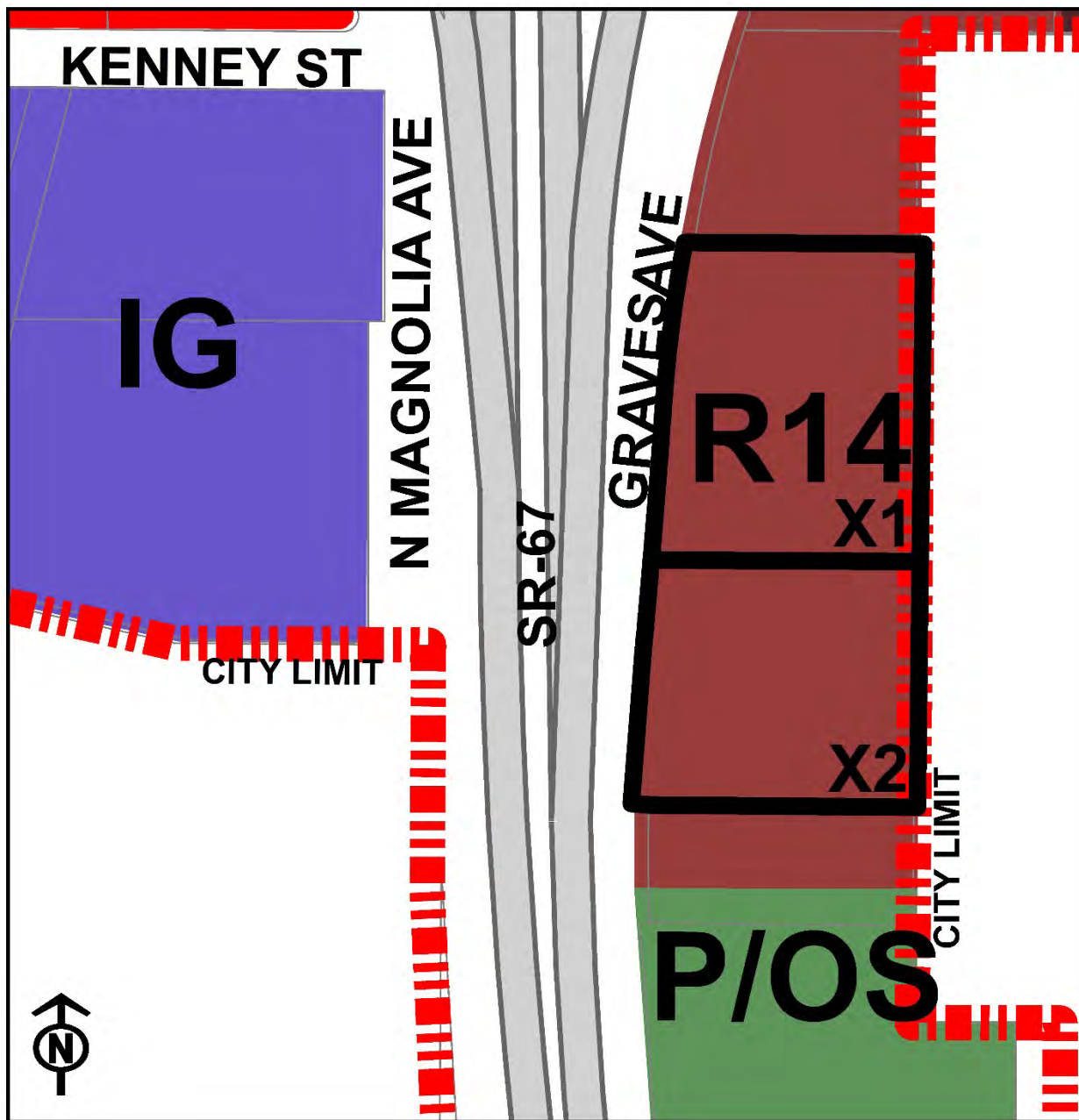
# EXHIBIT M: PROPOSED GENERAL PLAN LAND USE DESIGNATIONS



-  Subject Site
-  R2 (Low-Medium Density Residential)
-  R7 (Medium Density Residential)
-  IL (Light Industrial)
-  P/OS (Park/Open Space)

Site Map ID #	APN	Address
35	379-030-31	Mast Blvd

**EXHIBIT N: EXISTING GENERAL PLAN LAND USE DESIGNATIONS**

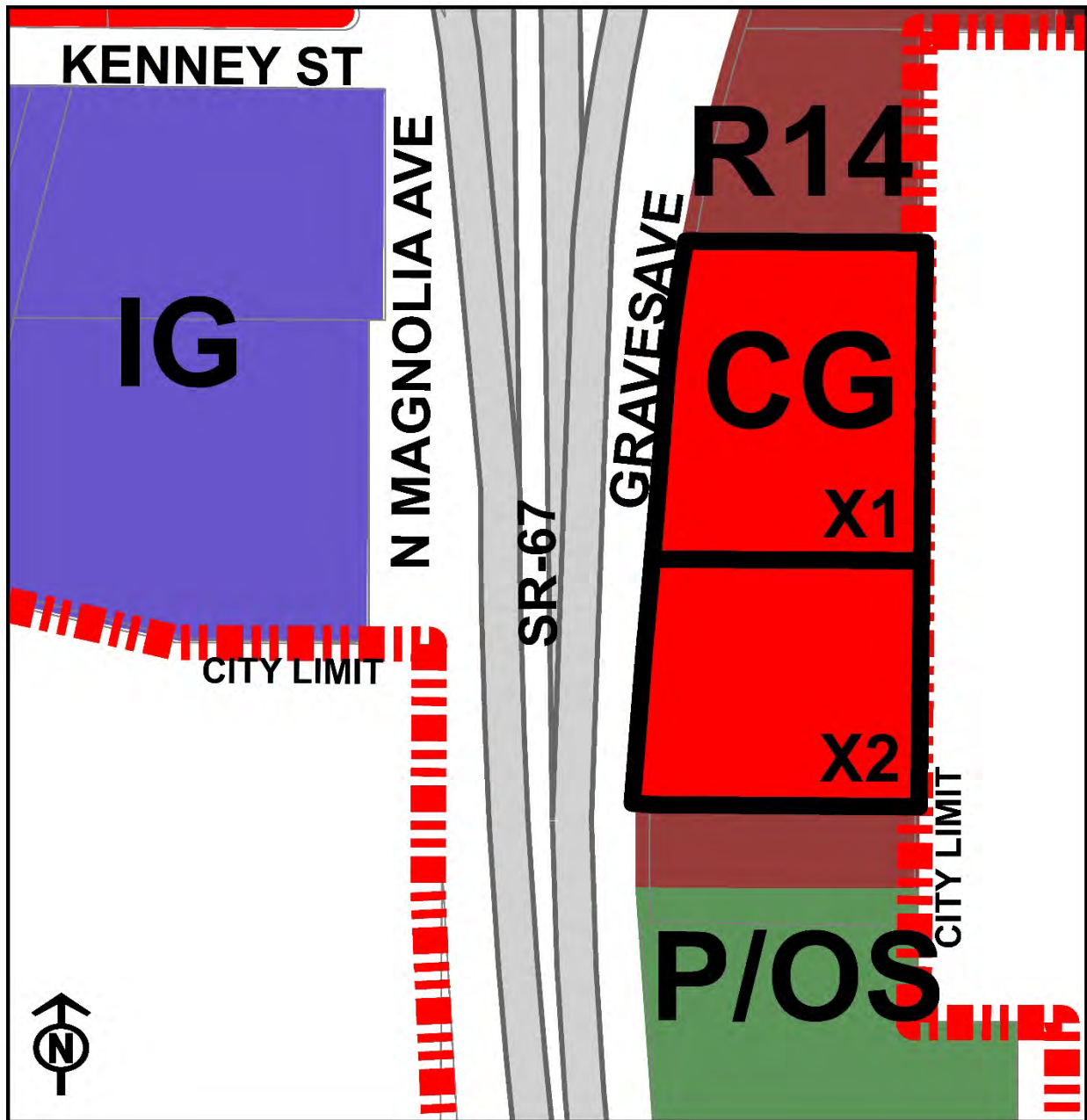


-  Subject Sites
-  R14 (Medium-High Density Residential)
-  GC (General Commercial)
-  IG (General Industrial)
-  P/OS (Park/Open Space)

Site Map ID #	APN	Address
X1	387-061-11	Graves Ave
X2	387-061-12	Graves Ave



**EXHIBIT O: PROPOSED GENERAL PLAN LAND USE DESIGNATIONS**



-  Subject Sites
-  R14 (Medium-High Density Residential)
-  GC (General Commercial)
-  IG (General Industrial)
-  P/OS (Park/Open Space)

Site Map ID #	APN	Address
X1	387-061-11	Graves Ave
X2	387-061-12	Graves Ave

**RESOLUTION \_\_\_\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
SANTEE, CALIFORNIA APPROVING A TOWN CENTER SPECIFIC PLAN  
AMENDMENT TCSPA2021-2 MODIFYING LAND USES AND RESIDENTIAL  
DENSITY RANGES IN ACCORDANCE WITH THE HOUSING ELEMENT REZONE  
PROGRAM IMPLEMENTATION PROJECT**

**(APPLICANT: CITY OF SANTEE)**

**APNs: 381-040-36, 381-050-82, 381-05-117, 381-032-07, 381-032-08, & 381-050-81  
RELATED CASE FILES: GPA2021-2, R2021-2, ZA2021-2, AEIS2021-3**

**WHEREAS**, on May 11, 2022 the City Council adopted the Sixth Cycle Housing Element (“Housing Element”), a mandatory element of the City’s General Plan and the City’s main housing policy and planning document that identifies housing needs and constraints, sets forth goals, policies and programs that address these needs and constraints, and plans for projected housing needs for all income levels based on the City’s assigned Regional Housing Needs Allocation (RHNA); and

**WHEREAS**, the Housing Element includes a Sites Inventory, which identifies 34 suitable sites throughout the City that can adequately accommodate the required housing capacity set forth by the City’s RHNA which for the 2021-2029 6th Cycle planning period is 1,219 housing units; and

**WHEREAS**, of the 34 sites identified in the Housing Element Sites Inventory, 25 require rezones in order to achieve the City’s required RHNA capacity; and

**WHEREAS**, of the 25 sites requiring rezones, eight are located within the Town Center Specific Plan and are identified as Sites 15, 16A, 16B, 17, 18, 19, 20A, and 20B in the Housing Element Sites Inventory and further identified by Assessor’s Parcel Numbers (APNs) 381-040-36, 381-050-82, 381-05-117, 381-032-07, 381-032-08, & 381-050-81; and

**WHEREAS**, Programs 9 and 10 of the Housing Element are collectively referred to as the Housing Element Rezone Program; and

**WHEREAS**, Program 9 of the Housing Element requires the City to rezone these sites within one year of Housing Element adoption to achieve adequate housing capacity as mandated by the State and in order to achieve certification of the adopted Housing Element by the California Department of Housing and Community Development (HCD); and

**WHEREAS**, as part of the Housing Element Rezone Program, a Town Center Specific Plan Amendment is required to modify the land uses within the Town Center as reflected in the Housing Element Sites Inventory and to establish density ranges within the Town Center for the R-22 and R-30 residential designations; and

## RESOLUTION \_\_\_\_\_

**WHEREAS**, upon adoption of the Housing Element, the City has endeavored to implement the Housing Element Rezone Program Project (“Project”) in a timely manner; and

**WHEREAS**, the Project was assessed for potential environmental impacts on a programmatic level and a Program Environmental Impact Report (AEIS2021-3; State Clearinghouse Number SCH# 2021100263) has been prepared in compliance with the California Environmental Quality Act (CEQA); and

**WHEREAS**, the Program Environmental Impact Report (Program EIR) identifies all potential impacts that would result from Project implementation at a programmatic level and identifies mitigation measures that future development would implement to reduce identified potentially significant effects; and

**WHEREAS**, the Program EIR identifies potential impacts that would remain significant and unavoidable with Project implementation for issue areas including Air Quality, Greenhouse Gas Emissions, Land Use & Planning, Noise, and Transportation; and

**WHEREAS**, the Draft Program EIR was circulated for a 45-day public review and comment period from June 17, 2022 to August 1, 2022 during which time one comment letter was received, which did not identify any new environmental issues requiring substantial revisions to the Program EIR or further environmental review; and

**WHEREAS**, a Final Program EIR has been prepared with responses to comments received on the Draft Program EIR, a Mitigation Monitoring and Reporting Program and a Statement of Overriding Considerations; and

**WHEREAS**, on September 30, 2022 a notice of public hearing on the Project was published in the East County Californian newspaper and mailed to property owners, agencies, and other interested parties; and

**WHEREAS**, on October 12, 2022, the City Council held a duly advertised public hearing on the Project, consisting of TCSPA2021-2 and the related case files; and

**WHEREAS**, the City Council considered the staff report, all recommendations by staff, the Final Revised EIR, the entire record, and all public testimony; and

**WHEREAS**, the City Council has certified the Final Program EIR (AEIS2021-3; State Clearinghouse Number SCH# 2021100263) pursuant to the California Environmental Quality Act for the Project and adopted Findings of Fact, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program for the Project. The City Council hereby incorporates by reference, as if fully set forth herein, the Resolution certifying the Final Program EIR and adopting the Findings of Fact, and Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program for the Project.

## RESOLUTION \_\_\_\_\_

**NOW, THEREFORE, BE IT RESOLVED** by the City of Santee City Council, after considering the evidence presented at the public hearing, as follows:

**SECTION 1:** The Town Center Specific Plan is hereby amended, to change the land use designation of Sites 15, 16A, 16B, 17, 18, 19, 20A, and 20B and to apply the Mixed Use Overlay District to Sites 16A & 16B as listed and described in the Housing Element Sites Inventory and as depicted in Exhibits A and B, attached hereto and incorporated herein. The amended land use designations and Mixed Use Overlay are compatible with adjacent land uses and the overall goal of the Town Center Specific Plan, which is to further the balance of development with conservation while creating opportunities for people to live, work and play. The re-designation of land in Town Center and application of the Mixed Use Overlay District on specified sites, will further the land use goals and objectives of the Town Center Specific Plan, including: 1) providing for a variety of housing types and sizes and a mixture of ownership and rental housing (Residential Goal); and 2) locating residential sites close to services, public transit and employment centers in conjunction with pedestrian corridors and amenities (Residential Objective 6.1). The amendment will also further the goals of the General Plan, specifically Goal 6.0 of the Land Use Element to promote development of a well-balanced and functional mix of residential, commercial, open space, recreation, and civic uses that will create and maintain a high quality environment.

**SECTION 2:** The Town Center Specific Plan is hereby amended to add a density range of 30 to 36 dwelling units per gross acre to the R-30 land use designation, and a density range of 22 to 30 dwelling units per gross acre to the R-22 land use designation applicable to Town Center properties along Park Avenue. The application of these density ranges will allow for greater design flexibility for multifamily residential development and allow for consistency between the Town Center Specific Plan, Zoning Ordinance, and General Plan.

**SECTION 3:** The Town Center Specific Plan Amendment (TCSPA2021-2) furthers the State-wide goal of providing additional housing and is consistent with the adopted Housing Element of the General Plan. In the current 6<sup>th</sup> Housing Element cycle (2021-2029), Santee is required to provide capacity to add 1,219 housing units serving a variety of income levels. To achieve this, vacant and underutilized properties are identified in the Housing Element for potential residential development. The change in Town Center Specific Plan Land Use Designations would provide the capacity for approximately 1,447 additional housing units which assists the City in achieving the State-mandated housing targets.

**SECTION 4:** On October 12, 2022, the City Council certified the Final Program EIR (AEIS2021-3; State Clearinghouse Number SCH# 2021100263) pursuant to the California Environmental Quality Act and adopted Findings of Fact, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program for the Project, which fully disclosed, evaluated and mitigated the environmental impacts of the proposed Project to the extend feasible, including the Town Center Specific Plan

**RESOLUTION \_\_\_\_\_**

Amendment contemplated in this Resolution. No further environmental review is required for the City to adopt this Resolution.

**ADOPTED** by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 12th day of October, 2022 by the following roll call vote, to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

\_\_\_\_\_  
**JOHN W. MINTO, MAYOR**

**ATTEST:**

\_\_\_\_\_  
**ANNETTE ORTIZ, CMC, CITY CLERK**

**ATTACHMENTS**

- Exhibit A – Town Center Specific Plan Amendment Sites List
- Exhibit B – Existing Land Use Designations
- Exhibit C – Proposed Land Use Designations



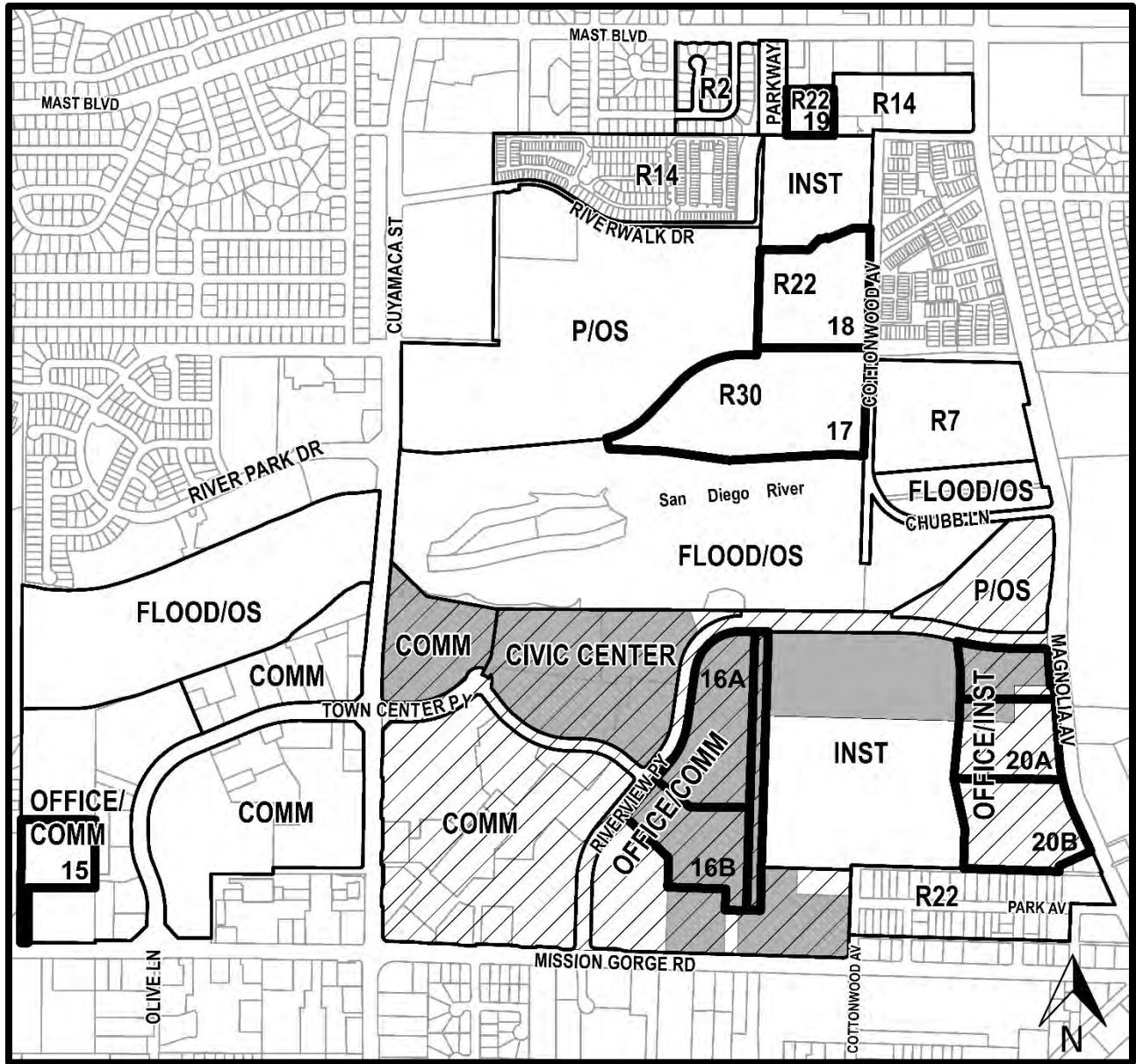
## EXHIBIT A

### TOWN CENTER SPECIFIC PLAN AMENDMENT SITES LIST

<b>Site Map ID#</b>	<b>APN</b>	<b>Address</b>	<b>Lot Size (Acres)</b>	<b>Current Zoning</b>	<b>Proposed Zoning</b>
15	381-040-36	Walmart	5.26	TC-C	TC-R-22
16A	381-050-82	Civic Center Site I	11.11	TC-O/C	TC-R-30
16B	381-05-082	Civic Center Site II	8.61	TC-O/C	TC-R-14
17	381-051-18	Cottonwood Ave	22.15	TC-R-30	TC-R-14
18	381-051-17	Cottonwood Ave	11.71	TC-R-30	TC-R-14
19	3810-32-07 & -08	Park Center Dr	2.35	TC-R-22	TC-R-14
20A	381-050-81	9200 Magnolia Ave	7.75	TC-O/I	TC-R-22
20B	381-050-81	9200 Magnolia Ave	10.00	TC-O/I	TC-R-30

## EXHIBIT B

### EXISTING TOWN CENTER SPECIFIC PLAN LAND USE DESIGNATIONS



**R2 – Residential 2-6 DU/AC**

**P – Park**

**R-7 – Residential 7-14 DU/AC**

**OS – Open Space**

**R-14 – Residential 14-22 DU/AC**

**Comm – Commercial**

**R-22 – Residential 22-30 DU/AC**

**Flood – Floodway**

**R-30 – Residential 30 DU/AC**

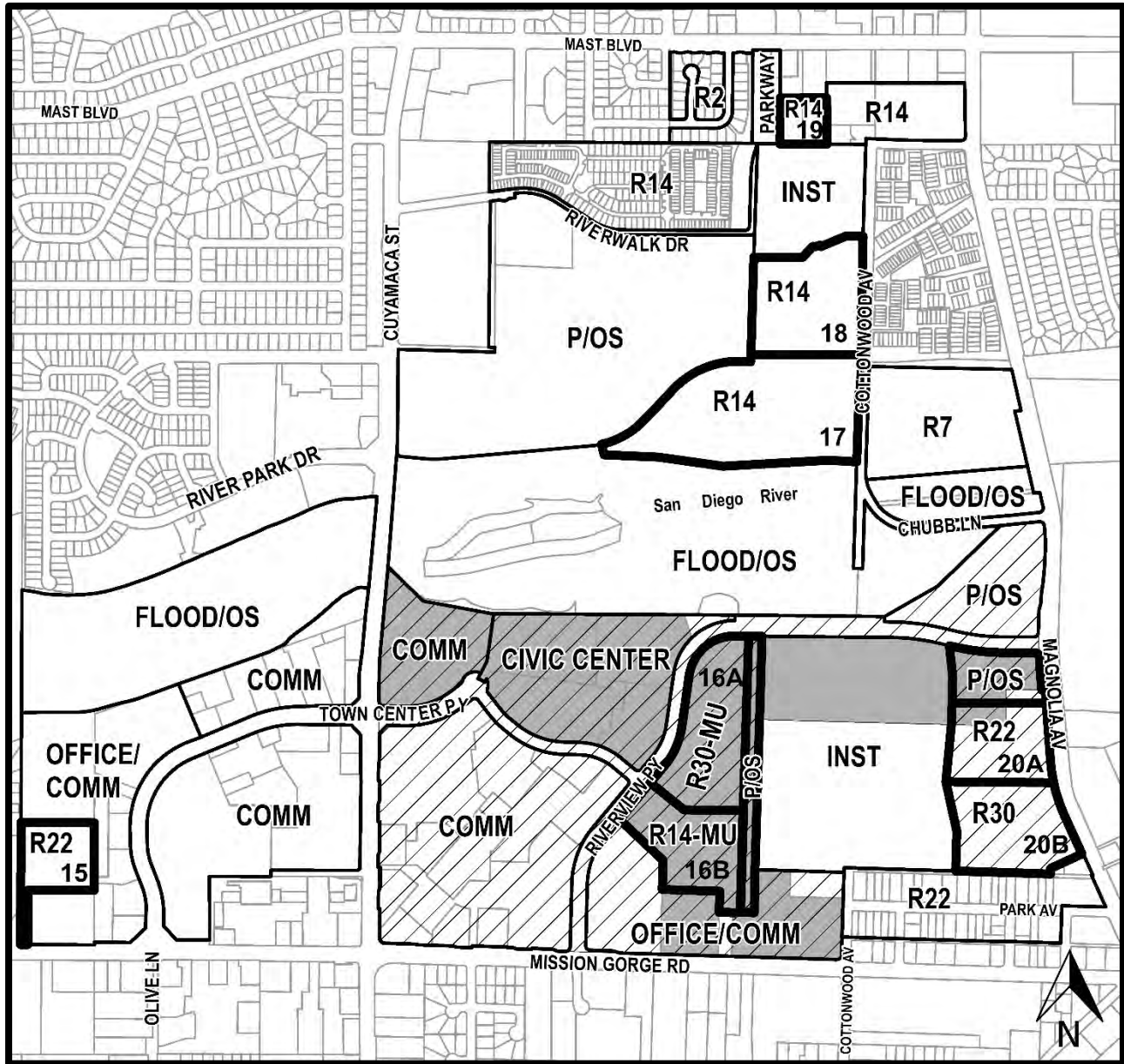
**Inst – Institutional**

 **Arts & Entertainment Overlay District**

 **RiverView Office Park Area**

# EXHIBIT C

## PROPOSED TOWN CENTER SPECIFIC PLAN LAND USE DESIGNATIONS



R2 – Residential 2-6 DU/AC

P – Park

R-7 – Residential 7-14 DU/AC

OS – Open Space

R-14 – Residential 14-22 DU/AC

Comm – Commercial

R-22 – Residential 22-30 DU/AC

Flood – Floodway

R-30 – Residential 30 DU/AC

Inst – Institutional

 Arts & Entertainment Overlay District

 RiverView Office Park Area

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF  
SANTEE, CALIFORNIA APPROVING REZONE R2021-2 TO AMEND THE ZONING  
DISTRICT MAP IN ACCORDANCE WITH THE HOUSING ELEMENT REZONE  
PROGRAM IMPLEMENTATION PROJECT**

**(APPLICANT: CITY OF SANTEE)**

**APNs: 378-190-01, 378-180-10, 378-180-09, 378-180-08, 378-180-07, 378-180-29,  
378-210-21, 378-210-20, 378-180-28, 378-180-20, 381-031-07, 381-690-28,  
384-162-04, 384-020-07, 384-020-12, 386-300-31, 386-300-09, 386-300-10,  
379-030-31, 387-061-11, & 387-061-12**

**RELATED CASE FILES: TCSPA2021-2, GPA2021-2, ZA2021-2, AEIS2021-3**

**WHEREAS**, on May 11, 2022 the City Council adopted the Sixth Cycle Housing Element (“Housing Element”), a mandatory element of the City’s General Plan and the City’s main housing policy and planning document that identifies housing needs and constraints, sets forth goals, policies and programs that address these needs and constraints, and plans for projected housing needs for all income levels based on the City’s assigned Regional Housing Needs Allocation (RHNA); and

**WHEREAS**, the Housing Element includes a Sites Inventory, which identifies 34 suitable sites throughout the City that can adequately accommodate the required housing capacity set forth by the City’s RHNA which for the 2021-2029 6th Cycle planning period is 1,219 housing units; and

**WHEREAS**, of the 34 sites identified in the Housing Element Sites Inventory, 25 require rezones in order to achieve the City’s required RHNA capacity; and

**WHEREAS**, of the 25 sites requiring rezones, eight are located within the Town Center Specific Plan are not a part of this Ordinance;

**WHEREAS**, of the 25 sites requiring rezones, 17 sites require Zoning District Map amendments to various residential zoning classifications to maintain consistency between the General Plan and Zoning Ordinance and are identified as Sites 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 24, 25, 29, 30, and 35 in the Housing Element Sites Inventory and further identified by Assessor’s Parcel Numbers (APNs) 378-190-01, 378-180-10, 378-180-09, 378-180-08, 378-180-07, 378-180-29, 378-210-21, 378-210-20, 378-180-28, 378-180-20, 381-031-07, 381-690-28, 384-162-04, 384-020-07, 384-020-12, 386-300-31, 386-300-09, 386-300-10, 379-030-31; and

**WHEREAS**, two additional sites along Graves Avenue, identified by APNs 387-061-11, & 387-061-12 also require Zoning District Map amendments from the R-14 Zone to the General Commercial Zone as part of the Housing Element Rezone Program Implementation Project (“Project”) in order to remove them from consideration as housing sites due to airport land use constraints; and

**ORDINANCE NO. \_\_\_\_\_**

**WHEREAS**, Programs 9 and 10 of the Housing Element are collectively referred to as the Housing Element Rezone Program; and

**WHEREAS**, Program 9 of the Housing Element requires the City to rezone these sites within one year of Housing Element adoption to achieve adequate housing capacity as mandated by the State and in order to achieve certification of the adopted Housing Element by the California Department of Housing and Community Development (HCD); and

**WHEREAS**, as part of the Housing Element Rezone Program, a Zoning District Map amendment is required to modify the land uses throughout the City as reflected in the Housing Element Sites Inventory; and

**WHEREAS**, upon adoption of the Housing Element, the City has endeavored to implement the Housing Element Rezone Program in a timely manner; and

**WHEREAS**, the Project was assessed for potential environmental impacts on a programmatic level and a Program Environmental Impact Report (AEIS2021-3; State Clearinghouse Number SCH# 2021100263) has been prepared in compliance with the California Environmental Quality Act (CEQA); and

**WHEREAS**, the Program Environmental Impact Report (Program EIR) identifies all potential impacts that would result from Project implementation at a programmatic level and identifies mitigation measures that future development would implement to reduce identified potentially significant effects; and

**WHEREAS**, the Program EIR identifies potential impacts that would remain significant and unavoidable with Project implementation for issue areas including Air Quality, Greenhouse Gas Emissions, Land Use & Planning, Noise, and Transportation; and

**WHEREAS**, the Draft Program EIR was circulated for a 45-day public review and comment period from June 17, 2022 to August 1, 2022 during which time one comment letter was received, which did not identify any new environmental issues requiring substantial revisions to the Program EIR or further environmental review; and

**WHEREAS**, a Final Program EIR has been prepared with responses to comments received on the Draft Program EIR, a Mitigation Monitoring and Reporting Program and a Statement of Overriding Considerations; and

**WHEREAS**, on September 30, 2022 a notice of public hearing on the Project was published in the East County Californian Newspaper and mailed to property owners, agencies, and other interested parties; and

**ORDINANCE NO. \_\_\_\_\_**

**WHEREAS**, on October 12, 2022, the City Council held a duly advertised public hearing on the Project, consisting of Rezone R2021-2 and the related case files; and

**WHEREAS**, the City Council considered the staff report, all recommendations by staff, the Final Revised EIR, the entire record, and all public testimony; and

**WHEREAS**, the City Council has certified the Final Program EIR (AEIS2021-3; State Clearinghouse Number SCH# 2021100263) pursuant to the California Environmental Quality Act for the Project and adopted Findings of Fact, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program for the Project. The City Council hereby incorporates by reference, as if fully set forth herein, the Resolution certifying the Final Program EIR and adopting the Findings of Fact, and Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program for the Project.

**NOW, THEREFORE, BE IT RESOLVED** by the City of Santee City Council, after considering the evidence presented at the public hearing, as follows:

**SECTION 1:** The Zoning District Map is hereby amended to change the zoning classifications of Sites 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 24, 25, 29, 30, and 35 as listed and described in the Housing Element Sites Inventory and as depicted in Exhibits A through M, attached hereto and incorporated herein. The amended zoning classifications are compatible with adjacent land uses and the goals of the General Plan, specifically Goal 6.0 of the Land Use Element to promote development of a well-balanced and functional mix of residential, commercial, open space, recreation, and civic uses that will create and maintain a high quality environment and Objective 5.0 of the Housing Element to encourage the provision of a wide range of housing by location, type of unit, and price to meet the existing and future needs of Santee residents to the maximum extent possible.

**SECTION 2:** The Zoning District Map is hereby amended to change the zoning classification of two sites along Graves Avenue, identified by APNs 387-061-11 & 387-061-12, respectively 3.69 and 2.26 acres in size, from the R-14 Zone to the General Commercial Zone, as depicted in Exhibits A, N & O, attached hereto and incorporated herein. Both sites were identified in the 5th Cycle Housing Element Sites Inventory, but due to difficulty in developing homes on the sites due to airport land use constraints, remain undeveloped and, as such, the sites are proposed for re-designation to the more appropriate General Commercial land use designation which would allow uses more compatible with the Gillespie Field Airport Land Use Compatibility Plan.

**SECTION 3:** The Rezone R2021-2 furthers the State-wide goal of providing additional housing and is consistent with the adopted Housing Element of the General Plan. In the current 6<sup>th</sup> Housing Element cycle (2021-2029), Santee is required to provide capacity to add 1,219 housing units serving a variety of income levels. To achieve this, vacant and underutilized properties are identified in the Housing Element for potential residential development. The change in Zoning District Map zoning classifications would provide the

**ORDINANCE NO. \_\_\_\_\_**

capacity for approximately 498 additional housing units which assists the City in achieving the State-mandated housing targets.

**SECTION 4:** On October 12, 2022, the City Council certified the Final Program EIR (AEIS2021-3; State Clearinghouse Number SCH# 2021100263) pursuant to the California Environmental Quality Act and adopted Findings of Fact, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program for the Project, which fully disclosed, evaluated and mitigated the environmental impacts of the proposed Project to the extent feasible, including the Rezone contemplated in this Resolution. No further environmental review is required for the City to adopt this Resolution.

**ADOPTED** by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 12th day of October, 2022 by the following roll call vote, to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

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**JOHN W. MINTO, MAYOR**

**ATTEST:**

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**ANNETTE ORTIZ, CMC, CITY CLERK**

**ATTACHMENTS**

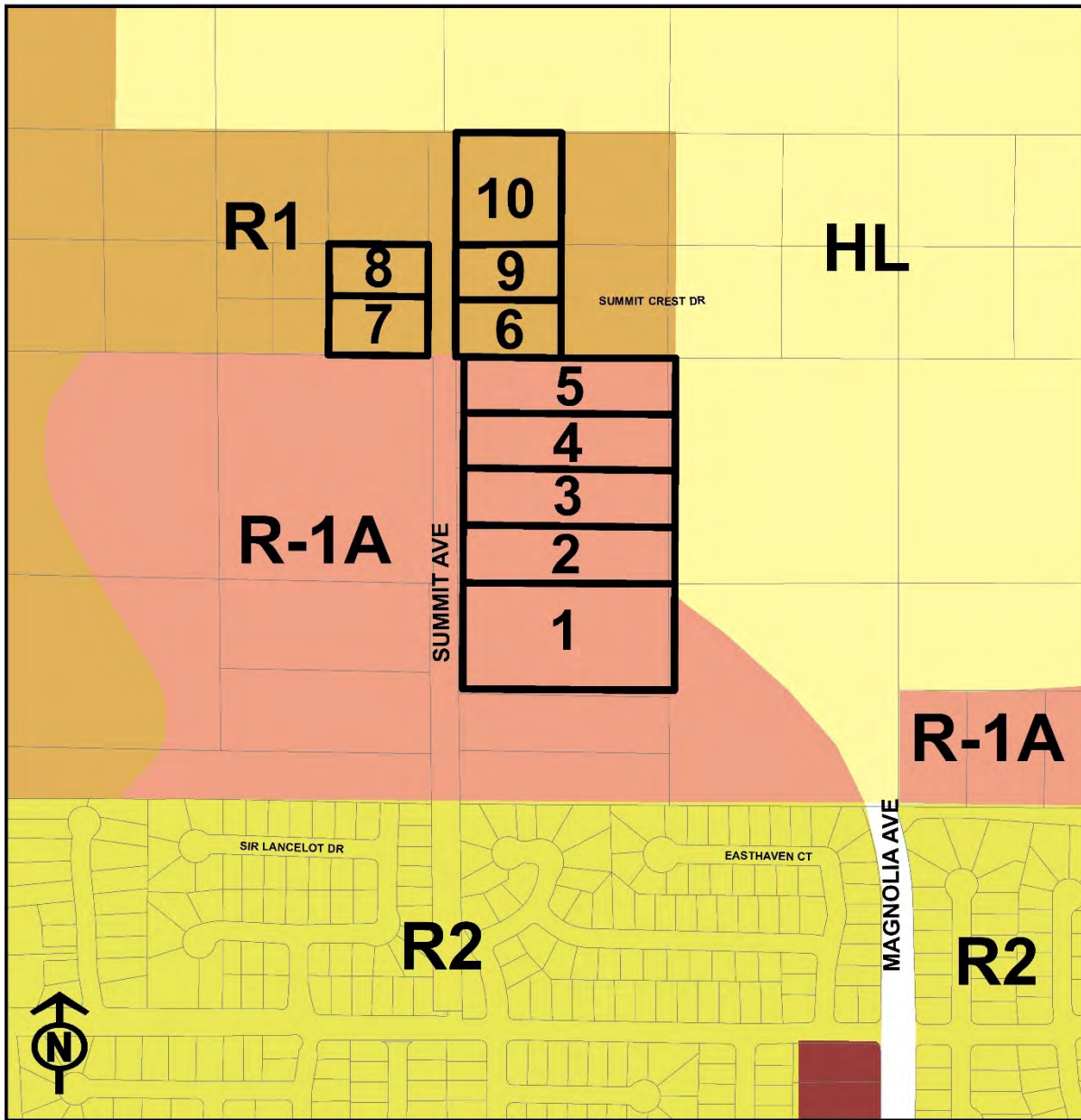
Exhibit A: Zoning District Map Amendments List  
Exhibits B through O: Existing Zones and  
Proposed Zones

## EXHIBIT A: ZONING DISTRICT MAP AMENDMENTS LIST

Site Map ID #	APN	Address	Lot Size (Acres)	Current Zone	Proposed Zone
1	378-190-01	10939 Summit Ave	4.65	R-1A	R-7
2	378-180-10	11009 Summit Ave	2.32	R-1A	R-7
3	378-180-09	11025 Summit Ave	2.32	R-1A	R-7
4	378-180-08	11041 Summit Ave	2.32	R-1A	R-7
5	378-180-07	11059 Summit Ave	2.32	R-1A	R-7
6	378-180-29	10215 Summit Crest	1.16	R-1	R-7
7	378-210-21	11010 Summit Ave	1.15	R-1	R-7
8	378-210-20	11020 Summit Ave	1.02	R-1	R-7
9	378-180-28	11115 Summit Ave	1.16	R-1	R-7
10	378-180-20	11129 Summit Ave	2.32	R-1	R-7
11	381-031-07	9945 Conejo Rd	1.19	R-2	R-7
12	381-690-28	9960 Conejo Rd	0.86	R-2	R-7
24	384-162-04	9953 Buena Vista	4.80	R-2	R-22
25	384-020-07 & -12	8801 Olive Ln	2.93	IL	R-14
29	386-300-31	7737 Mission Gorge	3.25	GC	R-22
30	386-300-09 & -10	8714 Starpine Dr	1.30	R-7/GC	R-22
35	379-030-31	Mast Blvd	47.45	POS/R-2/IL	POS/R-7
X1	387-061-11	Graves Ave	3.69	R-14	GC
X2	387-061-12	Graves Ave	2.26	R-14	GC



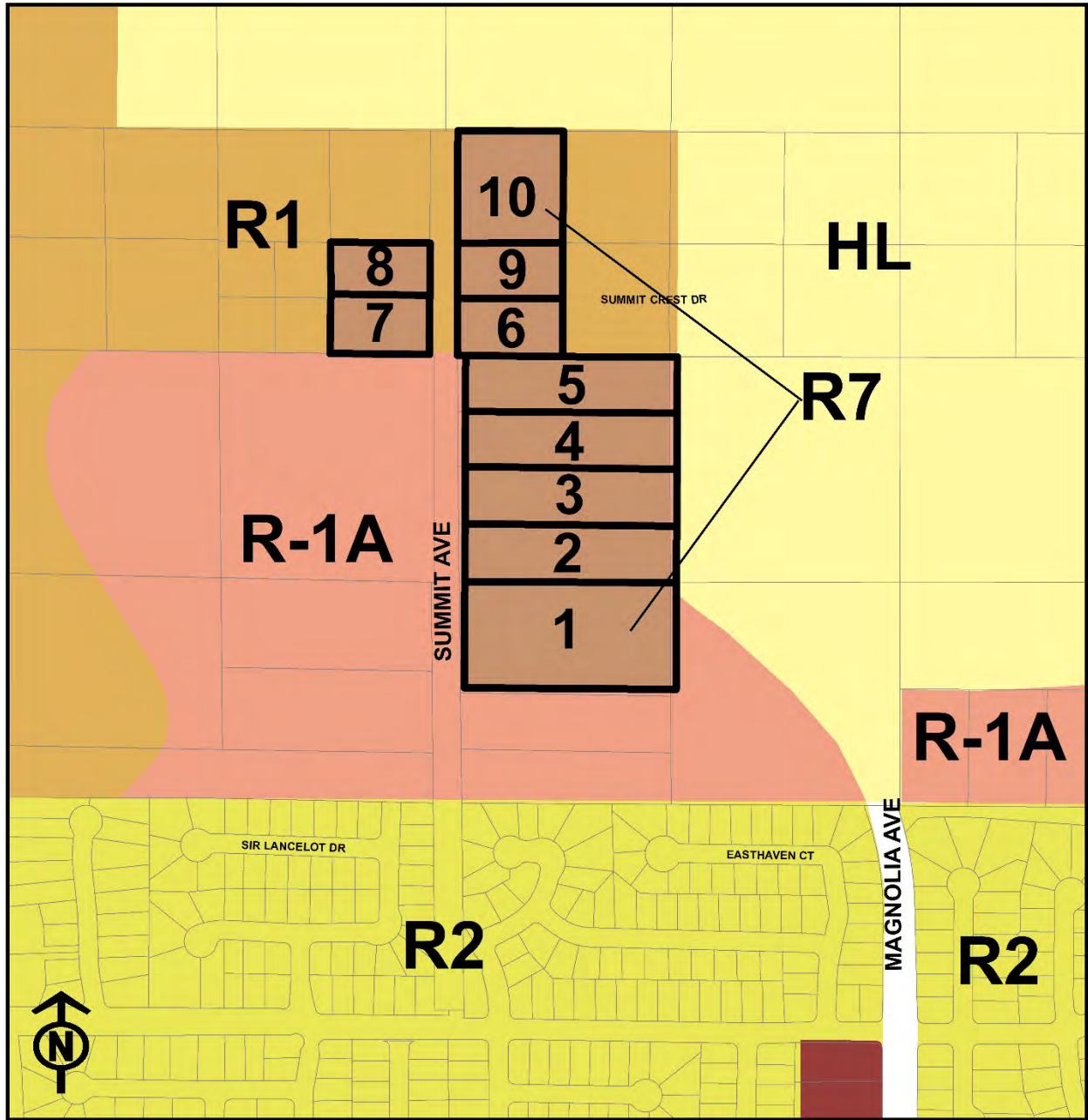
## EXHIBIT B: EXISTING ZONING CLASSIFICATIONS









- Subject Sites
- HL (Hillside/Limited Residential)
- R1 (Low Density Residential)
- R-1A (Low Density Residential)
- R2 (Low-Medium Density Residential)
- R7 (Medium Density Residential)

Site Map ID #	APN	Address
1	378-190-01	10939 Summit Ave
2	378-180-10	11009 Summit Ave
3	378-180-09	11025 Summit Ave
4	378-180-08	11041 Summit Ave
5	378-180-07	11059 Summit Ave
6	378-180-29	10215 Summit Crest
7	378-210-21	11010 Summit Ave
8	378-210-20	11020 Summit Ave
9	378-180-28	11115 Summit Ave
10	378-180-20	11129 Summit Ave

# EXHIBIT C: PROPOSED ZONING CLASSIFICATIONS

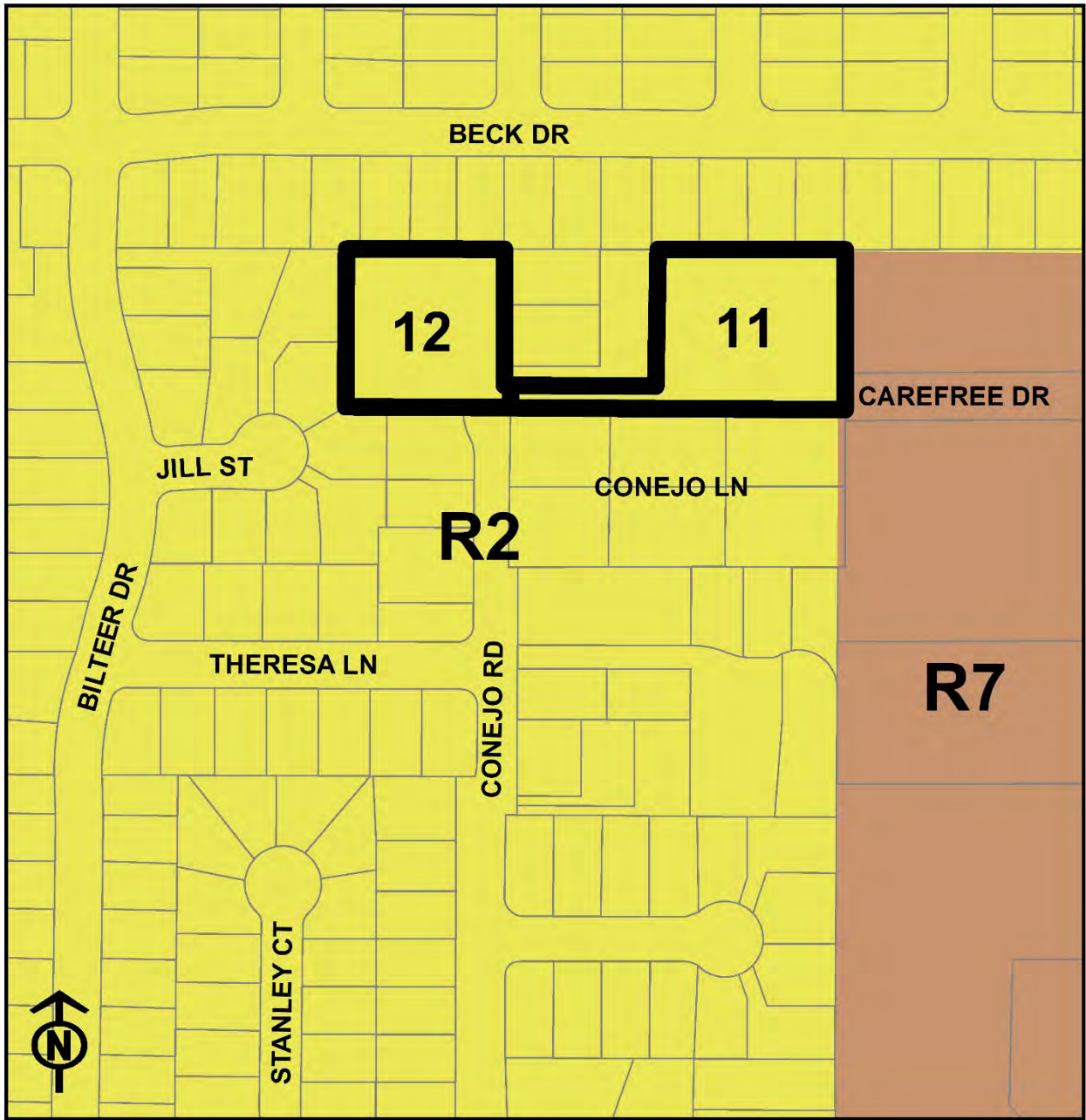


-  Subject Sites
-  HL (Hillside/Limited Residential)
-  R1 (Low Density Residential)
-  R-1A (Low Density Residential)
-  R2 (Low-Medium Density Residential)
-  R7 (Medium Density Residential)

Site Map ID #	APN	Address
1	378-190-01	10939 Summit Ave
2	378-180-10	11009 Summit Ave
3	378-180-09	11025 Summit Ave
4	378-180-08	11041 Summit Ave
5	378-180-07	11059 Summit Ave
6	378-180-29	10215 Summit Crest
7	378-210-21	11010 Summit Ave
8	378-210-20	11020 Summit Ave
9	378-180-28	11115 Summit Ave
10	378-180-20	11129 Summit Ave



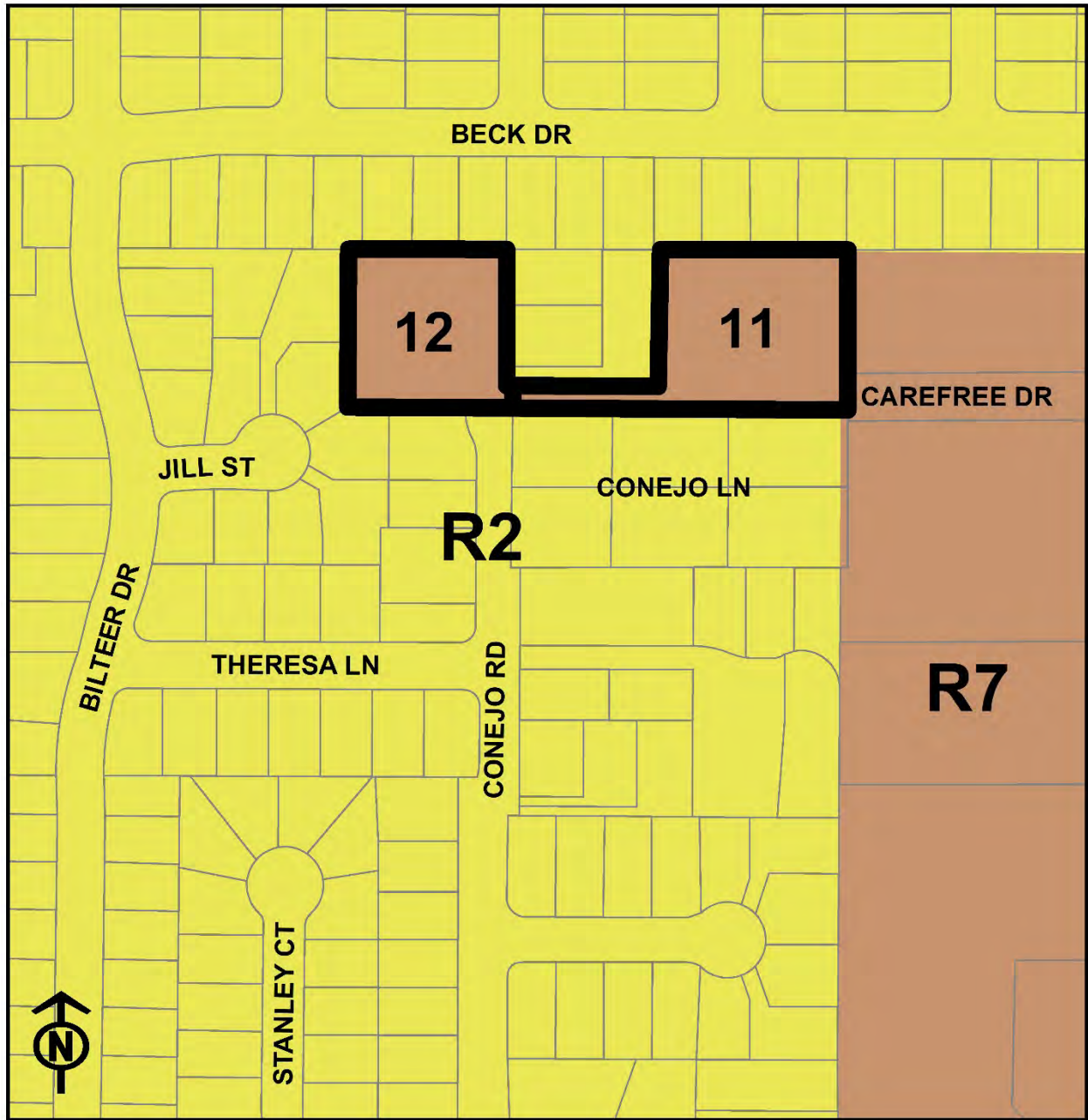
## EXHIBIT D: EXISTING ZONING CLASSIFICATIONS



- Subject Sites
- R2 (Low-Medium Density Residential)
- R7 (Medium Density Residential)

Site Map ID #	APN	Address
11	381-031-07	9945 Conejo Rd
12	381-690-28	9960 Conejo Rd

## EXHIBIT E: PROPOSED ZONING CLASSIFICATIONS

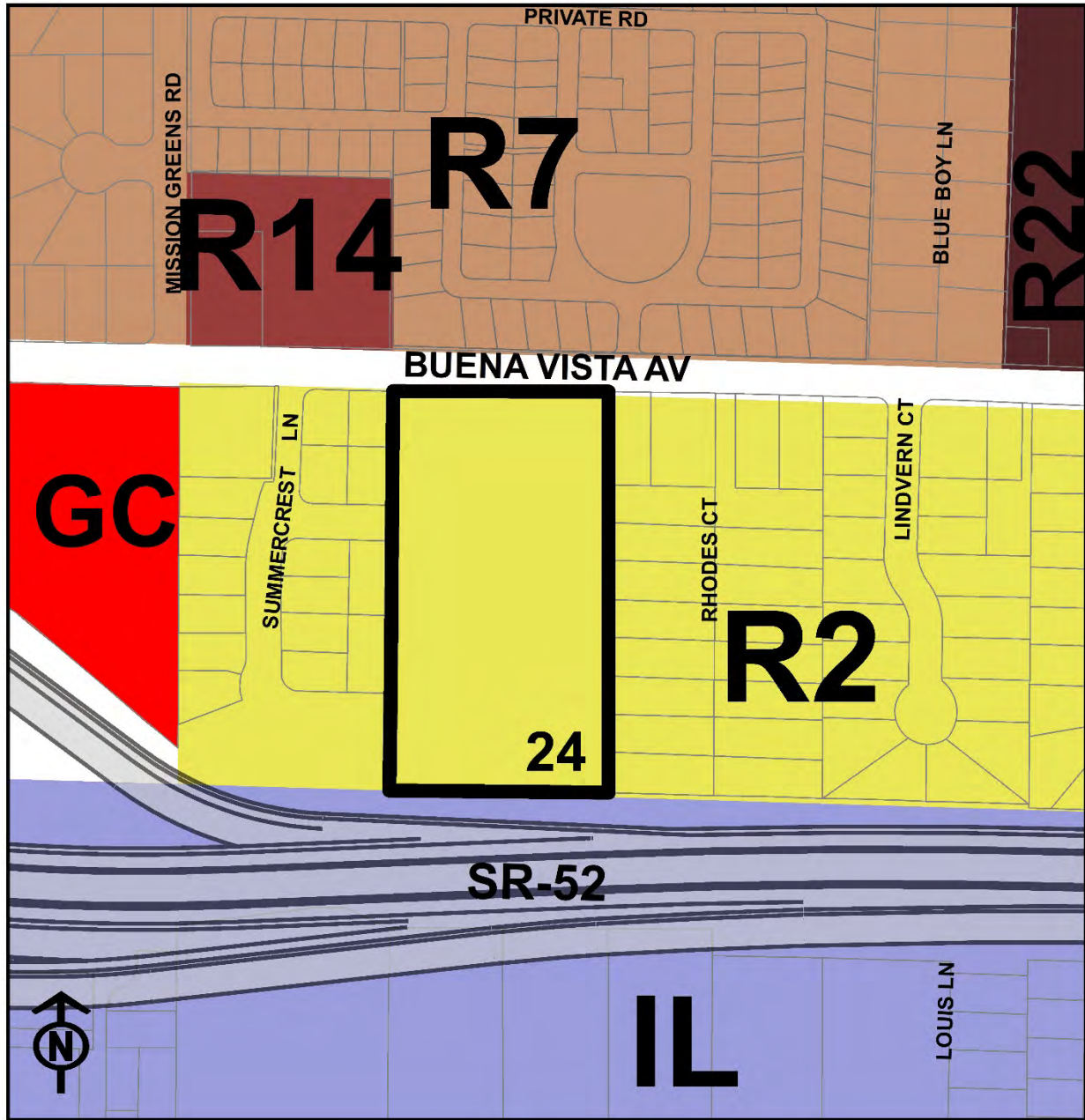


- Subject Sites
- R2 (Low-Medium Density Residential)
- R7 (Medium Density Residential)

Site Map ID #	APN	Address
11	381-031-07	9945 Conejo Rd
12	381-690-28	9960 Conejo Rd



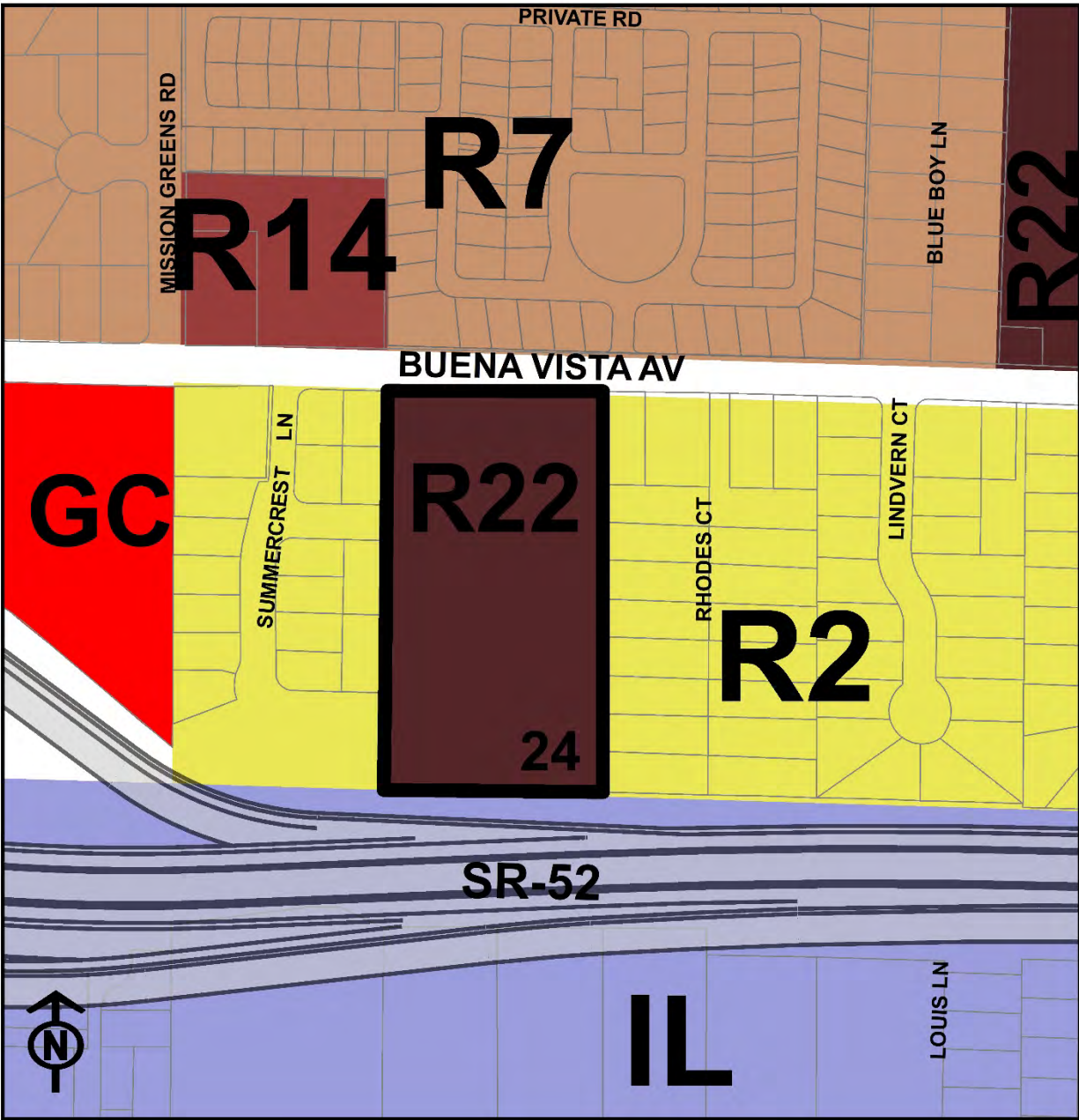
# EXHIBIT F: EXISTING ZONING CLASSIFICATIONS



-  Subject Site
-  R2 (Low-Medium Density Residential)
-  R7 (Medium Density Residential)
-  R14 (Medium-High Density Residential)
-  R22 (High Density Residential)
-  GC (General Commercial)
-  IL (Light Industrial)

Site Map ID #	APN	Address
24	384-162-04	9953 Buena Vista

# EXHIBIT G: PROPOSED ZONING CLASSIFICATIONS

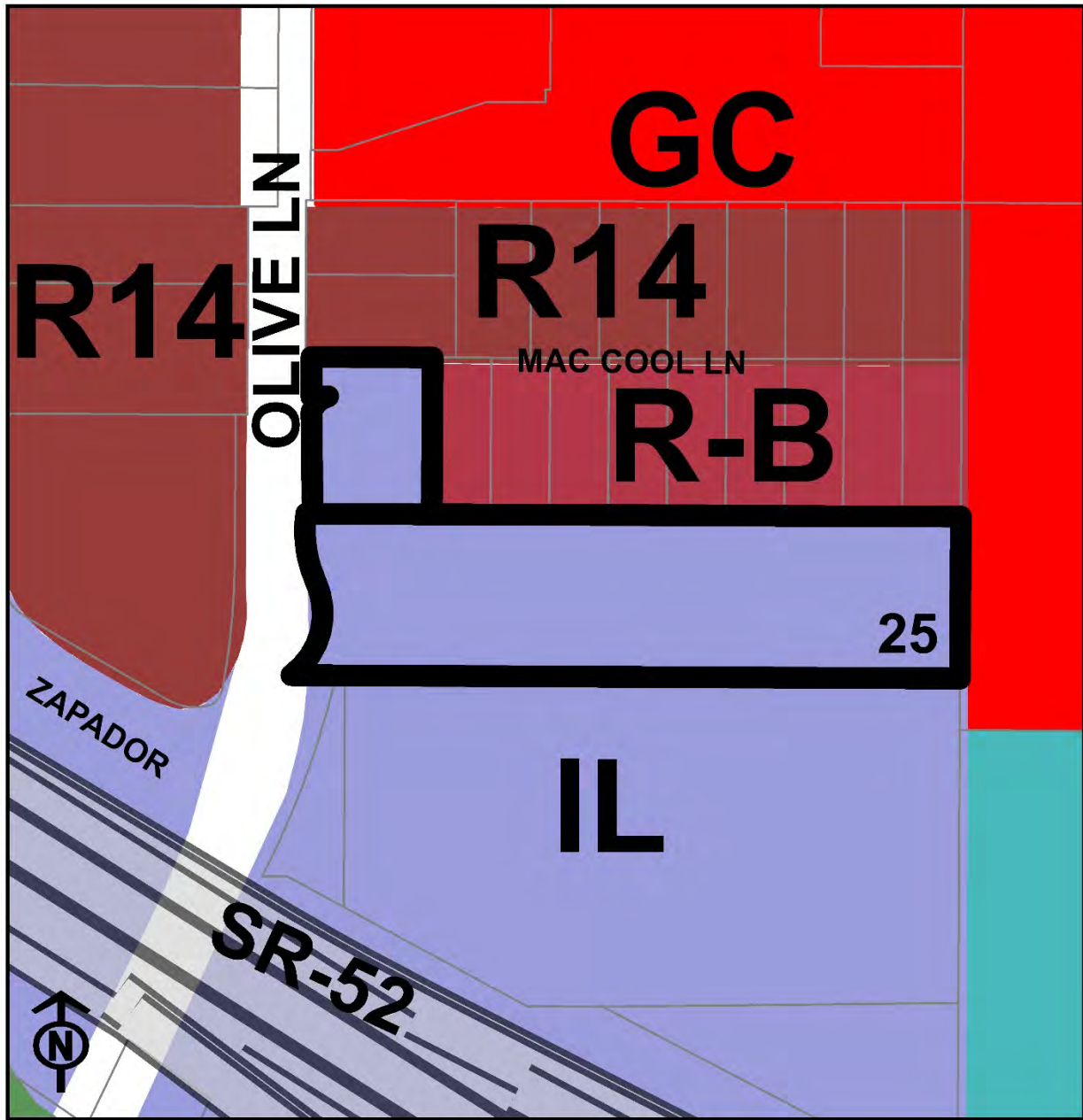


- Subject Site
- R2 (Low-Medium Density Residential)
- R7 (Medium Density Residential)
- R14 (Medium-High Density Residential)
- R22 (High Density Residential)
- GC (General Commercial)
- IL (Light Industrial)

Site Map ID #	APN	Address
24	384-162-04	9953 Buena Vista



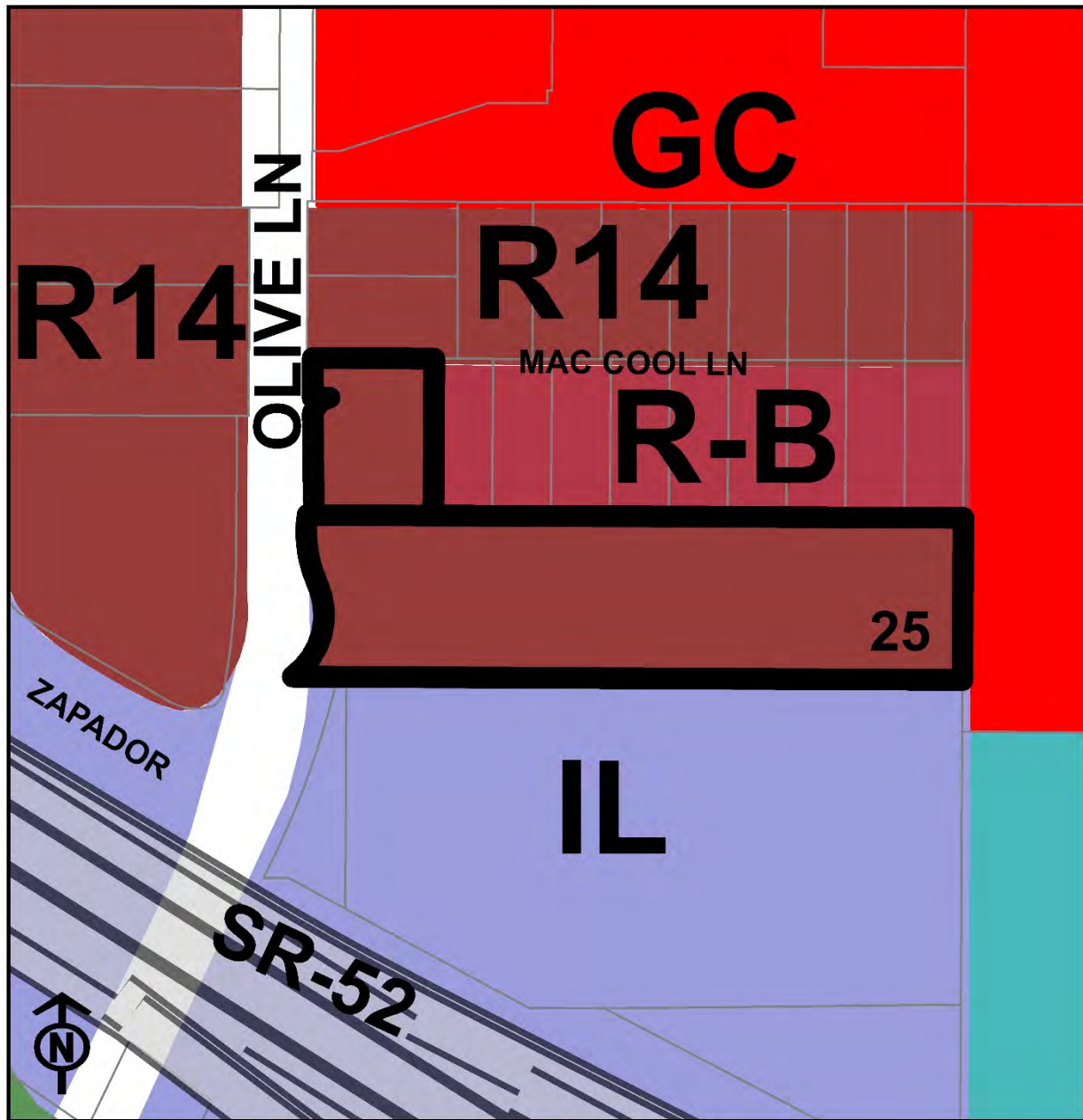
**EXHIBIT H: EXISTING ZONING CLASSIFICATIONS**



-  Subject Site
-  R14 (Medium-High Density Residential)
-  IL (Light Industrial)
-  GC (General Commercial)
-  R-B (Residential Business)

Site Map ID #	APN	Address
25	384-020-07 & -12	8801 Olive Ln

**EXHIBIT I: EXISTING ZONING CLASSIFICATIONS**

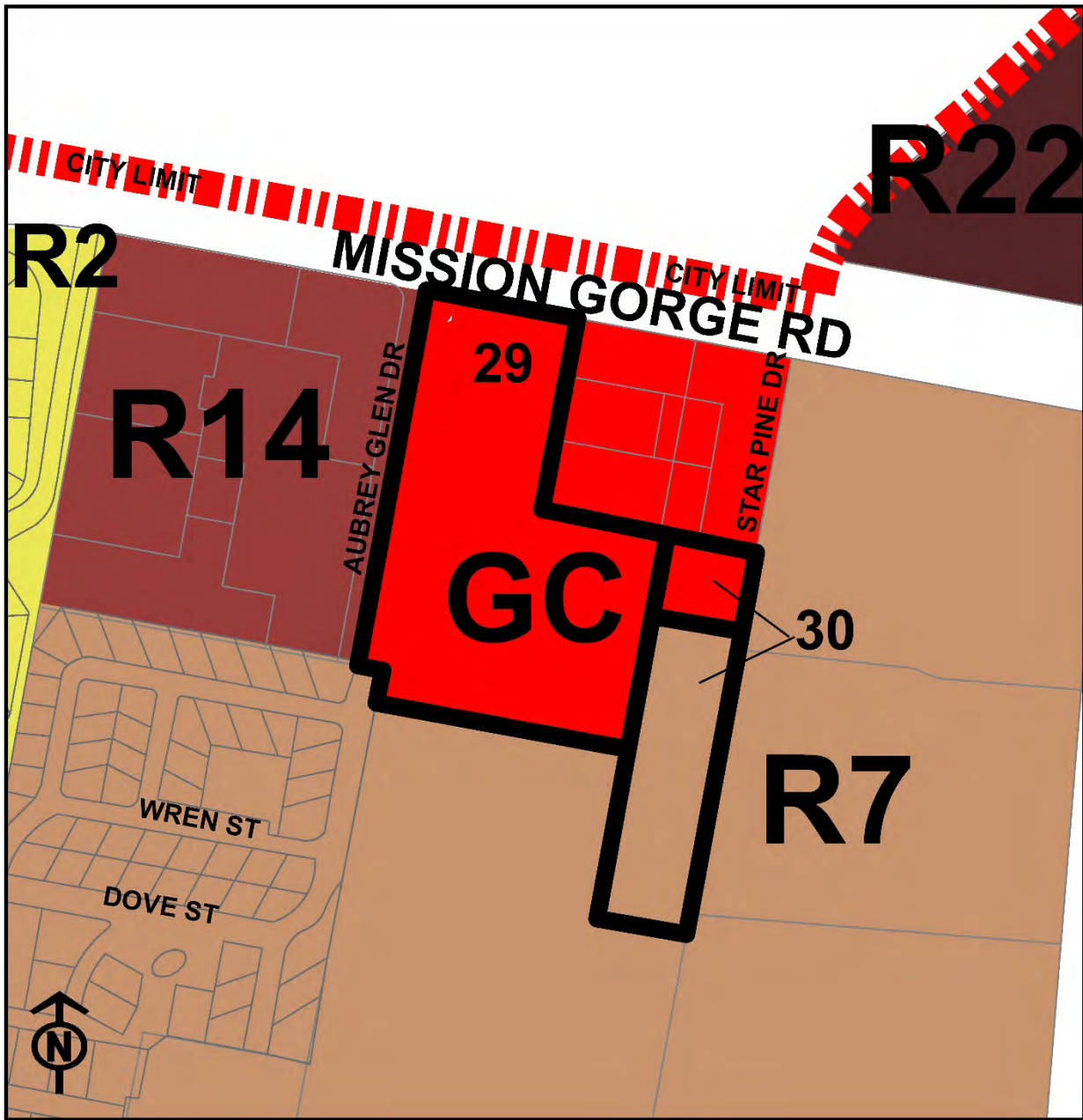


-  Subject Site
-  R14 (Medium-High Density Residential)
-  IL (Light Industrial)
-  GC (General Commercial)
-  R-B (Residential Business)

Site Map ID #	APN	Address
25	384-020-07 & -12	8801 Olive Ln



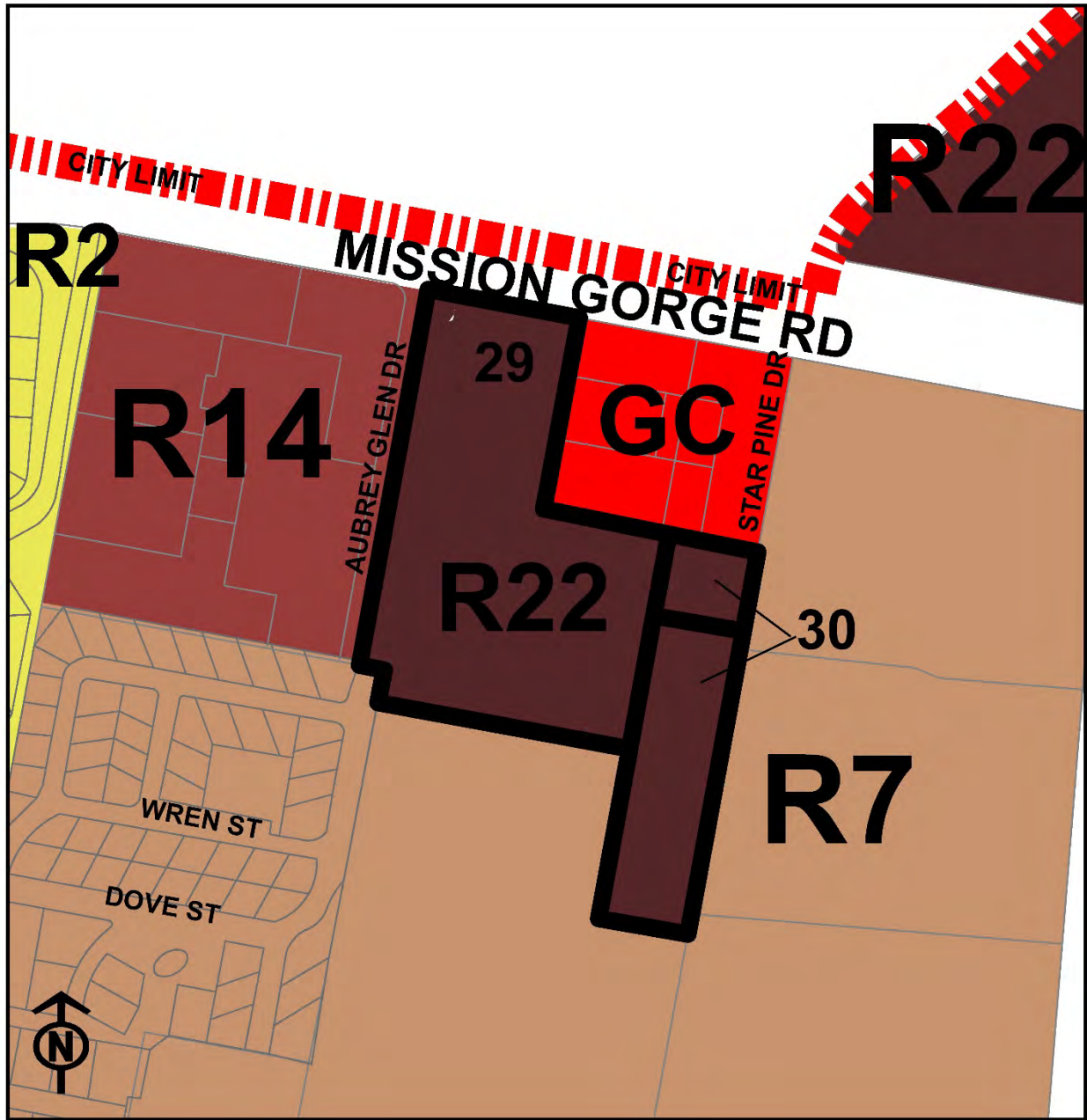
EXHIBIT J: EXISTING ZONING CLASSIFICATIONS



-  Subject Sites
-  R2 (Low-Medium Density Residential)
-  R7 (Medium Density Residential)
-  R14 (Medium-High Density Residential)
-  R22 (High Density Residential)
-  GC (General Commercial)

Site Map ID #	APN	Address
29	386-300-31	7737 Mission Gorge
30	386-300-09 & -10	8714 Starpine Dr

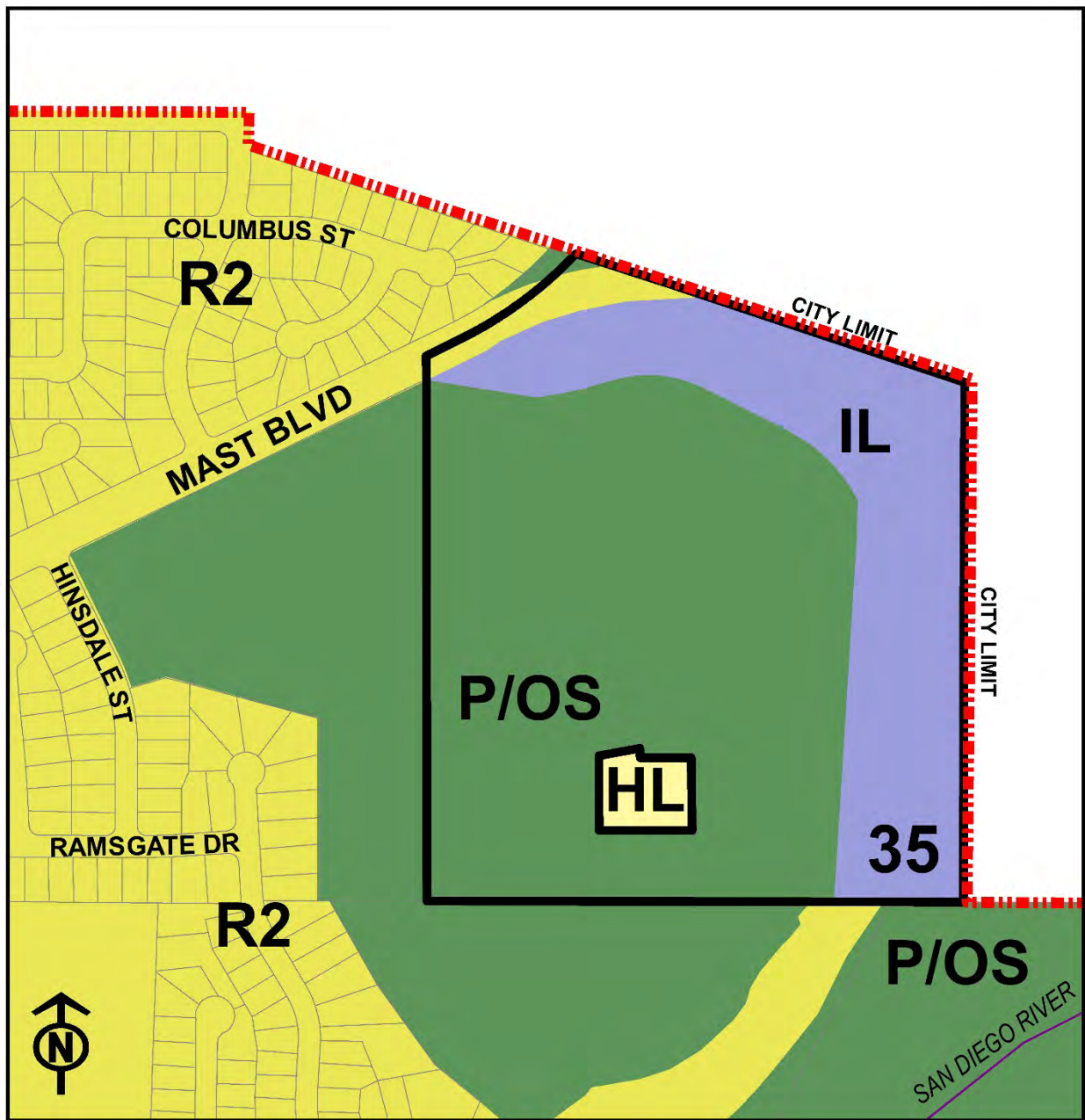
# EXHIBIT K: PROPOSED ZONING CLASSIFICATIONS



-  Subject Sites
-  R2 (Low-Medium Density Residential)
-  R7 (Medium Density Residential)
-  R14 (Medium-High Density Residential)
-  R22 (High Density Residential)
-  GC (General Commercial)

Site Map ID #	APN	Address
29	386-300-31	7737 Mission Gorge
30	386-300-09 & -10	8714 Starpine Dr

## EXHIBIT L: EXISTING ZONING CLASSIFICATIONS

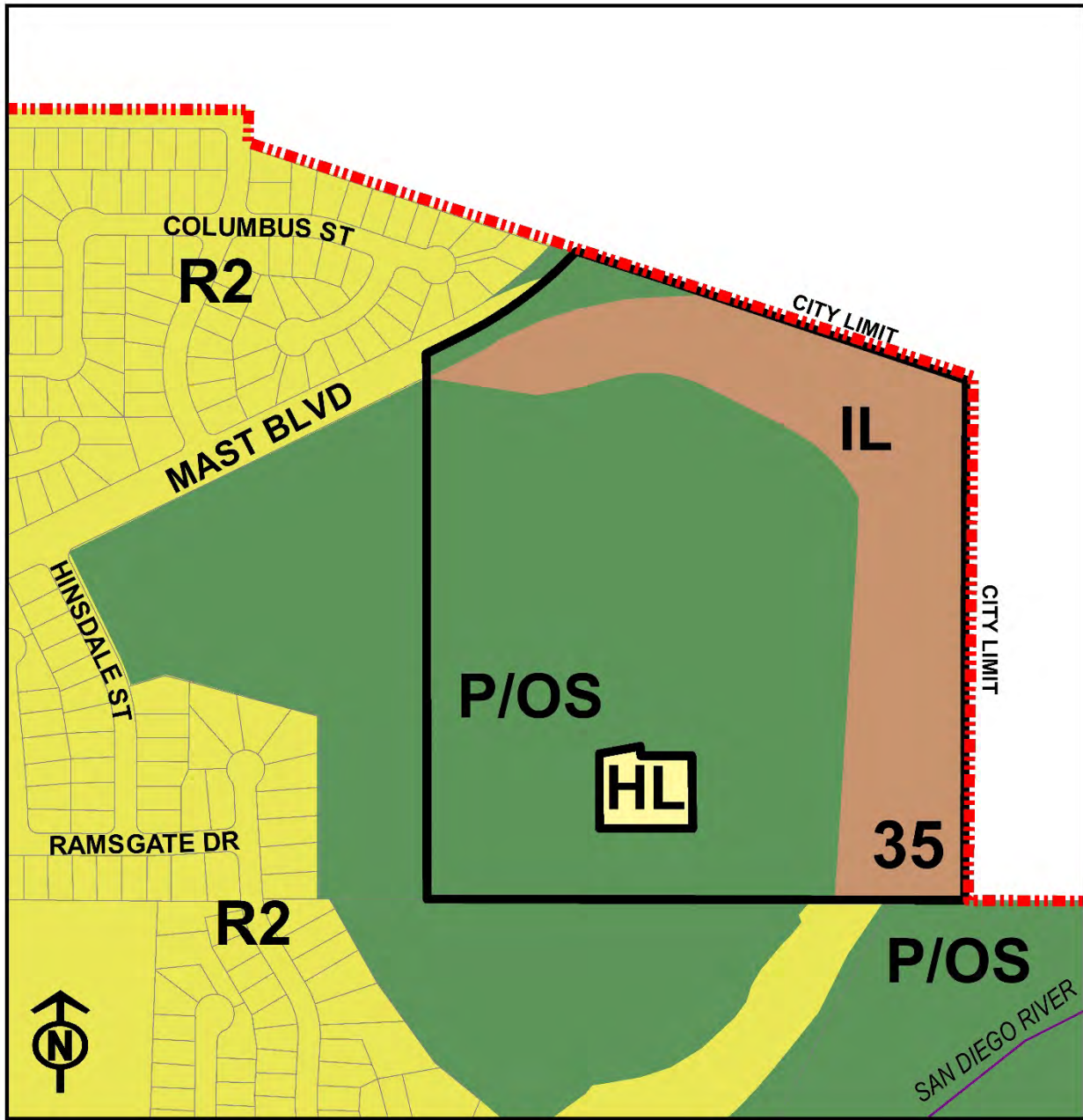


- Subject Site
- R2 (Low-Medium Density Residential)
- R7 (Medium Density Residential)
- IL (Light Industrial)
- P/OS (Park/Open Space)

Site Map ID #	APN	Address
35	379-030-31	Mast Blvd



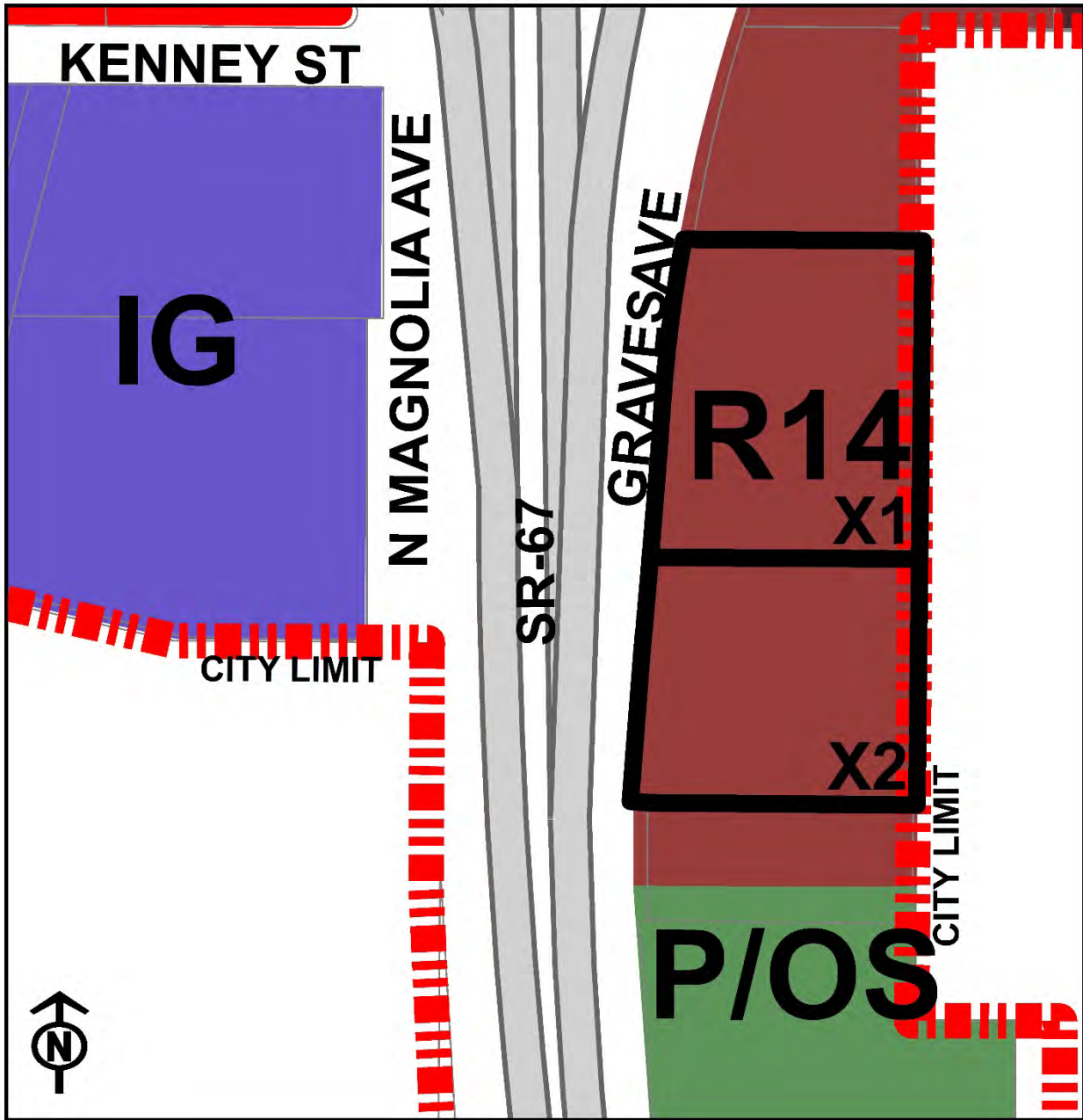
# EXHIBIT M: PROPOSED ZONING CLASSIFICATIONS



- Subject Site
- R2 (Low-Medium Density Residential)
- R7 (Medium Density Residential)
- IL (Light Industrial)
- P/OS (Park/Open Space)

Site Map ID #	APN	Address
35	379-030-31	Mast Blvd

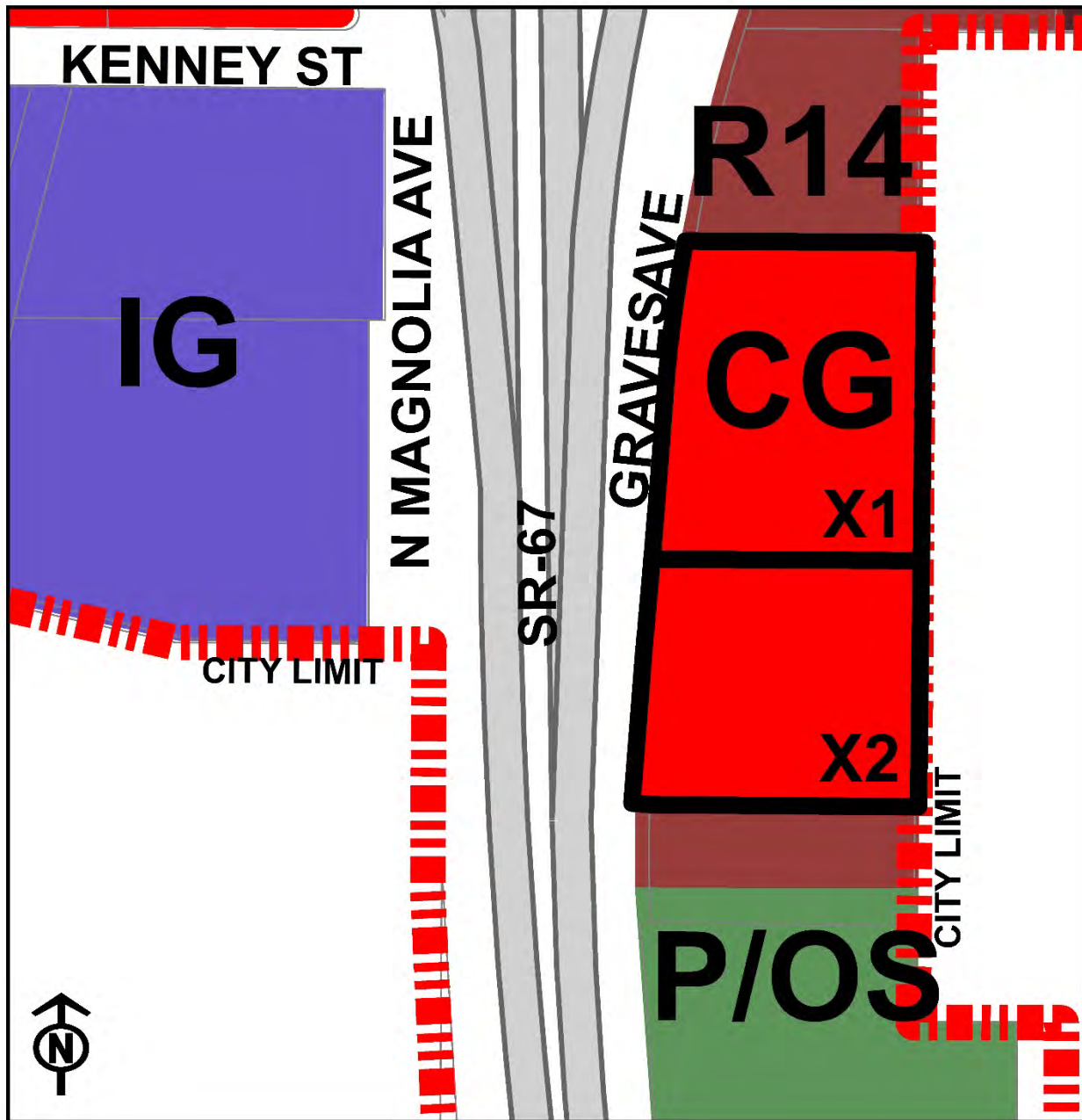
EXHIBIT N: EXISTING ZONING CLASSIFICATIONS



-  Subject Sites
-  R14 (Medium-High Density Residential)
-  GC (General Commercial)
-  IG (General Industrial)
-  P/OS (Park/Open Space)

Site Map ID #	APN	Address
X1	387-061-11	Graves Ave
X2	387-061-12	Graves Ave

EXHIBIT O: PROPOSED ZONING CLASSIFICATIONS



-  Subject Sites
-  R14 (Medium-High Density Residential)
-  GC (General Commercial)
-  IG (General Industrial)
-  P/OS (Park/Open Space)

Site Map ID #	APN	Address
X1	387-061-11	Graves Ave
X2	387-061-12	Graves Ave

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SANTEE,  
CALIFORNIA, AMENDING TITLE 13 (“ZONING ORDINANCE”) OF THE CITY OF  
SANTEE MUNICIPAL CODE (CASE FILE: ZOA 2021-2)**

**WHEREAS**, on May 11, 2022 the City Council adopted the Sixth Cycle Housing Element (“Housing Element”), a mandatory element of the City’s General Plan and the City’s main housing policy and planning document that identifies housing needs and constraints, sets forth goals, policies and programs that address these needs and constraints, and plans for projected housing needs for all income levels based on the City’s assigned Regional Housing Needs Allocation (RHNA); and

**WHEREAS**, Program 10 of the Housing Element requires the City to amend the Zoning Ordinance (Title 13 of the Santee Municipal Code) within one year of Housing Element adoption to allow for by-right approval of qualifying affordable housing projects; and

**WHEREAS**, it is necessary to amend Title 13 of the Santee Municipal Code to implement the Sixth Cycle Housing Element and to achieve the goals and objectives of the General Plan; and

**WHEREAS**, the amendments to Title 13 (“Zoning Ordinance”) of the Santee Municipal Code include amending Section 13.10.020 (“Residential consistency districts”) and Section 13.10.040 (“Site development criteria”) to add a density range to the R-30 zone; and

**WHEREAS**, the amendments to Title 13 include adding Chapter 13.11 (“By-Right Housing Projects”) to establish objective design criteria for by-right housing projects; and

**WHEREAS**, the amendments to Title 13 include amending Section 13.12.030 (“Commercial and office use regulations”), Table 13.12.030.A, (“Use Regulations for Commercial/Office Districts”), to add subsection B.10(g) to allow recreational vehicle storage facilities in the General Commercial District as a conditionally permitted use; and

**WHEREAS**, the amendments to Title 13 include amending Section 13.22.060 (“Mixed use overlay district”) to allow mixed land uses in the R-7, R-14, R-22, and R-30 zones, and provide an incentive for affordable housing production, and making minor clerical revisions; and

**WHEREAS**, the proposed amendments to Title 13 of the Santee Municipal Code are consistent with Goal 6.0 of the Land Use Element of the General Plan to promote development of a well-balanced and functional mix of residential, commercial, industrial, open space, recreation, and civic uses that will create and maintain a high-quality environment; and

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**WHEREAS**, the proposed amendments to Title 13 of the Santee Municipal Code are a component of Housing Element Rezones Program Implement Project (“Project”); and

**WHEREAS**, the Project was assessed for potential environmental impacts on a programmatic level and a Program Environmental Impact Report (AEIS2021-3; State Clearinghouse Number SCH# 2021100263) has been prepared in compliance with the California Environmental Quality Act (CEQA); and

**WHEREAS**, the Program Environmental Impact Report (Program EIR) identifies all potential impacts that would result from Project implementation at a programmatic level and identifies mitigation measures that future development would implement to reduce identified potentially significant effects; and

**WHEREAS**, the Program EIR identifies potential impacts that would remain significant and unavoidable with Project implementation for issue areas including Air Quality, Greenhouse Gas Emissions, Land Use & Planning, Noise, and Transportation; and

**WHEREAS**, the Draft Program EIR was circulated for a 45-day public review and comment period from June 17, 2022 to August 1, 2022 during which time one comment letter was received, which did not identify any new environmental issues requiring substantial revisions to the Program EIR or further environmental review; and

**WHEREAS**, a Final Program EIR has been prepared with responses to comments received on the Draft Program EIR, a Mitigation Monitoring and Reporting Program and a Statement of Overriding Considerations; and

**WHEREAS**, on September 30, 2022 a notice of public hearing on the Project was published in the East County Californian newspaper and mailed to property owners, agencies, and other interested parties; and

**WHEREAS**, on October 12, 2022, the City Council held a duly advertised public hearing on the Project, consisting of Zoning Ordinance Amendment ZOA2021-2 and the related case files; and

**WHEREAS**, the City Council considered the staff report, all recommendations by staff, the Final Revised EIR, the entire record, and all public testimony; and

**WHEREAS**, the City Council has certified the Final Program EIR (AEIS2021-3; State Clearinghouse Number SCH# 2021100263) pursuant to the California Environmental Quality Act for the Project and adopted Findings of Fact, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program for the Project. The City Council hereby incorporates by reference, as if fully set forth herein, the Resolution certifying the Final Program EIR and adopting the Findings of Fact, and



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Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program for the Project.

**NOW, THEREFORE, BE IT RESOLVED** by the City of Santee City Council, after considering the evidence presented at the public hearing, as follows:

**NOW, THEREFORE**, the City Council of the City of Santee, California, does ordain as follows:

**SECTION 1.** On October 12, 2022, the City Council certified the Final Program EIR (AEIS2021-3; State Clearinghouse Number SCH# 2021100263) pursuant to the California Environmental Quality Act and adopted Findings of Fact, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program for the Project, which fully disclosed, evaluated and mitigated the environmental impacts of the proposed Project to the extent feasible, including the Zoning Ordinance Amendment contemplated in this Ordinance. No further environmental review is required for the City to adopt this Ordinance.

**SECTION 2.** The City Council hereby finds that all of the foregoing recitals and the staff report presented herewith are true and correct and are hereby incorporated and adopted as findings of the City Council as if fully set forth herein.

**SECTION 3.** Section 13.10.020 (“Residential consistency districts”) and Section 13.10.040 (“Site development criteria”) of Title 13 (“Zoning Ordinance”) of the Santee Municipal Code are hereby amended to add a density range to the R-30 zone as follows (additions shown in underlined text):

Subsection 13.10.020.H:

**13.10.020 Residential consistency districts.**

...

H. Urban Residential (R-30) — (30 to 36 Dwelling Units/Gross Acre). This designation is intended for residential development characterized by mid-rise apartment and condominium development typical of urban development at higher densities than R-22. This designation is intended for architecturally designed residential development, up to four stories, with parking facilities integrated in the building design. Areas developed under this designation would be located in close proximity to major community facilities, commercial and business centers and streets of at least major capacity. Development amenities would include on-site business centers, fitness and community rooms, and indoor and outdoor recreation facilities. Site design would implement pedestrian-friendly design concepts, including separated sidewalks, landscaped parkways, traffic calming measures, and enhanced access to transit facilities and services. Measures that reduce energy and water consumption are required. New development in this zone is required to meet the minimum density of the zone.

Subsection 13.10.040:

**13.10.040 Site development criteria.**

...

Table 13.10.040A  
Basic Development Standards—Residential

	HL	R-1	R-1A	R-2	R-7	R-14	R-22	R-30
2. Density Ranges (in du/gross acre)	0-1	1-2	2-4	2-5	7-14	14-22	22-30	<u>30-36</u>

**SECTION 4.** Title 13 (“Zoning Ordinance”) of the Santee Municipal Code is hereby amended to add Chapter 13.11 (“By-Right Housing Projects”) to read as follows (additions shown in underlined text):

**Chapter 13.11 – By-Right Housing Projects**

- A. Purpose. The purpose of this Chapter is to establish a ministerial procedure for processing qualifying by-right housing projects and corresponding objective design standards that provide the public, building and design professionals, and the City with objective criteria for eligible multifamily and mixed-use development in the City. The intent is to provide a clear process that allows for the streamlining of eligible projects while ensuring high-quality development with design criteria that enhances an area’s unique character and sense of place, respects existing neighborhood compatibility and privacy, and ensures a high-quality living environment.
  
- B. Applicability. The provisions of this Chapter apply to all eligible by-right housing projects that qualify for streamlined, ministerial processing under Government Code section 65583.2 and which meet the definition of “housing development projects” under California Government Code §65589.5(h)(2). These include multifamily housing project with two or more units, and mixed-use projects with a minimum of two-thirds of the project dedicated to residential square footage. Such projects may include a tentative map or tentative parcel map. Eligible residential projects are those meeting the criteria set forth in the Housing Element, including 20% affordability to low-income households, and proposed on by-right sites as identified in the Housing Element Sites Inventory. Eligible residential projects shall comply with all objective development standards of this Chapter and all applicable design, performance, improvement and development standards of the Santee Municipal Code, Santee Town Center Specific Plan, applicable Mitigation Monitoring and Reporting Programs and the Santee General Plan. Where applicable, projects shall obtain regulatory permits and/or clearances as required by state or Federal law, including, but not limited from agencies such as the Federal Emergency Management Agency (FEMA), the Federal Aviation Administration (FAA), the United States Fish and Wildlife Agency, the California

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Department of Fish and Wildlife, the San Diego Airport Land Use Commission (ALUC), and the State Water Resources Control Board.

1. Conflicting Standards. Projects must meet objective development standards in this Chapter, in addition to all pertinent sections of the Santee Municipal Code and the California Building Code (CBC). If there is any conflict between these objective standards and existing City and/or State requirements, the more restrictive objective standard applicable to the project shall apply.
2. Severability. In the event that a development standard is found to be unenforceable, invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Chapter, and all other development standards will remain enforceable.

C. Definitions.

By-Right means that the project is subject to ministerial processing and not subject to discretionary review by the City and no review is required under the California Environmental Quality Act (CEQA) per Cal. Gov. Code, § 65583.2(i). By-Right projects do not require a public hearing.

Discretionary review means a process for project entitlement where the City has the discretion to approve, modify or deny a project based on personal judgment. Projects subject to discretionary review are subject to CEQA and the discretionary review process for multifamily projects typically requires a public hearing.

Ministerial processing means a process for project approval involving little or no personal judgment by the City as to the wisdom or manner of carrying out the project. The City merely ensures that the proposed development meets all objective standards without using special discretion or judgment.

Mixed-use means a development consisting of residential and non-residential uses (e.g., commercial retail, retail service, office, civic, and institutional) with at least two-thirds of the square footage designated for residential use. For purposes of this Chapter a mixed-use development may be classified as a By-Right Housing Project.

Multifamily housing means a development containing two or more residential dwelling units, each of which is for the occupancy by one or more persons, including duplexes, triplexes, fourplexes, apartments, condominiums, and townhouses.

- D. By-Right Housing Application and Procedure. An application made to the Department of Development Services shall be required for a proposed multifamily housing or mixed use project to move forward as a by-right housing project. The application shall include all information necessary for the City to determine the

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eligibility of a proposed multifamily housing or mixed-use development as a by-right housing project. The application shall include all necessary information and plans to ensure that a proposal complies with all objective development standards in this Chapter and all applicable design, performance, improvement and development standards of the Santee Municipal Code and the Santee General Plan and, where applicable, that the project has obtained all regulatory permits and/or clearances as required by state or Federal law. Upon submittal of a By-Right Housing Application the City shall make a determination on the completeness of the application within 30 days in accordance with the provisions of the Permit Streamlining Act (California Government Code § 65920 et seq.). Once a By-Right Housing Application has been deemed complete, the Director of Development Services shall issue a written determination within 30 days of the project being deemed complete, denying or approving the proposed multifamily or mixed-use development as a By-Right Housing Project with a list of requirements for moving the project forward through the grading permit and building permit process. A tentative map or tentative parcel map application associated with a By-Right Housing Project application shall follow the procedures set forth in Title 12. The tentative map or tentative parcel map application shall be processed concurrently with the By-Right Housing Application. A public hearing shall not be required for approval of a tentative map or tentative parcel map associated with a By-Right Housing Project. An application for a tentative map or tentative parcel map for a By-Right Housing Project shall be approved or denied ministerially, by the City Engineer, without discretionary review. The final map or final parcel map associated with the By-Right Housing Project shall be approved ministerially by the City Engineer, as well, but not until all applicable requirements for filing of a final map or final parcel map are met.

**E. Objective Design Standards.**

- 1. Architectural elements. To create a sense of place with buildings that are cohesive, well-crafted, and enhance the public's experience, buildings shall be designed to meet the following objective criteria**
  - a. Corner buildings that are two stories in height shall include at least one of the following features within 15 feet from each edge of the building corner. Buildings that are three or more stories in height shall incorporate a minimum of two of the following features within 15 feet from each edge of the building corner:**
    - i. change in primary wall material and color;**
    - ii. change in height of more than four feet;**
    - iii. change in wall plane of a minimum depth of two feet;**
    - iv. entry to ground floor retail or primary building entrance;**

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- v. different fenestration pattern from the primary façade;
  - vi. open space with a minimum dimension of 16 feet and minimum area of 450 square feet, which accommodates either a publicly accessible courtyard/plaza, or outdoor seating for public dining.
  - b. End units shall include the following features on their side elevations: a minimum of 15 percent fenestration area, and at least one facade modulation with a minimum depth of 18 inches and a minimum width of two feet.
  - c. All ground floor residential units and a minimum of 51 percent of the upper floor residential units shall include a balcony, patio, porch, or stoop, and this feature shall be a minimum 48 square feet in area. Fractional calculations shall be rounded up. Balconies shall be enclosed by a balustrade, such as wrought-iron or glass balustrades. Solid walls as balcony balustrades shall be prohibited.
  - d. At least 60 percent of the ground floor, street facing walls of non-residential units shall include transparent window or door glazing. Where it is infeasible to provide glazing, such as a parking garage, trash room, mechanical room, or electrical room, landscaping with a minimum dimension of 18-inches in depth and a width equivalent to 70 percent of the wall shall be provided to soften the appearance of a blank wall on the ground floor. Architectural exterior reveals shall be required.
  - e. Windows and doors shall either be trimmed or recessed. When trimmed, the trim material shall not be less than 3.5" in width by ¾" in depth when protruding from the wall. Foam trim molding is prohibited on the ground floor. When recessed, the building primary siding material (masonry or stucco) shall cover the recessed edge faces and wrap toward the interior face of the window glazing or door face by not less than 3" in depth.
  - f. Utilities and utility vaults, and all mechanical equipment shall be screened or hidden from view from the ground level.
  - g. Trash enclosures shall be constructed of the same primary wall material and color as the most adjacent building within the development.
2. Colors and materials. To ensure that buildings include a variety of color palettes and textures with durable and attractive materials that contribute to

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the aesthetic quality of the development and the neighborhood, buildings shall be designed to meet the following objective criteria:

- a. The primary wall finish material shall be wood, stone, brick, stucco, fiber cement or other cementitious material, or stone.
- b. Structures shall incorporate a minimum of two building materials on each building elevation. Trim does not count as the second material.
- c. Structures shall have a color palette that consists of at least two body colors and two accent colors (not including roof color). Projects with two or more residential structures shall include a minimum of two color palettes and shall not use a single palette on more than 70 percent of the residential structures. Stone materials shall not be painted.
- d. Chain link fences, wooden fences and unfinished freestanding or retaining cinderblock walls shall be prohibited.
- e. Carports shall be painted with the approved color palette for the project.

3. Massing and articulation. To create a human-scale environment and buildings that are compatible with and enhance the surrounding area, building design shall meet the following objective criteria:

- a. Buildings shall have major massing breaks at least every 56 feet along any street frontage or publicly visible area, by incorporating at least one of the following features.
  - i. stepping back at least 51 percent of the upper floors by a minimum of 10 feet for at least 70 percent of the facade;
  - ii. recessed or projected covered entries with a minimum area of 24 square feet;
  - iii. exterior arcades or other ground floor building recessions that provide sheltered walkways within the building footprint with a minimum width of eight feet;
  - iv. ground floor courtyards within the building footprint with a minimum area of 48 square feet; or
  - v. architectural features that are at least four feet wide and extend a minimum of one floor in height.

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- b. Buildings shall have minor massing breaks at least every 30 feet along any elevation, by incorporating at least one of the following features:
  - i. doors and windows recessed by a minimum of four inches;
  - ii. variations in wall plane (projection or recess) by a minimum of two feet in depth for at least 30 percent of the facade;
  - iii. vertical elements, such as pilasters, that protrude a minimum of one foot from the wall surface and extend the full height of the structure; or
  - iv. Any of the major massing breaks noted above can be double counted as a minor massing break, so long as it is located within the 30-foot section.
  
- c. Rooflines shall be vertically articulated at least every 48-feet along the street frontage through one of the following techniques:
  - i. A change in wall or roof height of a minimum four feet;
  - ii. A change in roof pitch or form; or
  - iii. The inclusion of dormers, gables, parapets, and/or varying cornices.
  
- d. Buildings three stories or taller and wider than 30 feet shall be designed to differentiate the ground floor, middle body, and top floor or cornice/parapet cap. Each of these elements shall be distinguished from one another through use of one of the following techniques:
  - i. Variation in building modulation for a minimum 70 percent of the length of the façade, through changes in wall planes that protrude and/or recess with a minimum dimension of four feet;
  - ii. Balconies or habitable projections with a minimum two feet in depth for a minimum 25 percent of the length of the façade;
  - iii. Variation in façade articulation, through horizontal and/or vertical recesses or projections; (minimum four inches in depth) such as shading and weather protection devices, decorative architectural details, or a pattern or grouping of windows, panels, or bay windows;

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- iv. Variation in fenestration, through at least two of the following: size, proportion or pattern; or
- v. Variation in façade material, through at least two of the following: size, texture, pattern, or color.

4. Building entries, stairwells, and garages. To create an attractive, welcoming, safe, and active interface between private development and the public realm, buildings and site design shall meet the following objective criteria:

- a. Residential units that are not adjacent to the street shall have front entries that are oriented to common areas such as paseos, courtyards, parking areas, and active landscape areas.
- b. Exterior stairwells shall not be oriented to the street. For safety and security, exterior stairwells shall face interior spaces, such as plazas and gathering areas, parking areas, and pedestrian pathways and shall not be separated from these areas by landscaping, fences, or walls taller than three feet.
- c. Gated, fenced, or underground parking facilities, and gated exterior stairwells shall incorporate access control technology (e.g., access card or key).
- d. Buildings positioned along the street shall orient front entries to the street. Street facing residential units shall have covered front entries with a minimum recess or projection of 48 square feet in area.
- e. Street facing entries shall be accentuated by a minimum of one of the following: a change in roof pitch or form, such as a gable, that extends a minimum of one foot past the sides of the door jamb.
  - i. an increase in roof height of at least one foot to accentuate the entry.
  - ii. wood, stone, tile, or brick accent materials covering a minimum of 30 percent of the entryway wall surface area, inclusive of windows and doors.
- f. For projects containing five or more units, garage doors shall not face a public street(s) but may be oriented toward an alley or a private street/driveway that is internal to the project. All garage doors shall be recessed a minimum of six inches from the surrounding building wall and shall include trim of at least one and a half inches in depth.



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- g. Commercial/Office unit entrances in a mixed-use development shall face the street, a parking area, or an interior common space.
    - h. Residential units in a mixed-use development shall be located on the upper floors of any elevation that faces a public street with residential access provided through a separate entry along each street frontage or a single entry at the corner.
- 5. Circulation. To provide pedestrians, vehicles, and cyclists with safe and efficient site access and circulation, site design shall meet the following objective criteria:
  - a. All structures, entries, facilities, amenities, and parking areas shall be internally connected with pedestrian pathways. Pedestrian pathways shall connect to the public sidewalk along each street frontage. Pedestrian pathways shall be separated from roads and parking areas by a physical barrier, such as a grade-separation, of six inches or more or a raised planting strip.
  - b. All parking areas shall be internally connected and shall use shared driveways within the development.
  - c. Parking shall not be located between the building frontage and a public sidewalk.
  - d. Uncovered parking areas shall include a landscaped break with one tree and a minimum planter width of five feet at intervals of at least every five parking stalls.
- 6. Open space and common areas. To ensure that residents and visitors have access to usable open space and common facilities that provide recreational opportunities, promote a safe environment, and enhance the pedestrian experience, common area and open space design shall meet the following objective criteria:
  - a. Landscaping shall be located in all outdoor areas that are not specifically used for parking, driveways, walkways, patios, or other outdoor amenities as described below.
  - b. Paved areas shall not exceed 50 percent of the required front or street side setback area.
  - c. Internal courtyards and common areas shall be visible from the street, parking areas, pedestrian pathways, and/or interior building entries.

**SECTION 5.** Title 13 (“Zoning Ordinance”), Section 13.12.030 (“Commercial and office use regulations”), Table 13.12.030.A (“Use Regulations for Commercial/Office Districts”), is hereby amended to add subsection B.10(g) to allow recreational vehicle storage facilities in the General Commercial District as conditionally permitted uses as follows (additions shown in underlined text, deletions shown in strike-through text):

**Table 13.12.030A**

**Use Regulations for Commercial/Office Districts**

B. General Commercial Uses	OP	NC	GC
...			
10. Automotive services including automobiles, trucks, motorcycles, boats, trailers, mopeds, recreational vehicles or other similar vehicles as determined by the Director ...			
<u>g. Recreational vehicle storage facility</u>	=	=	<u>C</u>

**SECTION 6.** Title 13 (“Zoning Ordinance”) of the Santee Municipal Code is hereby amended with the following additions to Section 13.22.060 (“Mixed Use Overlay District”) to read as follows (additions shown in underlined text, deletions shown in strike-through text):

**13.22.060 Mixed use overlay district.**

A. Purpose. The purpose of the mixed use overlay district is to provide the option to include complementary ground level commercial uses in conjunction with R-30—Urban residential development. The mixed-use overlay encourages innovative and attractive development to promote smart growth principles through the vertical integration of complementary land uses which can take advantage of mutual site planning and public service requirements, and which increases the economic viability of development. Complementary commercial uses include professional and personal services.

B. Establishment. The mixed use overlay district is applied to the following zones: Medium Density (R-7), Medium-High Density (R-14), High Density (R-22) and Urban Residential (R-30) ~~may be applied in combination with the urban residential (R-30) zone~~ pursuant to Chapter 13.10. A mixed use overlay district shall be indicated on the zoning district map by the letters “MU” after the reference number identifying the base district.

C. Mixed Use Requirement. A minimum of twenty-five percent of a mixed use development’s gross square footage must be dedicated as commercial space, with a

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maximum of thirty-three percent. A minimum of two-thirds of the gross floor area in any mixed use development shall be devoted to residential use.

D. Affordability Incentive. As an incentive for the provision of affordable housing on mixed use development sites, the percentage of commercial development required in Section 13.22.060.C is reduced as shown on Table 13.22.060.A:

**Table 13.22.060.A**

**Affordability Incentive**

<u>Affordability Percentage (Low Income)</u>	<u>Commercial use requirement</u>
0%	25%
20%	20%
40%	15%
60%	10%
80%	5%
100%	0%

CE. Use Regulations. Uses listed in Table 13.22.060A shall be allowable. Where indicated with the letter “P,” the use shall be a permitted use in that district. Where indicated with the letter “C,” the use shall be a conditional use subject to a conditional use permit in that district. Where indicated with the letters “MC,” the use shall be a conditional use subject to a minor conditional use permit in that district. Where indicated with a dash “—”, or if the use is not specifically listed in Table 13.22.060A and is not subject to the use determination procedures contained in Section [13.04.040](#), the use shall not be permitted in that district. This section shall not be construed to supersede more restrictive use regulations contained in the conditions, covenants, and restrictions of any property. In the event a given use cannot be categorized in one of the districts by the Director, the use determination procedure outlined in Section [13.04.040](#) shall be followed.

**Table 13.22.060.A-B**

**Use Regulations for Mixed Use Overlay District**

<b>USE</b>	<b>MU District</b>
<b>A. Offices and Related Uses.</b>	
1. Administrative and executive offices	P
2. Bail bonds office	--
3. Clerical and professional offices	P
4. Financial services and institutions	P
5. Medical, dental and related health administrative and professional office services (non-animal related) including laboratories and clinics; only the sale of articles clearing incidental to the services provided shall be permitted	P

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<b>USE</b>	<b>MU District</b>
6. Accessory commercial uses when incidental to an office building or complex (blueprinting, stationary, quick copy, etc.)	P
<b>B. General Commercial Uses.</b>	
1. Antique shops	--
2. Animal care facility, small animal only (animal hospital, veterinarian, commercial kennel, grooming)	
a. Excluding exterior kennel, pens or runs	MC
b. Including exterior kennel, pens or runs	--
3. Apparel stores	P
4. Art, music and photographic studies and/or supply stores	P
a. With class instruction	MC
5. Appliance repair and incidental sales including, but not limited to, small household appliances, computers and vending machines, and provided all work activities and storage occurs entirely within an enclosed building	P
6. Arcades, more than amusement devices (see special requirements per Section 13.12.030(F)); also subject to the provisions contained in Title 4 of this code	--
7. Athletic and health clubs	P
8. Auction house (conducted completely within an enclosed building and subject to the provisions contained in Title 4 of this code)	--
9. Automotive services including automobiles, trucks, motorcycles, boats, trailers, mopeds, recreational vehicles or other similar vehicles as determined by the Director	
a. Sales	--
b. Rentals	--
c. Repairs including painting, body work and services	--
d. Washing (coin and automatic)	--
e. Service or gasoline dispensing stations including mini-marts, accessory car washes, and minor repair services accessory to the gasoline sales	--
f. Parts and supplies excluding auto recycling or wrecking	--
10. Bakeries	P
11. Barber and beauty shops and/or supplies	P
12. Bicycle sales and shops (nonmotorized)	P
13. Blueprint and photocopy services	P
14. Book, gift and stationary stores (other than adult related material)	P
15. Candy stores and confectioneries	P
16. Catering establishments (excluding mobile catering trucks)	--
17. Cleaning and pressing establishments, retail	P
18. Cemeteries	--
19. Commercial recreation facilities	

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<b>USE</b>	<b>MU District</b>
a. Indoor public uses including, but not limited to, bowling lanes, <u>community</u> theaters and billiard parlors	-- <u>P</u>
b. Outdoor drive-in theaters	--
20. Contractor (all storage of material, equipment within an enclosed building)	--
21. Dairy products store	P
22. Department stores	--
23. Drive-in <u>or drive-through</u> business ( <del>excluding theaters and fast food restaurants</del> )	--
24. Drug stores and pharmacies	P
25. Equipment sales / rental yards (light equipment only)	--
26. Farmer's market	--
27. Feed and tack stores (all supplies and materials within an enclosed building)	--
28. Florist shops	P
29. Food and beverage sales or service	
(a) <del>A</del> Cocktail lounge, bar, tavern <u>or winery</u>	--
(i) Not accessory to a restaurant and with or without entertainment, other than adult related	-- <u>P</u>
(ii) Accessory to a restaurant, coffee shop and with or without entertainment, other than adult related	-- <u>P</u>
(b) Nightclubs or dance halls, not including adult related entertainment	-- <u>P</u>
(c) Snack bars, delicatessens, or refreshment stands, take-out only, and accessory to an office use	P
(d) Fast food restaurants with drive-in or drive-through service	--
(e) Restaurants or coffee shops, other than fast food with or without alcoholic beverages and without entertainment	P
(f) Supermarkets (including the sale of alcoholic beverages)	C <u>P</u>
(g) Convenience markets	P
(h) Liquor stores	C
(i) Clubs and lodges with alcoholic beverage service	--
30. Furniture stores, repair and upholstery	--
31. General retail stores	P
32. Hardware stores	P
33. Home improvement centers	
(a) Material stored and sold within enclosed buildings	--
(b) Outdoor storage of material such as lumber and building supplies	--
34. Hotels and motels	--
35. Interior decorating service	P

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<b>USE</b>	<b>MU District</b>
36. Janitorial services and supplies	--
37. Jewelry stores	P
38. Kiosks for general retail and food sales, key shops, film drops, automatic teller machines, etc. in parking lots	MC
39. Laundry, self-service	P
40. Limousine service (limousines shall not be stored in any required parking spaces)	--
41. Locksmith shop	P
42. Mining	--
43. Mobile homes sales	--
44. Mortuaries, excluding crematoriums	--
45. Newspaper and magazine stores	P
46. Nightclub, teenage	--
47. Nurseries (excluding horticultural nurseries) and garden supply stores; provided all equipment, supplies and material are kept within an enclosed building	--
(a) With outdoor storage and supplies	--
48. Office and business machine stores and sales	--
49. Parking facilities (commercial) where fees are charged	--
50. Pawnshop	--
51. Parcel delivery service (excluding on-site truck storage and truck terminals)	--
52. Political or philanthropic headquarters	P
53. Pet <u>supply</u> shop <u>and</u> pet grooming	P
54. Plumbing shop and supplies (all material stored within an enclosed building)	P
55. Printing and publishing	--
56. School, business or trade (all activities occurring within an enclosed building)	C
57. School, commercial (all activities occurring within an enclosed building)	C
58. Second hand store or thrift shop	--
59. Shoe stores, sales and repair	P
60. Shopping center	--
61. Small collection facility	P
62. Spiritualist readings or astrology forecasting	--
63. Sporting goods stores	P
64. Stamp and coin shops	P
65. Swimming pool or spa sales and/or supplies	--
66. Tailor or seamstress	P
67. Tanning salon	P
68. Tattoo parlor or body piercing salon	--
69. Taxidermist	--

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<b>USE</b>	<b>MU District</b>
70. Television, radio sales and service	P
71. Tire sales and installation, not including retreading and recapping	--
72. Toy stores	P
73. Travel agencies	P
74. Transportation facilities (trains, bus, taxi, depots)	--
75. Variety stores	P
<b>C. Public and Semi-Public Uses.</b>	
1. Ambulance service	--
2. Art galleries and museums, public or private	P
3. Biological habitat preserves (unless otherwise approved by another entitlement)	
(a) Mitigation for projects inside City boundaries	MC
(b) Mitigation for projects outside City boundaries	C
4. Religious institutions	C
5. Clubs and lodges, including YMCA, YWCA and similar group uses without alcoholic beverage sales (clubs and lodges serving or selling alcoholic beverages shall come under the provisions of Section 13.12.030 (B)(3029) of this title)	--
6. Convalescent facilities and hospitals	C
7. Day care center facilities	<u>C</u> <u>P</u>
8. Detention facility	--
9. Educational facilities, excluding business or trade schools and commercial schools	C
10. Library	MC <u>P</u>
11. Parks and recreation facilities, public or private (excluding commercial recreation facilities)	--
12. Post office (private)	P
13. Public buildings and facilities, <u>other than a library</u>	--
14. Radio or television broadcast studio	--
<b>D. Accessory Uses.</b>	
1. Parking garage structures and other auxiliary structures and accessory uses customarily incidental to a permitted use and contained on the same site.	P
2. Caregiver's living quarters only when incidental to and on the same site as a permitted or conditionally permitted use.	--
3. Amusement devices, per Section 13.12.030(F)	--
4. <u>Live-work spaces accessory to dwelling units</u>	<u>P</u>
<b>E. Temporary Uses.</b>	
1. Temporary uses subject to the provisions contained in Section 13.06.070	P

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**F. Special Use Regulations.**

1. Outdoor Displays and Sales of Merchandise. All businesses shall be conducted completely within an enclosed building. The following outdoor sales and commercial activities may be permitted to operate outdoors, subject to any required reviews and permits:
  - a. Outdoor display of merchandise as accessory to a current on-site business (subsection (F)(2));
  - b. Parking lot and sidewalk sales (subject to Section [13.06.070](#), Temporary uses);
  - c. Accessory outdoor eating areas in conjunction with a food establishment that features take-out service; see subsection (F)(3); and
  - d. Other activities and uses similar to those above as determined by the Director.
  
2. Outdoor Display of Merchandise Accessory to Current On-Site Business. Any outdoor display must be done in conjunction with the business being conducted within the building and shall comply with the following regulations:
  - a. The aggregate display area shall not exceed 24 square feet;
  - b. No item, or any portion thereof, shall be displayed on public property; unless, an encroachment permit has first been obtained from the City;
  - c. Items shall be displayed only during the hours that the business conducted inside the building on the premises is open for business;
  - d. No item shall be displayed in a manner that causes a safety hazard; obstructs the entrance to any building; interferes with, or impedes the flow of pedestrian or vehicle traffic; is unsightly or creates any other condition that is detrimental to the public health, safety or welfare or causes a public nuisance.
  
3. Accessory Eating Areas Permitted. For the purpose of determining required parking, the accessory eating areas shall not count toward this determination. The seating may be provided indoors or outdoors. The following performance standards shall apply to outdoor eating:



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- a. The outdoor eating area shall be arranged in such a way that it does not create a hazard to pedestrians or encroach on a required building exit;
- b. The outdoor eating area cannot be located in any driveway, parking space, landscaped area, or required setback;
- c. The outdoor eating area must be maintained so that it is not unsightly and does not create a condition that is detrimental to the appearance of the premises or surrounding property;
- d. Signage may not be placed on the outdoor furniture or umbrellas, which advertise the business, service or use, or any product unless otherwise permitted by the sign ordinance.

**J. Site Development Regulations.**

1. Commercial or office development is permitted only in conjunction with residential development in accordance with the R-30 urban residential district.
2. For all uses allowed pursuant to Table 13.22.060A, all development standards shall be established through a development review permit, minor conditional use permit, or a conditional use permit.
3. All site development regulations shall be set forth in the R-30 urban residential base district.
4. All parking regulations shall be set forth in Chapter [13.24](#).

**SECTION 7.** Severability. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance for any reason is held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

**SECTION 8.** Upon adoption of the Ordinance, the additions and deletions shown above shall be incorporated into the Zoning Ordinance.

**SECTION 9.** This Ordinance shall become effective thirty (30) days after its passage.

**SECTION 10.** The City Clerk is hereby directed to certify the adoption of this ordinance, to file a Notice of Determination, and cause the same to be published as required by law.

**ORDINANCE NO. \_\_\_\_\_**

**INTRODUCED AND FIRST READ** at a Regular Meeting of the City Council of the City of Santee, California, on the 12th day of October, 2022, and thereafter **ADOPTED** at a Regular Meeting of said City Council held on the 26th day of October, 2022, by the following vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

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**JOHN W. MINTO, MAYOR**

**ATTEST:**

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**ANNETTE ORTIZ, CMC, CITY CLERK**

**MEETING DATE** October 12, 2022

**ITEM TITLE** REPORT ON CURRENT ACTIONS AND RESPONSES RELATED TO REDUCING HOMELESSNESS IN SANTEE AND EAST COUNTY, AND POSSIBLE FUTURE ACTION STRATEGIES

**DIRECTOR/DEPARTMENT** Marlene Best, City Manager

**SUMMARY**

The City Council established goals in March of 2021. Two of these were to “increase focus on services and safety for those experiencing homelessness,” and to “develop a San Diego River Area Plan with an emphasis on public safety through the use of accessible fire breaks”. In that the largest percentage of the homeless population in Santee live in the river corridor, these goals integrate together towards a comprehensive plan for the San Diego River corridor and are supportive actions for those experiencing homelessness throughout the City of Santee (“City”). In July 2022, the City Council approved funding in the amount of \$250,883 in combined CDBG-CV and American Rescue Plan Act (“ARPA”) federal monies for various nonprofit groups to assist with increased homeless support resources. An additional \$900,000 has been established as a grant match for creating defensible spaces in the San Diego River corridor, and approximately \$923,000 remains earmarked for homeless response programs, from the ARPA funds. The City has approved a Memorandum of Understanding with the other east county cities and the County of San Diego to work together on homeless sheltering services in the east county region.

Staff has formed a working group to coordinate the various disciplines involved with homeless response in Santee. This group includes the City Manager’s Office, San Diego Sheriff’s Department, Code Enforcement and Planning Services, Community Services, Storm Water, City Attorney, Fire and Life Safety and staff that supports CDBG programs. The Mayor and Vice Mayor Hall plan to join this working group for future meetings. The attached staff report outlines actions taken to date to assist in accomplishing the City Council’s goals and presents possible future actions that the City Council may wish to support, including adopting an ordinance to provide additional protections to the San Diego River Corridor.

**ENVIRONMENTAL REVIEW**

If grant funding is received for the San Diego River Defensible Space project, the CEQA processes will be accomplished within the body of the grant project. For other projects, any necessary environmental review will be accomplished on a project by project basis as mandated based on project description.

**FINANCIAL STATEMENT**

All funds to date for City and the Sheriff’s Department staff and programs related to homelessness are funded through the FY2022/23 General Fund budget. Other services from nonprofit groups are funded by either the CDBG-CV or ARPA funds. Future grant match and program funds likely will be allocated from ARPA funds.



**CITY ATTORNEY REVIEW**    N/A •  Completed

**RECOMMENDATION** *MSB*

Review the information provided on actions to date and provide direction to staff on possible future actions and strategies.

**ATTACHMENT**

Staff Report  
Draft San Diego River Corridor Ordinance



## Homeless Strategies Report

October 12, 2022

In March of 2021 the City Council established several goals, two of which were to establish a San Diego River Bottom Safety Plan and to increase the focus on services and safety for those experiencing homelessness. The factual reality that the majority of homeless encampments in the City are in the river bottom allows for an integrated approach for a comprehensive response to overall homelessness in Santee. The City Council has approved \$250,883 for non-profit groups to provide support and wraparound services to assist homeless persons. Additionally, \$900,000 has been set aside as matching funds for a possible river clean-up grant and \$923,000 remains earmarked for homeless support. The City has approved a Memorandum of Understanding with other east county cities and the County to support sheltering services for homeless persons on a regional east county level. The City has paid membership in the Regional Task Force on Homelessness for years, but has not been able to attend the meetings regularly. Santee is also a member of the East County Homeless Task Force. The City supported the CARE Court legislation recently signed into law which allows for an expansion of conservator services for those experiencing various forms of mental illness.

City staff has formed a working group to focus efforts and share information on problems and solutions in efforts to achieve the Council priorities. A subcommittee of the Council has been appointed to participate with staff on the working group. The group currently includes staff from the City Manager's Office, City Attorney, San Diego Sheriff's Department, Fire Department, Community Services, Planning, Code Enforcement, Stormwater, and CDBG. As new providers are funded to assist homeless responses in Santee, they are invited to join the working group.

As City Council is aware, there is a myriad of service providers, funding sources, data bases, and recommended approaches to "housing the homeless" and "ending homelessness." Legal ramifications often define how homelessness can be addressed by municipalities. Santee residents have expressed overwhelming concern about fires in the San Diego River bed most frequently caused by homeless encampments. Concerns are rising about safety and trash accumulation on city trails and parks. Residents have been the eyes and ears on encampments forming around commercial centers and concerns are increasing for those living in these encampments and the effect on adjacent neighborhoods. The city has seen an increase in those living in recreational vehicles (RVs) on city streets, not as visiting guests of neighboring property owners, but as those using their RVs as housing. Staff has concerns regarding waste disposal from these units and possible impacts on river water quality. Unsheltered persons are often

found to have addiction or mental health issues which further increases public safety concerns. Following are steps currently underway to begin to address these concerns:

- 1. San Diego River Corridor:** In an effort to create defensible space around the trail system and parcels abutting the corridor, staff has applied for a \$7.3 million grant that would allow for work to be done throughout the riverbed. The City Council has declared emergencies in the past that have allowed for limited clearing of brush to create fire breaks in certain areas of the corridor. This grant, if the city is lucky enough to win the award, would allow for brush to be cleared, trees to be skirted, and protection of surrounding environmental preserve areas. Staff has created and is enhancing with available data bases a GIS corridor map that highlights the areas to be cleared and the proximity to homeless encampments and fire responses in these same areas. City Council has set aside ARPA funds to cover half the local match needed. The San Diego River Conservancy has agreed to fund the other half of the local match. The funding includes the cost to perform required environmental review. It could be the spring of 2023 before we know the outcome of the grant application.
- 2. River Encampments and Cleanups:** Staff currently works with local churches, The San Diego River Foundation, and other groups to perform cleanups in the riverbed. Notices must be posted 72 hours in advance prior to a cleanup to allow for those camping in the San Diego River area to move out of the area with their belongings. Whatever is left is considered waste and can be removed. The HOPE Team from the Sheriff's Department and other resource providers regularly accompany staff in posting at an encampment. This provides safety for the support staff and can assist homeless persons, as well. Tons of trash are removed with each cleanup, which assists the city in meeting required storm water standards, as well as removing future human waste from the cleared area in the watershed. Through the working group, a new legal posting notice was developed and a cooperative process to coordinate the cleanups. The county has recently begun efforts to clean the riverbed as it flows through Lakeside. Working group staff have been participating in those organizational meetings as they may wish to advance into Santee, as well.
- 3. Draft Ordinance:** The *Boise Decision* limited the ability of local governments to relocate those experiencing homelessness unless a shelter bed was available for the citizen. This has left law enforcement with few options unless a shelter bed is open when they interact with a homeless person. Other communities in California, such as Sacramento and Riverside, have looked at this decision and developed ordinances that will allow for law enforcement to relocate homeless persons from areas that are at risk for wildfires, environmental concerns such as water quality and habitat preservation, or that violate the Americans With Disabilities Act on public sidewalks. The City Attorney's Office has developed a draft ordinance for review that would protect homeless persons and

neighboring properties from risk of wildfire in the waterways in Santee, specifically the San Diego River, but others such as Woodglen Vista Creek and Forrester Creek could be included. If adopted, this type of ordinance would not prohibit or effect actions related to the homeless in other areas of the city, only those prone to wildfire risk and environmental concerns. A draft sample ordinance is attached for review.

- 4. San Diego Sheriff's Department Efforts:** Sheriff's deputies have increased focused efforts related to citizen complaints and property owner concerns regarding the impact of homeless persons and encampments on private property. Most of the major shopping centers now have No Trespass Agreements on file with the Sheriff's Department. While deputies are not on-site security for every property, this does allow deputies to provide aid to property owners trying to clear individuals from private property. Resources are provided as much as possible and shelter is offered if available. The HOPE Team travels the riverbed regularly attempting to develop relationships and trust with homeless individuals in efforts to get them to accept shelter and other resources. These visits will now be rotated with the other providers, such as PATH, that were recently funded by CDBG-CV and ARPA funds by the City Council. In addition, the Sheriff's Department has begun regular shifts at the Trolley Station in Santee Trolley Square Shopping Center. Working with MTS security, they have been able to increase safety on the trolley, near the trolley platform and throughout the area.
- 5. Recreational Vehicles:** Santee has restrictions on how long and where an RV can be parked on City streets. Some owners have developed a system to still be able to park where they want to by merely moving the vehicle regularly. Code Enforcement spends a majority of their time now on parking issues. For some time, a new issue has arisen with RVs that are functioning as homes. Sometimes these units move on a limited basis to just skirt regulations. Until these units connect to utilities, set up campsites outside the vehicle or are caught leaking or dumping waste on city streets or down a storm drain, there is little that can currently be done. A review is underway to determine if property administrative citations can be issued on a vehicle, or if there is anything else that can be done related to the DMV code. Staff has serious concerns about the impacts of waste on the watershed and the city's obligation to preserve water quality. A closer relationship with the Sheriff Deputies and Code Enforcement is in process due to the increasing violent response from vehicle inhabitants.
- 6. Walmart Trail and Parking Lot:** There is an area in front of the Santee Walmart that is technically part of a city trail. Walmart is aware of this condition and does not control activity in this area. It had become an area of homeless panhandling, illegal vending, trash and other activity that created problems for customers and many calls to Code Enforcement, Walmart management and the Sheriff's Department. Confusion existed over the nature of the area and who controlled the site. The staff working group took on

the issue and began appropriate enforcement measures. It was also determined that a trail through the parking lot leading to the sidewalk on Mission Gorge may not be an effective "trail". Staff is looking at the process to modify the ownership of this strip of property such that it can be in Walmart's control and be merged with the balance of the parking lot to eliminate future confusion. In addition, Walmart, like other large retailers, often allows travelers to stay overnight in RV units in their parking lots. This had become a problem in Santee, with some homeless creating campsites and staying for days or weeks at a time. Staff contacted the manager and pushed with Walmart corporate to not allow this practice at the Santee Walmart. A successful result has now reduced problems in this area dramatically.

- 7. Shelter Services:** East County Transitional Living Center was recently provided \$100,000 of city funds to increase shelter support for homeless in Santee. Staff has verified that these funds can relate to real time bed space that could be available. We are working to increase the ability of deputies and others to be able to access this real time information to assist those who will accept it. Media coverage has given information about a homeless shelter the county was considering in Lakeside near the city boundary. The county has also recently opened an overnight parking lot off of Magnolia south of the city. The county issued housing vouchers for homeless sheltering at the Rodeway Inn. This service began during the pandemic and is understood to be continuing. More information needs to be coordinated about how Santee and the county might work together on these shelters.
- 8. Complexity of the Issue:** The more issues staff works to resolve on this topic, the more information arises about the number of agencies, nonprofits, data bases, grants, legal parameters, advocacy programs, wrap around services, etc. that impact the city's ability to move forward. The MOU with regional partners has languished at various levels. Data bases are developed by some agencies but are not able to be viewed by all, so duplicate or different data bases are then created to meet other goals. But which is the most available and accurate for Santee? In another example, the Regional Task Force on The Homeless performs a point in time count each year, (except during the pandemic). The latest count reflected a large increase in the number of homeless in Santee. Staff research with RTFH found that 99 out of 147 persons counted as homeless in Santee were listed due to the relocation of Crisis House's administrative office to Santee. It is unclear where in fact these homeless individuals are residing, but as they are served by Crisis House, and the agency's main office is now located in Santee, the clients are listed as being in Santee also. The staff working group is now able to share this information and other details so that all staff and providers have best information available or can assist other departments with better information that may previously have been known by only a few.



## **Future Strategic Considerations**

1. Consider adopting the draft ordinance related to waterway and wildfire risk prone habitat.
2. Push to work more closely with the county on what shelter services they are providing in the vicinity of Santee. There has been no outreach regarding the approved MOU. The County recently opened a grant program for cities for shelter services. Santee did not apply as there were concerns regarding longer term obligations and the type of services funded. The County is still issuing housing vouchers for the Rodeway Inn.
3. Continue to pursue the Hazard Mitigation Defensible Space grant program.
4. Consider a program to provide dumping services for qualified RV users to limit waste from entering local storm drains. Possible vacant properties owned by the city on Prospect Avenue could accommodate a pumper truck and be a location for collection of the waste. Improvements of some kind would likely be needed for storm water consideration.
5. Should the city consider providing an overnight parking lot for cars or RVs?
6. Consider better information for the community through social media on what to do if you have a concern about someone who is homeless.
7. Reach out to other providers and assistance programs for those with addition or mental health issues to determine what they can do to improve the quality of life for those experiencing homelessness.
8. Homeless workshops are often organized with various service providers and agencies. Staff intends to attend the local workshops and better define future options.

The issue of homelessness is multipronged and now the city is bringing those involved with the issue locally together to discuss and share problems and solutions as available. Some strategies that may work in other areas may not work in Santee or may not be supported by the Council. Staff will continue to gather more information and details to bring back to the Council for consideration.

## **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, ADDING SECTION 7.20.100 TO THE SANTEE MUNICIPAL CODE, TO PROTECT THE SAN DIEGO RIVER CORRIDOR AND TO MITIGATE WILDFIRE RISK AND DESTRUCTION OF CRITICAL INFRASTRUCTURE**

**WHEREAS**, pursuant to article XI, section 5 of the California Constitution and Government Code section 37100, the legislative body of a city may pass ordinances not in conflict with the Constitution and laws of the State or the United States;

**WHEREAS**, the City of Santee, California (“City”) is a charter city, duly organized under the constitution, the Santee City Charter, and laws of the State of California; and

**WHEREAS**, the San Diego River Corridor, as depicted in Exhibit “A”, is an extremely valuable common resource of the residents of the City, the County of San Diego, and visitors. As such, the City is committed to keeping the San Diego River Corridor a safe, clean, and, healthy habitat, for all users of the San Diego River Corridor, including wildlife species and fauna, including those with protected species status; and

**WHEREAS**, communities such as the City, especially in the San Diego River Corridor, are continually faced with the threat of wildfires, which cause substantial property and habitat losses; and

**WHEREAS**, the City is terminating an emergency proclamation issued by the City Council to create specific defensible space zones and reduce fuel in certain areas of the San Diego River Corridor, as the required emergency work is now complete; and

**WHEREAS**, the City Council has determined the San Diego River Corridor continues to be at risk for wildfires, and otherwise; and

**WHEREAS**, the City encourages the use of open spaces and facilities within the City, including the San Diego River Corridor, by all members of the public; and

**WHEREAS**, unlawful camping in certain areas within the City has created unsanitary, unhealthy, disorderly, and dangerous conditions that may affect San Diego River Corridor users, public safety first responders, and the general public; and

**WHEREAS**, Santee Municipal Code Section 7.20.060 prohibits camping (a) at any time within 1,000 feet of any water body, except pursuant to a permit authorizing such camping at a campground; (b) in any public park when that park is closed; (c) on any sidewalk in such a manner that obstructs the flow of traffic in a manner that results in a violation of the American Disabilities Act, forces pedestrians into a street or other area where vehicles travel, forces vehicular traffic to veer from its ordinary course of travel, or prevents the free access to the entrance of any building open to the public; (d) in any

other public lot, area, or place between the hours of 7:00am and 11:00pm; however this Section has not been enforced when no alternative sleeping space is available, and

**WHEREAS**, wildfires are a frequent natural disaster in California, causing significant harm and loss to individuals, communities, wildlife and great swaths of natural landscape and the frequency, duration and size of wildfires have increased over the last several decades; and

**WHEREAS**, the University of Southern California reported that wildfires scorched the American West in 2021, and that “[i]n California alone, Cal Fire recorded 8,835 wildfires that destroyed more than 2.5 million acres cumulatively”; and

**WHEREAS**, while most of California is subject to some degree of fire risk, specific features make some areas particularly hazardous based on the severity of fire hazard that is expected to prevail there; and

**WHEREAS**, the City develops public and private partnerships to provide a wide-range of services and resources for persons experiencing homelessness and to increase permanent supportive housing opportunities for very low income persons and persons experiencing long-term homelessness to end their homelessness in the City; and

**WHEREAS**, the City has allocated \$543,106 in federal funding received from The Coronavirus Aid, Relief, and Economic Security Act (CARES Act) to support the following local organizations that provide housing support services: PATH San Diego, East County Transitional Living Center, Home Start, Inc., and the East County Homeless Task Force; and

**WHEREAS**, while many unsheltered persons experiencing homelessness live in urban centers, a growing number have taken refuge in the San Diego River Corridor or more remote canyon areas. As more people, both sheltered and unsheltered, live within high fire zones, the risk of fires starting and causing harm and loss of life has also increased; and

**WHEREAS**, unsheltered persons experiencing homelessness are often reliant on fires for everyday survival activities, including cooking food and keeping warm, but these activities also increase the risk of nearby brush catching fire and rapidly spreading; and

**WHEREAS**, arson is also a serious risk. According to the Los Angeles Times, one-third of the 15,610 fires related to homelessness in the past 3 1/4 years were classified as arson. (Doug Smith, James Queally, and Genaro Molina, "24 Fires a Day: Surge in Flames at L.A. Homeless Encampments a Growing Crisis," LOS ANGELES TIMES, May 12, 2021); and

**WHEREAS**, the San Diego River Corridor is an area where houses meet or intermingle with undeveloped wildland vegetation, and this dynamic makes the area at

risk for human-environment conflicts such as wildland fires, habitat fragmentation, invasive species, and biodiversity decline; and

**WHEREAS**, the risk of fires poses a significant threat to unsheltered persons experiencing homelessness in the San Diego River Corridor as they may miss emergency notifications and may experience challenges in safely evacuating; and

**WHEREAS**, efforts to notify or evacuate such unsheltered persons experiencing homelessness in remote locations can cause undue harm to outreach workers and first responders including personnel of the Santee Fire Department and San Diego County Sheriff's Department.

**WHEREAS**, for these reasons, unsheltered persons experiencing homelessness in high risk fire zones pose a clear and imminent danger demanding immediate action to prevent or mitigate loss of, or damage to life, health, property and/or essential services; and

**WHEREAS**, as climate change extends and exacerbates the fire season, particular areas of the City pose an increasingly serious risk of harm or loss of life for the City's public safety personnel and residents; and

**WHEREAS**, to mitigate the foregoing risks, the City Council has determined to prohibit outdoor camping in areas in the San Diego River Corridor; and

**WHEREAS**, this ordinance allows for the implementation of specific time, place, and manner restrictions to establish clear camping prohibitions in order to best serve the health, safety, and general welfare of all, including individuals experiencing homelessness. This Ordinance is intended to avoid unsafe and potentially disorderly conditions, unsanitary and unhealthful conditions, and the degradation or destruction of open spaces, water bodies, and wetlands in the City; and

**WHEREAS**, this ordinance allows for the implementation of specific time, place, and manner restrictions to establish clear camping prohibitions in order to best serve the health, safety, and general welfare of all, including individuals experiencing homelessness; and

**WHEREAS**, City Council desires to protect the public health, safety, and welfare of its first responders, residents, businesses, and visitors; and

**WHEREAS**, a further principal threat to the public health, safety, and welfare is the potential destruction of, damage to, or interference with the flora, fauna, hillside habitat, and wildlife, as well as interference with public services such as law enforcement, fire prevention, transportation, and utilities including communication, water, and waste disposal, within the San Diego River Corridor, and the City desires to prevent this destruction and damage as well.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:**

**SECTION 1.** Section 7.20.100 is hereby added to Title 7 of the Santee Municipal Code to read as follows:

**7.20.100 SAN DIEGO RIVER CORRIDOR**

**7.20.110 Declaration of Purpose.**

The City Council of the City of Santee intends to mitigate the threat of fire and other potential cause of destruction and damage to and interference with the critical infrastructure of the San Diego River Corridor, in order to protect the health, safety, and welfare of the public, by authorizing the removal of persons and their personal property, in, on, or near the San Diego River Corridor.

**7.20.120 Definitions.**

When used in this chapter, the following words and phrases have the following meanings:

“Camp” has the same meaning as in section 7.20.020.

“Camp facilities” has the same meaning as in section 7.20.020.

“Camp paraphernalia” has the same meaning as in section 7.20.020.

“Critical infrastructure” means the San Diego River Corridor.

“Fire prevention official” means the fire chief, a deputy fire chief, the fire marshal, or a fire prevention officer.

“Hazardous waste” has the same meaning as in California Public Resources Code section 40141.

“Infectious waste” has the same meaning as in California Code of Regulations, title 14, section 17225.36.

“San Diego River Corridor” means ... [tbd]

“Wildfire risk area” has the same meaning as in California Code of Regulations, title 24, part 9, section 202.

**7.20.130 Prohibited Activities.**

- A. It is unlawful and a public nuisance for any person to camp or use camp paraphernalia in the San Diego River Corridor or within 25 feet of the San Diego River Corridor.
- B. It is not intended by this section to prohibit overnight camping on private residential property by guests or family of the property owner, so long as the owner consents to the overnight camping.
- C. Nothing in this chapter is intended to prohibit or make unlawful the activities of an owner of private property or other lawful user of private property that are normally associated with and incidental to the lawful and authorized use of private property for residential or other purposes; and nothing is intended to prohibit or make unlawful the activities of a property owner or other lawful user if such activities are expressly authorized by the Santee Municipal Code or other laws, ordinances, and regulations.

#### **7.20.140 Abatement.**

- A. A violation of section 7.20.130 may be abated immediately by the City without prior notice, if the violation poses an imminent threat to public health or safety.
- B. Abatement pursuant to subsection A may include, but is not limited to, removal of camp facilities, camp paraphernalia, personal property, garbage, hazardous waste, infectious waste, junk, or debris.
- C. Regardless of the City's authority to conduct abatement pursuant to this section, every owner, occupant, or lessee of real property, and every holder of any interest in real property, is required to maintain the property in compliance with local, state, and federal law; and is liable for violations thereof.
- D. The cost of abatement, including all administrative costs of any action taken hereunder, may be assessed against the subject premises as a lien, made a personal obligation of the owner, or both, in accordance with procedures in Chapter 1.12.

### **7.20.150 Interference with Abatement.**

No person shall willfully prevent, delay, resist, obstruct, or otherwise interfere with a City official, employee, contractor, or volunteer in their execution of an abatement pursuant to this Chapter.

### **7.20.160 Violation—Penalty.**

- A. In addition to any other remedy allowed by law, any person who violates a provision of this chapter is subject to criminal sanctions, civil actions, and administrative penalties pursuant to Chapters 1.04, 1.08, 1.10, and 1.12.
- B. Violations of this chapter are hereby declared to be a public nuisance.
- D. All remedies prescribed under this chapter are cumulative and the election of one or more remedies does not bar the City from any other available remedy.

**SECTION 2.** CEQA. The City Council has reviewed the matter and hereby finds that this ordinance is not subject to the California Environmental Quality Act (“CEQA”) pursuant to Sections 15060(c)(2), 15060(c)(3) and/or 15061(b)(3) of the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, in that it will not result in a direct or reasonably foreseeable indirect physical change in the environment nor have a significant impact on the environment. Further, this ordinance is exempt pursuant to Sections 15307 and 15308 of the State CEQA Guidelines, as its purpose is to mitigate fire risk and keep the San Diego River Corridor a safe, clean, and, healthy habitat. None of the exceptions to the exemptions found in State CEQA Guidelines section 15300.2 apply. Staff is hereby directed to prepare, execute and file with the San Diego County Clerk a CEQA Notice of Exemption within five (5) working days of the adoption of this Ordinance.

**SECTION 3.** Severability. If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance or any part thereof is for any reason held to be unconstitutional, such decision shall not affect the validity of the remaining portion of this Ordinance or any part thereof. The City Council of the City of Santee hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsection, subdivision, paragraph, sentence, clause or phrases be declared unconstitutional.

**SECTION 5.** This Ordinance shall become effective thirty (30 days) after its adoption.

**SECTION 6.** The City Clerk is hereby directed to certify the adoption of this Ordinance and cause the same to be published as required by law.

**INTRODUCED AND FIRST READ** at a Regular Meeting of the City Council of the City of Santee, California, on the 26th day of October, 2022, and thereafter **ADOPTED** at a Regular Meeting of the City Council held on this 9th day of November, 2022, by the following vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED**

\_\_\_\_\_  
JOHN MINTO, MAYOR

**ATTEST:**

\_\_\_\_\_  
ANNETTE FAGAN ORTIZ, CITY CLERK



EXHIBIT A

City of Santee San Diego River Corridor

**\*\*\*INSERT MAP\*\*\***

DRAFT

**MEETING DATE** October 12, 2022

**ITEM TITLE** PUBLIC WORKSHOP ON THE SAFETY ELEMENT UPDATE AND INTEGRATING ENVIRONMENTAL JUSTICE

**DIRECTOR/DEPARTMENT** Chris Jacobs, Development Services *CJ*

**SUMMARY**

In 2021, a professional services agreement was executed for Harris & Associates to assist in updating the Santee General Plan Safety Element by including a number of statutory requirements imposed by new California legislation including the preparation of an environmental justice element and incorporating climate change adaptation and resilience. Staff's approach is to integrate environmental justice in the Safety Element, and to re-title the Safety Element to be the "Safety and Environmental Justice Element". New policies regarding environmental justice and the Safety Element have been prepared. In addition, a community survey was developed and stakeholder meetings were held as part of the update process.

This report identifies the key State mandates and introduction to the City of Santee Environmental Justice Existing Conditions Assessment which addresses the needs of the disadvantaged communities in the City of Santee. This area has been identified as the southernmost portions of the City, west of State Route (SR)-67, south of Mission Gorge Road, and bound by the City boundary to the west and south.

It is anticipated that a public hearing will be scheduled early next year to adopt the Safety and Environmental Justice Element including the Mitigated Negative Declaration (MND) required for the project in accordance with the California Environmental Quality Act.

**ENVIRONMENTAL REVIEW**

This is a workshop, not subject to the California Environmental Quality Act (CEQA) pursuant to Section 15306, titled "Information Collection". Compliance with CEQA would be required for the adoption of the Safety and Environmental Justice Element.

**FINANCIAL STATEMENT** *HJ*

Not Applicable

**CITY ATTORNEY REVIEW**

N/A

Completed

**RECOMMENDATION** *MOB*

Receive Report

**ATTACHMENT**

Staff Report

Existing Conditions Assessment (Attachment A)

Environmental Justice Goal, Objectives, and Policies (Attachment B)

Safety Goal, Objectives, and Policies (Attachment C)

Updated Geotechnical / Seismic Hazard Study (Attachment D)



## STAFF REPORT

### PUBLIC WORKSHOP ON THE SAFETY ELEMENT UPDATE AND INTEGRATING ENVIRONMENTAL JUSTICE APPLICANT: CITY OF SANTEE

CITY COUNCIL MEETING  
October 12, 2022

#### INTRODUCTION

The current General Plan Safety Element, adopted in 2003 and amended in 2011, is designed to include safety considerations in the planning and decision-making process by establishing policies related to future development that will minimize the risk of personal injury, loss of life, property damage, and environmental damage associated with natural and human-made hazards.

The update to the Safety Element is necessary to:

- Create an Environmental Justice Element;
- Incorporate an existing conditions assessment to identify areas with greater pollution exposure and reduced access to public goods and services that improve quality of life for residents;
- Address a variety of changes in State law such as wildfire planning, evacuation routes, and climate resiliency;
- Update accomplishments, objectives and policies to reflect progress; and
- Include the City's updated Geotechnical / Seismic Hazard Study.

#### DISCUSSION

##### **Key State Mandates**

The following are key legislative mandates that will be addressed and included in the Safety and Environmental Justice Element update. Identification of risks and policies for the protection of the community are being developed as specified in State law.

##### SB 1000 (2016) - Environmental Justice

Requires local governments to identify environmental justice communities (called "disadvantaged communities") in their jurisdictions and address environmental justice to mitigate existing and potential hazards, reduce health risks, and prioritize improvements that address the needs of disadvantaged communities. "Disadvantaged communities" means an area identified by the California Environmental Protection Agency (CEPA)

pursuant to Section 39711 of the Health and Safety Code or an area that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.

Per California law (California Government Code, Section 65040.12(e)), environmental justice includes, but is not limited to:

- The availability of a healthy environment for all people;
- The deterrence, reduction, and elimination of pollution burdens for populations and communities experiencing the adverse effects of that pollution, so that the effects of the pollution are not disproportionately borne by those populations and communities;
- Governmental entities engaging and providing technical assistance to populations and communities most impacted by pollution to promote their meaningful participation in all phases of the environmental and land use decision-making process; and
- The meaningful consideration of recommendations from populations and communities most impacted by pollution into environmental and land use decisions.

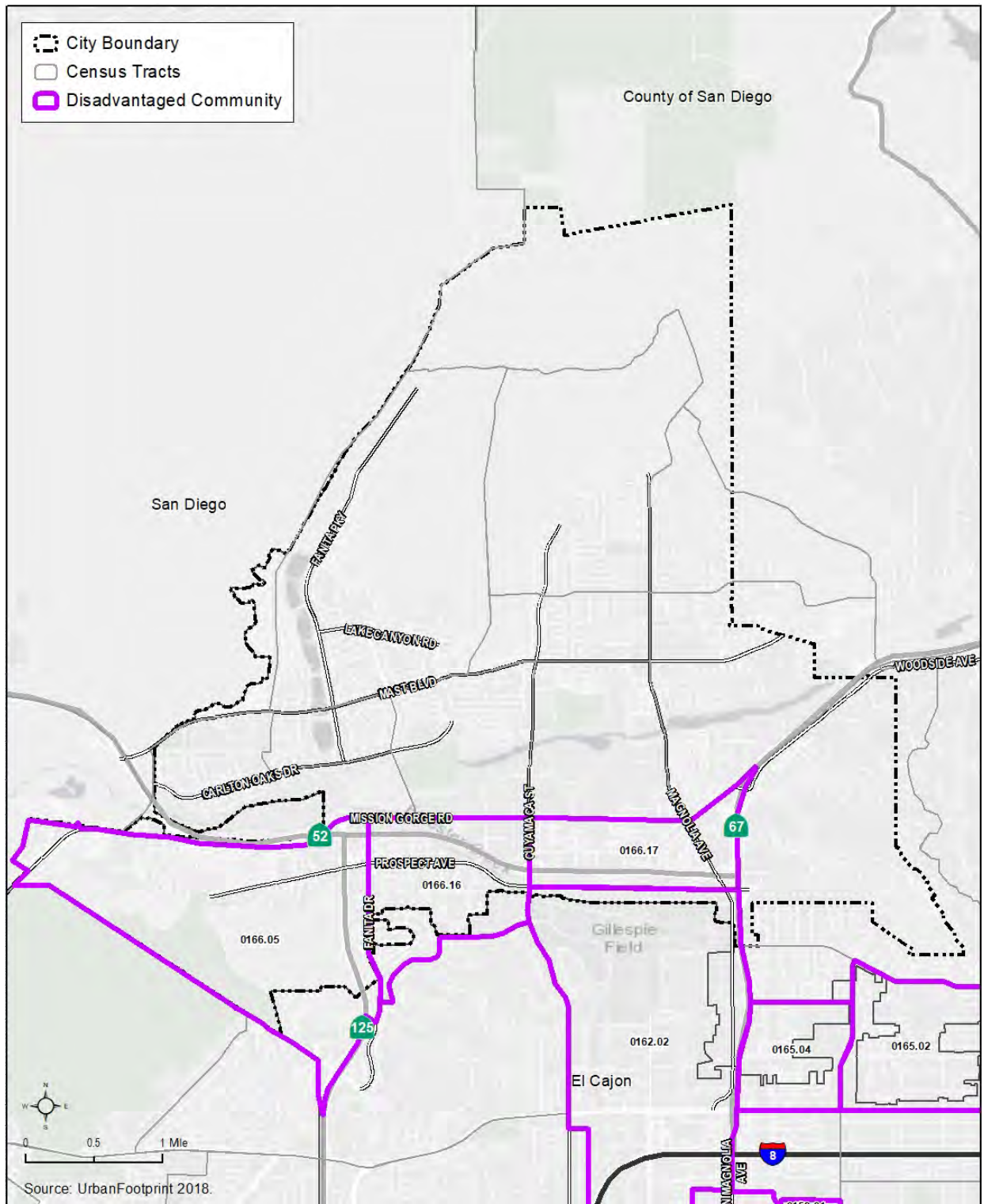
#### Existing Conditions Assessment

An Existing Conditions Assessment (**Attachment A**) was prepared to identify areas with greater pollution exposure and reduced access to public goods and services that improve quality of life for residents. The Existing Conditions Assessment is organized by the following environmental justice topics:

- Pollution exposure, including access to clean air and water;
- Access to public facilities and services;
- Access to healthy food;
- Access to physical activity and recreational opportunities;
- Access to safe and sanitary homes; and
- Unique or compounded health risks, including exposure to climate hazards.

The figure on the next page identifies the disadvantaged communities located in the southernmost portions of the City, west of State Route (SR)-67, south of Mission Gorge Road, and bound by the City boundary to the west and south. The findings of the Existing Conditions Assessment were used to inform environmental justice element policies provided in **Attachment B**.





### SB 1241 (2012) Wildland and Urban Fire Hazards

California's increasing population and expansion of development into previously undeveloped areas is creating more "wildland-urban interface" with a corresponding risk of economic loss caused by wildland fire. A "wildland fire" is defined as a fire occurring in a suburban or rural area that contains uncultivated lands, timber, range, watershed, brush, or grasslands. Therefore, the Santee Safety Element will address the risk of fire for land classified as very high fire hazard severity zones, as defined in Section 51177 of the Government Code. In addition, the Element will include information regarding fire hazards such as i) fire hazard severity zone maps available from the Department of Forestry and Fire Protection; ii) historical data on wildfires or a reference to where the data can be found; iii) information about wildfire hazard areas available from the United States Geological Survey; iv) the general location and distribution of existing and planned uses of land in very high fire hazard severity zones, including structures, roads, utilities, and essential public facilities and v) defensible space compliance measures required by state law or local ordinance, and vi) a list of local, state, and federal agencies with responsibility for fire protection.

### SB 99 (2020) and AB 747 (2019) - Evacuation Routes

SB 99 requires the City to identify residential developments in hazard areas that do not have at least two emergency evacuation routes (i.e., neighborhoods or households within a hazard area that have limited accessibility).

AB 747 requires the City to update the Safety Element of its General Plan to identify evacuation routes and assess the capacity, safety, and viability of those routes under a range of emergency scenarios.

The Evacuation Route Analysis is being drafted and discusses five (5) scenarios for evacuation, including wildfire originating from the areas 1) northeast, 2) northwest, and 3) southwest of the City, flood, and earthquake, as well as a baseline scenario with no hazard event specified. The multi-layered analysis assesses the capacity, safety, and viability of the potential evacuation routes under a range of emergency scenarios, as required by AB 747. The Evacuation Route Analysis also identifies whether residential areas do not have two (2) points of egress, as required by SB 99.

### SB 1035 (2018) – Safety Element

Requires the update of the Safety Element upon adoption or revision of the Housing Element or Local Hazard Mitigation Plan (LHMP) to identify new information not available during the previous revision relating to flood and fire hazards and climate adaptation and resiliency strategies. The update to the LHMP is being reviewed by the County of San Diego and it is anticipated to be adopted early next year.

## SB 379 (2015) – Climate Change Adaptation and Resiliency

Address climate change and adaption and resiliency through the preparation of a vulnerability assessment and comprehensive hazard mitigation and emergency response strategy. A Vulnerability Assessment is being prepared to evaluate the impacts of extreme heat, wildfire, extreme precipitation and drought and to identify which aspects of the community, including people, infrastructure, and services, are most vulnerable to climate change's effects.

### **Public Outreach**

In 2021, a community survey was developed to identify what environmental justice topic areas were of greatest concern to Santee residents and two stakeholder meetings were held to discuss the survey results and develop goals and polices. The greatest areas of concern include:

- Trash and debris pollution and air pollution from freeways / roadways;
- Lack of sidewalks, crosswalk, and bicycle lanes for people to safely move around the City and the long wait times for public transportation;
- Limited access to and deterioration of infrastructure and facilities that support physical activity;
- Heavily trafficked neighborhoods;
- Limited access to affordable housing;
- Access to affordable air conditioning;
- Difficulty to access information on City proposals and decisions; and
- City Council meeting times and communication channel

### **Goal, Objectives and Policies**

The Safety and Environmental Justice Element provides updated goals, objectives and policies to minimize injuries, loss of life, and property damages resulting from natural and human-induced safety hazards in compliance with the new state mandates and planning and fire practices. In addition, the Element will include new goals, objectives, and policies to minimize pollution and its effects on communities and to ensure residents have the opportunity to provide input in decisions that affect their quality of life. The Safety and Environmental Justice goals, objectives, and policies are provided in **Attachments B and C**.

### **Geotechnical /Seismic Safety**

The Geotechnical / Seismic Hazard Study (**Attachment D**) for the Safety Element addresses land sliding and slope instability; liquefaction, and dam inundation and was updated in 2021. The updated study includes revised objectives and policies to reduce the risks associated with these hazards. The ultimate approval of the Study is important because it forms the basis of requiring specified technical studies for private property development depending upon the use and the conditions of the land. The types of studies

or information in site-specific studies can range from very preliminary to very detailed depending upon the risks associated with the use of land such as a low-risk golf course or a high-risk hospital use.

### **Timeline**

Prior to adoption, the Safety and Environmental Justice Element will be provided to the California Geological Survey of the Department of Conservation and the State Board of Forestry and Fire Protection for review. In addition, the environmental document for the update will be completed and circulated for review. It is anticipated that a public hearing will be scheduled early next year to adopt the Safety and Environmental Justice Element.

### **STAFF RECOMMENDATION**

Receive informational report on the Safety Element update.

#### **Attachments:**

- A. Existing Conditions Assessment
- B. Draft Safety Element Goals, Objectives, and Policies
- C. Draft Environmental Justice Goals, Objectives, and Policies
- D. Updated Geotechnical / Seismic Hazard Study



FINAL

# City of Santee Environmental Justice Existing Conditions Assessment

February 2022

Prepared for:



City of Santee  
Development Services  
10601 Magnolia Ave.  
Santee, CA 92071

Prepared by:



600 B St #200  
San Diego, CA 92101  
(619) 236-1778  
Contact: Diane Sandman

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## Section 1 Introduction

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Government Code (GOV) Section 65040.12[e] defines “Environmental Justice” as the fair treatment of people of all races, incomes, and ethnicity with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. In practice, pursuing environmental justice involves improving the quality of life for people by reducing exposure to environmental hazards and burdens and improving access to goods and services that promote health and well-being.

In 2016, the State of California passed Senate Bill (SB) 1000—the Planning for Healthy Communities Act—requiring cities and counties to address environmental justice in their general plans. The purpose of the Environmental Justice Element is to develop objectives and policies to minimize pollution and its effects on communities and to ensure residents have the opportunity to provide input in decisions that affect their quality of life. Per California law (GOV Section 65040.12[e]), environmental justice includes, but is not limited to:

- The availability of a healthy environment for all people
- The deterrence, reduction, and elimination of pollution burdens for populations and communities experiencing the adverse effects of that pollution, so that the effects of the pollution are not disproportionately borne by those populations and communities
- Governmental entities engaging and providing technical assistance to populations and communities most impacted by pollution to promote their meaningful participation in all phases of the environmental and land use decision-making process
- The meaningful consideration of recommendations from populations and communities most impacted by pollution into environmental and land use decisions

In June 2020, the Governor’s Office of Planning and Research (OPR) released updated guidelines (OPR Guidelines) for the preparation of Environmental Justice Elements in compliance with SB 1000. OPR Guidelines recommend that local agencies document existing conditions with respect to Environmental Justice Element topic areas to understand the drivers of inequality. Therefore, the City of Santee (City) has prepared this Existing Conditions Assessment to identify areas with greater pollution exposure and reduced access to public goods and services that improve quality of life for residents. The findings of the Existing Conditions Assessment were used to inform Environmental Justice Element policies in the City’s General Plan. The Existing Conditions Assessment is organized by the following Environmental Justice Element topics:

- Pollution exposure, including access to clean air and water;
- Access to public facilities and services;
- Access to healthy food;
- Access to physical activity and recreational opportunities;

- Access to safe and sanitary homes; and
- Unique or compounded health risks, including exposure to climate hazards.

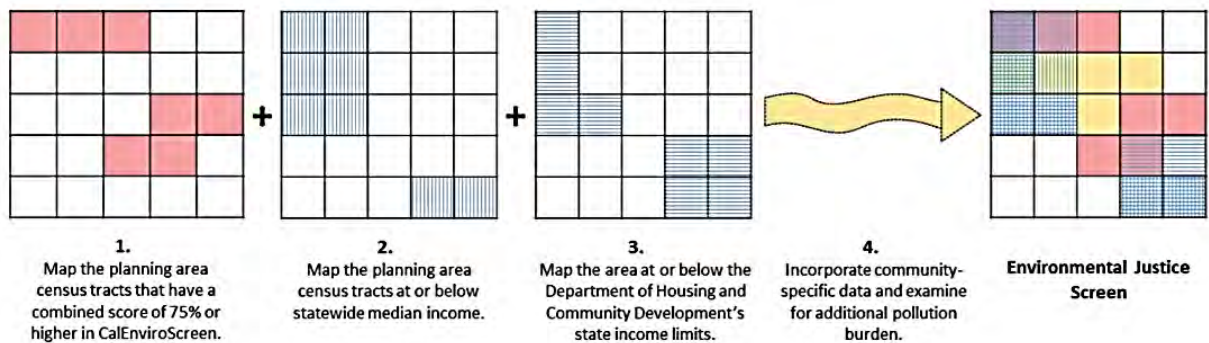
The City utilized indicators to assess existing conditions with respect to each Environmental Justice Element topic area based on public, open-source datasets. Many of the indicators rely on U.S. Census data or other data aggregated at the census tract level. Although census data is the primary and standard source of high-resolution geographic information about the United States population, some indicators have large margins of error, attributable to specific methodological decisions made by the Census Bureau. Furthermore, census tracts do not directly align with City boundaries. Therefore, values assigned at the census tract level may be influenced by conditions outside the City's jurisdiction. In the case of Santee, several census tracts in the southern portion of the City overlap with the City of El Cajon. As a result, scores associated with those census tracts are influenced by conditions in the City of El Cajon. Therefore, the planning team supplemented census data with local data and knowledge where feasible and determined appropriate by the City.

Specifically, the City developed a community survey (Community Survey) to identify what environmental justice topic areas were of greatest concern to residents. The Community Survey was made available in English and Spanish, and 121 responses were received from English-speaking residents. The City recognizes that additional outreach must be made to Spanish-speaking residents in order to conduct equitable community engagement. Key findings of the Community Survey (City of Santee 2021) are discussed throughout the Existing Conditions Assessment, and survey results are provided in Appendix B of the Safety and Environmental Justice Element.

## Section 2 Disadvantaged Communities

The first step in assessing conditions in support of the Environmental Justice Element was to identify disadvantaged communities. “Disadvantaged communities” are defined as low-income areas that are disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation (GOV Section 65302[h][4][A]). SB 1000 defines “disadvantaged communities” as those disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. As a result, they are more likely to suffer from a lower quality of life and worsened health outcomes compared to areas that are more affluent. To identify disadvantaged communities within a city or county, OPR Guidelines recommend utilizing the following screening method (Figure 1).

Figure 1: Disadvantaged Communities Screening Method



Source: OPR 2020, as adapted by Harris & Associates.

### 2.1 Disadvantaged Communities Screening Method 1: CalEnviroScreen

CalEnviroScreen is a computer mapping tool published by the Office of Environmental Health Hazard Assessment (OEHHA) that identifies communities that are most affected by pollution and are especially vulnerable to its adverse effects (OPR 2020). CalEnviroScreen uses several factors, called “indicators” to determine whether a community is disadvantaged and disproportionately affected by pollution. These indicators fall into two main categories labeled “pollution burden” and “population characteristics.” Pollution burden indicators include exposure indicators that measure different types of pollution to which residents may be exposed and the proximity of environmental hazards to a community. Population characteristics represent characteristics of the community that can make them more susceptible to environmental hazards (such as poverty, low educational attainment, and linguistic isolation). These main categories can be separated into four distinct sub-categories: 1) Exposure, 2) Environmental Effect, 3) Sensitive Population, and 4) Socioeconomic Factor. A summary of the CalEnviroScreen indicators and how they relate to environmental justice is outlined in Table 1.

**Table 1. CalEnviroScreen Categories and Indicators**

Category	Rationale	Sub-Category	Indicator
Pollution Burden	Exposure to hazardous substances can cause and/or worsen certain health conditions.	Exposure	Ozone concentrations in air
			PM <sub>2.5</sub> concentrations in air
			Diesel particulate matter emissions
			Drinking water contaminants
			Use of high-hazard, high-volatility pesticides
			Toxic releases from facilities
			Traffic Density
		Environmental Effect	Toxic cleanup sites
			Groundwater threats from leaking underground storage
			Hazardous waste facilities and generators
Population Characteristics	People with lower income levels, educational attainment and fluency in English tend to live in areas that are more affected by air pollution and other environmental toxins. In addition, certain health conditions may be caused or worsened by toxins in the environment.	Sensitive Population	Asthma emergency department visits
			Cardiovascular disease (emergency department visits for heart attacks)
			Low birth-weight infants
		Socioeconomic Factor	Educational attainment
			Housing burdened low-income households
			Linguistic Isolation
			Poverty
		Unemployment	

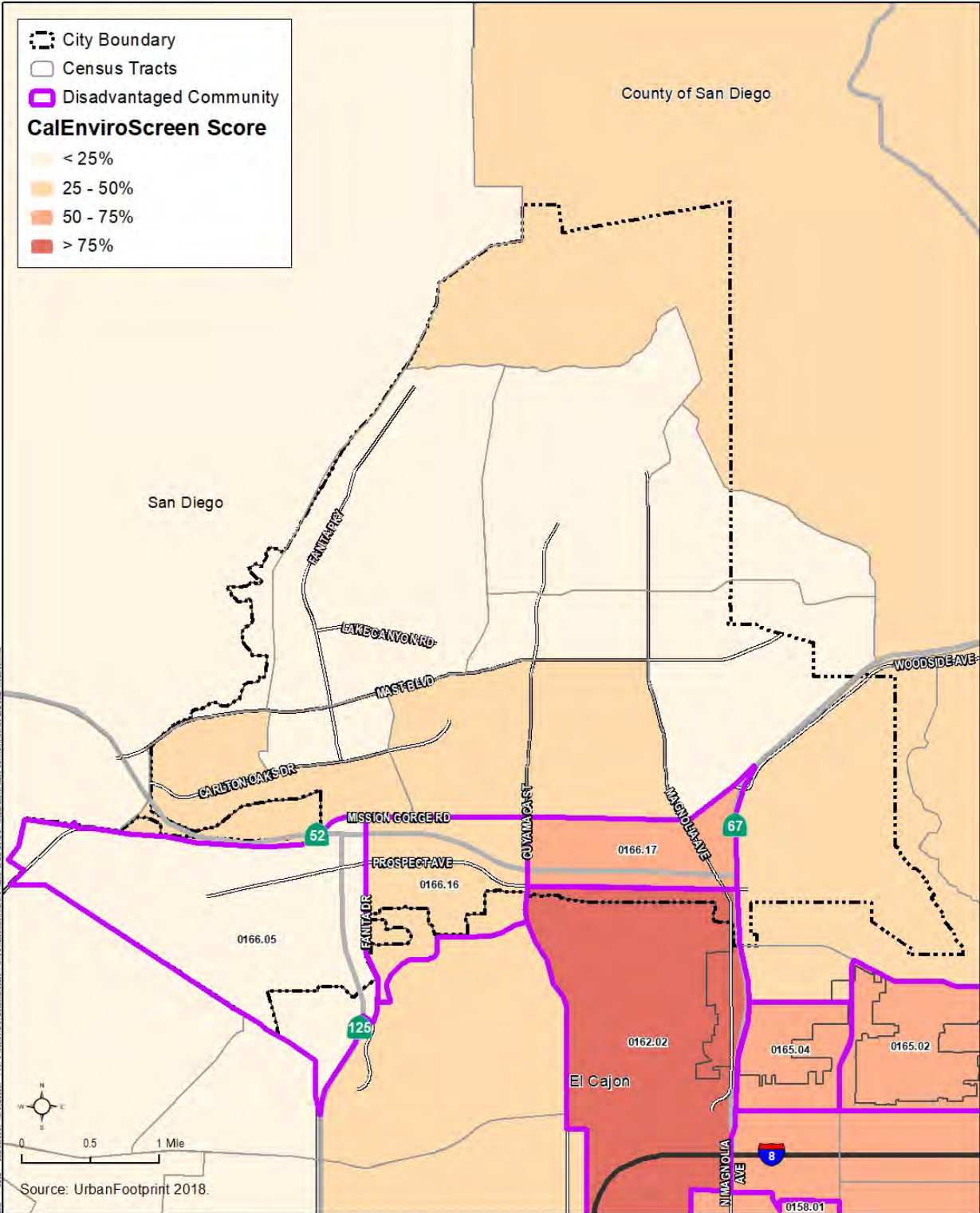
Source: CalEPA 2017.

CalEnviroScreen uses a weighted scoring system to derive average pollution burden and population scores for each census tract<sup>1</sup>, and arrives at the final CalEnviroScreen score by multiplying the pollution burden and population characteristics components together.<sup>2</sup> CalEnviroScreen converts indicator scores to percentiles that can be compared with other areas throughout the state. In general, the higher the score or percentile, the more impacted a community is compared to other areas of the state. For example, a 75th percentile score means that the census tract is higher (more burdened) than 75 percent of other census tracts in California. Census tracts in the highest quartile of scores (75 to 100) are considered to be disadvantaged communities under SB 1000.

Census tracts in the City range in percentile scores between 34 and 88. Only the northern tip of one census tract (0162.02) intersecting the City exceeds the 75th percentile and, therefore, is considered to be disadvantaged, as shown in Figure 2.

<sup>1</sup> Although some census tracts follow City boundaries, others overlap City boundaries. As a result, CalEnviroScreen Scores at the census tract level may be affected by conditions outside the jurisdiction's authority (e.g., City of El Cajon).

<sup>2</sup> The CalEnviroScreen website can be found at <https://oehha.ca.gov/calenviroscreen>.



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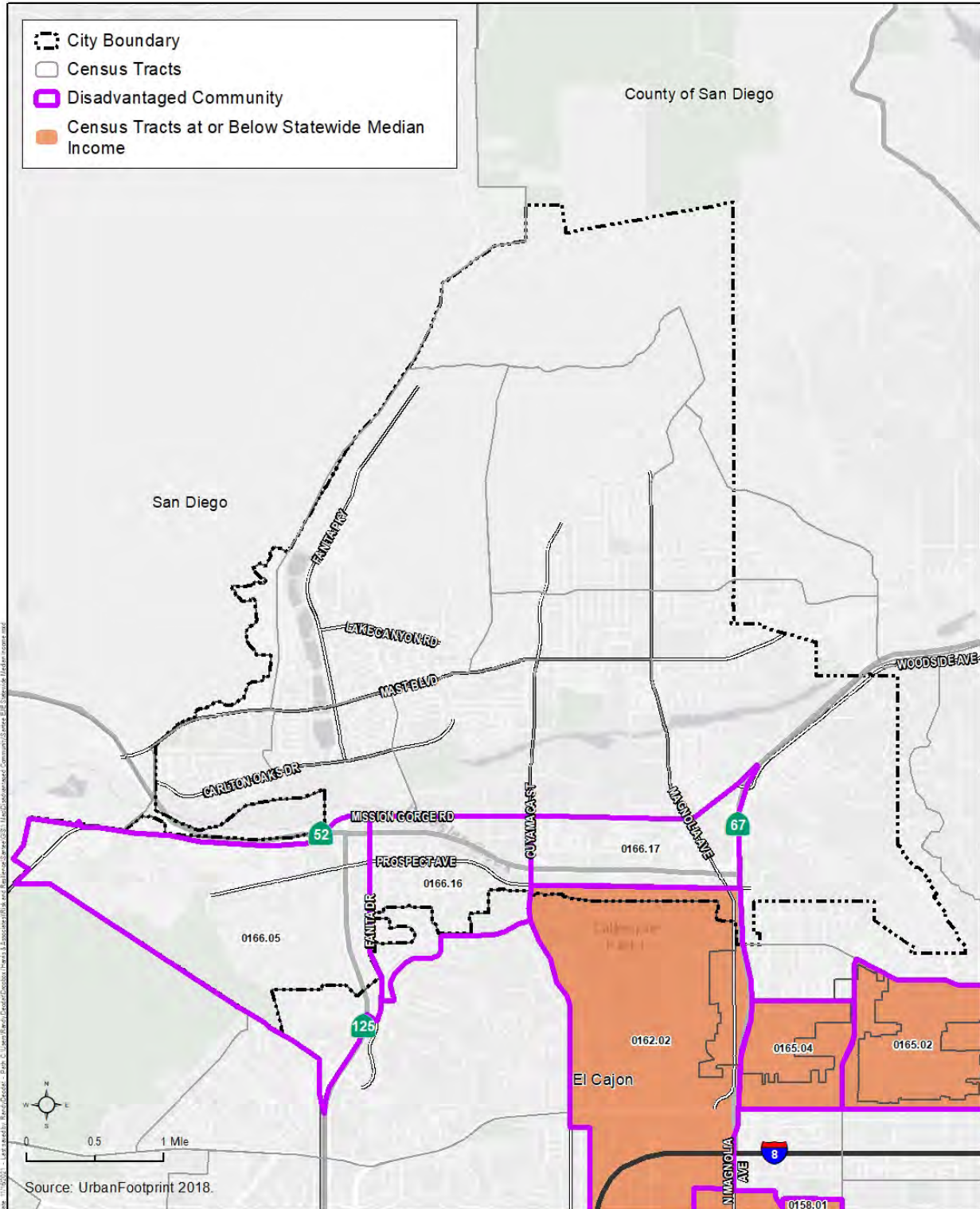
Figure 2  
Disadvantaged Communities Screening  
Method 1: CalEnviroScreen



## **2.2 Disadvantaged Communities Screening Method 2: Statewide Median Income**

In addition to utilizing CalEnviroScreen, OPR Guidelines recommend mapping low-income areas to identify other areas of the City that may be underserved, but do not qualify as disadvantaged communities in CalEnviroScreen. The average statewide median household income (in 2018 dollars) between 2015 and 2019 was \$95,100. Figure 3 identifies census tracts that meet the second criteria for the OPR disadvantaged communities guidelines - that the median household income is below the statewide household median income and that at least one of the CalEnviroScreen exposure indicators is in the highest 25 percent of all California tracts for that specific indicator. Only the northern tip of one census tract (016202) intersecting the City is below the statewide median income threshold and is considered disadvantaged, as shown in Figure 3.





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Figure 3  
Disadvantaged Communities Screening  
Method 2: Statewide Median Income

## 2.3 Disadvantaged Communities Screening Method 3: HCD State Income Limit

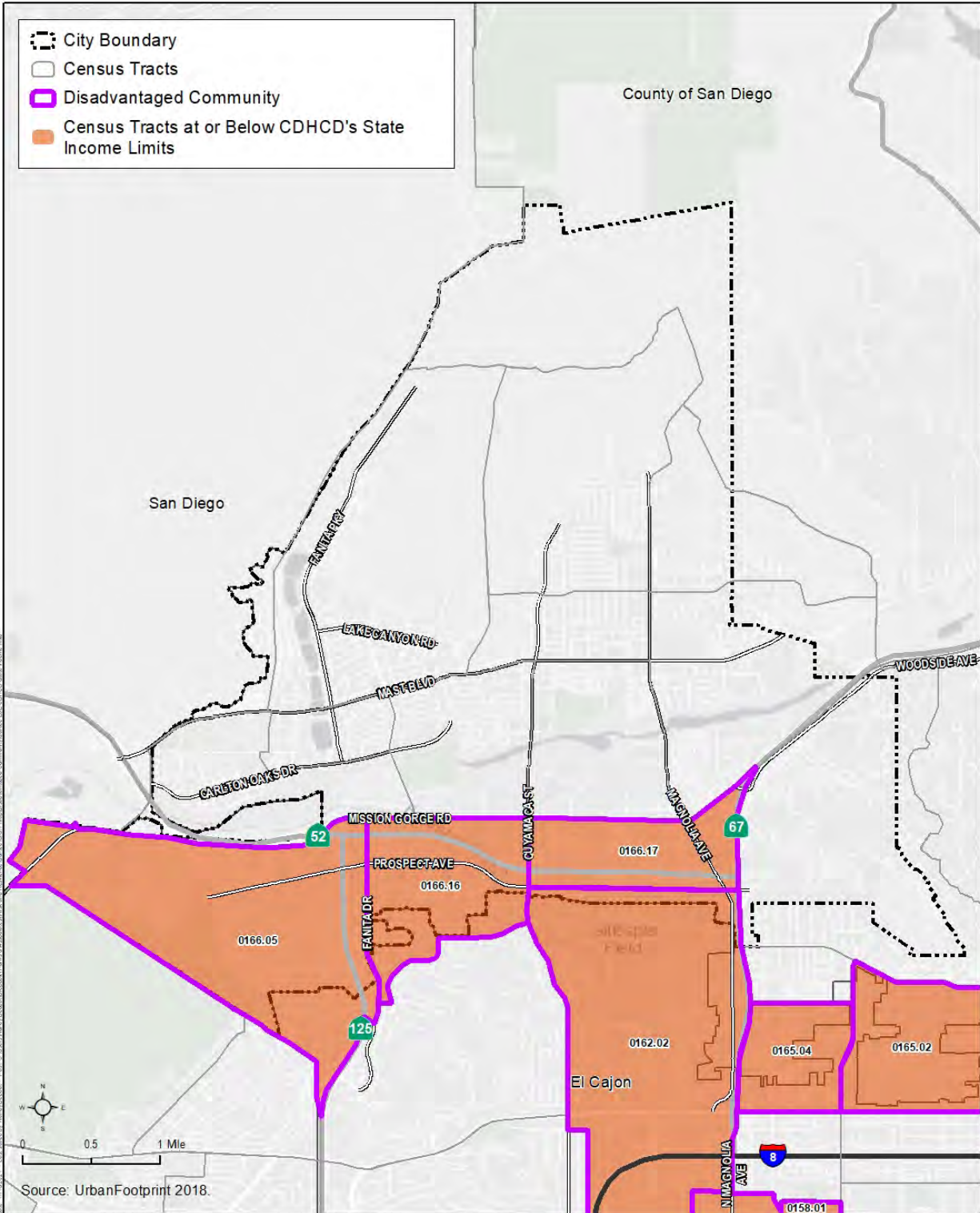
OPR Guidelines also recommend screening for areas that are below the California Department of Housing and Community Development’s (HCD) state income limits. Income limits reflect updated median income and household income levels for extremely low-, very low-, low-, and moderate-income households for California’s 58 counties. The 2021 State Income Limits are on the department’s website at <https://www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits/docs/income-limits-2021.pdf>. HCD’s 2021 state income limits (Table 2) went into effect on April 30, 2020. Table 2 shows that the median income for a four-person household (“baseline”) in County of San Diego (County) is \$95,100. Income limits are adjusted for family size based on the “baseline” four-person household. Median income thresholds were used to identify census tracts below the state income limit in Figure 4.

**Table 2. HCD 2021 State Income Limits by Household Size**

<b>Number of Persons in Household:</b>		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
San Diego County Area Median Income: \$95,100	Extremely Low	25450	29100	32750	36350	39300	42200	45100	48000
	Very Low Income	42450	48500	54550	60600	65450	70300	75150	80000
	Low Income	67900	77600	87300	97000	104800	112550	120300	128050
	<b>Median Income</b>	66550	76100	85600	<b>95100</b>	102700	110300	117900	125550
	Moderate Income	79850	91300	102700	114100	123250	132350	141500	150600

Source: HCD 2021

Figure 4 identifies four census tracts (0162.02, 0166.17, 0166.16, 0166.05) intersecting the City with an average median household income below HCD’s state income limits for the specified region and with at least one of the CalEnviroScreen exposure indicators in the highest 25 percent of all California tracts for that specific indicator.



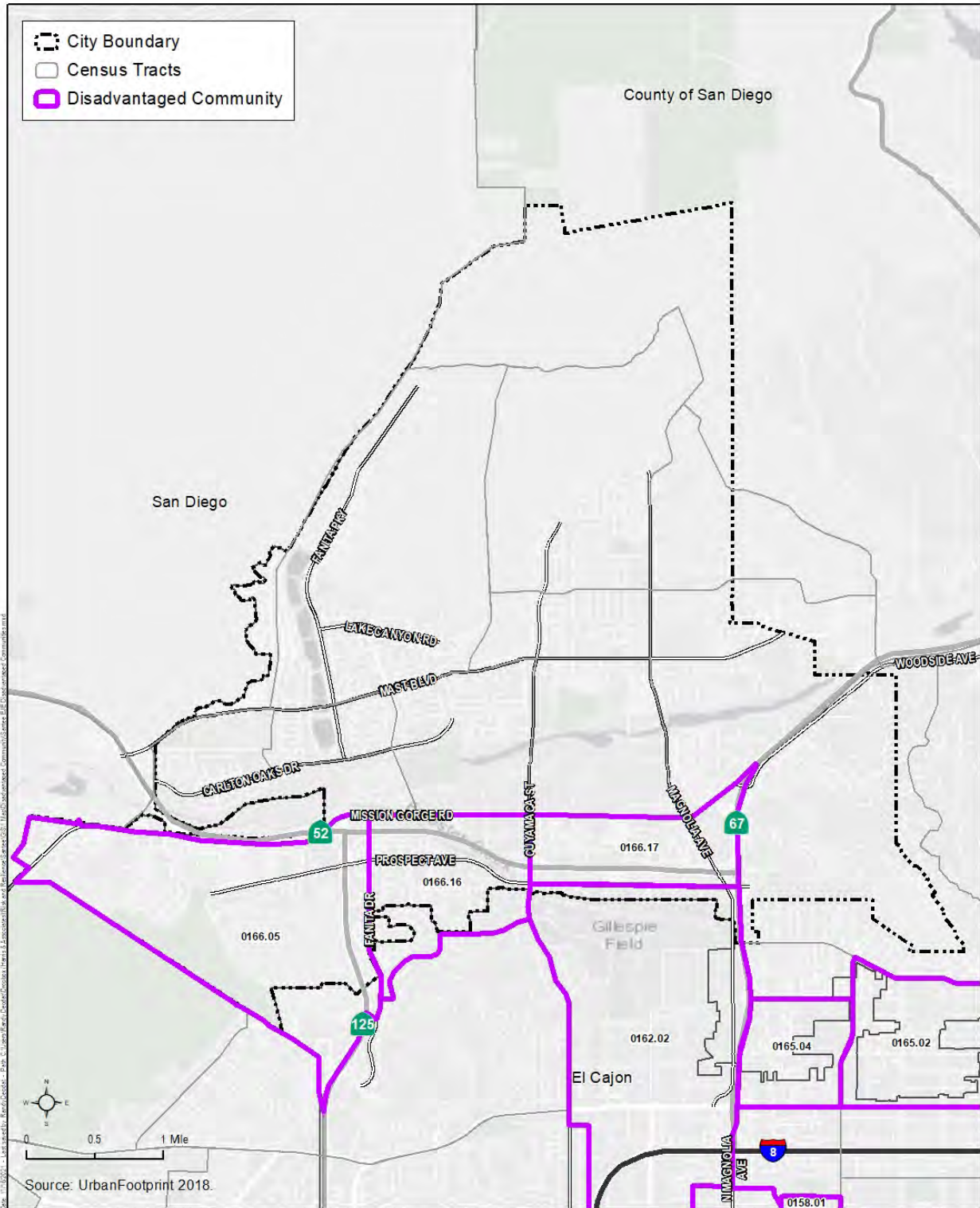
City of Santee  
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Figure 4  
Disadvantaged Communities Screening  
Method 3: HCD State Income Limits

## **2.4 Disadvantaged Communities Screening Results**

The City overlaid each individual screening criteria layer (Disadvantaged Communities Screening Methods 1-3) to identify all census tracts within the City considered to be disadvantaged. Figure 5 shows the results of the disadvantaged communities screening method. As shown in Figure 5, disadvantaged communities are located in the southernmost portions of the City, west of State Route (SR)-67, south of Mission Gorge Road, and bound by the City boundary to the west and south. The Existing Conditions Assessment assesses to what extent designated disadvantaged communities are more exposed to environmental burdens or lacks access to public goods and services. When there are designated disadvantaged communities in a local jurisdiction, the State requires the Environmental Justice Element to identify objectives and policies to reduce unique or compounded health risks, promote civic engagement in public decision-making processes, and prioritize improvements and programs in disadvantaged communities.





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Figure 5  
City of Santee Disadvantaged Communities

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## Section 3 Pollution Exposure

The following section documents the conditions and factors that contribute to local pollution and identifies areas within the City that experience greater exposure to air and water pollution.

### 3.1 Air Quality

The City of Santee is located in the San Diego Air Basin (SDAB), and falls under the regulatory authority of the San Diego Air Pollution Control District (SDAPCD). The U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) designate air basins or portions of air basins and counties as being in “attainment” or “nonattainment” for criteria pollutants. Areas that do not meet the standards are classified as nonattainment areas. The USEPA classifies the SDAB as nonattainment for 8-Hour Ozone (SDAPCD). Additionally, CARB classifies the SDAB as in nonattainment with the California Ambient Air Quality Standards for 8-Hour Ozone, 1-Hour Ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>.

Although air quality is generally regarded as a regional issue, there are also local contributors to air pollution in and near the City. Proximity to high-volume roadways, hazardous waste sites, and heavy industrial land use types and other high-emission sources can result in adverse health impacts. Disadvantaged communities are often disproportionately subjected to adverse air quality due to proximity to polluting activities and are more likely to have underlying medical conditions that may be worsened by pollution.

Poor air quality can result in negative health outcomes ranging from higher rates of asthma to cardiovascular disease and even premature death (CARB 2020). To assess residents’ potential exposure to polluting activities, the City identified residential parcels near major roads & highways and industrial activities, identified as indicators in Table 3.

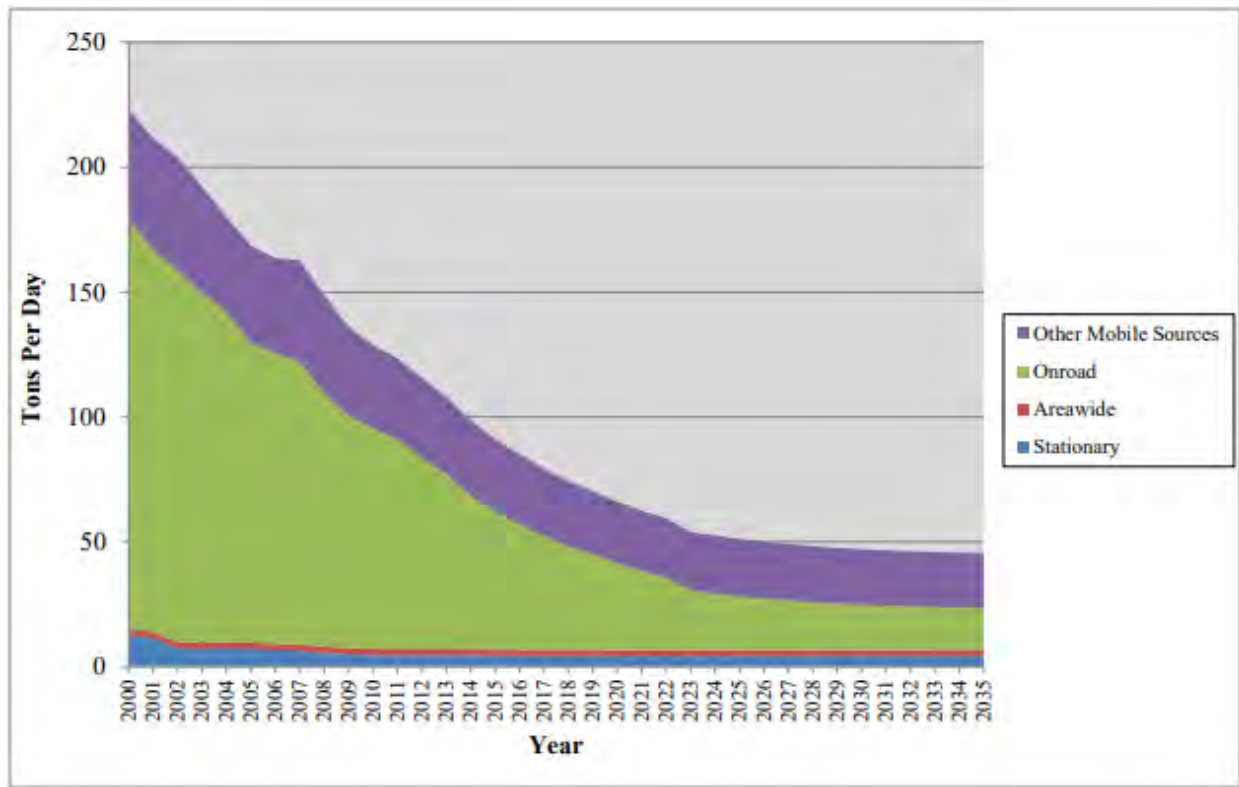
**Table 3. Indicators to Identify Areas with Greater Exposure to Air Pollution**

Indicator	Description
Proximity of residential zones to major roads	Residential parcels near high-traffic corridor or major roadway
Proximity of residential zones to industrial activities	Residential parcels near industrial parcels
Asthma Prevalence	Asthma ER Visits/10,000 people by Census Tract

## Mobile Sources

The primary contributor of air pollution (approximately 67 percent) in the SDAB is mobile source emissions from cars and trucks traveling on local freeways and roadways (SDAPCD 2016). As shown in Figure 6, nitrogen oxides (NO<sub>x</sub>) from on-road vehicles, including motor vehicles operating on roads, highway ramps, and during idling that use gasoline, diesel, and other fuels – account for approximately 50 percent of oxides and nitrogen emissions. In comparison, NO<sub>x</sub> emissions from stationary sources – which includes factories, boilers, cement plants, and power plants – account for approximately 6 percent of SDAB’s emissions.

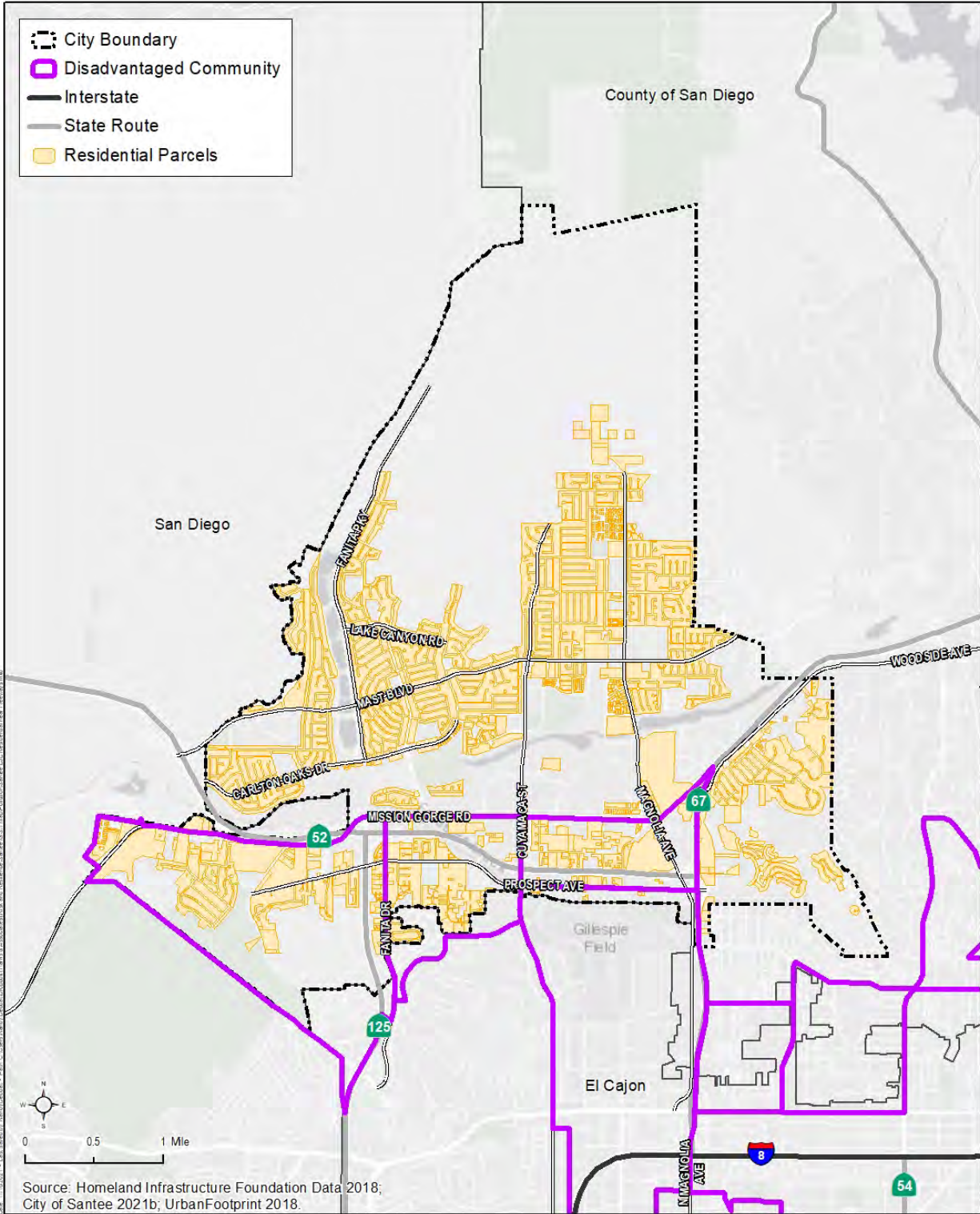
Figure 6: SDAB NO<sub>x</sub> Emission Trends



Source: SDAPCD 2016

The City boundary intersects several freeways including State Route (SR)-52, SR-67, and SR-125. As shown in Figure 7, there are many residential land uses in close proximity to these freeways in the City’s disadvantaged communities. Approximately 40 percent of Community Survey respondents indicated that air pollution from traffic and roadways made it difficult to have good health and living conditions (City of Santee 2021).





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Figure 7  
Residential Relative to Freeways

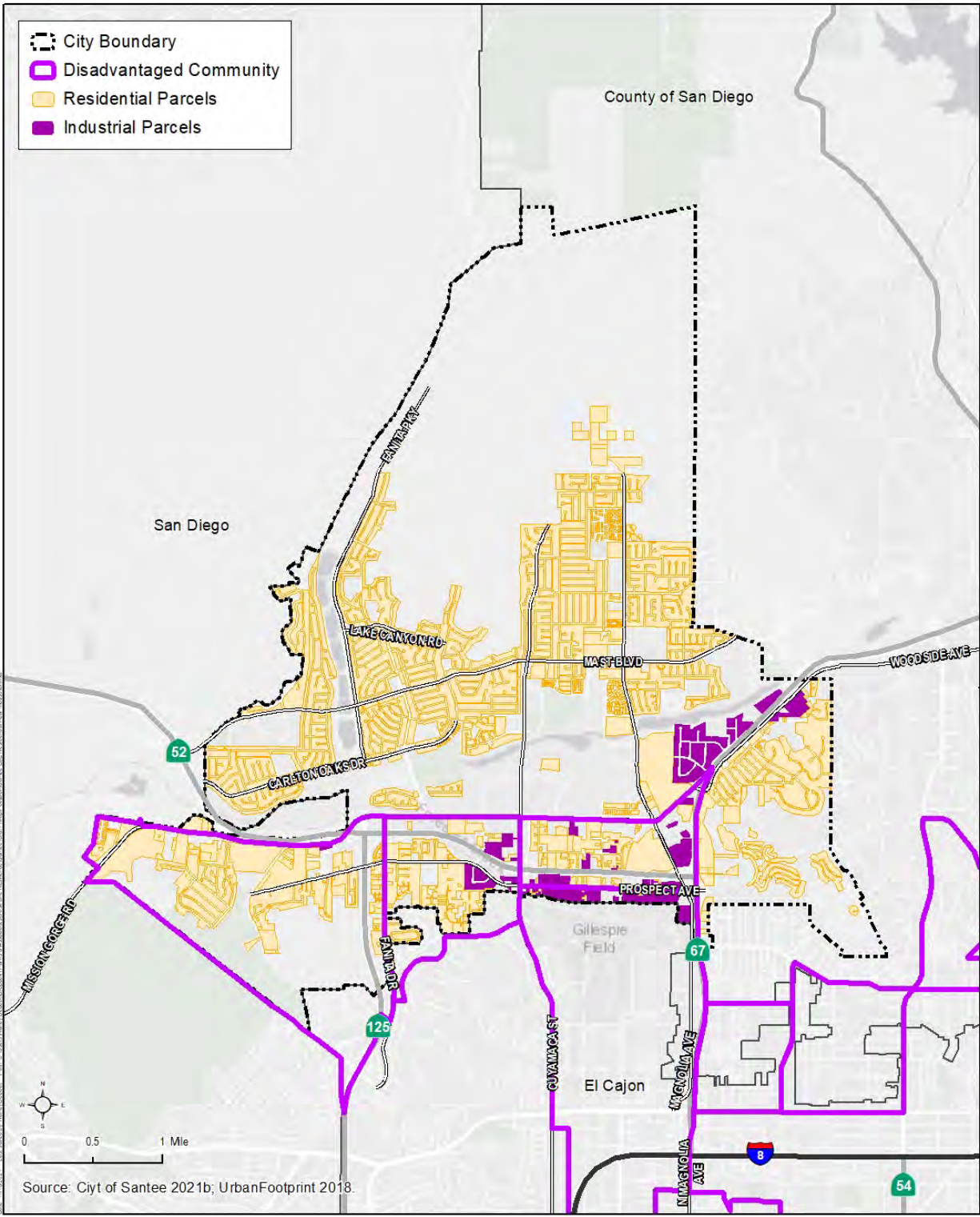
## Stationary Sources

While stationary sources of pollution make up a much smaller percentage of total emission sources in the SDAB, the City has several sources of point source air pollution, including the Sycamore Landfill to the northwest of the City, the Marine Corps Air Station (MCAS) Miramar airport to the west of the City, and Gillespie Field to the South. Though these facilities are not regulated or owned by the City, the City acknowledges the potential health risk to those living in close proximity to these facilities.

Of these facilities, the Gillespie Field Airport is located closest to the City's disadvantaged communities, less than one mile south of the City's boundary, on County property located in El Cajon. Residents have expressed concern of increased emissions, air traffic, noise, and low-level flights over homes. The City acknowledges that living near industrial facilities and other industrial-based land uses exposes residents to greater levels of air quality contaminants, and increases the likelihood of associated health impacts. Figure 8 identifies residential land uses near industrial land use types. As shown in Figure 8, there are some residential areas (including mobile home and multi-family land uses) in the southern portion of the City along Prospect Avenue that are located in close proximity to industrial land uses. Nearly 17 percent of Community Survey respondents indicated that air pollution from industrial activity limited their ability to have good health and living conditions (City of Santee 2021).

Greater levels of exposure to air contaminants from industrial activity can result in negative health impacts, such as asthma. Figure 9 shows the distribution of asthma prevalence throughout the City (defined as the number of asthma emergency room visits per 10,000 people). The map indicates that the southern portion of the City, near Gillespie Field and other industrial land uses, has the highest asthma prevalence. The City averages approximately 35 asthma emergency department visits per 10,000 people, compared to 41 countywide (CEC 2018).

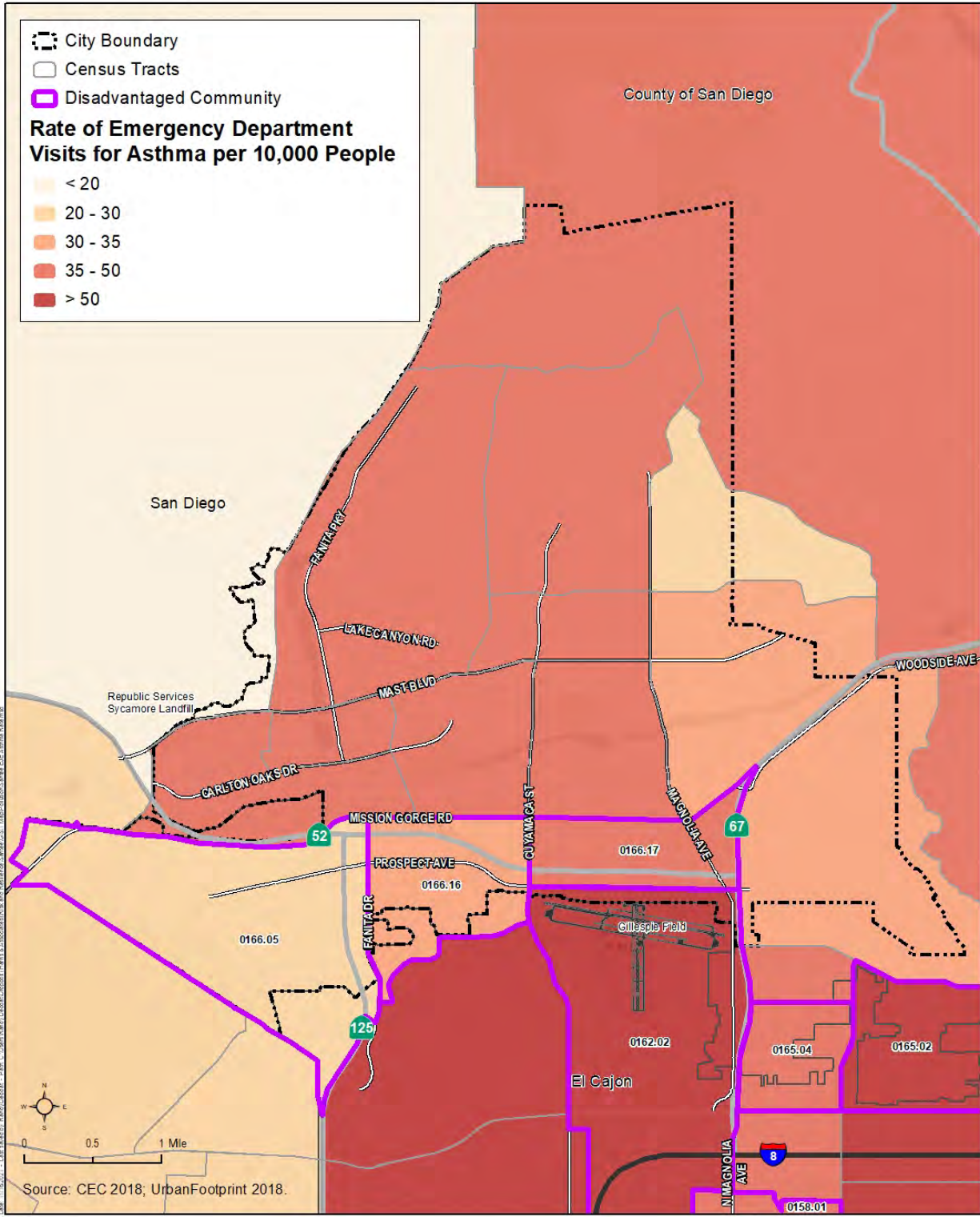
While asthma is commonly associated with poor air quality, other potential contributors to high asthma rates include substandard housing conditions (such as excessive moisture and dampness, poor heating and ventilation systems, deteriorated carpeting, second-hand smoke, etc.), as discussed in Section 7.1.



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Figure 8  
Residential Relative to Industrial





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 Environmental Justice Element

Figure 9  
 Asthma Prevalence

### 3.2 Water Quality, Accessibility and Affordability

Assembly Bill (AB) 685 (2012) added Section 106.3 to the California Water Code, which declares that “every human being has the right to safe, clean, affordable, and accessible water adequate for human consumption, cooking, and sanitary purposes.” More recently, SB 200 (2019) directed the State to “bring true environmental justice” to its residents, and to “begin to address the continuing disproportionate environmental burdens in the state by creating a fund, known as the Safe and Affordable Drinking Water Fund, to provide safe drinking water in every California community, for every Californian” (CA Water Boards 2020).

The City of Santee receives its water from Padre Dam Municipal Water District (PDMWD), which imports 100 percent of its drinking water supply from the San Diego County Water Authority (SDCWA). The water PDMWD imports through the SDCWA comes from the State Water Project and the Colorado River Aqueduct. PDMWD services residents of Santee, El Cajon, Blossom Valley Crest, Harbison Canyon, Alpine, and Lakeside.

As recommended by OPR Guidelines, the City employed OEHHA indicators to assess water quality, accessibility, and affordability.

#### Water Quality

As shown in Table 4, the PDMWD scored 0 out of 4 (with zero being the best) for water quality and each sub-component and indicator, which indicates acceptable levels of water contaminant concentrations and a high level of compliance with regulatory standards. More information on the methodology for each indicator can be found in the 2020 Achieving the Human Right to Water in California: Assessment of the State’s Community Water Systems (CalEPA 2020).

**Table 4. OEHHA Right to Water, Water Quality Indicator Scores**

Sub-Component	Indicator	Description	Score	Score Explanation
Exposure	High Potential Exposure	Identifies how many contaminants (out of 19) had at least one year with an average annual concentration above MCL.	0	The water system had 0 contaminants with high potential exposure
	Presence of Acute Contaminants	Identifies if any of the contaminants for which there was high potential exposure are acute contaminants as defined by regulatory standards.	0	The water system had 0 acute contaminants with high potential exposure.
	Duration of High Potential Exposure	Identifies for how long high potential exposure occurred for each of the 19 contaminants.	0	The water system had 0 years of high potential exposure.
	Data Availability	Identifies whether data exists for 14 contaminants that should have data following monitoring requirements	0	The water system had all 14 contaminants with the minimum required data in the time period.

**Table 4. OEHHA Right to Water, Water Quality Indicator Scores**

Sub-Component	Indicator	Description	Score	Score Explanation
Non-Compliance	Non-compliance with primary drinking water standards	Counts how many contaminants received an MCL violation at least once from 2011-2019 for 18 out of 19 contaminants.	0	The water system had 0 contaminants with MCL violations.
	Maximum Duration of Non-Compliance Score	Sums the total number of years for which a system had at least 1 MCL violation in a given year (from 2011-2019), for each contaminant.	0	The water system had 0 years of non-compliance

**Source:** CalEPA 2020.

**Notes:** MCL = Maximum Contaminant Levels

As indicated in Table 4, PDMWD’s potable water supply meets state and federal drinking water standards. In 2019, the PDMWD’s Water Quality Report found that drinking water met or surpassed every public health requirement set by the SWRCB and the USEPA, with the exception of one incident at the Twin Oaks Treatment Plant<sup>3</sup> (PDMWD 2019).

Only 12 percent of Community Survey respondents indicated they were concerned with water quality from industrial activity, though some noted that they were concerned with water quality in general (not just from industrial activity) (City of Santee 2021).

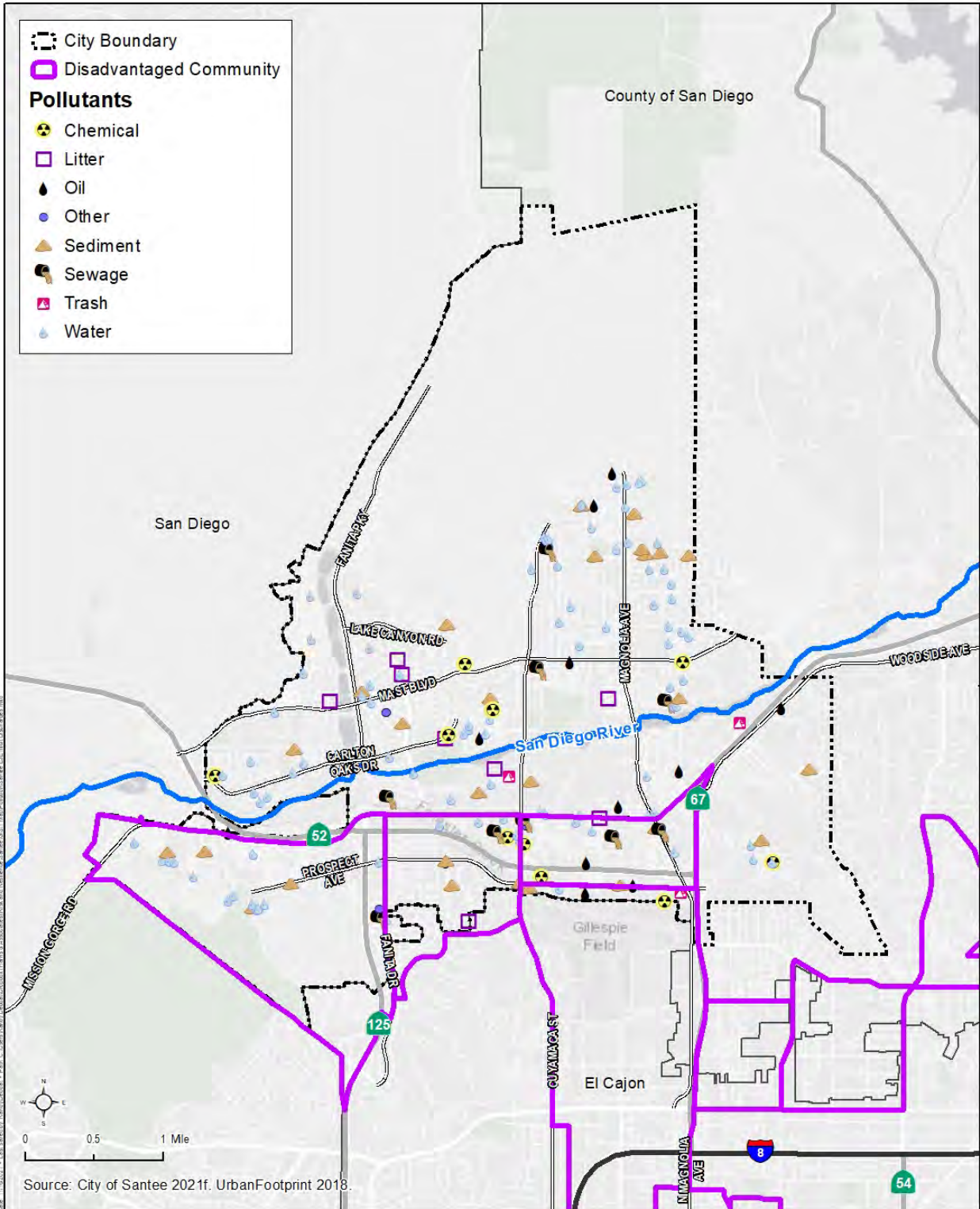
Separate from the potable water drinking system, stormwater runoff water quality can also be affected by illicit discharges, or the release of any non-rain water to the storm drain system. The City of Santee maintains a list of illegal discharges reported through a resident hotline, the City website, and by City employees.

Illicit discharges often involve the following pollutant sources:

- Cooking grease, oil, or residue
- Dust, dirt, drain clog or construction issue
- Over-irrigation or line breaks
- Metal fragments/shavings, or rust
- Any fluid or leak from a vehicle or machinery
- Trash, recycling, or organic matter disposed of illegally
- Pool water or chemicals
- Transport of sewage, fecal coliform, or bacteria
- Pressure or car washing

Figure 10 identifies areas with higher concentrations of illicit discharges. Water, sediment, and oil were the most common pollutants reported between 2018 and 2021

<sup>3</sup> The San Diego County Water Authority (SDCWA) experienced a treatment process failure at its regional treatment plant (Twin Oaks).



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Figure 10  
 Storm Water Illicit Discharges



## Accessibility

In addition to water quality, the OEHHA Right to Water Framework assesses water accessibility, defined by Padre Dam’s ability to provide sufficient and continuous amounts of water to meet everyday household needs (CalEPA 2020). As shown in Table 5, the Padre Dam’s water system scored 0 out of 4 for water accessibility, indicating good accessibility.

**Table 5. OEHHA Right to Water, Water Accessibility Indicator Scores**

Sub-Component	Indicator	Description	Score	Score Explanation
Physical Vulnerability	Physical Vulnerability to Water Outages	Examines the system’s main water source and how many permanent and back up sources a system could use in the case of emergency	0	The system has 4 or more sources of surface, groundwater, or combined groundwater-surface water.

Source: CalEPA 2020.

## Affordability

Another important aspect of environmental justice is ensuring residents (customers) can afford to pay for water to meet their household needs, taking into consideration other household living expenses, as well as the direct and indirect costs associated with obtaining access to the water (CalEPA 2020). The PDMWD scored 3 out of 4 for water affordability based on the indicators listed in Table 6 below.

**Table 6. OEHHA Right to Water, Water Affordability Indicator Scores**

Indicator	Description	Score	Score Explanation
Affordability Ratio for Median Household Income (MHI)	Measures the annual system-wide average water bill for 6 hundred cubic feet relative to the annual MHI of the water system	2	The average water bill ranges from 0.75% to 1% of the MHI.
Affordability Ratio for County Poverty Threshold (CPT)	Measures the annual system-wide average water bill for 6 hundred cubic feet relative to the County poverty threshold for the water system’s County.	4	The average water bill is >=2.5% of CPT
Affordability Ratio for Deep Poverty Threshold (DPT)	Measures the annual system-wide average water bill for 6 hundred cubic feet relative to the County deep poverty threshold for the water system’s County	4	The average water bill is >=2.5% of DPT

Source: CalEPA 2020.



Low-income populations spend a greater percentage of their income on utility bills, and many may struggle to afford their water bill. According to the OEHHA Right to Water Tool, PDMWD does not perform as well with respect to water affordability as it did for water quality and accessibility. Nevertheless, PDMWD meets the federal water affordability target. The USEPA defines water affordability as a rate below four percent of Median Household Income (MHI) – two percent for water and two percent for wastewater. As shown in the Affordability Ratio for Median Household Income, the average water bill ranges from 0.75 percent to less than 1 percent of the Median Household Income.

### **Key Findings: Pollution Exposure**

The City assessed disadvantaged communities exposure to air and water pollution. Disadvantaged communities experience greater exposure to air pollutants due to their proximity to high-traffic corridors and industrial activity.

While drinking water quality is not an issue for the City, Santee's disadvantaged communities experience greater instances of chemical, sediment, and sewage pollutants from illicit storm water discharges due to their proximity to the San Diego River; however, these discharges do not impact the community's potable water quality. Though not analyzed explicitly in this section due to lack of data availability, the pollution source that residents (46 percent of Community Survey respondents) are most concerned about is the prevalence of trash and debris throughout the City (City of Santee 2021), with many specifically pointing to homeless encampments along the river as a source of the pollution.

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## Section 4 Access to Public Facilities and Services

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Access to public facilities and community-serving amenities is important for quality of life, as well as disaster preparedness and recovery capacity. Therefore, an important component of environmental justice is equitable access and connections to public facilities and community services including schools, daycare, public transit, and health care.

The City assessed the access of disadvantaged communities to public facilities and services in Santee, including schools, and daycare centers<sup>4</sup> as indicated in Table 7. Several indicators rely on a buffer analysis, which is used to determine proximity or distance of one feature from another. Buffer analyses are used to identify areas (on a map) within the City that can experience greater environmental exposure or lack physical access to services based on proximity to, or distance from, residential areas. They also provide a metric (approximate percent of residential zoned areas within or outside of a given radius) for the City to gauge progress with respect to a given Environmental Justice Element topic area over time.

**Table 7. Indicators to Assess Existing Conditions: Public Facility Access**

Indicator	Description
Walkable Access to Schools	Percent of residential parcels further than ½ mile from nearest school
Walkable Access to Daycare Centers	Percent of residential parcels further than ½ mile from nearest day care center
Walkable Access to Transit	Percent of residential parcels further than ½ mile from nearest bus stop
Transit Affordability	Transportation cost as a percentage of income for renters
Transit Quality	Vehicle miles traveled per capita
Distribution of Health Care Facilities	Distribution of medical offices and urgent cares throughout the City
Health Insurance	Percent of population without health insurance

### Schools & Daycares

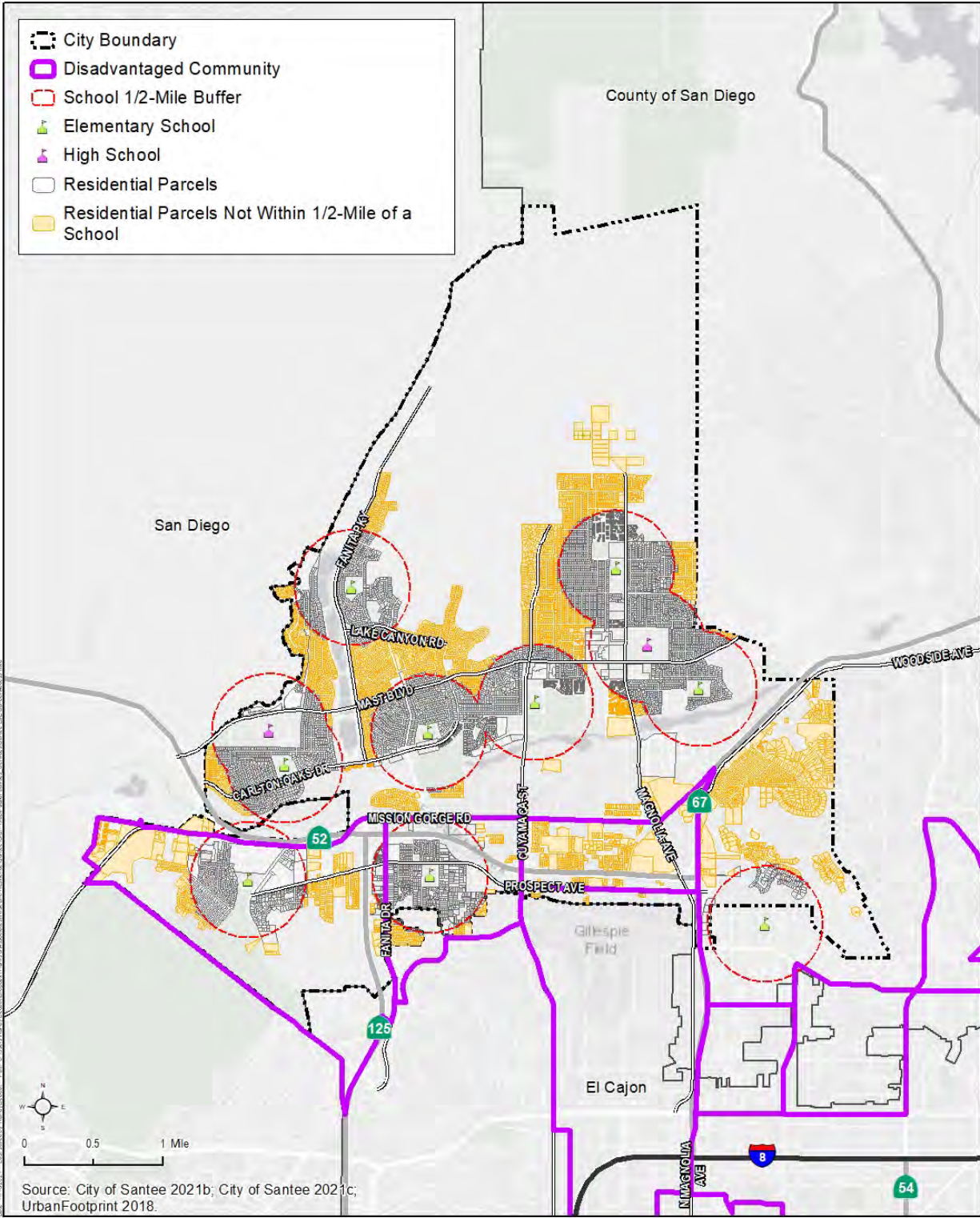
Approximately 33 and 64 percent of residential parcels are within walking distance of schools and day care centers, respectively (Figure 11 and Figure 12). Day care centers refer to child care centers that provide before or after school care, day care, or head start programs. Residential areas in the southeast portion of the City have the least walkable access to schools, as many households are bound by SR-52 and SR-67. Though the southeast portion of the City has the least walkable access to schools, it is not considered to be disadvantaged. Daycare centers are in walkable distance from

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<sup>4</sup> The assessment only included commercial daycare centers and did not include informal daycare centers in residences.

most residential areas, though the southwest and southeast portions of the City have relatively less access to child care.

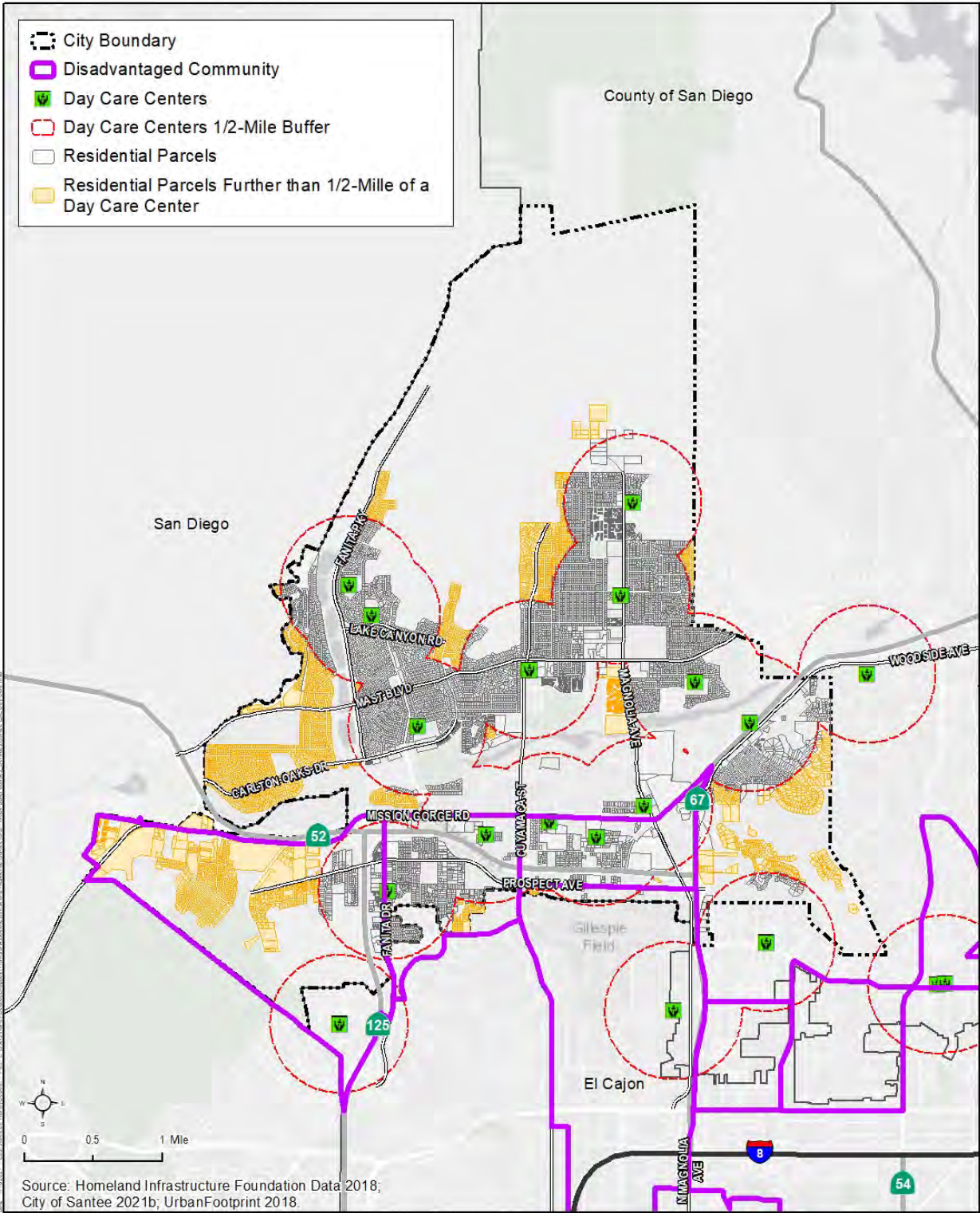
While proximity to schools and daycare centers is an important indicator in assessing access, it does not represent the multitude of barriers that prevent low-income families from accessing quality education and daycare services for their children or supplementary resources available to help low-income families to access such services. For example, one key factor in determining access to daycare is affordability. ProjectSAFE is a year round before and after school program operating at eight schools in the Santee School District from 6:30 a.m. to 6:00 p.m. The out-of-school time program supports the school district through quality child-centered programs that provide a safe environment and a variety of opportunities for children (SSD 2021). Child Development Associates, Inc. (CDA) is a community based, non-profit agency that provides child care reimbursement for parents who cannot afford child care (CDA 2021). The County also offers subsidized child care to qualifying families through their Centralized Eligibility List (SDCCEL 2021).



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Figure 11  
Walkable Access to Schools





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Figure 12  
Walkable Access to Daycare

## Public Transit

Studies have shown that a private automobile can cost 13 percent of household income (ITDP 2019). Therefore, access to public transit is another important factor of environmental justice. Assessing baseline conditions related to public transit routes and stops/stations can help identify areas that could benefit from improved transit. Local transit services, including the trolley and fixed route bus service, is provided by the San Diego Metropolitan Transit System (MTS). The project area is also served directly by one trolley transit line provided by MTS: the Green Line.

To assess resident's access to public transportation, the City identified residential parcels outside of a 0.5-mile radius of City bus stops. Approximately 18 percent of residential parcels are located further than 0.5 mile from the nearest transit stop. As shown on Figure 13, residential parcels in the southwest (non-disadvantaged communities) and southeast area (designated disadvantaged communities) of the City are outside the 0.5-mile buffer. Specifically, the area southwest of Prospect Avenue and Fanita Drive is a disadvantaged community that lacks walkable access to transit. Approximately 22 percent of Community Survey respondents indicated that public transit was not within walking or biking distance from their home (City of Santee 2021).

In addition to physical proximity, transit quality affects resident's ability to access transit services. Service via the Green Line is provided on 15-minute headways during the weekday commute and varies from 15- to 20-minute headways on the weekend mid-day hours. Though the Green Line offers an opportunity for residents to access employment opportunities in downtown San Diego by transit, it takes an hour to get from the Santee Green Line to the Santa Fe Depot station downtown (compared to 25 minutes by car). Approximately 31 percent of Community Survey respondents indicated that they do not use public transit because it takes too long (City of Santee 2021). Less than one percent of Santee residents utilize mass transit for their commute compared to 5.1 percent nationally (Best Places 2021) and 2.6 percent county-wide (USD 2018).

Affordability is an important factor in making public transit accessible to all residents. The United States Department of Housing and Urban Development (HUD's) Transportation Cost Index estimates transportation costs as a percent of income for renters.<sup>5</sup> Values range from 0 to 100. The higher the transportation cost index value, the lower the cost of transportation in that census tract. The City has an average transportation cost index value of 68.83, same as the County, indicating generally low costs of transit based on resident incomes. The MTS transit fares are shown below in Table 8.

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<sup>5</sup> Renters are defined here as a three-person single-parent family with income at 50% of the median income for renters for the region.

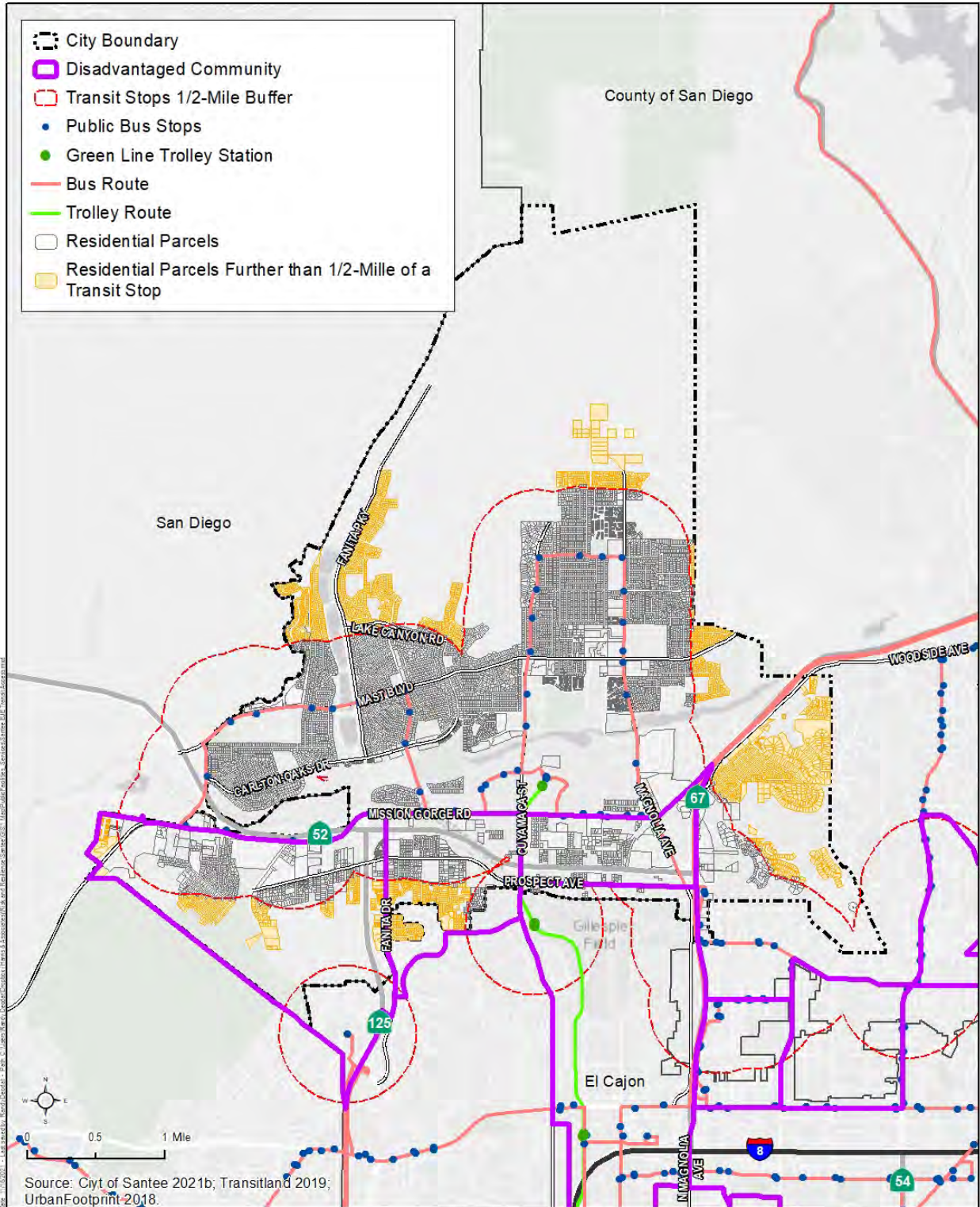
**Table 8. MTS Transit Fares**

Type	Regular	Discounted*
MTS Trolley (One-Way)	\$2.50	\$1.25
MTS Bus (One-Way)	\$2.50	\$1.25
Regional 30-day Pass	\$72	\$23
1-Day Pass	\$6	\$3

**Source:** MTS 2021

\*Senior/Disabled/Medicare





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Figure 13  
Walkable Access to Transit

## Health Care

Populations at higher risk to environmental stressors include those who are uninsured or underinsured or lack access to health care. Approximately 10 percent of City residents are uninsured (PHASC 2017). These groups are also the ones more likely to have greater exposure to environmental stress, resulting in more significant physical and mental health impacts that would require health care. Figure 14 maps health care facilities, including urgent care facilities and medical clinics, in the City relative to percent of uninsured adults. Urgent care facilities are defined by any location that is capable of providing emergency medical care and must provide emergency medical treatment beyond what can normally be provided by an EMS unit, must be able to perform surgery, or must be able to provide recuperative care beyond what is normally provided by a doctor's office. Medical offices refer to offices providing consultation, diagnosis, therapeutic, preventative, or corrective personal treatment services by doctors and small practitioners of medical and healing arts for humans licensed for such practice by the State. There is a greater percent of uninsured adults in the south and southwestern portion of the City, indicating that disadvantaged communities have less access to healthcare services. Only 17 percent of Community Survey respondents indicated that they lacked affordable and nearby health care services (City of Santee 2021).

The County's Live Well San Diego initiative developed community indicators to measure the collective impact of their programs on health, safety, and quality of life. While there is no data on life expectancy for Santee residents, the data portal reported that 97 percent of the population is "sufficiently healthy to live independently," up three percent since 2012 and higher than the 95 percent countywide.

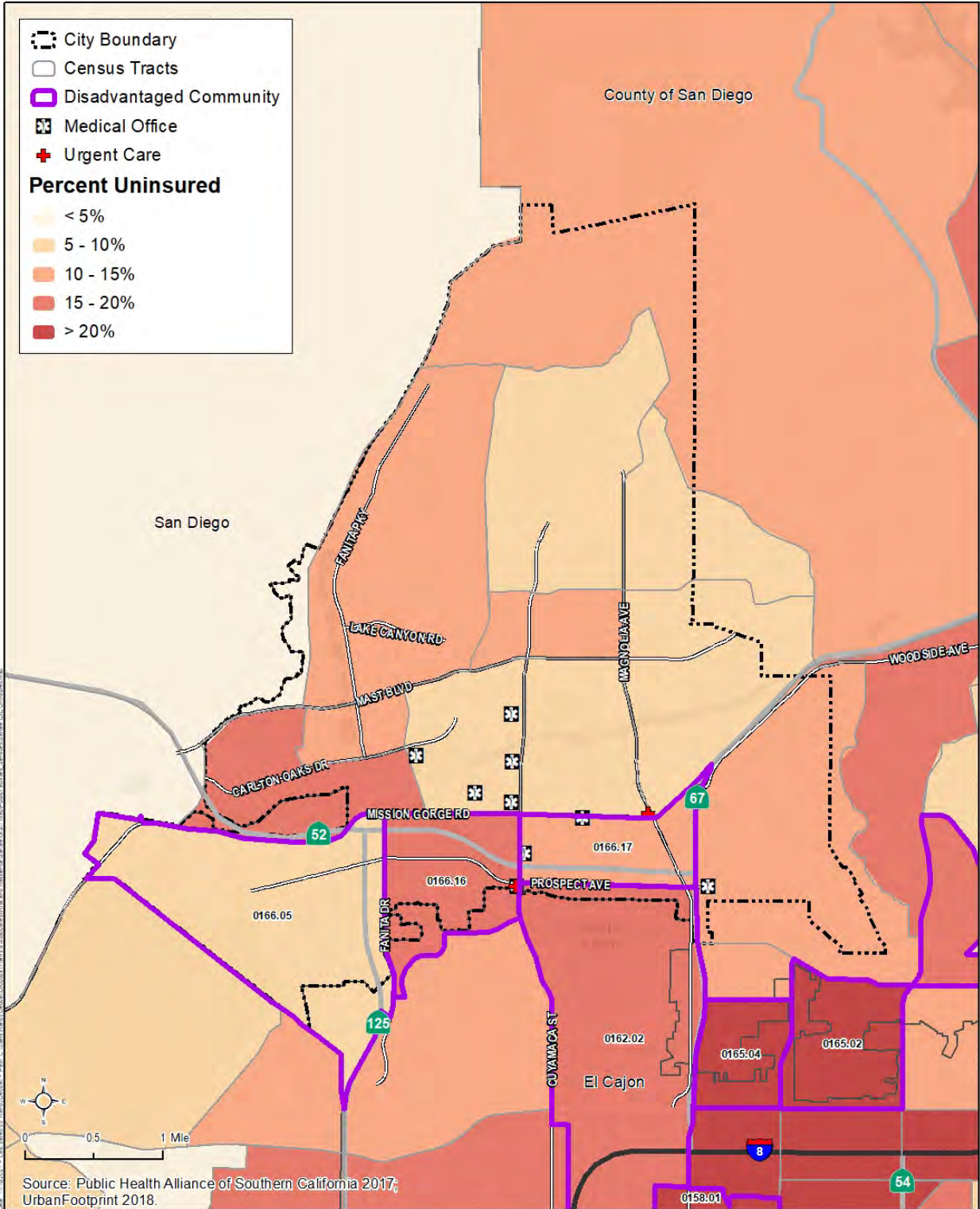
### Key Findings: Access to Public Facilities and Services

Many residences in disadvantaged communities are not within walking distance to their nearest school. However, residences in disadvantaged communities are generally within walking distance of daycare centers and transit, which can provide residents with opportunities to access other community services without using their personal vehicle. Despite low transit fares and well-distributed bus stops, most residents still rely on their personal vehicle. Nevertheless, 21 percent of Community Survey respondents indicated that heavy traffic restricted access to key destinations.<sup>6</sup>

Residents in disadvantaged communities are less likely to have health insurance, which may result in higher rates of avoidable emergency room visits. There are several medical facilities serving the area in and around Santee's disadvantaged communities.

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<sup>6</sup> While the Community Survey did not ask about traffic, 21% of respondents mentioned it in the open-ended questions.



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Figure 14  
 Population without Health Insurance



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## Section 5 Access to Healthy Food

While many people associate environmental justice with reducing pollution problems, access to healthy food is similarly essential to improving health outcomes (Kavi et al. 2019). Disadvantaged communities are more likely to have limited access to healthy and affordable foods (PolicyLink 2013). Access to healthy food has become a greater priority given that the percentage of obese adults and children has been increasing, particularly in low-income communities.

Many Californians also experience “food insecurity,” defined as a household’s inability to provide enough food for every person to live an active, healthy life. Although individuals make food choices, those choices are made within the context of what is consistently accessible, affordable, or available. Approximately 11 percent of people in the County experience food insecurity, a decrease in approximately 4 percent since 2015 (UWPHI 2021). However, the 2020 COVID-19 pandemic has caused a public health and economic crisis that has resulted in a significant increase in the number of people experiencing food insecurity in 2020 (Feeding America 2020).

The City assessed disadvantaged communities’ access to healthy food in Santee using the indicators listed below (Table 9).

**Table 9. Healthy Food Indicators**

Sub-Topic	Indicator	Description
Food Access	Food Distribution Sites	Number and location of summer meal sites and food banks
	Modified Retail Food Environment Index	Number of healthy food retailers/ (No. of healthy + No. of less healthy food retailers) *100
Food Insecurity	SNAP Enrollment	Percent of population receiving SNAP/CalFresh benefits
	SNAP Vendors	Location of SNAP/CalFresh Certified Vendors
	Free or Reduced Lunch Program Enrollment	Percent of students in Santee School District that qualify for free and reduced lunches
Community Health	Obesity Rate	Percent of adults and children that are considered obese
	Fast Food/Supermarket Distribution	Location of fast food/convenience stores/ supermarkets

**Notes:** SNAP = Supplemental Nutritional Assistance Program

## Food Access

In addition to financial access, physical access to supermarkets, grocery stores, and other retail food establishments is critical to food security. Food deserts are geographic locations where low-income neighborhoods lack physical access to supermarkets. Approximately 3 percent of the population in the County have limited access to healthy foods, defined by percentage of the population that is low income and does not live close to a grocery store (UWPHI 2021).

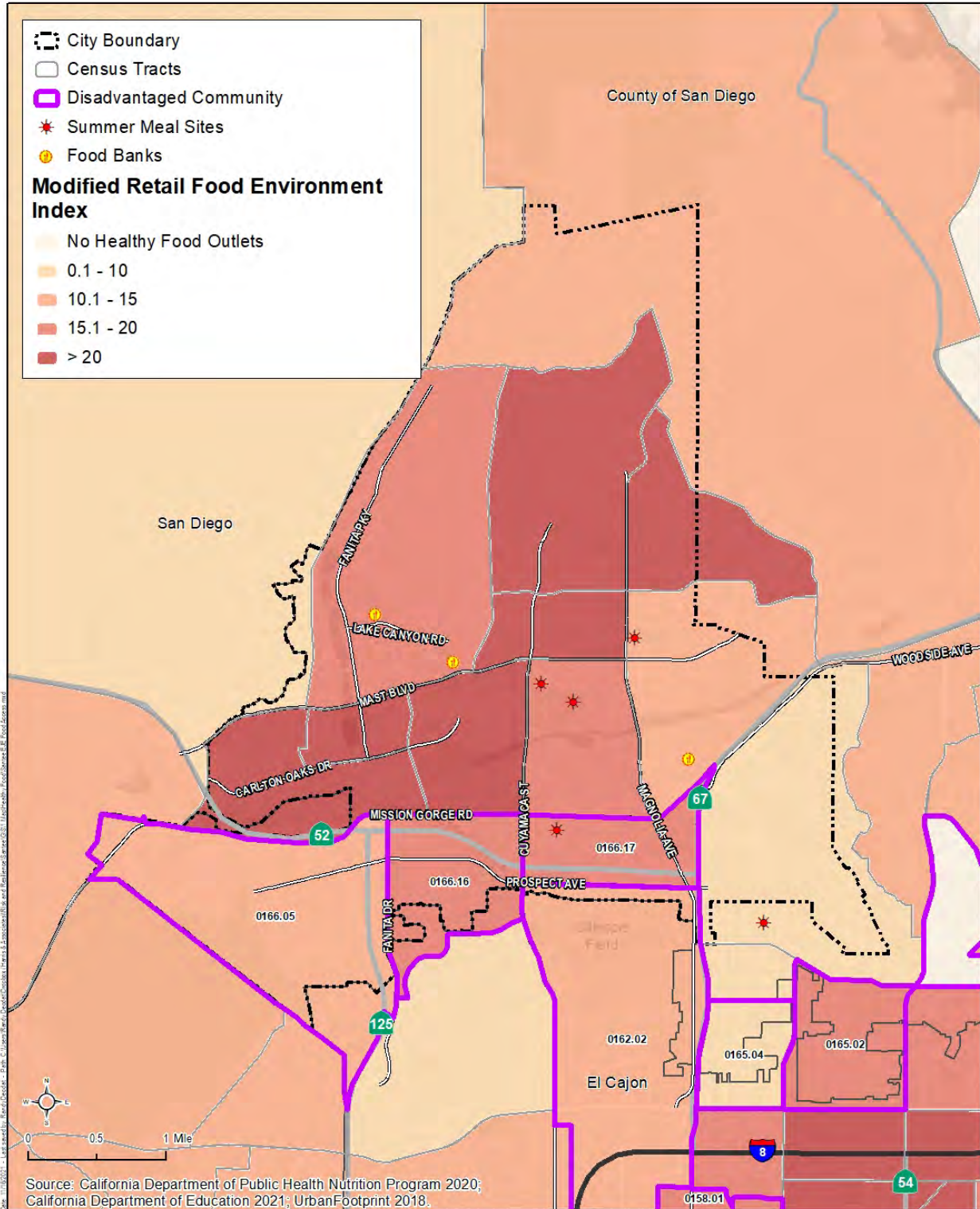
Figure 15 scores census tracts access to healthy food using the Modified Food Environment Index, which provides an indication (score 0-100) of the number of healthy food retailers relative to the number of less healthy food retailers (CDPH 2020). An index score of zero (lower score) generally corresponds with the concept of a food desert or less access to healthy food. The County's mean Food Environment Index score is 18.5, compared to the City's score of 15.9. The southeastern portion of the City to the east of SR-67 (not considered disadvantaged) has the least access to healthy food. Disadvantaged communities; however, still have less access to healthy food than other areas of the City, as shown in Figure 15.

For families that do not have adequate access to healthy foods or are otherwise food insecure, there are several food banks serving Santee residents. In addition to food bank programs, the Summer Meal Program, a federal meal program, provides children from low-income areas access to free nutritious meals during school vacation and off-track periods. There are four summer meal service sites located in the City of Santee. Food banks<sup>7</sup> and summer meal sites are mapped in Figure 15 in relation to Modified Food Environment Index scores. The southwest portion of the City has less access to healthy food and is not currently served by a food bank or Summer Meal Program site.

According to the Community Survey, only 12 percent of respondents indicated they lacked grocery stores or markets that provided fresh produce, and 9 percent indicated that affordable produce or food assistance was not accessible to them. Overall, about 9 percent of respondents indicated that lack of access to healthy food was a key issue for the City to address (City of Santee 2021).

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<sup>7</sup> Food banks include food distribution centers and food pantries.



City of Santee  
 Environmental Justice Element

Figure 15  
 Food Access

## **Food Insecurity**

Food insecurity describes a household's inability to provide enough food for each person to live a healthy life. Food insecurity is one way to measure and assess the risk of hunger. Numerous programs are available to Santee households to help support nutritious diets and mitigate food insecurity. The Supplemental Nutritional Assistance Program, known as CalFresh in California, provides money to needy families to purchase food. Accessing CalFresh benefits increases the purchasing power of low-income families, enabling them to acquire more healthy and nutritious food. Approximately 6 percent of Santee households receive CalFresh benefits to supplement their food expenditures, compared to 7 percent in the County and 9 percent in California (ACS 2019).

Another program that helps families to access healthy food is the Free and Reduced-Price lunch program. The program provides both breakfast and lunch five days a week. Approximately 38 percent of Santee School District students were eligible for free and reduced-price meals in 2019-2020 (CDE 2020).

In October 2020, Feeding America released a report that provided an analysis of how food insecurity may increase in 2020 due to COVID 19 pandemic. The report identified that pre-pandemic, the United States had the lowest food insecurity rates in more than 20 years, but that the current crisis has reversed improvements made over the past decade (Feeding America 2020).

## **Community Health**

Obesity increases the risk for many chronic diseases such as diabetes, high blood pressure, high cholesterol, heart disease, and many cancers. While all people may be affected by obesity, low-resource and food insecure communities are particularly vulnerable. According to the State of Childhood Obesity in San Diego 2019 Supplemental Report, approximately 36 percent of children in Santee are considered obese or overweight, slightly higher than the county average of 34 percent (SDCOI 2019). The report provides an update to the 2016 State of Childhood Obesity Report, relying on data collected through the FITNESSGRAM® test. To learn about additional indicators measured and tracked through the County's Childhood Obesity Initiative and State of Childhood Obesity Report, please visit the initiative's website here: [www.sdcoi.org](http://www.sdcoi.org)



Easy access (close proximity) to fast food restaurants, especially absent adequate access to grocery stores that provide fresh produce, can contribute to higher obesity rates. Low-income and racial-ethnic minorities are more likely than white residents to live near unhealthy food retailers, which has been associated with poor diet (Cooksey-Stowers et al. 2017). Increasing the number of full-service grocery stores relative to fast food restaurants in neighborhoods can help to combat these health conditions. Figure 16 maps the location of food retailers by type, including fast food restaurants<sup>8</sup>, small markets, and grocery stores<sup>9</sup>, using data layers developed by the California Department of Public Health Nutrition Education & Obesity Prevention Branch (CHDPH 2020).

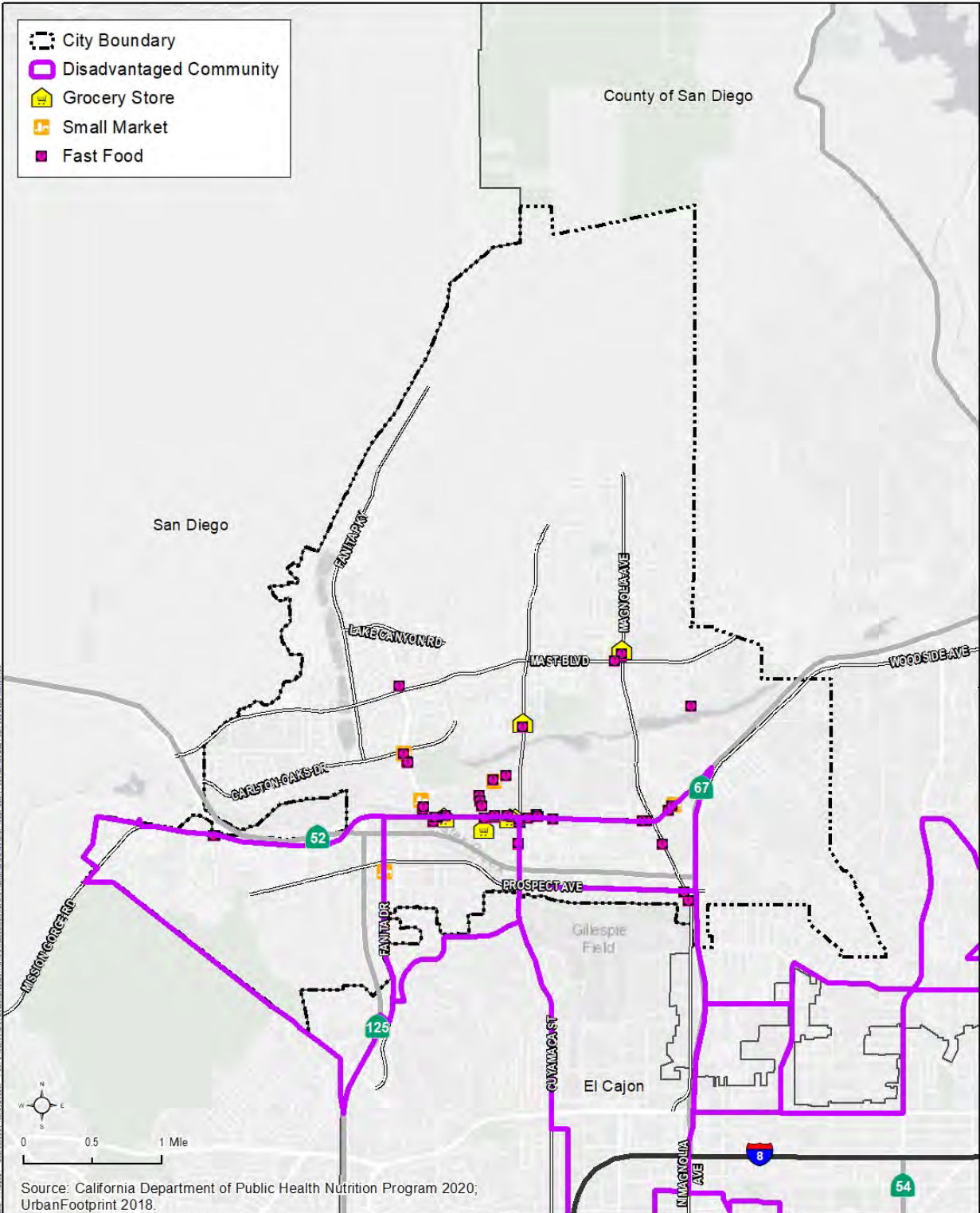
### **Key Findings: Access to Healthy Food**

The data presented in the Modified Retail Environment Index suggests that disadvantaged communities have slightly less access to healthy food outlets compared to other areas in the City and the County. Less access to healthy food and higher prevalence of fast food establishments in disadvantaged communities may contribute to higher obesity rates. While the City does have several food banks and summer meal program sites, the southwest portion of the City that is considered disadvantaged is not served by these food distribution sites. Overall, Community Survey respondents felt that they had sufficient access to healthy food.

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<sup>8</sup> Includes fast food, pizza, and sandwiches.

<sup>9</sup> Grocery stores include supermarket chains and large grocery stores.



City of Santee  
Environmental Justice Element

Figure 16  
Select Food Retailers Distribution

## Section 6 Access to Physical Activity and Recreational Opportunity

Increasing physical activity is one of the most important contributors to improved health. It helps people manage weight; reduces risk of cardiovascular disease, type 2 diabetes, osteoporosis, and some cancers; and improves mental health and well-being. Cities can work to ensure all residents are able to engage in physical activity and recreation by providing adequate and equitable access to parks and recreational centers, as well as investing in infrastructure that supports active transportation. The City assessed residents’ access to physical activity using the indicators listed in Table 10.

**Table 10. Physical Activity and Recreational Opportunity Indicators**

Indicator	Description
Walkable Access to Outdoor Recreation	Provides a measurement of level of service for any location within the City based on “walkable access” referring to ½ mile proximity (10-minute walk) to outdoor recreation facility (including parks).
Parkland to Resident Ratio	Acres of parkland per 1,000 residents
Walkable Access to Indoor Recreation	Provides a measurement of level of service for any location within the City based on “walkable access” referring to ½ mile proximity (10 minute walk) to indoor recreation facility
Walkability/Bikeability	The Walkability Index dataset characterizes every Census 2010 block group in the U.S. based on its relative walkability. Also maps the location of bike paths throughout the City.
Bicycle and Pedestrian Collisions	Number of pedestrian and bike collisions per capita
	Top intersections in Santee with highest number of bicycle-involved and pedestrian-involved collisions, and number of collisions by severity

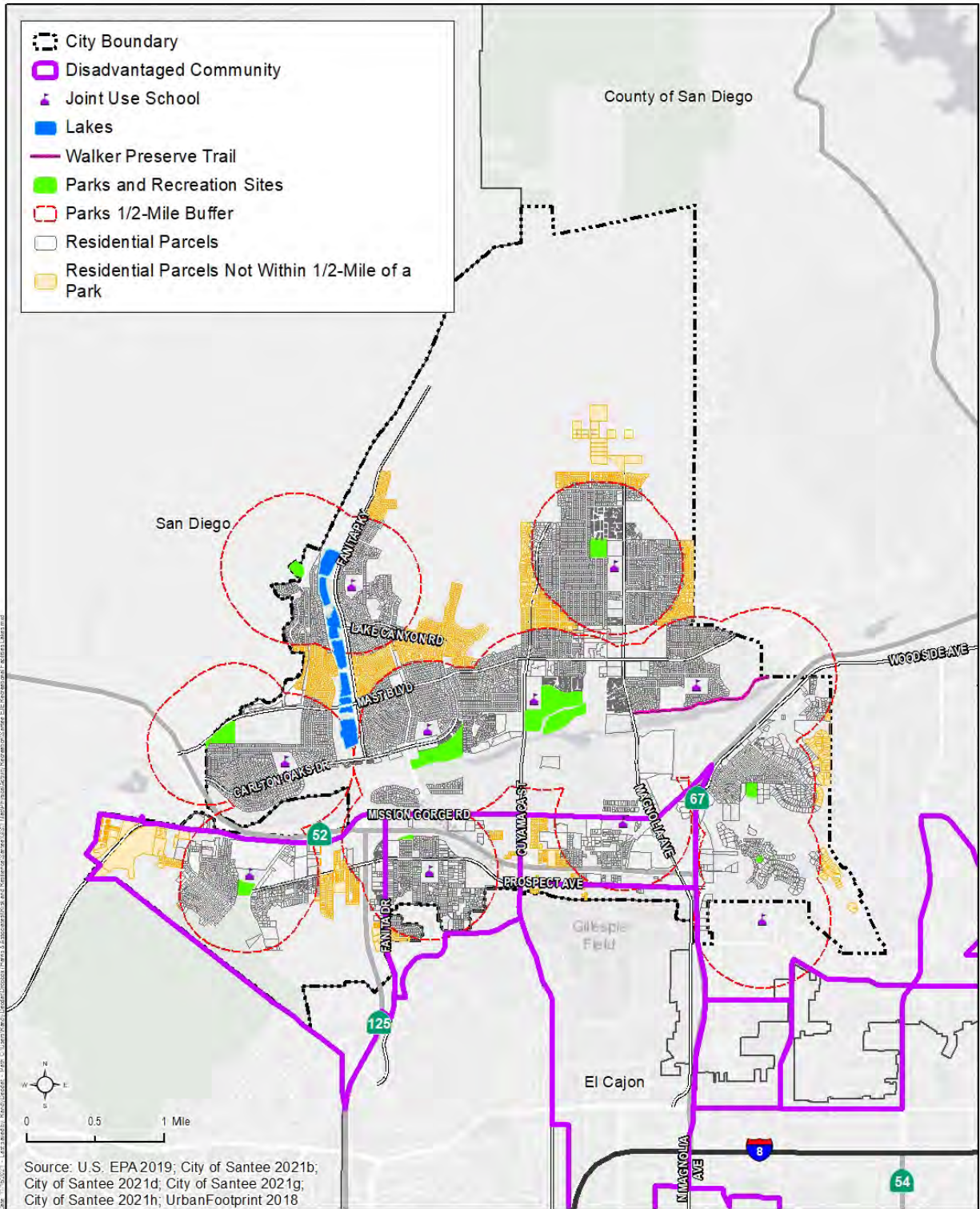
Note: PRMP = Parks and Recreation Master Plan

### Parks and Recreation

Just as low-income communities are more likely to live in close proximity to polluting land uses, they are similarly less likely to have equitable access to parks and recreation centers. Recognizing the role planners have in helping communities increase access to healthier living environments, the City has developed and maintained a Parks and Recreation Master Plan. Last updated in 2017, the plan assesses the City’s parks and recreation systems, and plans for future growth of the community.

The Plan provides a level of service analysis of the City's park system. The level of service analysis measures access to recreation by walking, using 15-minute walk time catchment radii around each park. The City supplemented this level of service analysis with one that identifies households that are further than 1/2-mile from a park *or* school (Figure 17). Schools are included in the analysis because the City, as of 1986, has a joint-use agreement in place with the Santee School District, wherein the District agreed to make available year-round a minimum of five school sites throughout the City for the operation of the City of Santee (City of Santee 1986). Walker Preserve Trail, a 1.3-mile-long linear park, is also included in Figure 17. The trail is along the San Diego River from Magnolia Avenue east to the City limits, connecting to Lakeside Baseball Park and the Lakeside Riverpark Conservancy trail system. Amenities include a picnic shelter, shaded picnic areas, park benches, picnic tables, drinking water fountains, bike racks, and a bike repair station.





City of Santee  
Environmental Justice Element

Figure 17  
Walkable Access to Park

In general, these level of service analyses suggest that Santee parks are equitably distributed throughout the City; however, the disadvantaged area bound by Magnolia Avenue, Prospect Avenue, Cuyamaca Street, and Mission Gorge Road is not served by a City park. Only 15 percent of Community Survey respondents indicated they lacked parks or recreation centers within walking or biking distance of their home, and only 9 percent indicated that organized activities and sports at neighborhood parks and recreation centers were not available or affordable (City of Santee 2021).

The 2017 Parks and Recreation Master Plan Update provides a list of key findings and recommendations, including additional need for community and neighborhood parks (City of Santee 2017).

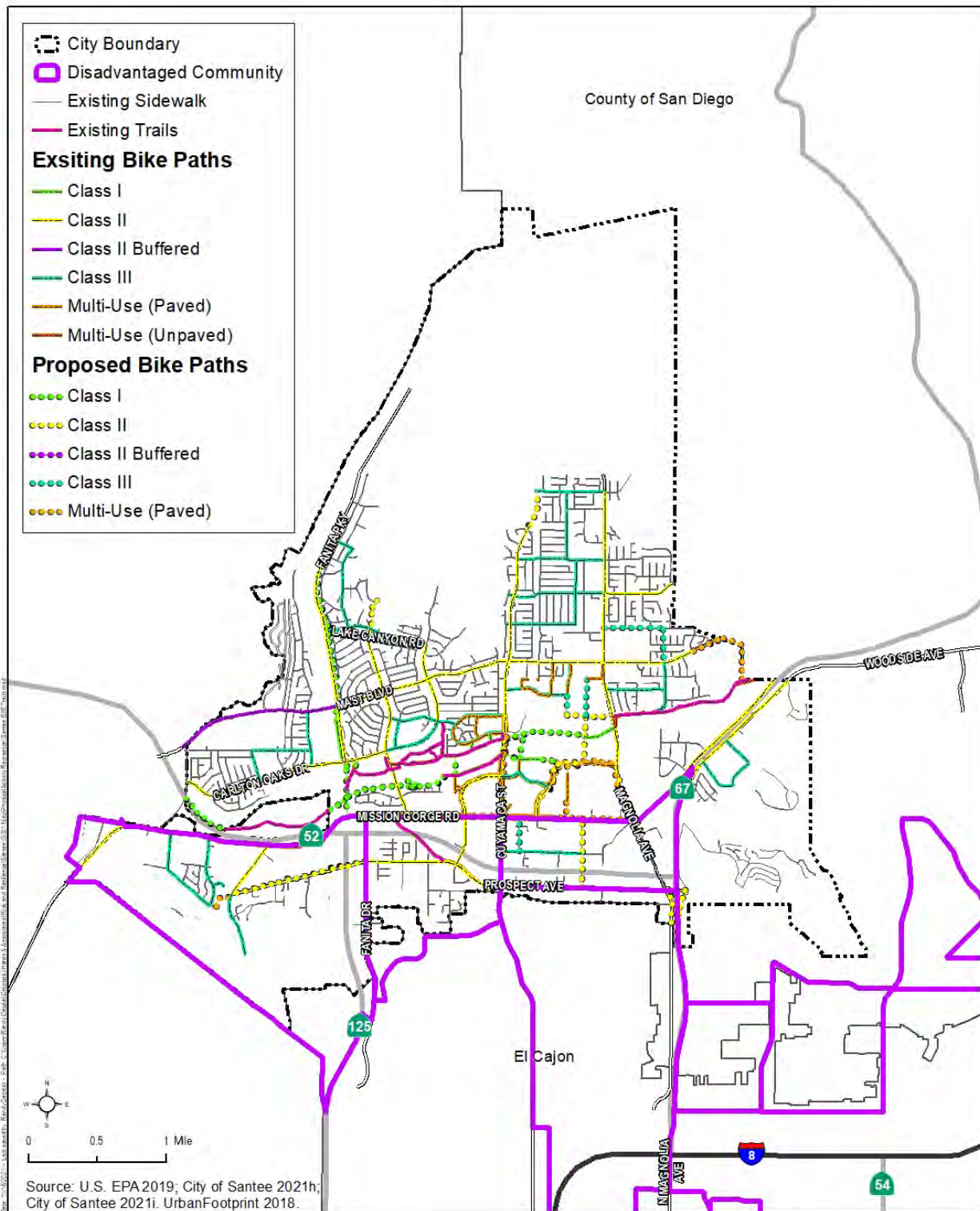
## 6.1 Active Transportation

Active transportation incorporates physical activity into one’s daily routine, such as walking or biking to work, school, or nearby open space or community centers to pursue recreation. According to the National Household Travel Survey (2017), nearly half of the trips people make are under three miles away, and over a fifth are within one mile (FHWA 2017). To help facilitate making these short distance trips by means other than driving, transportation systems can be designed to increase and encourage “active transportation” options (i.e., walking and biking). Providing equitable infrastructure investments to support active transportation can help reduce some of the disparate health outcomes seen across California. Active transportation options also allow for less time spent in vehicles and can help to reduce vehicle miles traveled, resulting in less greenhouse gas emissions and air pollution.

Walkability is a measure of how friendly an area is to walking. Walkability depends upon characteristics of the built environment that influence the likelihood of walking being used as a mode of travel, such as the presence and width of sidewalks, path connection uses, and traffic conditions, including separation from vehicles. Approximately 26 percent of Community Survey respondents indicated there was a lack of sidewalks, crosswalks, and bicycle lanes for people to safely move around the City (City of Santee 2021). Figure 18 identifies existing sidewalks, trails, existing bike paths by class type, and proposed bike paths by class type throughout the City. Bike path class types include the following:

- **Class I**: Shared-use paths with exclusive right of way for bicyclists and pedestrians, away from the roadway and with minimized cross flows by motor traffic.
- **Class II**: Bike lanes established along streets, defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel.
- **Class III**: Bike routes that designate a preferred route for bicyclists on streets shared with motor traffic not served by dedicated bikeways.
- **Class IV**: Protected bike lane for the exclusive use of bicycles, physically separated from motor traffic with a vertical feature like posts, parking, or inflexible barriers.

Furthermore, as shown in Figure 18, disadvantaged communities have less sidewalks, trails, and bike paths than other residential areas in the City.



City of Santee  
Environmental Justice Element

Figure 18  
Pedestrian and Bike Paths



The City of Santee recognizes the value of providing opportunities for local residents and visitors to bicycle for work and recreation, as well as to use off-road trails for hiking, equestrian use, and jogging. Such opportunities help to reduce auto trips, improve the environment, and promote healthy lifestyles.

The City’s bikeway network is shown in Figure 18. As shown in Figure 18, bikeways are well-distributed throughout the City, with an exception of the southeast portion of the City, which only has access to one bikeway along Woodside Avenue. Adding proposed bike lanes along Mission Gorge Road will increase opportunities for residents living in the southeast portion to access more destinations via bike. Furthermore, the City trail network connects to off-site trail networks in other jurisdictions. For example, the trails on the west side of the City connect to the City of San Diego Mission Trails Regional Park.

Residents’ decision to walk or bike instead of drive is also dependent on their perception of the safety of such activities. Figure 19 maps the location of bicycle and pedestrian collisions from 2010 to 2020. As expected, these figures indicate a greater number of collisions occur along major intersections, including:

- Carlton Hills Boulevard & Willowgrove Avenue
- Cuyamaca Street & Mission Gorge Road
- Magnolia Avenue & Woodside Avenue
- Mission Gorge Road & Railroad Avenue

Table 11 compares Santee’s bicycle and pedestrian per capita (per 1,000) collision data between 2010-2015 and 2015-2020. The City has significantly reduced the number of both pedestrian and bicycle collisions in the last five years.

**Table 11. Bicycle and Pedestrian Collisions per 1,000 people/yr**

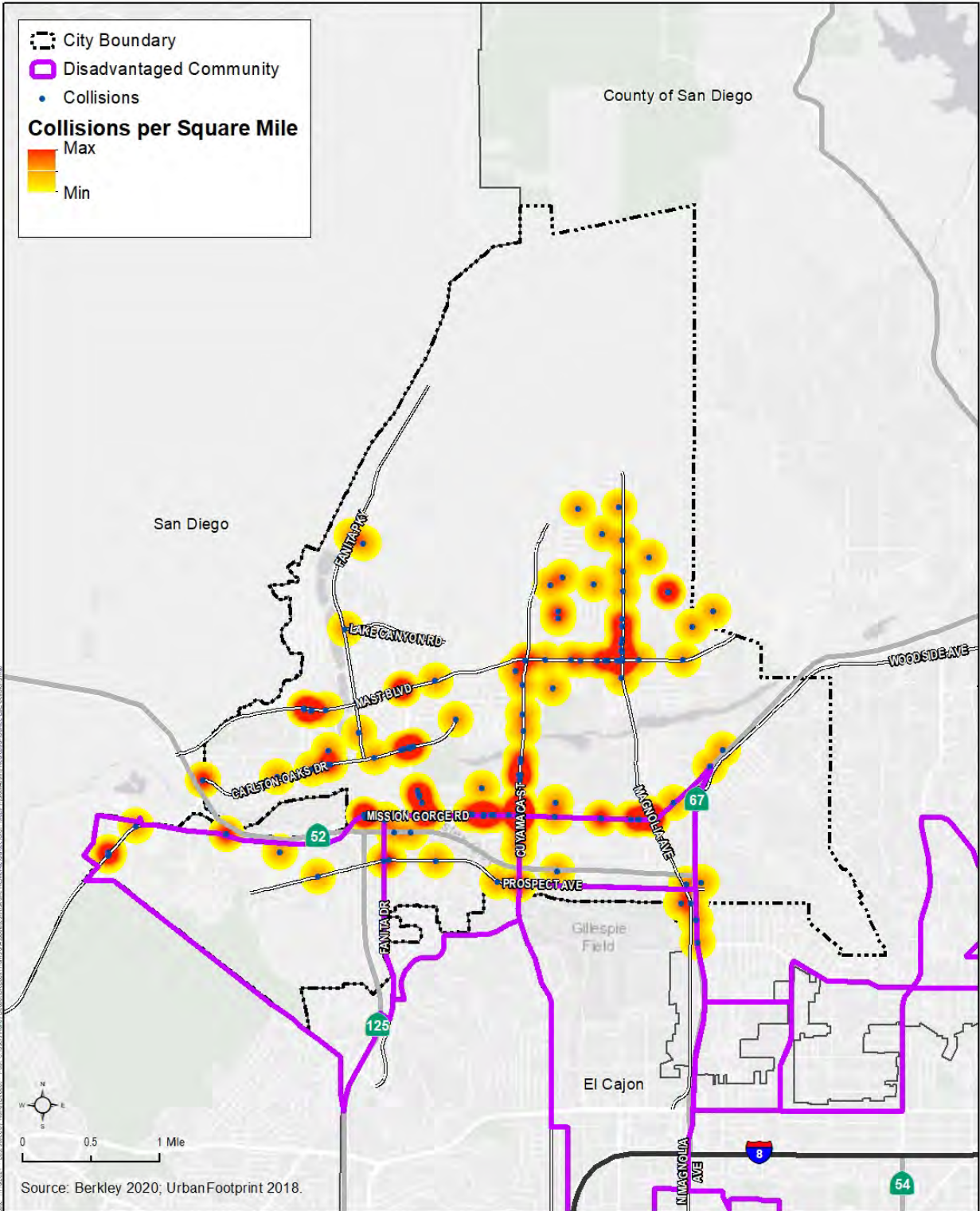
Collision Type	Total	2010-2014*	2015-2020**
Pedestrian	27	0.16	0.09
Bicycle	24	0.20	0.08

Source: UC Berkeley 2020

\*Using 2015 ACS Estimate for Population = 56,255

\*\* Using 2019 ACS Estimate for Population = 58,081





City of Santee  
Environmental Justice Element

Figure 19  
Bicycle and Pedestrian Collisions

The City’s Mobility Element of the General Plan, adopted in 2017, provides guidance to decisions that expand and improve the transportation system and accommodate the diverse transportation needs of City residents. The first goal of the Mobility Element is to “Ensure that the existing and future transportation system is accessible, safe, reliable, efficient, integrated, convenient, well-connected and multimodal,” and “accommodate(s) active transportation,” including pedestrians and bicyclists (City of Santee 2017). The City intends to meet this goal by designing complete streets and developing a “connected system of multi-modal corridors that encourage walking, biking, and riding transit” (City of Santee 2017). The City of Santee has completed the first Active Transportation Plan (Active Santee Plan) that provides a framework for the development of a complete system that accommodates bicyclists and pedestrians.

### **Key Findings: Access to Physical Activity and Recreation**

Disadvantaged communities in the southwest portion of the City have less sidewalks and bike paths compared to other areas of the City, limiting the ability to utilize active transportation modes. Though transportation collisions occur near the intersection of Magnolia Ave. and Mast Blvd., there are a significant number of reported collisions on Mission Gorge Rd., which is a heavily trafficked road to the north of designated disadvantaged communities. Nearly 46 percent of Community Survey respondents indicated that limited access to and deterioration of city infrastructure and facilities that support physical activity; including sidewalks, bicycle lanes, parks, and recreation centers, is the most important issue for the City to address to ensure all residents have access to healthy living conditions (City of Santee 2021).

## Section 7 Access to Safe, Sanitary and Affordable Homes

Housing location, quality, affordability, and stability have health implications. Often, individuals who experience unique or compounding health risks face multiple, interrelated barriers to accessing safe, stable, and affordable housing (Taylor 2018). The City assessed residents' access to safe and sanitary homes in Santee using the indicators of housing stock age and cost-burdened households (Table 12).

**Table 12. Safe, Sanitary and Affordable Housing Indicators**

Indicator	Description
Age of residential housing stock	Age of residential housing stock
Substandard Housing	Percent of "substandard housing"
Overcrowded Houses	Percent of overcrowding of owner/renter households
Cost Burdened Households	Percent of households who spend more than 30% of income on rent

**Notes:** MHI = median household income, SCAG = Southern California Association of Governments

### 7.1 Housing Quality and Safety

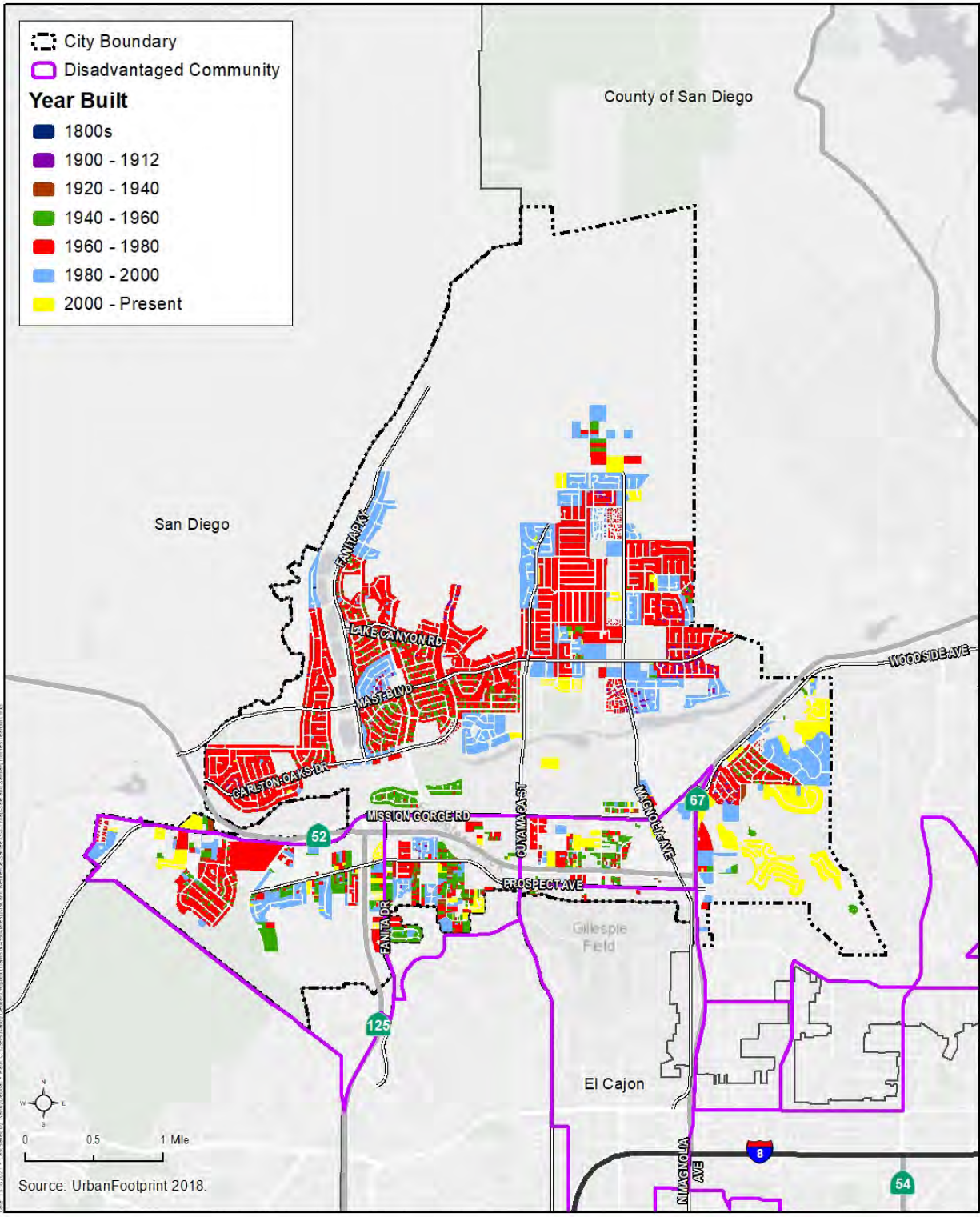
The quality of available housing stock has direct health implications. Older housing that has not been maintained or updated can lead to unsafe conditions due to pest infestation, water intrusion, mold, poor insulation, and exposure to toxins, such as lead and second- and third-hand smoke. Water intrusion, poor insulation, and mold can exacerbate respiratory illnesses such as asthma and chronic obstructive pulmonary disease. Exposure to lead, a known neurotoxin, can have lifelong health consequences for young children. Figure 20 maps residential housing stock by age, which can be used as a proxy for housing stock quality.

As shown in Figure 20, the majority of older residential buildings are located in the southcentral portion of the City between SR-125 and SR-67. In general, areas with older housing stock are also in areas with higher asthma rates. Excessive moisture and dampness, poor heating and ventilation systems, and deteriorated carpeting, all of which are associated with older, substandard housing, may contribute to asthma prevalence in the City (Krieger 2010). Only 7 percent of Community Survey respondents indicated concern about unsafe or unhealthy conditions in homes (such as lead based paint, mold, poor ventilation, poor insulation, or other needed repairs) (City of Santee 2021).

The American Community Survey includes surveys about three factors of what may be considered substandard housing: availability of telephone service, plumbing facilities, and kitchen facilities. In Santee, 227 housing units (1.2 percent) lack telephone service, 112 units (0.6 percent) lack plumbing facilities, and 295 units (1.5 percent) lack complete kitchen facilities (ACS 2019). Approximately 20 percent of Community Survey respondents also indicated that air conditioning is not available or affordable (City of Santee 2021).

The Community Survey also asked residents about their perception of safety in their homes. Many survey respondents indicated safety concerns from vagrant populations living near their neighborhood. While only a few indicated concerns about their home being in a fire or flood zone, nearly 17 percent of respondents indicated that flood, fire, or renter's insurance was not affordable (City of Santee 2021). Community Survey respondents also expressed concern about heavily trafficked neighborhoods, with many cars speeding through residential areas.





City of Santee  
 Environmental Justice Element

Figure 20  
 Residential Housing Stock by Year Built

## 7.2 Housing Affordability

Jurisdictions can take actions to preserve existing quality, affordable housing stock in addition to pursuing a path to create additional affordable housing. Access to affordable housing helps alleviate undue stress suffered from unstable living conditions. Many families in disadvantaged communities often have relatively low and fixed incomes; thus, affordable housing allows them to put their remaining income toward other goods and services, health care needs, and other necessities. Lower housing costs allow for less financial burden and can allow for more time to pursue other healthy behaviors, such as exercise or cooking healthy meals.

When housing prices rise, household occupancy rates often increase, which can result in overcrowded and unsafe living conditions and increase the risk of spreading infectious diseases. The median value of owner-occupied housing in Santee is \$445,500 and the median household income home cost in Santee is \$527,600, and the median household income is \$87,098. In comparison, the County’s median value of owner-occupied housing is \$563,700, and the median household income is \$78,980 (ACS 2019). Table 13 compares the average household size between 2020 and 2017 in the City of Santee, relative to the County (ACS 2019).

**Table 13. Average Household Size**

Jurisdiction	2010	2017
City of Santee	2.72	2.86
County of San Diego	2.75	2.87

Approximately 1.6 percent of owner-occupied households are overcrowded and 6.5 percent of renter-occupied households in the City are overcrowded, defined as a household with more than one person per room (ACS 2019). This suggests that renters are disproportionately affected by overcrowding.

HUD defines moderate cost-burdened households as those “spending more than 30 percent of their income for housing” and severe cost-burdened households as those “spending more than 50 percent of their income on housing” (HUD 2017). Though housing cost burden is measured as a percentage of gross income spent on housing, lower-income households spending the same percent of income on housing as a higher-income household will likely experience more “burden.” Of Santee’s 5,413 *renter* households, 49 percent are moderate cost-burdened, compared to 51 percent county-wide. Additionally, 24 percent are severely cost-burdened compared to 26 percent for low-income renters county-wide (ACS 2019; County of San Diego 2021). However, most Santee residents own their home; only 28 percent of households in Santee are renter-occupied (ACS 2015). Only 31 percent of home-owners are considered cost burdened. Nearly 32 percent of Community Survey respondents indicated that housing affordability was an important issue for the City to address in order to ensure all residents have access to good living conditions (City of Santee 2021). More information on housing affordability can be found in the City’s Housing Element.

## **Key Findings: Access to Safe, Sanitary, and Affordable Homes**

Though housing costs are less expensive than in other areas in the County and State, 49 percent of renters and 32 percent of home-owners are cost-burdened (ACS 2019). Disadvantaged communities are more likely to live in older (and likely lower-quality) homes and spend a greater percentage of their income on housing compared to other areas on the City. High housing costs impact renters in disadvantaged communities more severely, as they often include low-income residents. Community Survey respondents were much more concerned with housing affordability than the safety and quality of homes – 32 percent of respondents thought affordable housing is the most important issue for the City to address, as opposed to the two percent who thought safe and sanitary housing was.

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## Section 8 Unique or Compounded Health Risks

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### 8.1 Climate Change

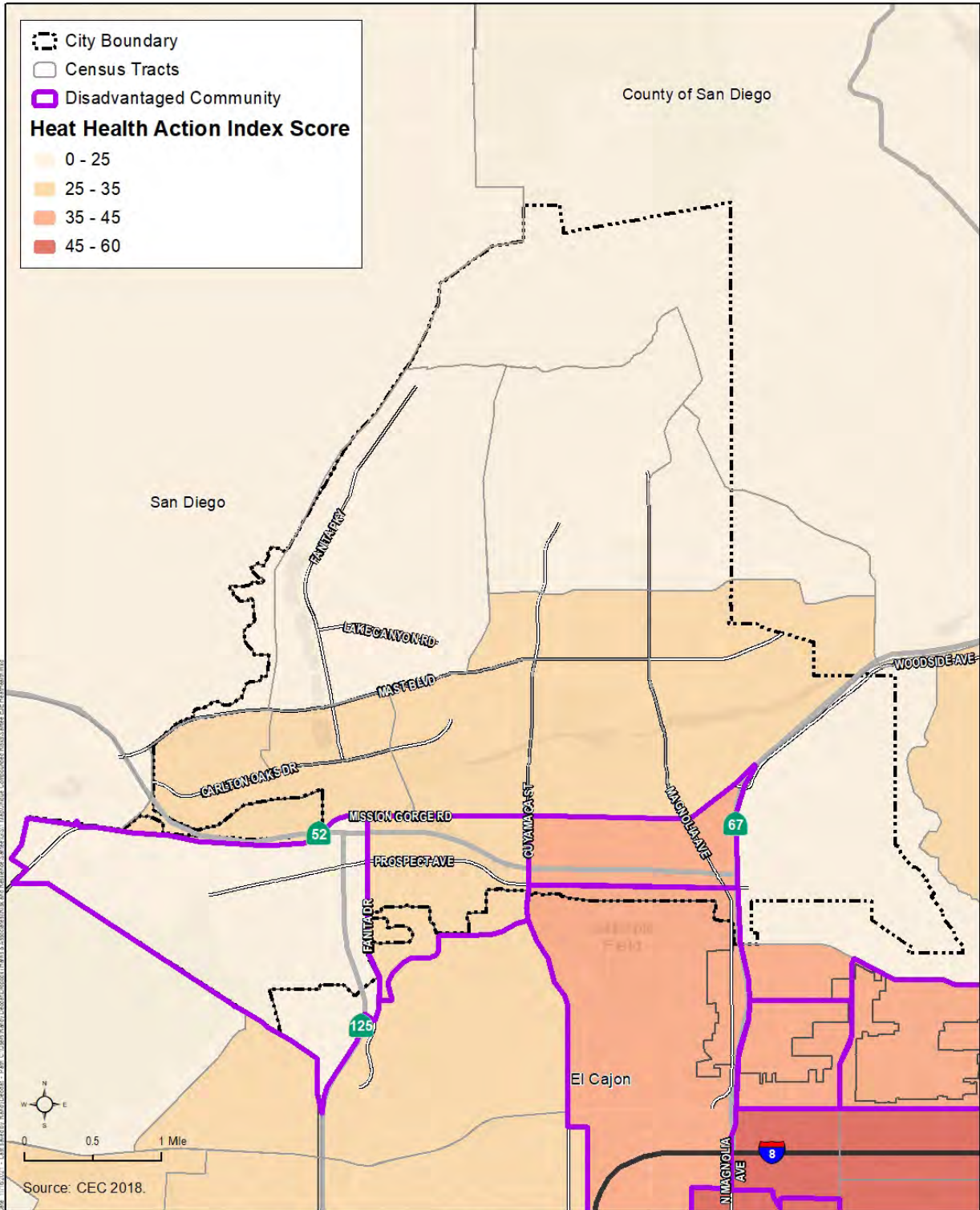
Climate change will likely increase the severity of existing hazards and their associated risks to people in Santee. Climate change may even cause displacement from increased frequency or severity of hazards like flooding, drought, wildfire, extreme heat, and other impacts. In 2018, the City approved the County's Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP), which provides an analysis of potential natural and human-caused hazards. The City's General Plan Public Safety Element builds from the 2018 MJLHMP to address the potential loss of life, injury, property damage, economic loss, and social dislocation due to hazard events, including those created or exacerbated by climate change.

Climate change is anticipated to present a significant threat to public health for decades to come. It is also known that climate change can disproportionately impact some groups more than others. Disadvantaged communities that suffer disproportionate environmental burdens are also likely to be more vulnerable to climate impacts. Extreme heat is unique in the significant and elevated threat it poses to public health. According to the Center for Climate Change and Health, extreme heat causes more deaths than any other type of natural disaster (Public Health Institute 2016). People living in low-income, disadvantaged communities often experience compounded risk due to poor housing conditions, lack of air conditioning, and unwillingness to use air conditioning due to high energy costs or open doors and windows due to safety concerns. Approximately 21 percent of Community Survey respondents cited heat as the reason they did not walk or bike as a mode of transportation (City of Santee 2021).

To assess heat vulnerability with respect to disadvantaged communities, the City utilized the Heat Health Action Index (HHAI). The HHA I score (ranging from 0 to 100) is a statistically weighted result of the indicators that include sensitive populations (i.e., children, elderly, outdoor workers), tree canopy, urban heat island, and ozone exceedance indicators, among others, and is intended to represent total heat and health vulnerability. Higher scores indicate higher heat vulnerability. Figure 21 shows HHA I scores for Santee by census tract. The average HHA I score for the City of Santee is 33 compared to 34 for the County.

#### **Key Findings: Unique or Compounded Health Risks**

Disadvantaged communities experience unique or compounded health risks due to climate change. The area with the greatest vulnerability to extreme heat, which poses a significant public health threat, is the southern portion of the City. However, overall the City, including disadvantaged communities, is not particularly vulnerable to extreme heat.



City of Santee  
 Environmental Justice Element

Figure 21  
 Heat Health Action Index

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# ATTACHMENT B

## **SAFETY ELEMENT UPDATE**

### **City Council Workshop**

### **Goal, Objectives, and Policies**

**Goal:** The goal of the Safety Element is to minimize injuries, loss of life, and property damages resulting from natural and human-induced safety hazards.

**Objective 1:** Minimize injuries, loss of life, and property damage resulting from flood hazards.

**Policy 1.1:** Encourage the use of innovative site design strategies within the floodplain which ensure minimizing of flood hazards and maintaining the natural character of waterways.

**Policy 1.2:** Require that all developments proposed within a floodplain area utilize design and site planning techniques to ensure that structures are elevated at least one foot above the 100-year flood level.

**Policy 1.3:** Ensure that all proposed projects which would modify the configuration of any of the three main waterways in Santee (San Diego River and Sycamore and Forester Creeks) are required to submit a report prepared by a registered hydrologist that analyzes potential effects of the project downstream as well as in the local vicinity.

**Policy 1.4:** Actively pursue the improvement of drainage ways and flood control facilities so as to lessen recurrent flood problems and include such public improvements in the Capital Improvements Program for the City.

**Policy 1.5:** Pursue the identification of flood hazard areas along Fanita and Big Rock Creeks and apply protective measures where necessary.

**Policy 1.6:** Require a hydrologic study, including the analysis of effects on downstream and upstream properties and on the flood-carrying characteristics of the stream, for development proposed in the floodplain.

**Policy 1.7:** Ensure that Critical Emergency uses (hospitals, fire stations, police stations, the Emergency Operations Center, public administration buildings and schools) are not located in flood hazard areas or in areas that would affect their ability to function in the event of a disaster.

**Policy 1.8:** Prohibit development within the 100-year floodway, subject to the provisions of the City's Flood Damage Prevention Ordinance.

**Policy 1.9:** Ensure that floodway areas are not included in the calculation of net area for the purpose of land division.

**Objective 2:** Increase awareness of geotechnical and seismic hazards in order to avoid or to minimize the effects of hazards during the planning process for new development or redevelopment, and to mitigate the risks for existing development.

**Policy 2.1:** Utilize existing and evolving geologic, geophysical, and engineering knowledge to distinguish and delineate those areas that are particularly susceptible to damage from landslides and slope instability, liquefaction, and dam inundation.

**Policy 2.2:** Ensure that if a project is proposed in an area identified herein as seismically and/or geologically hazardous, the proposal shall demonstrate through appropriate geologic studies and investigations that either the unfavorable conditions do not exist in the specific area in question or that they may be avoided or mitigated through proper site planning, design, and construction.

**Policy 2.3:** Require that all potential geotechnical and soil hazards be fully investigated at the environmental review stage prior to project approval. Such investigations shall include those identified by Table 8.1, Determination of Geotechnical Studies Required, and such soil studies as may be warranted by results of the Initial Environmental Study.

**Policy 2.4:** Require seismic retrofitting or demolition of older buildings and unreinforced masonry structures, or scale development to reduce the amount of risk.

**Policy 2.5:** Assure that the project review process allows for consideration of seismic and geologic hazard categories as early as possible.

**Policy 2.6:** For projects proposed in areas identified within the geologic hazard category area, the geologic/geotechnical consultant shall establish either that the unfavorable conditions do not exist in the specific area in question or that they can be mitigated through proper design and construction.

**Policy 2.7:** Ensure that critical facilities, hazardous facilities, and special occupancy structures are located and designed to be functional in an event of a disaster. These facilities and structures include fire and police stations, hospitals, communication centers, schools, churches, and other high occupancy structures.

**Policy 2.8:** As shown in Table A-1, Determination of Geotechnical Studies Required, Group I facilities require a Geotechnical Investigation, a Geologic Investigation, and a Seismic Hazard Study specific to the project. Additionally, the State of California require reports for public schools, hospitals, and other critical structures to be reviewed by the State Architect.

**Objective 3: Minimize injuries, loss of life, and property damage resulting from fire hazards.**

#### ***New Development***

**Policy 3.1:** Mandate that a proposed development be approved only after it is determined that a fire protection plan is in place that includes measures to avoid or minimize fire hazards, such as adequate water pressure to maintain the required fire flow at the time of development.

**Policy 3.2:** Ensure that all new development meets established response time standards for fire and life safety services, and that all new development in State Responsibility Areas (SRAs) or Very High Fire Hazard Severity Zones requires fuel modification around homes and subdivisions.

**Policy 3.3:** Avoid expanding new residential development, essential public facilities, and critical



infrastructure in areas subject to extreme threat or high risk, such as High or Very High Fire Hazard Severity Zones (H/VHFHSZs), or areas classified by CAL FIRE as having an Extreme Threat classification on Fire Threat maps, unless all feasible risk reduction measures have been incorporated into project designs or conditions of approval.

**Policy 3.4:** Prohibit land uses that could exacerbate the risk of ignitions in High or Very High Fire Hazard Severity Zones (H/VHFHSZs), such as outdoor storage of hazardous or highly flammable materials, automobile service or gas stations, or temporary fireworks sales.

**Policy 3.5:** Prohibit land uses that could place occupants at unreasonable risk in High or Very High Fire Hazard Severity Zones (H/VHFHSZs), such as areas with large events or assembly of people, health care facilities, etc.

**Policy 3.6:** Encourage the use of conservation easements or establish a Transfer of Development Rights program in undeveloped wildland areas within High or Very High Fire Hazard Severity Zones (H/VHFHSZs).

**Policy 3.7:** Require the installation of fire hydrants and establishment of emergency vehicle access, notably before construction with combustible materials can begin on an approved project.

**Policy 3.8:** Require emergency access routes in all developments to be adequately wide to allow the entry and maneuvering of emergency vehicles to ensure that new development has adequate fire protection.

**Policy 3.9:** Mandate that all proposed development satisfy the minimum structural fire protection standards contained in the adopted edition of the Uniform Fire and Building Codes; however, where deemed appropriate, the City shall enhance the minimum standards to provide optimum protection.

### ***Existing Development***

**Policy 3.10:** Increase resilience of existing development in high-risk areas built prior to modern fire safety codes or wildfire hazard mitigation guidance.

**Policy 3.11:** Mandate that public and private landowners for all existing land uses comply with all applicable state and local requirements and implement site-specific safety measures that mitigate to a low-risk condition around or near public facilities, infrastructure, and natural resources.

**Policy 3.12:** Provide information regarding defensible space and building retrofits to achieve a low-risk condition.

**Policy 3.13:** Require public and private landowners to minimize the risk of wildfire moving from wildland areas to developed properties, or from property to property, by increasing structural hardening measures (e.g., fire-rated roofing and fire-resistant construction materials and techniques), maintaining and improving defensible space on site, and supporting vegetation management in adjacent undeveloped areas.

**Policy 3.14:** Require structures with fire protection sprinkler systems to provide for outside alarm

notification.

**Policy 3.15:** Mitigate existing non-conforming development to contemporary fire safe standards (e.g., road standards, vegetative hazards). Support state legislation that would provide tax incentives to encourage the repair or demolition of structures that could be considered fire hazards.

### ***Infill Development***

**Policy 3.16:** Prioritize infill development within the existing developed footprint to reduce vehicle miles traveled; improve access to jobs, services, and education; increase active transportation choices; avoid future unfunded infrastructure repair and maintenance liabilities; and avoid hazardous or environmentally sensitive open space areas.

**Policy 3.17:** Ensure that all infill development projects within State Responsibility Areas (SRAs) or Very High Fire Hazard Severity Zones (VHFHSZs) are required to comply with all applicable state or local fire safety and defensible space regulations or standards, and any applicable fire protection or risk reduction measures identified in locally adopted plans.

**Policy 3.18:** Ensure that discretionary infill projects may be required to prepare a project-specific fire hazard and risk assessment and incorporate project-specific risk reduction measures, subject to the determination and approval of the Fire Marshall.

### ***All Development***

**Policy 3.19:** Support the continuation of long-term maintenance of fire hazard reduction projects, such as weed abatement program (existing), community fire breaks, and private and public road clearance.

**Policy 3.20:** Ensure that the distribution of fire hydrants and capacity of water lines is adequate through periodic review.

**Policy 3.21:** Encourage and support the delivery of a high level of emergency services through cooperation with other agencies and use of available financial opportunities.

**Policy 3.22:** Encourage the continued development, implementation, and public awareness of fire prevention programs.

**Policy 3.23:** The Santee Fire Department shall continue be involved in the review of development applications in order to minimize fire hazards. Considerations shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations, and needed fire flow requirements.

**Policy 3.24:** Ensure that the timing of additional fire station construction or renovation (or new services) relates to the rise of service demand in the City and surrounding areas. Evaluate redevelopment after a large fire.

**Policy 3.25:** Support mutual aid agreements and communications links with the County and the other municipalities participating in the Unified San Diego County Emergency Service Organization.

**Objective 4: Minimize injuries, loss of life, and property damage and losses resulting from criminal**

**activities.**

**Policy 4.1:** Encourage citizen participation in the Neighborhood and Kids Watch programs and promote the establishment of new neighborhood watch programs to encourage community participation in the patrol, and to promote the awareness of suspicious activity.

**Policy 4.2:** Incorporate Crime Prevention Through Environmental Design (CPTED) principles into site planning for new developments and renovations of existing developments, taking into account the concepts of defensible space, surveillance, territoriality, access control and maintenance.

**Policy 4.3:** Encourage the upgrading of building security requirements.

**Policy 4.4:** Involve law enforcement personnel in the review of new development applications through participation in the Development Review process.

**Policy 4.5:** Ensure that all structures are adequately identified by street address and be lighted sufficiently to deter criminal activity.

**Policy 4.6:** Work with the school districts in the establishment of a permanent School Resource Officer program, or similar measure to provide a law enforcement presence at city schools.

**Objective 5: Minimize injuries, loss of life, and property damage resulting from traffic hazards.**

**Policy 5.1:** Continue to review traffic safety problems annually and enforcement of parking regulations.

**Policy 5.2:** Promote the utilization of traffic control devices such as signals, medians, and other street design measures along busy roadways to regulate, warn, and guide traffic, thereby diminishing traffic hazards.

**Policy 5.3:** Encourage ridesharing, the use of transit and other transportation systems management programs to reduce the number of vehicle miles traveled and traffic congestion.

**Policy 5.4:** Preclude through-City truck traffic on local roadways and limit truck routes through the City to principal and major arterial roadways.

**Policy 5.5:** Promote the establishment of shared driveways and reciprocal access between adjoining properties to reduce the number of curb cuts and reduce conflicting traffic movements on major roads.

**Objective 6: Improve the safety and functionality of light rail transit.**

**Policy 6.1:** Consider methods of improving service safety along and across the trolley line in coordination with SANDAG, MTS, and other relevant agencies.

**Policy 6.2:** Coordinate with MTS to encourage transit stops in areas of serving vulnerable populations, such as near senior housing projects, medical facilities, major employment centers, and mixed-use areas.

**Objective 7: Minimize injuries, loss of life, and property damage resulting from airport hazards.**

**Policy 7.1:** Continue reviewing all development proposed within the Gillespie Field Airport Influence Areas utilizing the Airport Land Use Compatibility Plan (ALUCP), which provides guidance on appropriate land uses surrounding airports to protect the health and safety of people and property within the vicinity of an airport. Ensure consistency determinations are received from the Airport Land Use Commission (ALUC) to ensure that design features are incorporated into the site plan to address identified aircraft safety and noise hazards.

**Policy 7.2:** Continue to discourage the establishment of additional high-risk uses, including schools, hospitals, nursing homes and daycare centers (excluding residential care facilities and small family daycare) in the Airport Safety Zones and receive consistency determinations from the Airport Land Use Commission.

**Policy 7.3:** Receive final airspace determination from the Federal Aviation Administration (FAA) for projects within Airport Influence Areas in accordance with 14 CFR Part 77: Safe, Efficient Use, and Preservation of the Navigable Airspace.

**Objective 8: Ensure the efficient control of emergency operations during natural or human-caused disasters.**

**Policy 8.1:** Continue to hold periodic disaster exercises in cooperation with the appropriate state and federal agencies.

**Policy 8.2:** Update the adopted Emergency Operations Plan periodically to ensure the safety of residents, employees, and visitors in times of man-made or natural disaster.

**Policy 8.3:** Maintain an Emergency Operations Center to coordinate resources, information, and communication, which would strengthen the City's ability to detect and respond to threats.

**Objective 9: Minimize the risk of damage to persons, property and the environment caused by hazardous materials.**

**Policy 9.1:** Continue to implement the County's Hazardous Waste Management Plan or develop and implement an equivalent plan.

**Policy 9.2:** Continue to participate in the Hazardous Materials Incident Response Team in dealing with hazardous materials incidents.

**Policy 9.3:** Require that any potential hazardous materials issues be fully investigated at the environmental review stage prior to project approval.

**Policy 9.4:** Review any proposed uses involving the use, transport, storage, or handling of hazardous waste to ensure that such uses will not represent a significant risk to surrounding uses or the environment.

**Policy 9.5:** Continue to provide for a household hazardous waste collection program for City residents as part of the contract with the City trash franchisee.

**Policy 9.6:** Control the location, manufacture, storage, or use of hazardous materials in Santee through Zoning Ordinance implementation and the Development Review process.

**Policy 9.7:** Encourage safe and proper disposal of household hazardous waste.

**Policy 9.8:** Promote safe, environmentally sound means of solid waste disposal for the community.

**Policy 9.9:** Investigate ways to encourage businesses to recycle their waste.

**Policy 9.10:** Continue to implement the Construction and Demolition Diversion Ordinance as required by Cal Recycle.

**Objective 10: Build capacity to adapt to climate-related hazards through resilient emergency management and hazard mitigation strategies.**

**Policy 10.1:** Integrate findings of climate vulnerability into emergency planning, including mitigation, preparedness, response, and recovery efforts. In doing so, the City will be responsive to any unique challenges in the community identified through the Vulnerability Assessment.

**Policy 10.2:** Ensure that emergency management activities are being conducted equitably and are responsive to the needs of all community members, primarily by communicating emergency plans in many different formats and in multiple languages, as appropriate, and conducting outreach with and to seek feedback from members of the community who face equity issues.

**Policy 10.3:** Continue to collaborate with local and regional partners to support business resiliency through preparedness education, trainings, and resources.

**Policy 10.4:** Collaborate with local, regional, state, and federal partners to provide community-wide outreach to educate people on how to prepare for and recover from climate change effects.

**Policy 10.5:** Provide information on the benefits of the resiliency of existing residential and commercial development through structural strengthening, fire safe landscaping, and energy efficiency upgrades.

**Policy 10.6:** Coordinate with transportation agencies to identify local and regional transportation corridors that are at-risk from climate change effects while utilizing the best available science and resilient design features to improve resiliency to extreme climate events.

**Policy 10.7:** Coordinate with regional transit providers to identify alternative routes, stops, and modes of transit if normal infrastructure is damaged or closed as a result of extreme events.

**Policy 10.8:** Promote climate preparedness and provide outreach to vulnerable populations.

**Objective 11: Increase resiliency to the impacts of extreme heat.**

**Policy 11.1:** Increase the energy reliability of municipal facilities to withstand increased energy demands.

**Policy 11.2:** Continue expedited review of building permits for solar equipment and electric vehicle (EV)

charging stations.

**Policy 11.3:** Encourage the conservation of energy during peak demand hours.

**Policy 11.4:** Promote adequate protection for outdoor workers and people experiencing homelessness from extreme conditions.

**Policy 11.5:** Provide information to the public in cooperation with community-based organizations to ensure that emergency shelters and cooling centers are available during climate events, such as extreme heat events, poor air quality, severe weather events, and other highly hazardous conditions.

**Policy 11.6:** Encourage shade trees near buildings, in parking lots, and along bike and pedestrian pathways.

**Policy 11.7:** Promote reverse 911 call to notify residents of serious heat events or natural disasters, and encourage residents to register into the AlertSanDiego system.

**Objective 12: Increase resiliency to the impacts of wildfire.**

**Policy 12.1:** Continue to require fire prevention planning and defensible space in all new development within Very High Fire Hazard Severity Zones (VHFHSZs) or the wildland-urban interface (WUI).

**Policy 12.2:** Review development proposals and coordinate with regional transportation agencies, as needed, to ensure multiple evacuation routes are available under a range of scenarios and to identify alternative routes that are accessible to people without life-supporting resources.

**Policy 12.3:** Continue to educate the public on the importance of fire safety with information on topics including, but not limited to: defensible space, evacuation routes, road clearance, with a focus on reaching at-risk, vulnerable populations.

**Policy 12.4:** Identify fire-prone habitats in order to plan for increased risk of larger and more frequent wildfires.

**Objective 13: Increase resiliency to the impacts of extreme precipitation.**

**Policy 13.1:** Continue to encourage the implementation of low-impact development (e.g., rain gardens, rainwater harvesting, green roofs) to reduce flooding.

**Policy 13.2:** Continue to promote the application of nature-based solutions (e.g., greenways, tree trenches) to improve resilience and preserve biodiversity.

**Policy 13.3:** Continue to encourage the use of climate-smart landscaped surfaces (e.g., permeable pavement, stormwater parks, green streets) in new and existing development.

**Objective 14: Increase resiliency to the impacts of drought.**

**Policy 14.1:** Provide information on water efficiency and conservation efforts.

**Policy 14.2:** Continue to implement the City's Water Efficient Landscape Ordinance for private and

public projects.

**Policy 14.3:** Provide information on building code requirements for water conservation features (e.g., low-flow toilets, faucets, appliances).

**Policy 14.4:** Explore programs to expand access to limited water resources for at-risk, vulnerable populations (e.g., people experiencing homelessness).

# ATTACHMENT C

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## City of Santee | Safety-Environmental Justice Element Goals, Objectives, and Policies

### Overall Goals:

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- The goal of the Safety Element is to minimize injuries, loss of life, and property damages resulting from natural and human-induced safety hazards.
- The goal of the Environmental Justice Element is to minimize the effects of climate change, pollution, and other hazards and environmental effects.

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### Environmental Justice Element

The City is adopting goals, objectives, and policies as defined below to address the different environmental burdens faced by the community:

- **Goals:** High-level objectives that address different environmental justice topic areas as addressed in the Environmental Justice Existing Conditions Assessment (Appendix A).
- **Objectives:** Established focus areas and direction on how the City will accomplish each environmental justice goal.
- **Policies:** Specific actions the City will take to advance a specific goal and objective.

The OPR Guidelines recommend that local agencies work with residents to understand the environmental burdens and drivers of inequality when developing the Environmental Justice Element. Accordingly, the City prepared the Environmental Justice Existing Conditions Assessment (Appendix A), which includes information from the stakeholders and the Community Survey.

The City considered the findings from the Environmental Justice Existing Conditions Assessment (Appendix A) when creating the goals, objectives, and policies, which seek to address the following:

- Reduce unique or compounded health risks
- Promote civic engagement in the public decision-making process
- Prioritize improvements and programs

### **Goal 1: Reduce Pollution Exposure and Improve Air Quality**

#### **Objective 1: Address Existing Sources of Pollution**

Continue to minimize the potential impact of pollution on disadvantaged communities by mitigating the factors and conditions that contribute to exposure.

#### **Policies**

**Policy 1.1: Protect Natural Resources from Pollution** – The City shall continue to protect natural resources from pollution, such as trash and debris in creeks, rivers, and storm



drainage areas, especially in areas where transient populations are prevalent. [Community Survey]

**Policy 1.2: Maintain Public Spaces** – The City shall increase maintenance of public spaces, such as parks and trails, to protect natural resources from pollution. [Community Survey]

**Policy 1.3: Establish Buffer Zones** – The City shall, to the extent feasible, establish buffer zones around new developments (e.g., housing, shopping) located near sources of pollution from industrial activity. [SB 1000 Toolkit]

**Policy 1.4: Reduce Potential Danger of Hazardous Materials** – The City shall continue to reduce the potential danger related to the use, storage, transport, and disposal of hazardous materials to an acceptable level of risk. [Sustainable Santee Plan]

**Policy 1.5: Protect Natural Resources from Hazardous Materials** – The City shall continue to protect the air, water, soil, and biotic resources from damage by exposure to hazardous materials. [Sustainable Santee Plan]

## **Objective 2: Maintain and Improve Air Quality**

Maintain and improve air quality, especially in areas identified as disadvantaged communities, by defining sources of air pollution and reducing emissions from said sources.

### **Policies**

**Policy 2.1: Maintain or Improve Air Quality** – The City shall continue to maintain or improve the current air quality level within its jurisdiction. [Sustainable Santee Plan]

**Policy 2.2: Reduce Particulate Matter** – The City shall remove particulate matter from mobile source emissions through implementation of the Sustainable Santee Plan’s public transit, active transportation, and electrification strategies. [SB 1000 Toolkit]

**Policy 2.3: Plant Trees** – The City will seek to partner with the San Diego County Air Pollution Control District and the California Department of Transportation to establish a mitigation program, such as a roadside vegetation barrier program, to reduce the impacts of pollution, notably for homes in the disadvantaged communities bounded by Magnolia Avenue, Prospect Avenue, Cuyamaca Street, and Mission Gorge Road. [Sustainable Santee Plan]

**Policy 2.4: Provide Air Quality Education** – The City shall explore creating a program to provide education on how to improve air quality for City residents impacted by air pollutants, especially those living in proximity to the Gillespie Field Airport. [Environmental Justice Existing Conditions Assessment]

- Policy 2.5:**     **Create Inspection Programs** – The City shall seek to partner with the San Diego County Air Pollution Control District to (1) establish a mitigation program to reduce the impact of air pollution in disadvantaged communities and (2) create targeted permit inspection programs in disadvantaged communities to help ensure enforcement of air quality permits. [SB 1000 Toolkit]
- Policy 2.6:**     **Reduce Mobile Emissions** – The City shall create land use patterns that encourage people to bicycle, walk, or use public transit to reduce emissions from mobile sources, such as plans that (1) require vegetative barriers to be included in industrial developments near residential areas in the City and/or (2) improve tree canopy and promote green infrastructure development in disadvantaged communities, particularly the neighborhoods that do not already have access to green space. [SB 1000 Toolkit]
- Policy 2.7:**     **Strengthen Pollution Controls** – The City shall require stronger pollution controls at facilities in/near disadvantaged communities, especially the neighborhoods around Magnolia Avenue, Prospect Avenue, Cuyamaca Street, and Mission Gorge Road. [SB 1000 Toolkit]

## **Goal 2: Promote Access to Public Facilities and Services**

### **Objective 3: Promote Access to Public Transit**

Promote access to public transit by increasing frequency of buses and trolleys, decreasing travel duration for commuters, and updating system networks to connect riders to priority areas, such as shopping centers, schools, and parks and recreation facilities.

#### **Policies**

- Policy 3.1:**     **Improve Access to Public Spaces** – The City shall implement the Santee Parks and Recreation Master Plan to increase access to diverse, high-quality parks, green space, recreation facilities, and natural environments for disadvantaged communities. [SB 1000 Toolkit]
- Policy 3.2:**     **Develop Inter-Agency Partnerships** – The City shall work with the San Diego Metropolitan Transit System (SDMTS) and the San Diego Association of Governments to encourage transit providers to establish, maintain, and increase frequency of routes to jobs, shopping, schools, daycares, parks, and healthcare facilities that are convenient to the disadvantaged communities in both the southeastern and the southwestern portions of the City. [General Plan – Mobility Element]

**Policy 3.3: Collaborate with the Transit Authority** – The City shall promote and support the continued expansion of the San Diego trolley system that benefits residents of Santee, especially in higher density areas. The City shall work with the SDMTS to ensure public transportation is provided from disadvantaged communities to commercial and recreational facilities. The City shall also work with the SDMTS to increase frequency of the Green Line, particularly during weekends, which provides access to and from the City of Santee and the City of San Diego. [General Plan – Mobility Element]

**Policy 3.4: Encourage Alternative Transportation** – The City shall encourage the use of alternative transportation modes, such as walking, cycling, and public transit. The City shall also maintain and implement the policies and recommendations of the Active Santee Plan and the San Diego Association of Governments San Diego Regional Safe Routes to School Strategic Plan to improve safe bicycle and pedestrian access to major destinations. [General Plan – Mobility Element]

**Policy 3.5: Provide Cost-Effective Options** – The City shall coordinate with the SDMTS and San Diego Association of Governments to provide efficient, cost-effective, and responsive systems; multimodal support facilities; and adequate access near and to and from transit stops for bicyclists and pedestrians, including children and youth, older adults, and people with disabilities. [General Plan – Mobility Element]

**Policy 3.6: Incentivize Public Transit** – The City shall encourage and provide ride-sharing, park and ride, and other similar commuter programs that eliminate vehicles from freeways and arterial roadways. The City shall encourage businesses to provide flexible work schedules for employees and employers to offer shared commute programs and/or incentives for employees to use public transit. [General Plan – Mobility Element]

**Policy 3.7: Increase Transit Ridership** – The City shall work to increase public transit ridership among transit-dependent populations by providing greater access to public transit throughout the City. [General Plan – Mobility Element]

#### **Objective 4: Improve Quality of Public Facilities**

Promote equitable access to community (public) spaces.

##### **Policies**

**Policy 4.1: Prioritize Seeking Funding** – The City shall prioritize seeking public funding to upgrade public facilities in disadvantaged communities, particularly the

neighborhoods around Magnolia Avenue, Prospect Avenue, Cuyamaca Street, and Mission Gorge Road. [SB 1000 Toolkit]

**Policy 4.2: Maintain Public Spaces** – The City shall continue its maintenance and operation of parks and other recreational spaces throughout the City, especially in the regions along the river, with more frequency. The City shall provide and maintain the highest level of service possible for all community public services and facilities. [SB 1000 Toolkit]

**Policy 4.3: Evaluate Joint-Use Agreements** – The City shall continue to evaluate current agreements and work to improve joint-use agreements with schools for access to indoor facilities and use of fields to adopt a more cooperative approach to providing services to the community. [SB 1000 Toolkit]

**Policy 4.4: Expand Community Centers** – The City shall explore providing more community centers throughout the City, especially in residential areas that lack a community center within walking distance from home, such as the southwestern areas of the City. [SB 1000 Toolkit]

**Policy 4.5: Invest in Community-Building Facilities** – The City shall prioritize new investments in community-building facilities that will foster a sense of belonging among its residents. [SB 1000 Toolkit]

### **Objective 5: Promote a Well-Balanced, Functional Community and Encourage Active Transportation and Lifestyles**

Continue to create a “livable community” by offering supportive community programs and services, providing alternative transportation choices, and promoting equitable, affordable housing.

#### **Policies**

**Policy 5.1: Create a Vibrant Town Center** – The City shall create a vibrant town center by developing a connected system of multimodal corridors that encourages walking, biking, and riding public transit. A mobility hub should be considered at the existing Santee Trolley Square to provide features such as bike-share, bike parking, car-share, neighborhood electric vehicles, real-time traveler information, demand-based shuttle services, wayfinding signage, bicycle and pedestrian improvements, and urban design enhancements. The City shall continue to implement the Santee Town Center Specific Plan, which provides retail commercial, office, recreational, and other appropriate uses to establish a focal point for the City. [General Plan – Land Use Element]

- Policy 5.2: Encourage Community Expansion** – The City shall allow for the development of a wide range of commercial and residential building and structure types in the City and ensure that development in the City is consistent with the overall community character and contributes positively to the City’s image. [General Plan – Land Use Element]
- Policy 5.3: Manage Development Projects** – The City shall ensure that industrial uses are compatible with adjacent land uses, ensure that natural and human-induced hazards are adequately addressed in the location and intensity of development in the City, and minimize land use conflicts between land uses in adjacent areas and existing and planned land uses in the City. [General Plan – Land Use Element]
- Policy 5.4: Increase Walkable Spaces** – The City shall continue to increase sidewalks, crosswalks, and safety for people who walk and/or use mobility devices, such as wheelchairs. [Community Survey]
- Policy 5.5: Implement the Complete Streets Policy** – The City shall implement the Complete Streets Policy in the General Plan – Mobility Element. [SB 1000 Toolkit]
- Policy 5.6: Plan for and Implement Safe Pedestrian Facilities** – The City shall continue to plan for and implement a comprehensive network of safe pedestrian facilities to promote pedestrian travel. [General Plan – Mobility Element]
- Policy 5.7: Design Pedestrian Walkways** – The City shall continue to design pedestrian walkways in a way that promotes walking by providing a safe, aesthetically pleasing path of travel. [General Plan – Mobility Element]
- Policy 5.8: Maintain Access for Pedestrian Travel** – The City shall maintain access for pedestrian travel where it already exists and provide it where it does not to prevent or eliminate barriers to pedestrian travel. [General Plan – Mobility Element]
- Policy 5.9: Improve Community Access** – The City shall coordinate with local school districts and nonprofit organizations to improve access and resources to engage in active forms of transportation (e.g., bicycles, skates, helmets, and related equipment) for disadvantaged communities. [SB 1000 Toolkit]

### **Goal 3: Promote Access to Physical Activity and Recreational Opportunities**

#### **Objective 6: Increase Access and Connectivity**

Improve access to and connectivity between community services, including group meetings, recreation programs, and health classes.

## **Policies**

- Policy 6.1:** **Provide Comprehensive Recreational Programming** – The City shall continue to provide a comprehensive program of recreational services for all ages, with an emphasis on programs for children and youth. [General Plan – Recreation Element]
- Policy 6.2:** **Consider Alternative Recreation Programs** – The City shall continue to consider alternative recreation programs, such as providing basketball equipment to private groups, using church and commercial center facilities, and closing streets to through traffic, in neighborhoods with park deficiencies. [General Plan – Recreation Element]
- Policy 6.3:** **Provide Meeting Space and Programming for Diverse Communities** – The City shall provide readily accessible meeting space and inclusive programming at the community centers to meet the needs of people of all ages, physical conditions, and socioeconomic situations, especially the City’s diverse communities, including but not limited to the art and lesbian, gay, bisexual, and transgender (LGBTQ) communities. [General Plan – Recreation Element]
- Policy 6.4:** **Promote Community Service** – The City shall encourage service clubs, civic groups, individual donors, and others to help develop recreational facilities. The City shall also encourage private employee recreation in business and industrial areas to provide recreational opportunities for employees. [General Plan – Recreation Element]
- Policy 6.5:** **Provide Health Education Programming** – The City shall consider providing affordable and free educational programming in disadvantaged communities to highlight practices that can improve one’s health, such as physical activity and healthy eating. [General Plan – Recreation Element]
- Policy 6.6:** **Actively Seek Funding** – The City shall actively seek public and private funding sources to support recreation development, programs, and operation in the process of reviewing recreation programming to ensure that recreation programs reach all segments of the community. [General Plan – Recreation Element]
- Policy 6.7:** **Promote Active Transport** – The City shall collaborate with organizations like California Walks to improve active transportation in the City through policy, project, and program development and implementation; grant writing; and neighborhood needs assessments. [General Plan – Recreation Element]

## **Objective 7: Create Green Space**

Continue to create green spaces, such as community gardens, open spaces, and public parks, that support food education, promote healthy lifestyles, and foster community building.

## **Policies**

- Policy 7.1:** **Follow the Santee Parks and Recreation Master Plan** – The City shall continue to create safe, attractive spaces for recreation, including well-lit parks and pedestrian paths, through implementation of the Santee Parks and Recreation Master Plan, which is a roadmap used to address the need for additional trails for activities such as biking and hiking to improve connectivity throughout the City and to provide a system of public parks and recreation facilities that serve the residents of Santee. [General Plan – Recreation Element]
- Policy 7.2:** **Create Recreational Spaces** – The City shall continue to provide adequate recreational acreage and facilities in all areas of the City by identifying vacant lots and underused public land that can be turned into neighborhood-run community gardens. The City shall provide additional park and recreational facilities for its residents, which could include a combination of local parks, trails, school playgrounds, and other public facilities that meet part of the need for local recreational facilities. [General Plan – Recreation Element]
- Policy 7.3:** **Explore Mixed-Use Developments** – The City shall encourage the development of a San Diego River Park with passive recreation uses throughout the City as part of an overall master plan concept for the entire San Diego River. The City shall also encourage the inclusion of recreational facilities in all mixed land use developments, especially in the Santee Town Center. [General Plan – Recreation Element]
- Policy 7.4:** **Expand Park Systems** – The City shall locate mini-parks in the built-up areas of Santee where recreational facilities are needed and where available land is limited. The City shall also pursue the development of additional publicly owned parks and recreation facilities that are distributed throughout the City to meet the needs of all residents. [General Plan – Recreation Element]
- Policy 7.5:** **Expand Community Garden Program** – The City shall continue and expand its community garden program and provide information on how existing community gardens operate and how residents can get involved. [General Plan – Recreation Element]
- Policy 7.6:** **Develop Open Land** – The City shall assess and, if feasible, develop open land for community gardens. [SB 1000 Toolkit]
- Policy 7.7:** **Incorporate Community Gardens in Larger Development Projects** – The City shall identify and implement opportunities to incorporate open spaces suitable for community gardens into larger development projects. [SB 1000 Toolkit]

## **Objective 8: Promote Environmental Education, Green Infrastructure, and Tree Planting**

Continue to create a “livable community” by investing in environmental education initiatives and streetscape beautification projects.

### **Policies**

**Policy 8.1: Environmental Education Program** – The City shall consider creating an environmental education program that will include the following to encourage the appreciation of Santee’s natural resources:

- Development of trails, interpretive signs, and overlooks at public parks that are adjacent to sensitive environments
- Encouragement of private environmental organizations to sponsor wetlands enhancement programs and to provide docents for wetlands tours
- Coordination with school districts to use specified areas as outdoor learning laboratories [SB 1000 Toolkit]

**Policy 8.2: Green Infrastructure Plan** – The City shall consider developing and implementing a Green Infrastructure Plan, including a combination of stormwater features, habitat, trees, and other greenery. [SB 1000 Toolkit]

**Policy 8.3: Grassroots Implementation** – The City shall identify strategies for grassroots implementation of green infrastructure and restoration by City residents, such as through the promotion of eco-literacy with a focus on urban gardening. [SB 1000 Toolkit]

## **Goal 4: Promote Access to Healthcare**

### **Objective 9: Expand Healthcare Access and Readiness**

Expand healthcare access and readiness by working with partners at the regional, state, and federal levels to increase affordability of physical and mental healthcare services.

### **Policies**

**Policy 9.1: Increase Access to, and Readiness of, Affordable Healthcare** – The City shall encourage new healthcare facilities, including mental health facilities, to locate to Santee, with a focus on areas where residents lack health insurance or are underinsured, such as the southwestern portion of the City. [Environmental Justice Existing Conditions Assessment]

**Policy 9.2: Increase Access to, and Safety of, Patient Facilities** – The City shall encourage existing healthcare organizations to provide safety improvement and service



enhancements, as needed, to implement new technologies and best industry practices. [SB 1000 Toolkit]

**Policy 9.3: Provide Free Community Healthcare** – The City shall explore partnerships with local and regional healthcare providers to provide free community healthcare and dental screenings and services throughout the year, particularly in disadvantaged communities. [Environmental Justice Existing Conditions Assessment]

## **Goal 5: Improve Access to Healthy Food**

### **Objective 10: Expand Food Access and Improve Health and Nutrition**

Improve the nutrition and overall health of the population by expanding the already existing network of food banks and meal sites into neighborhoods with disadvantaged communities.

#### **Policies**

**Policy 10.1: Encourage Farmers Markets** – The City shall encourage the establishment and operation of additional farmers markets, farm stands, ethnic markets, mobile health food markets, and convenience/corner stores that sell healthy foods, including fresh produce where feasible and appropriate. [SB 1000 Toolkit]

**Policy 10.2: Encourage Edible Gardens** – The City shall encourage new developments to include a healthy food supply or edible garden (e.g., urban garden) [SB 1000 Toolkit]

**Policy 10.3: Collaborate with Nonprofits** – The City shall work with nonprofits to expand and diversify alternative food access points, such as farmers markets and community-supported agriculture, and other healthy and local food distribution models. [SB 1000 Toolkit]

**Policy 10.4: Prioritize Healthy Food Options** – The City shall prioritize healthy food supplies in economic development efforts, especially in areas where a healthy food supply, farmers market, or community garden is not within a half mile of residential areas. [Environmental Justice Existing Conditions Assessment]

**Policy 10.5: Work with Food Banks** – The City shall work with food banks that serve the Santee community to maintain them as a food source to Santee residents, farmworkers, and youth. [SB 1000 Toolkit]

**Policy 10.6: Provide Healthy Food Options at City and County Events** – The City shall provide healthy food options at all municipal buildings and at City and County events where food is made available by the City or the County. [SB 1000 Toolkit]

**Policy 10.7:**    **Develop a Gardening and Nutrition Program** – The City shall find incentives that encourage school districts to develop a program that integrates gardening and nutrition, making the connection between healthy food choices and fresh, locally grown produce. [SB 1000 Toolkit]

**Policy 10.8:**    **Perform Community Outreach** – The City shall use its social media and newsletter to promote messages regarding healthy eating habits and food choices and information about food assistance programs, such as the Supplemental Nutrition Assistance Program (SNAP). [SB 1000 Toolkit]

## **Goal 6: Improve Access to Safe and Sanitary Homes**

### **Objective 11: Mitigate Unsafe, Unhealthy Housing Conditions**

Continue to ensure community health and well-being by supporting rehabilitation programs, enforcing municipal codes, and supporting affordable housing projects that allow for members of disadvantaged communities, such as low-income residents, to live in safe, healthy housing.

#### **Policies**

**Policy 11.1:**    **Support the Residential Rehabilitation Program** – The City shall continue to support and coordinate with social service providers and regional agencies to address the housing-related needs of Santee residents, particularly those with special needs. The City shall also continue the operation of the Residential Rehabilitation Program, which offers a limited amount of low-interest, deferred loans to income-eligible homeowners to facilitate home improvements and/or correct any health and safety or building code violations. [General Plan – Housing Element]

**Policy 11.2:**    **Enforce the Buildings and Construction Code of the Santee Municipal Code** – The City shall continue to prioritize and enforce the existing Buildings and Construction Code based on safety and blight as required through existing—and, if necessary, expanded—code enforcement efforts. The City shall continue to use its Code Compliance Program to bring substandard units into compliance with City codes and to improve overall housing quality and neighborhood conditions in Santee. [General Plan – Housing Element]

**Policy 11.3:**    **Support Home Investment Partnerships** – The City shall continue to use HOME Investment Partnerships (HOME) and other funding sources to assist residents with extremely low, very low, and low incomes with housing rehabilitation Citywide. The City shall develop and maintain collaborative efforts among nonprofits, for-profit developers, and public agencies to encourage the development, maintenance, and improvement of affordable housing. [General Plan – Housing Element]

**Policy 11.4: Provide Resources for Housing Repairs** – The City shall continue to provide information to the public regarding resources for housing repairs for single-family homes, multi-family properties, and mobile or manufactured homes to address unsafe and unhealthy conditions in neighborhoods. [Environmental Justice Existing Conditions Assessment]

**Policy 11.5: Provide Weatherization Resources and Measures** – The City shall continue to educate and/or provide resources and weatherization (i.e., weather-proofing) measures that can improve housing conditions and reduce energy costs. [SB 1000 Toolkit]

## **Objective 12: Increase Housing Affordability**

Increase affordable housing so households can put their income toward other goods and services, healthcare needs, and basic necessities and households can avoid overcrowding, displacement of residents, and increased homelessness.

### **Policies**

**Policy 12.1: Update Housing and Land Use Elements** – The City shall address housing affordability through the next Housing Element and Land Use Element Updates, during which time the City shall create and implement the elements to optimize land use for housing and to encourage affordable housing development. [SB 1000 Toolkit]

**Policy 12.2: Establish a Community Revitalization and Investment Authority** – The City shall consider establishing a Community Revitalization and Investment Authority in the Santee Town Center area that would allow the City to use a portion of the property tax increment generated in that area to develop affordable housing and otherwise support Santee Town Center community revitalization projects. [General Plan – Housing Element]

**Policy 12.3: Encourage Public-Private Partnerships** – The City shall encourage both the private and public sectors to produce or assist in the production of housing, with particular emphasis on housing affordable to lower-income households, including extremely low-income households, and housing suitable for people with disabilities, older adults, large families, and female-headed household. [General Plan – Housing Element]

**Policy 12.4: Ensure Sustainable Community Development and Growth** – The City shall ensure that all new housing development and redevelopment in Santee is properly phased in amount and geographic location so that City services and facilities can accommodate growth. [General Plan – Housing Element]

- Policy 12.5: Provide Affordable Housing Education** – The City shall coordinate with affordable housing developers and social service providers in the City to provide Santee residents with education on how to qualify and apply for affordable housing and other housing-related needs. [General Plan – Housing Element]
- Policy 12.6: Provide Affordable Homeownership Opportunities** – The City shall increase affordable homeownership opportunities for Santee’s low-income households and provide free homeownership education programs. [General Plan – Housing Element]
- Policy 12.7: Address Homelessness** – The City shall collaborate with local social service providers to address the needs of the City’s homeless population [Community Survey]

## **Goal 7: Promote Community Involvement in Decisions**

### **Objective 13: Increase Communication Efforts and Increase Public Engagement**

Increase community involvement and participation in defining community needs, establishing local priorities, and creating programs to meet these needs.

#### **Policies**

- Policy 13.1: Communicate Outreach Efforts** – The City shall establish and clearly communicate the purpose of outreach efforts and the role the public shall play in decisions or outcomes through the City’s social media and newsletter to share updates, resources, and other information from the City. [SB 1000 Toolkit]
- Policy 13.2: Provide Multi-Lingual Access** – The City shall provide multi-lingual requirements for published City notices and materials, meetings, and facilitation events, where appropriate. [SB 1000 Toolkit]
- Policy 13.3: Use Online Tools** – The City shall leverage online tools for community engagement when beneficial, including videos and podcasts, e-comments, online forums, interactive web-based mapping, interactive planning, and tools that allow community members to use data and create their own reports. The City shall also consider instituting broadband initiatives, such as providing laptops or internet hotspots to the households in Santee affected by inadequate internet access (i.e., “digitally divided” households). [Community Survey and SB 1000 Toolkit]
- Policy 13.4: Use Offline Tools** – The City shall leverage offline tools for community engagement and continue to work with local media services, such as television and radio stations, to ensure adequate public awareness of events, City resources, recreation

opportunities, and policy decisions under consideration. [Community Survey and SB 1000 Toolkit]

**Policy 13.5: Collaborate with Community-Based Organizations** – The City shall collaborate with community-based organizations that have relationships, trust, and cultural competency with target communities to outreach for local initiatives and issues. [Community Survey and SB 1000 Toolkit]

**Policy 13.6: Conduct Public Meetings** – The City shall continue to hold meetings and other public engagement forums at accessible locations and times, especially evenings, to include a wide range of residents. The City shall also consider holding virtual meetings alongside in-person meetings to enable more residents and other stakeholders to conveniently participate in public meetings. [Community Survey and SB 1000 Toolkit]

**Policy 13.7: Prioritize Impacted Communities** – The City shall prioritize outreach efforts to target communities that will be most impacted by an issue or a decision. [Community Survey and SB 1000 Toolkit]

**Policy 13.8: Perform Capacity Building** – The City shall continue community outreach that introduces residents to the City’s functions and services while equipping residents to get involved in their community.

## **Goal 8: Unique or Compounded Health Risks**

### **Objective 14: Reduce Exposure of Climate Hazards and Improve Adaptability to Climate-Related Issues**

Implement the Sustainable Santee Plan to help communities reduce greenhouse gases that cause climate change and to adapt to a changing climate with more extreme, more common weather phenomena.

#### **Policies**

**Policy 14.1: Build Community Resilience** – The City shall invest in census tracts in the areas of the City that are more exposed to extreme heat events in order to build community resilience to and to minimize impacts from climate change-induced phenomena. [Environmental Justice Existing Conditions Assessment]

**Policy 14.2: Implement the Sustainable Santee Plan** – The City shall reduce greenhouse gas emissions, increase renewable energy, and promote energy efficiency through implementation of the Sustainable Santee Plan. [SB 1000 Toolkit]

- Policy 14.3: Prioritize Populations Identified in the Local Hazard Mitigation Plan** – The City shall prioritize disproportionately vulnerable populations for adaptation and mitigation investments identified in the Local Hazard Mitigation Plan. [SB 1000 Toolkit]
- Policy 14.4: Plan Responsive Measures** – The City shall plan responsive measures to wildfire events. The City shall also provide public information on emergency preparedness, evacuation, shelters, food, water, and recovery in both Spanish and English. The City shall use its social media and newsletter to provide information for climate-related hazards. [SB 1000 Toolkit]
- Policy 14.5: Identify Emergency Resources** – The City shall work with the County of San Diego and community-based organization to identify resources and funding sources for those who may otherwise not qualify for financial assistance from the Federal Emergency Management System in the event of a disaster. [SB 1000 Toolkit]
- Policy 14.6: Prevent “Price Gouging”** – The City shall prevent or limit significant increases in housing costs or essential supplies (“price gouging”) following disasters either through ordinances or other measures. [SB 1000 Toolkit]
- Policy 14.7: Disseminate Public Information** – The City shall prioritize dissemination of public information on emergency preparedness, evacuation, shelters, food, water, and recovery in languages primarily spoken by the ethnic and immigrant groups in the community. [SB 1000 Toolkit]
- Policy 14.8: Implement Green Infrastructure Projects**– The City shall implement green infrastructure projects, including tree planting in disadvantaged communities, through implementation of a Green Infrastructure Plan through implementation of the Sustainable Santee Plan, Urban Forestry Plan, and private development proposals. [SB 1000 Toolkit]
- Policy 14.9: Integrate Natural and Human-Made Landscapes** – The City shall integrate the natural and human-made landscapes of Santee to enhance the quality of life, revitalize older neighborhoods and community places, and sustain a beautiful, distinctive, and well-organized community for its residents. [General Plan – Community Enhancement Element]

## **Objective 15: Strengthen Community Resilience**

Prioritize the health and safety of residents to create a resilient, adaptable community.

### **Policies**

- Policy 15.1: Ensure Equality and Equity** – The City shall continue to create an environment that promotes racial, ethnic, and religious tolerance and is free from discrimination, and shall continue to support community and religious efforts and programs that

advance tolerance and embrace diversity and anti-discrimination. [General Plan – Community Enhancement Element]

**Policy 15.2: Support Revitalization Projects** – The City shall utilize tools and services, such as neighborhood watch, law enforcement, Community Services, rehabilitation loan programs, Code Compliance, and waste management services, to support and enhance neighborhoods and streetscapes in need of revitalization [General Plan – Community Enhancement Element]

Updated Geotechnical / Seismic Hazard Study (Attachment D) is  
available via the below link:

<https://www.cityofsanteeca.gov/home/showpublisheddocument/22752>



**MEETING DATE** October 12, 2022

**ITEM TITLE** RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, ACCEPTING THE AWARD OF TRANSNET SMART GROWTH INCENTIVE PROGRAM (SGIP) GRANT FUNDS FROM THE SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) AND AUTHORIZING THE CITY MANAGER TO EXECUTE A GRANT AGREEMENT

**DIRECTOR/DEPARTMENT** Chris Jacobs, Development Services *CJ*

**SUMMARY**

On December 8, 2021, City Council authorized the execution of an agreement not to exceed \$400,000 with M.W. Steele Group to expand the Arts and Entertainment District Overlay, update the goals, policies, and objectives of the Town Center Specific Plan, and conduct environmental review.

In February and August of this year, the Department of Development Services applied for and was awarded a Smart Growth Incentive Program (SGIP) Grant in the amount of \$400,000 from the San Diego Association of Governments (SANDAG) to assist with the technical update to the Santee Town Center Specific Plan (as detailed in the attached grant application) and to update and expand the Arts and Entertainment District Overlay. The matching funds requirement for this grant is \$400,000. This requirement will be satisfied with a previous General Fund allocation for the Arts and Entertainment District Overlay, which is funding the services provided by M.W. Steele Group. With these grant funds the total amount available for the project will be \$800,000.

**ENVIRONMENTAL REVIEW** This item is categorically exempt from CEQA pursuant to section 15061(b)(3) which provides an exemption under the general rule that CEQA only applies to projects which have the potential for causing a significant effect on the environment. The action is limited to acceptance of grant funds.

**FINANCIAL STATEMENT** *JK* The grant will provide \$400,000 in funds for The Town Center Specific Plan update. The matching component of \$400,000 is currently being met through the \$400,000 appropriation made by the General Fund for the Arts and Entertainment District Overlay, which is funding the services provided by M.W. Steele Group. There are no other matching funds required for this grant.

**CITY ATTORNEY REVIEW**  N/A  Completed



**RECOMMENDATION** *MSB*  
Adopt the Resolution:

1. Accepting and appropriating the SGIP Funds from SANDAG; and
2. Authorizing the City Manager to execute documents on behalf of the City, related to the grant.

**ATTACHMENTS**

Resolution  
Grant Application

RESOLUTION NO. \_\_\_\_\_

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE,  
CALIFORNIA, ACCEPTING THE AWARD OF TRANSNET SMART GROWTH  
INCENTIVE PROGRAM (SGIP) GRANT FUNDS FROM THE SAN DIEGO  
ASSOCIATION OF GOVERNMENTS (SANDAG) AND AUTHORIZING THE CITY  
MANAGER TO EXECUTE A GRANT AGREEMENT**

**WHEREAS**, the San Diego Association of Governments (SANDAG) has made funding available through its Transnet Smart Growth Incentive Program (SGIP) Grant Program with the goal of facilitating compact, mixed-use, transit-oriented development, and increasing housing and transportation choices; and

**WHEREAS**, in February of 2022 the City of Santee applied for a grant in the amount of \$400,000 under the SGIP Grant Program to assist the City in providing an update to the Town Center Specific Plan; and

**WHEREAS**, in August of 2022 SANDAG awarded the City a SGIP Grant in the amount of \$400,000 with a requirement that the City provide \$400,000 in matching funds. These matching funds are currently appropriated for the Arts and Entertainment District Overlay project, and are being used to fund the City's agreement with M.W. Steele for professional services related to that project; and

**WHEREAS**, this action is categorically exempt from CEQA pursuant to section 15061(b) (3) which provides an exemption under the general rule that CEQA only applies to projects which have the potential for causing a significant effect on the environment. The action is limited to acceptance of grant funds; and

**WHEREAS**, the City of Santee wishes to delegate to the City Manager the authorization to execute a Grant Agreement, associated forms and any amendments thereto; and

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Santee, California as follows:

**SECTION 1:** The City Manager is hereby authorized to execute the Grant Agreement for the SGIP Grant, associated forms, and any amendments thereto with SANDAG.

**SECTION 2:** The SGIP Grant are hereby appropriated in the amount of \$400,000.

**ADOPTED** by the City Council of the City of Santee, California, at a Regular meeting thereof held this 12<sup>th</sup> day of October, 2022, by the following roll call vote to wit:

RESOLUTION NO. \_\_\_\_\_

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

\_\_\_\_\_  
**JOHN W. MINTO, MAYOR**

**ATTEST:**

\_\_\_\_\_  
**ANNETTE ORTIZ, CMC, CITY CLERK**

## Grant Application Instructions

The following materials must be submitted electronically through [BidNet](#). Applications cannot be emailed. If any of the required components are not completed and included with the application by the submittal deadline so that it can be fully evaluated without negatively impacting the fairness of the competitive process, the application will be deemed ineligible.

### Required Components

- Completed Grant Application
- Signed Applicant Statement Form
- Signed Required Forms
  - Public Contract Code Section 10162 Questionnaire
  - Public Contract Code Section 10232 Statement
  - Equal Employment Opportunity Certificate
- Vicinity maps
- Project Scope of Work, Schedule, and Budget worksheet
- Links to the applicant's locally-adopted and publicly-accessible Climate Action Plan (CAP) and Complete Streets (CS) Policy

### Recommended Components

- If the proposed project abuts other jurisdiction(s), include documentation showing the project is in the adopted plans of the adjacent jurisdiction(s), OR a letter from the abutting jurisdiction(s) demonstrating that cooperative efforts are underway
- GIS shapefile (zipped file) of project footprint
- A site plan and typical cross sections depicting project-level detail, if applicable
- Aerial photos and other photographs depicting existing conditions
- Documentation of support for the project from community groups or individuals
- Resolution including all statements provided in the Sample Resolution

## Scope of Work, Schedule, and Budget

The Scope of Work, Schedule, and Budget template is available in [BidNet](#).

The Scope of Work, Schedule, and Budget document is not scored. However, if a project is selected to receive funding, the Scope of Work, Schedule, and Budget included in the grant application will be added to the Grant Agreement with any adjustments required by SANDAG and the Applicant will be held responsible for implementing the project in accordance with the Scope of Work, Schedule, and Budget. Applicants should follow the directions in the Scope of Work, Schedule, and Budget template. Additional guidance is provided below.



### Scope of Work

Applicants should tailor the task description, deliverables, start date, completion date, and total project cost columns as appropriate to the project. Below are sample tasks that could be included in a scope of work.

Task No.	Task Description	Deliverables	Start Date	Completion Date	Total Project Costs
<b>Instructions</b>	Enter task descriptions. Limit sub-tasks to major milestones. The following are examples of tasks – applicants should tailor their tasks as necessary.	Enter deliverables associated with each task. The following are examples of deliverables – applicants should tailor their deliverables as necessary.	Enter start date as number of months from NTP. Enter whole numbers.	Enter end date as number of months from NTP. Enter whole numbers.	Enter cost to complete each task. Sub-tasks should not have an associated cost. The total cost of all tasks should equal the total project cost (grant funds requested + matching funds).
1.	Develop and issue Request for Proposals (RFP)/Request for Qualifications (RFQ)	Draft RFP; final RFP	1 month	3 months	\$10,000
2.	Award consultant contract	Consultant contract	4 months	10 months	\$5,000
3.	Conduct community outreach	Workshop fliers, agendas, and meeting summaries			
4.	Prepare existing conditions report	Existing conditions report			
5.	Prepare technical studies	Names of technical studies to be provided			
6.	Prepare draft plan and final plan	Draft Plan; final Plan			
<b>TOTAL PROJECT COST</b> (grant request funds + matching funds)					

### Schedule

- Applicants should ensure that the project schedule is realistic in an effort to avoid requests for schedule extensions.
- The schedule must be based on months from the Notice to Proceed (NTP). NTPs for SGIP grants are anticipated to be issued in Spring 2022.
- All grant funds must be expended within thirty-six (36) months of the NTP.

- According to SANDAG [Board Policy No. 035: Competitive Grant Program Procedures](#), planning projects must:
  - Award a consultant contract (if one is necessary) within two years of Grant Agreement execution with SANDAG.
  - Complete the project within 24 months of the award of a consultant contract for the proposed planning effort.
  - If no consultant contract is necessary, the project must be completed within 24 months of the Grant Agreement execution with SANDAG.

# Grant Application

## Applicant Information

Applicant Name	
Applicant Address	
Contact Name	
Title	
Phone	
Email	

## Project Information

Project Title	
Brief Project Summary	

## Project Manager

List the day-to-day project manager/person who will manage the project.

Name	
Title	
Phone	
Email	

## Additional Contacts for Grant-Related Correspondence

Include the individual(s) who will prepare the quarterly reports, submit invoices, or otherwise be involved in the project.

Role	
Name	
Title	
Phone	
Email	

Role	
Name	
Title	
Phone	
Email	



Role	
Name	
Title	
Phone	
Email	

Role	
Name	
Title	
Phone	
Email	

Project Partners

List the name(s) and contact information for any project partners.

Entity Name	
Contact Name	
Title	
Phone	
Email	

Entity Name	
Contact Name	
Title	
Phone	
Email	

Entity Name	
Contact Name	
Title	
Phone	
Email	

**Project Budget**

SGIP Funding Request

Total SGIP Grant Request Amount	\$
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Matching Funds

List the source(s) and associated dollar amounts of proposed matching funds. Matching funds can consist of in-kind services or cash match from local agencies, and/or funds from outside sources.

Note: If the applicant plans on using *TransNet* Local Street and Road (LSI) funds as a match source for this project, Section 5(A) of the [TransNet Extension Ordinance](#) and Rule 7 of [SANDAG Board Policy No. 031: TransNet Ordinance and Expenditure Plan Rules](#), require that the City Council or Board of Supervisors approve and authorize the use of the LSI funds for this purpose through a noticed public hearing. This provision ensures that the *TransNet* LSI funds will be appropriately programmed in the Regional Transportation Improvement Program (RTIP). If this project is awarded grant funding and contains *TransNet* LSI funds as a match, applicant will be required to work with SANDAG staff to ensure that all requirements are met.

Source of Funding	
Amount of Funding	\$

Source of Funding	
Amount of Funding	\$

Source of Funding	
Amount of Funding	\$

Total Matching Funds Provided	\$
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## INDIRECT COSTS

My agency intends to apply indirect costs to the project:

Yes\*  No

*\*Applicants that intend to apply indirect costs to their proposed project should ensure that the indirect costs are incorporated into the Scope of Work, Schedule, and Budget worksheet.*

## Baseline Data

1. How many housing units are within a half-mile of a public transit line?

2. How many miles of each classification of bike lane are in your jurisdiction?

3. How many bike and pedestrian fatalities occurred in your jurisdiction in the last 3 years?

4. How many existing housing units are available and affordable?

5. How many affordable housing units are there available for ownership or rent?

6. How many housing units are located on an infill site surrounded by urban uses such as shopping, restaurants, and jobs that are available to rent or own?

## 1. Relationship to Regional Transit

Provide a brief description of the project area. The project area must include a regionally or locally defined priority area for smart growth or regionally defined [employment center](#); please see the [Smart Growth Concept Map](#) to confirm location (e.g. covers the entire City limits, is within the boundaries of 4<sup>th</sup> Avenue, 5<sup>th</sup> Avenue, C Street, and B Street).

## 2. Further The Regional Mobility Hub Implementation Strategy

### Category A: Land Use Strategies that Align with Smart Growth Opportunity Areas or Mobility Hubs

Please describe how the project aligns with or implements a land use pattern that accommodates future housing needs and improves jobs-housing balance. Specific examples include:

- Increasing housing density near transit
- Adopting Transit Oriented Development Incentive Zones for Affordable Housing
- Reducing or eliminating parking minimums or other innovative parking management strategies such as shared parking or dedicated parking for carshare in lieu of dedicated parking for personal vehicles

### Category B: Projects that Connect Housing with Transportation

Please describe the elements of the project that will enhance the connection between housing and the existing/planned transportation network. Elements may include housing policies, Prohousing activities, and/or plans for transportation/mobility improvements. Specific examples include:

- Incentivizing housing developers to provide free or reduced transit passes to tenants
- Installing bike facilities/amenities at or to connect to transit or the regional bike network
- Installing wayfinding signage
- Developing or implementing a parking management strategy
- Designating curb space for pick-ups and drop-offs

### 3. Smart Growth Policy Implementation

Smart growth is a compact, efficient, and environmentally sensitive urban development pattern. It focuses future growth and infill development close to jobs, services, and public facilities to maximize the use of existing infrastructure and preserve open space and natural resources. Smart growth is characterized by more compact, higher density development in urbanized areas throughout the region. These areas are walkable, bike-friendly, near public transit, and promote good community design, resulting in housing and transportation choices for those who live and work in these areas. SANDAG seeks to promote a pattern of development with whole communities that feature a convenient mix of travel choices, safer streets, and support amenities.

#### Category A: Land Use

- Increasing density within 0.5 miles of an existing or planned Rapid and/or rail stop, as defined in the adopted [6th Cycle Regional Housing Needs Assessment \(RHNA\) plan](#)
- Planning Transit Oriented Development (TOD) zones with incentives for affordable housing
- Creating Smart Growth & Housing Overlay Zones — A set of zoning ordinances specifying land use and/or design standards for a designated district; to ensure architectural character and urban form align with best practices in Smart Growth and support the development of range of housing options including moderate and affordable housing options
- Implementing density bonus that is >20% more than state requirements
- Eliminating parking requirements
- Increasing density within 0.5 miles of an existing or planned major transit stop, as defined in the adopted [6th Cycle Regional Housing Needs Assessment \(RHNA\) methodology](#)
- Implementing density bonus that is >10% more than state requirements
- Establishment of Workforce Housing Opportunity Zone (WHOZ) or housing sustainability district
- Modify development standards to promote more density
- Establishing density minimums
- Reducing parking requirements

#### Category B: Urban Design

- Comprehensive Smart Growth Design Guidelines — A set of standards that aims to promote walkability, active transportation, multimodal transportation options, and a unique community character through features such as building façades, public spaces, or landscaping.
- Creating zoning districts that allow mixed-use, mixed income development by right (i.e., without the need for a rezoning or special discretionary approval process).
- Permit residences in the upper floors of buildings in appropriate existing commercially zoned districts

- Design guidelines to promote street-oriented buildings, with reduced or eliminated setbacks, building heights at least 50 percent of the street width, and locating vehicle entrances behind or on the sides of buildings.
- Design guidelines that promote attractive building entrances and frontages through requiring awnings, canopies or arcades that offer shade and weather protection for pedestrians, and other standards to enhance the pedestrian realm.
- Walkability Plan that includes design improvements to the public realm such as street trees, increased crosswalk visibility, wider sidewalks, street benches, wayfinding signage, etc.
- Bike Plan includes provisions for bicycle parking near building entrances using racks that can support the bicycle's frame at two points, protected bikeways, reduced vehicle speed limits, etc.

#### Category C: Mobility

- Developing Smart Growth Street Design Standards to promote walking and multimodal transit options. Plans may include narrowing travel-lane width, increase bicycle lanes, decreasing on-street parking, medians, sidewalks, landscaping, lighting, crosswalks, pedestrian refuge islands, bulbouts, and accessibility ramps.
- Developing a comprehensive active transportation plan citywide, or within a targeted transit rich neighborhood
- Implementing Vision Zero plan city wide
- Project will offer people access to shared, on-demand transportation services that provide convenient and personalized travel options
- Measures that reduce costs for transportation related infrastructure or that encourage active transit or other alternatives to cars
- Increasing transportation options (such as bus/rail service, micromobility, active transit, etc.) that connects existing or planned housing to other land uses
- Project will connect all adjacent roads to its internal street network and provides for future connection with adjacent properties, and street network is a highly connected grid, with streets spaces no further than 350 feet apart on average
- Plan to connect most adjacent roads to its internal street network
- Plan to provide amenities to improve mobility such as trip-planning kiosks, complimentary WiFi, mobile device charging options, electric vehicle charging options, parcel delivery lockers, mobile retail services, passenger loading areas, and secure parking and charging for bikes, scooters, and rideable electric vehicles.

#### Category D: Sustainability

- Develop a plan to reduce timeline for 20% reduction in greenhouse gas emissions by 2025
- Plan to promote developments that achieve the highest level of certification from a green building certification system
- Plan to promote green building, including increasing reliance on renewable energy
- Plan to reduce building waste through recycling/reuse materials

Category E: Resilience

- Develop a comprehensive resiliency plan for the city, county, or targeted residential growth area, that addresses impacts of climate change such as wildfire, drought, and sea level rise
- Work with emergency first responders to develop emergency response plan for compact neighborhood development.
- Develop development standards for mitigating risks of climate change

Describe how this project will achieve the Smart Growth goals marked above.



## 4. Smart Growth Equity

In accordance with SANDAG's Commitment to Equity, applicants will receive points for planning activities that advances equity. Applicants may choose to implement multiple activities.

- Establishment of rent stabilization
- Policies and plans that improve transportation choices in lower opportunity areas. Such areas include, but are not limited to, Low Resource and High Segregation & Poverty areas designated in the most recently updated [2021 California Tax Credit Allocation Committee \(CTCAC\)/HCD Opportunity Maps](#), and [disadvantaged communities pursuant to California Senate Bill 535 \(2012\)](#).
- Rezoning and other policies that result in an increase of housing choices in high and highest resource areas, designated in the most recently updated California Tax Credit Allocation Committee [2021 CTCAC/HCD Opportunity Maps](#)
- Rezoning and other policies that result in a net gain of housing capacity while concurrently mitigating development impacts on or from Environmentally Sensitive or Hazardous Areas.
- Plan promotes equitable community engagement, for example through collaboration with community-based organizations or other nonprofits connected to disadvantaged communities or a public outreach plan that seeks to engage a diverse range of existing and future residents in the plan area.

Describe how this project will achieve the Equity Goals marked above.

## 5. Partnerships

To leverage resources and create consistency across the region, SANDAG is encouraging jurisdictions to partner to share information, plan, and adopt policies together. Additionally, SANDAG encourages jurisdictions to partner with a community-based organization or nonprofit to ensure the benefits of Smart Growth activities are realized by a broad population and in an equitable manner. **Partnerships must be evidenced by a letter of support submitted with this application.**

- Interjurisdictional Prohousing partnership
- Community-based organization partnership

Describe how the partnership will enhance the benefits and outcomes of the project.

## 6. Sustainability

- A. Describe how the project is in a climate resilient area OR how it will minimize the impacts of climate change:

B. Describe how this project will reduce greenhouse gas emissions and implement a jurisdiction's Climate Action Plan:

A large, empty rectangular box with a thin black border, intended for the applicant to describe how the project will reduce greenhouse gas emissions and implement the jurisdiction's Climate Action Plan.

## Applicant Statement Form

Please indicate application completeness by checking the following boxes and sign and date below.

As an authorized delegate, I certify that my agency:

- Has read the Grant Agreement Template and accepts and can meet the terms and conditions therein.
- Understands that SANDAG will not reimburse the applicant for expenses incurred prior to issuance of the Notice to Proceed or after the grant term expiration.

If this application is approved for funding, I certify that my agency:

- Understands the responses in this application will become requirements reflected in the Grant Agreement with SANDAG.
- Agrees to sign and return the Grant Agreement to SANDAG, without exceptions, within 45 days of receipt.
- Will comply with [SANDAG Board Policy No. 035: Competitive Grant Program Procedures](#)
- Will submit progress reports, performance measures, and invoices documenting the use of both grant and matching funds to SANDAG no less frequently than quarterly using the method required by SANDAG.
- Will set-up a separate project account that will be in accordance with a quarterly reporting and invoicing schedule.

I certify that I agree with the above statements and that the information submitted in this application is complete, accurate, and in accordance with these guidelines.

I have the authorization to submit this Grant Application on behalf of my agency.

Christina Rios

Associate Planner

Authorized Delegate Name

Title

Christina Rios

Digitally signed by Christina Rios  
Date: 2022.02.28 16:02:22 -08'00'

Signature

Date

## Required Forms

### Public Contract Code Section 10162 Questionnaire

In accordance with Public Contract Code Section 10162, the Applicant shall complete, under penalty of perjury, the following questionnaire:

Has the Applicant, any officer of the Applicant, or any employee of the Applicant who has a proprietary interest in the Applicant, ever been disqualified, removed, or otherwise prevented from bidding or proposing on, or completing a federal, state, or local government project because of a violation of law or a safety regulation?

Yes  No

If the answer is yes, explain the circumstances in the space below.

Christina Rios	Associate Planner
Authorized Delegate Name	Title

Christina Rios	Digitally signed by Christina Rios Date: 2022.02.28 16:02:53 -08'00'
Signature	Date

### Public Contract Code Section 10232 Statement

In conformance with Public Contract Code Section 10232, the Applicant hereby states under penalty of perjury, that no more than one final unappealable finding of contempt of court by a federal court has been issued against the Applicant within the immediately preceding two-year period because of the Applicant's failure to comply with an order of a federal court which ordered the Applicant to comply with an order of the National Labor Relations Board.

Christina Rios	Associate Planner
Authorized Delegate Name	Title

Christina Rios	Digitally signed by Christina Rios Date: 2022.02.28 16:03:22 -08'00'
Signature	Date

Equal Employment Opportunity Certificate

Applicant hereby certifies that it will comply with the provisions of the SANDAG Equal Employment Opportunity Program ([SANDAG Board Policy No. 007](#)), and rules and regulations adopted pursuant thereto, Title VI of the Civil Rights Act of 1964, the California Fair Employment Practices Act, and any other applicable federal and state laws and regulations relating to equal employment opportunity, including laws and regulations hereinafter enacted.

Furthermore, Applicant hereby certifies that it:

has  has not

been found, adjudicated, or determined to have violated any laws of Executive Orders relating to employment discrimination or affirmative action including, but not limited to, Title VII of the Civil Rights Act of 1964, as amended, (42 U.S.C. 2000[e] et seq.); the Equal Pay Act (29 U.S.C. 206[d]); Executive Order (EO) 10925 (Kennedy, 1961), EO 11114 (Kennedy, 1963), or EO 11246 (Johnson, 1965); or the California Fair Employment and Housing Act (Government Code 12460 et seq.); by any federal or California court or agency, including but not limited to the Equal Employment Opportunity Commission, the Office of Federal Contract compliance Programs, and the California Fair Employment and Housing Commission.

If yes, please explain the circumstance.

Christina Rios	Associate Planner
_____ Authorized Delegate Name	_____ Title

Christina Rios	Digitally signed by Christina Rios Date: 2022.02.28 16:03:49 -08'00'
_____ Signature	_____ Date



**MEETING DATE** October 12, 2022

**ITEM TITLE** RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA DESIGNATING ALL PARKING SPACES CONNECTED TO AN ELECTRIC VEHICLE CHARGING DEVICE LOCATED ON OFF-STREET PARKING FACILITIES OWNED OR OPERATED BY THE CITY AND ON PUBLIC STREETS FOR THE EXCLUSIVE PURPOSE OF PARKING AND CHARGING AN ELECTRIC VEHICLE THAT IS CONNECTED FOR ELECTRIC CHARGING PURPOSES, AND ESTABLISHING A CIVIL PENALTY AMOUNT FOR VIOLATION OF CALIFORNIA VEHICLE CODE SECTION 22511.1(A)-(B) AND AMENDING THE MASTER BAIL SCHEDULE TO INCORPORATE THAT PENALTY AMOUNT

**DIRECTOR/DEPARTMENT** Carl Schmitz, City Engineer *CT for*

**SUMMARY**

The City has installed electric vehicle (“EV”) charging parking spaces in City-owned off-street parking lots at City Hall and City parks. City staff and residents have noticed drivers parking their vehicles in these spaces without connecting them for charging purposes. California Vehicle Code (“CVC”) section 22511.1(a)-(b) prohibits such actions.

The City is unable to issue parking citations for violation of CVC section 22511.1(a)-(b) because the City has not yet designated the EV parking spaces and established a civil penalty amount for this violation as required under the CVC.

The proposed Resolution would designate all parking spaces connected to EV charging devices located on off-street parking facilities owned or operated by the City and on public streets for the exclusive purposes of parking and charging an electric vehicle connected for charging purposes. This designation will allow both the Sheriff’s Department and City Code Enforcement Officers to issue parking citations for violation of CVC section 22511.1(a)-(b). The Resolution would also set the amount of the civil penalty for violation at \$47.50, which is consistent with the penalties set by the City for other parking violations, and is consistent with the range of penalty amounts set by other cities in San Diego County, as discussed in the staff report. While to date the City has only installed EV charging parking spaces in City-owned off-street parking lots, and not on public streets, the Resolution would proactively designate any future City-installed EV charging parking spaces on public streets in case the City desires to install them in the future.

**ENVIRONMENTAL REVIEW**

This Resolution is not subject to the California Environmental Quality Act (“CEQA”) pursuant to Section 15060(c)(2) because the activity, which involves designating certain parking spaces located on off-street parking facilities owned or operated by the City and on public streets for the exclusive purpose of parking and charging an electric vehicle that is connected for charging purposes, and amending the City’s schedule of penalties for parking violations and related





charges, will not result in a direct or reasonably foreseeable indirect physical change in the environment; and Section 15060(c)(3) because the activity is not a project as defined in Section 15378 of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in a physical change to the environment, directly or indirectly.

**FINANCIAL STATEMENT** *ok*

This action will result in a potential increase in parking citation revenue to the City.

**CITY ATTORNEY REVIEW**

N/A

Completed

**RECOMMENDATION** *MSB*

Adopt the Resolution (1) designating all parking spaces that are connected to an electric vehicle charging device that is located on a City-owned or operated off-street parking facility and on public streets for the exclusive purpose of parking and charging an electric vehicle; (2) establishing a civil penalty amount for violation of California Vehicle Code section 22511.1(a)-(b), which prohibits a person from parking in a designated electric vehicle parking space while the vehicle is not connected for electric charging purposes; and (3) directing staff to amend the City's Master Bail Schedule to incorporate that penalty amount.

**ATTACHMENTS**

Staff Report  
Resolution



## STAFF REPORT

### RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA DESIGNATING ALL PARKING SPACES CONNECTED TO AN ELECTRIC VEHICLE CHARGING DEVICE LOCATED ON OFF-STREET PARKING FACILITIES OWNED OR OPERATED BY THE CITY AND ON PUBLIC STREETS FOR THE EXCLUSIVE PURPOSE OF PARKING AND CHARGING AN ELECTRIC VEHICLE THAT IS CONNECTED FOR ELECTRIC CHARGING PURPOSES, AND ESTABLISHING A CIVIL PENALTY AMOUNT FOR VIOLATION OF CALIFORNIA VEHICLE CODE SECTION 22511.1(A)-(B) AND AMENDING THE MASTER BAIL SCHEDULE TO INCORPORATE THAT PENALTY AMOUNT

CITY COUNCIL MEETING  
October 12, 2022

#### A. INTRODUCTION

The City has installed electric vehicle (“EV”) charging parking spaces in City-owned off-street parking lots at City Hall and City parks. City staff and residents have noticed drivers parking their vehicles in these spaces without connecting them for charging purposes. California Vehicle Code (“CVC”) section 22511.1(a)-(b) prohibits such actions. That section states:

- a) A person shall not park or leave standing a vehicle in a stall or space designated pursuant to Section 22511 unless the vehicle is connected for electric charging purposes.
- b) A person shall not obstruct, block, or otherwise bar access to parking stalls or spaces described in subdivision (a) except as provided in subdivision (a).

The City is unable to issue parking citations for violation of CVC section 22511.1(a)-(b) because the City has not yet officially designated the EV parking spaces and established a civil penalty amount for this violation. Once the EV parking spaces are designated and the civil penalty is established, both the Sheriff’s Department and City Code Enforcement officers may issue citations for violations.<sup>1</sup>

#### B. DISCUSSION

CVC section 22511(a)(1)-(2) allows for cities, by ordinance or resolution, to designate stalls or spaces in off-street parking facilities owned or operated by the City and on public streets for the exclusive purpose of parking and charging an electric vehicle that is connected for electric charging purposes.

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<sup>1</sup> Santee Municipal Code section 10.10.360(A) authorizes the City to issue a citation for “any violation of the California Vehicle Code” and requires the owner of the vehicle to pay to the City a citation penalty in the amount established by resolution of the City Council.

The proposed Resolution would designate all parking spaces connected to EV charging devices located on off-street parking facilities owned or operated by the City and on public streets for the exclusive purposes of parking and charging an electric vehicle connected for charging purposes. While to date the City has only installed EV charging parking spaces in City-owned off-street parking lots, and not on public streets, the Resolution would proactively designate any future City-installed EV charging parking spaces on public streets in case the City desires to install them in the future. This designation will allow the City and Sheriff's Department to issue parking citations for violation of CVC section 22511.1(a)-(b).

CVC section 40203.5(a) requires cities issuing parking citations to establish a schedule of parking penalties. However, to the extent possible, cities within the same county must standardize parking penalties. This is to prevent neighboring cities from establishing markedly different civil penalty amounts for the same violation.

City Staff researched civil penalty amounts in neighboring cities (including Carlsbad, Oceanside, Coronado, Chula Vista, El Cajon, La Mesa, Del Mar, Encinitas, Escondido, Imperial Beach, Lemon Grove, Poway, and San Diego). Many cities have not yet addressed electric vehicle charging stations and / or have not established a civil penalty amount for violation of CVC section 22511.1(a)-(b); in other cases, staff did not receive responses to inquiries regarding the penalty amounts.

However, the City of Carlsbad has addressed this issue and has set its penalty amount at \$48.00, which is tied to the Sheriff's Department penalty amount. (See Carlsbad Muni. Code § 10.40.090.) The City of Oceanside addresses electric vehicle parking spaces, and sets the penalty for any parking violation at \$50. (Oceanside Muni. Code, Article XI 11.6(c).) The City of La Mesa does not have an applicable municipal code provision, but cites violations of CVC 22511.1(a) and has a penalty of \$57.50 for all parking violations. The City of San Diego has an electric vehicle ordinance, but no designated EV charging space penalty amount, just a broadly-applicable parking penalty amount of \$59.50.

The City of Santee currently charges between \$47.50 and \$62.50 for standard parking violations.

Considering this information, staff recommends establishing a civil penalty amount of \$47.50 for violations of CVC 22511.1(a)-(b), and amending the City's Master Bail Schedule to reflect this.

The City may pursue a violation of CVC section 22511.1(a)-(b) as either a criminal infraction in the San Diego Superior Court or a civil violation by issuance of a parking citation. The fine amount imposed depends on that distinction. Upon conviction of a criminal infraction in the superior court, CVC section 42001.6 sets the fine amount at \$100.00. CVC section 40203.5 governs the fine amount upon issuance of a parking citation and requires consistency with other cities within the County, necessitating adoption of the proposed Resolution setting the amount at \$47.50.

**C. CEQA ANALYSIS**

This Resolution is not subject to the California Environmental Quality Act (“CEQA”) pursuant to Section 15060(c)(2) because the activity, which involves designating certain parking spaces located on off-street parking facilities owned or operated by the City and on public streets for the exclusive purpose of parking and charging an electric vehicle that is connected for charging purposes, and amending the City’s schedule of penalties for parking violations and related charges, will not result in a direct or reasonably foreseeable indirect physical change in the environment; and Section 15060(c)(3) because the activity is not a project as defined in Section 15378 of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in a physical change to the environment, directly or indirectly.

**D. STAFF RECOMMENDATION**

Adopt the Resolution:

1. Designating all parking spaces that are connected to an electric vehicle charging device that is located on a City-owned or operated off-street parking facility and on public streets for the exclusive purpose of parking and charging an electric vehicle;
2. Establishing a civil penalty amount for violation of California Vehicle Code section 22511.1(a)-(b), which prohibits a person from parking in a designated electric vehicle parking space while the vehicle is not connected for electric charging purposes; and
3. Amending the City’s Master Bail Schedule to incorporate that penalty amount.

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, DESIGNATING ALL PARKING SPACES CONNECTED TO AN ELECTRIC VEHICLE CHARGING DEVICE LOCATED ON OFF-STREET PARKING FACILITIES OWNED OR OPERATED BY THE CITY AND ON PUBLIC STREETS FOR THE EXCLUSIVE PURPOSE OF PARKING AND CHARGING AN ELECTRIC VEHICLE THAT IS CONNECTED FOR ELECTRIC CHARGING PURPOSES, AND ESTABLISHING A CIVIL PENALTY AMOUNT FOR VIOLATION OF CALIFORNIA VEHICLE CODE SECTION 22511.1(A)-(B) AND AMENDING THE MASTER BAIL SCHEDULE TO INCORPORATE THAT PENALTY AMOUNT**

**WHEREAS**, the City of Santee (“City”) seeks to reduce greenhouse gas emissions by promoting the use of electric vehicles by residents and visitors; and

**WHEREAS**, towards fulfilling this goal, the City has installed electric vehicle charging devices on off-street parking facilities owned or operated by the City for use by residents and visitors; and

**WHEREAS**, the City seeks to restrict parking spaces connected to those electric vehicle charging devices to electric vehicle-only parking, and only for the purpose of charging electric vehicles; and

**WHEREAS**, California Vehicle Code section 22511(a)(1)-(2) provides that a local authority, by ordinance or resolution, may designate stalls or spaces in off-street parking facilities owned or operated by the City and public streets for the exclusive purpose of parking and charging an electric vehicle that is connected for electric charging purposes; and

**WHEREAS**, California Vehicle Code section 22511.1(a) provides that a person shall not park or leave standing a vehicle in a stall or space designated pursuant to Section 22511 unless the vehicle is connected for electric charging purposes; and

**WHEREAS**, California Vehicle Code section 22511.1(b) provides that a person shall not obstruct, block, or otherwise bar access to parking stalls or spaces described in Section 22511.1(a) except as provided for in that section; and

**WHEREAS**, California Vehicle Code section 40200 *et seq.* authorizes cities to impose and collect civil penalties for violation of any regulation pertaining to the stopping, standing, or parking of a vehicle that is not a misdemeanor as specified in the California Vehicle Code, any federal statute or regulation; or any local ordinance; and

**WHEREAS**, California Vehicle Code section 40203.5 requires cities to establish a schedule of civil penalties for parking violations, and, to the extent possible, to standardize those civil penalties for parking violations with those of other cities in the same county; and

**WHEREAS**, City staff researched the civil penalty amount for violation of California Vehicle Code section 22511.1(a)-(b) set by other cities within San Diego County, including the Cities of Carlsbad, Oceanside, La Mesa, and San Diego, and determined that while there is no set standard penalty amount, the amount of \$47.50 is consistent with the range of penalty amounts set by cities in the County of San Diego; and

**WHEREAS**, the City seeks to establish a civil penalty amount for violation of California Vehicle Code section 22511.1(a)-(b); and

**WHEREAS**, this civil penalty is separate from the criminal fine that the City may impose for a violation of California Vehicle Code section 22511.1(a)-(b), and California Vehicle Code section 42001.6 sets the criminal fine amount at \$100.00 upon conviction in the San Diego Superior Court.

**NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF SANTEE DOES HEREBY RESOLVE AS FOLLOWS:**

**SECTION 1.** That the foregoing Recitals are true and correct and are incorporated herein by this reference.

**SECTION 2.** The City designates all parking spaces connected to electric vehicle charging devices located on off-street parking facilities owned or operated by the City and on public streets for the exclusive purpose of parking and charging an electric vehicle that is connected for electric charging purposes.

**SECTION 3.** The City's Master Bail Schedule is to be amended by adding the following provision:

CVC 22511.1(a)-(b)	Parking/Standing in Space for Charging Electric Vehicle While Not Connected for Charging Purposes	Civil Fine	\$47.50
CVC 22511.1(a)-(b)	Parking/Standing in Space for Charging Electric Vehicle While Not Connected for Charging Purposes	Criminal Infraction	\$100.00

**SECTION 4.** This Resolution is not subject to the California Environmental Quality Act (“CEQA”) pursuant to Section 15060(c)(3) because the activity is not a project as defined in Section 15378 of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in a physical change to the environment, directly or indirectly, and is an administrative activity of the City of Santee.

**SECTION 5.** The City Clerk is hereby authorized and directed to amend the City’s Master Bail Schedule as provided in Section 3 of this Resolution.

**SECTION 6.** This Resolution shall take effect immediately upon its adoption.

**ADOPTED** by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 12<sup>th</sup> day of October, 2022, by the following roll call vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED**

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**JOHN W. MINTO, MAYOR**

**ATTEST**

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**ANNETTE ORTIZ, CMC, CITY CLERK**



**MEETING DATE** October 12, 2022

**ITEM TITLE** RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH SDI PRESENCE, INC. FOR LAND MANAGEMENT AND PERMITTING SYSTEM IMPLEMENTATION CONSULTING SERVICES; AND AUTHORIZING THE APPROPRIATION OF AMERICAN RESCUE PLAN ACT (ARPA) LOST PUBLIC SECTOR REVENUE FUNDS AND GENERAL FUND RESERVES TO FUND THE AMENDMENT

**DIRECTOR/DEPARTMENT** Kathy Valverde, City Manager's Office 

**SUMMARY** Implementation of a fully automated permitting and land management system has been a City Council priority for a number of years, and in February 2022, City Council authorized the execution of an agreement with Tyler Technologies for implementation of this new system, known as EnerGov. At that time, the Council also authorized execution of a Professional Services Agreement with SDI Presence, Inc. (SDI) for implementation consulting services. SDI has extensive public sector experience in procuring and implementing these types of projects. In August 2022, staff provided an update on the work that has been accomplished to date on the permit project and identified the potential need for additional consulting services with SDI.

The current Agreement with SDI, as previously approved by Council, is for an amount not to exceed \$100,000, which is projected to be fully expended by the end of October 2022. Based on SDI's experience, and with an understanding of the City's limited staff resources, SDI originally submitted a proposal to the City for a cost of \$182,000 to include approximately 20 hours per week of implementation services through the end of March 2023, which is when the permitting system is expected to go live. At that time, City staff negotiated a lower cost in anticipation that we could save money by utilizing in house staff more and SDI consulting services less. Unfortunately, due to challenges that have arisen, the expertise needed to help manage these issues, and the work load of City staff, we have had to utilized SDI services more than expected.

SDI stands by their original estimate of \$182,000, which is \$82,000 more than the current contract. Staff is recommending an additional 20% contingency, or \$16,400, to ensure that current issues can be resolved successfully and SDI services will carry the City through final implementation. This represents a total increase of \$98,400 and a final contract cost, with the Amendment, not to exceed \$198,400.

With the Amendment, SDI will continue to provide guidance and support to the City's project managers and subject matter experts, and will also continue to provide much needed coordination and communication between Tyler Technologies and the City to help head-off and resolve potential contractual disputes, and configuration and integration issues. SDI services will also include support for testing, training and data validation prior to final implementation.



**FINANCIAL STATEMENT**

*JK* The Permitting and Land Management project is included in the adopted Capital Improvement Program at a total budgeted amount of \$671,270. An increase of \$98,400 is recommended for the Amendment to the Agreement with SDI, which includes \$82,000 in direct services and a 20% contingency of \$16,400. Funding in the amount of \$78,730 is available from federal American Rescue Plan Act (ARPA) Lost Public Sector Revenue funds, previously approved by City Council for I.T. staffing support to assist with projects like the permit system. The remaining balance of \$19,670 is available to be appropriated from General Fund Reserves.

**CITY ATTORNEY REVIEW**    N/A •  Completed

**RECOMMENDATION** *MSB*

Adopt the Resolution:

1. Authorizing the City Manager to execute an Amendment to the Professional Services Agreement with SDI Presence, Inc. for Land Management and Permitting System implementation consulting services for a total increase not to exceed \$98,400.
2. Authorizing the appropriation of \$78,730 in ARPA Lost Public Sector Revenue funds.
3. Authorizing the appropriation of \$19,670 from General Fund reserves.

**ATTACHMENTS**

Resolution



**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA,  
AUTHORIZING THE CITY MANAGER TO EXECUTE AN AMENDMENT TO THE  
PROFESSIONAL SERVICES AGREEMENT WITH SDI PRESENCE, INC. FOR LAND  
MANAGEMENT AND PERMITTING SYSTEM IMPLEMENTATION CONSULTING  
SERVICES; AND AUTHORIZING THE APPROPRIATION OF AMERICAN RESCUE  
PLAN ACT (ARPA) LOST PUBLIC SECTOR REVENUE FUNDS AND GENERAL  
FUND RESERVES**

**WHEREAS**, on February 9, 2022, the City Council authorized the City Manager to execute a Professional Services Agreement (“Agreement”) with SDI Presence, Inc. (“SDI”) to provide implementation consulting services for the City’s Land Management and Permitting System, known as EnerGov; and

**WHEREAS**, SDI has extensive public sector experience in procuring and implementing projects like the permit system, and also has specific experience helping other clients implement EnerGov; and

**WHEREAS**, the current Agreement, for an amount not to exceed \$100,000, is expected to be fully expended before final implementation of the project due to a number of challenges that have arisen, the expertise needed to help manage these issues, and the work load of City staff; and

**WHEREAS**, staff requests authorization for the City Manager to execute an Amendment to the Agreement with SDI in an amount not to exceed \$98,400 in order to continue to provide the needed project management and implementation services; and

**WHEREAS**, the recommended increase of \$98,400 includes \$82,000 in direct services and a 20% contingency of \$16,400 to ensure current issues can be resolved successfully and SDI services will carry the City through final project implementation; and

**WHEREAS**, SDI will continue to provide guidance and support to the City’s project managers and subject matter experts; and will continue to provide much needed coordination and communication between Tyler Technologies and the City to help resolve disputes, and configuration and integration issues; and

**WHEREAS**, SDI services will also include support for testing, training and data validation prior to final implementation.

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of Santee, California, as follows:

**Section 1.** The City Manager is authorized to execute an Amendment to the Professional Services Agreement with SDI Presence, Inc. in an amount not to exceed \$98,400.

**RESOLUTION NO. \_\_\_\_\_**

**Section 2.** The City Manager is authorized to appropriate \$78,730 in federal American Rescue Plan Act (ARPA) Lost Public Sector Revenue funds.

**Section 3.** The City Manager is authorized to appropriate \$19,670 from General Fund reserves.

**ADOPTED** by the City Council of the City of Santee, California, at a Regular meeting thereof held this 12th day of October, 2022 by the following roll call vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

\_\_\_\_\_  
**JOHN W. MINTO, MAYOR**

**ATTEST:**

\_\_\_\_\_  
**ANNETTE ORTIZ, CMC, CITY CLERK**

**MEETING DATE** October 12, 2022

**ITEM TITLE**      **STREET**      **SWEEPING**      **CONTRACT**      **FUTURE**      **OPTIONS**  
**INFORMATIONAL ITEM**

**DIRECTOR/DEPARTMENT** Nicolas Chavez, Community Services Director 

**SUMMARY**

At the June 22, 2022 City Council meeting, Council approved an agreement for street sweeping services with Sweeping Corp. of America (SCA) for Street Sweeping Services for Fiscal Year 22/23.

Over the past three months, staff has explored various options for street sweeping services. Options explored are:

- Continue with SCA contract
  - Contract term is through June 30, 2023 with three (3) optional 12-month extensions. Contract will increase based on CPI upon renewal annually.
  - If all three of the extensions are approved, a Request for Bids would be conducted for a new contract beginning Fiscal Year 26/27.
- Bring street sweeping operations in house with a purchase or lease-to-own machine and hire one full-time sweeper operator.
  - Purchase price: \$422,000
  - One full-time sweeper operator: \$134,000 per year
  - Annual fuel, water, brooms/maintenance: \$65,000
- Negotiate a joint agreement with neighboring agencies
  - Currently, SCA is in Santee on a full-time schedule. No benefit, or time, for Santee to share a sweeper or employee.
  - No interest shown at this time, currently not a viable option for Santee, however staff will continue to explore this option further.

The cost projection through FY 25/26 for SCA contact pricing is \$1,459,235.51, including estimated CPI increases. The cost projection through FY 25/26 to bring in-house, including current year contract cost, is \$1,360,868.51, including estimated CPI increases.

**FINANCIAL STATEMENT** 

No financial impact at this time.

**CITY ATTORNEY REVIEW**  N/A •  Completed

**RECOMMENDATION** 

Receive street sweeping options information and provide direction to staff if desired.

