

**DRAFT**

# **Recirculated Sections of Final Revised Environmental Impact Report**

## **Fanita Ranch Project**

**SCH No. 2005061118**

**June 2022**

Prepared for:



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## ***Table of Contents***

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<b>Chapter 0</b>	<b>Preface .....</b>	<b>0-1</b>
	0.1 Summary .....	0-1
	0.2 Public Review of Recirculated Sections of Final Revised EIR .....	0-7
	0.3 Concurrent Preparation of the Administrative Record .....	0-8
<b>Chapter 3</b>	<b>Project Description .....</b>	<b>3-1</b>
	3.1 Project Location .....	3-1
	3.2 Project Objectives .....	3-1
	3.3 Project Components .....	3-7
	3.3.1 Project Land Uses .....	3-7
	3.3.2 Villages .....	3-21
	3.3.3 Parks and Open Space .....	3-24
	3.3.4 Habitat Preserve .....	3-28
	3.3.5 Farm .....	3-29
	3.4 Infrastructure .....	3-30
	3.4.1 Mobility .....	3-30
	3.4.2 Water Supply .....	3-49
	3.4.3 Stormwater Drainage System .....	3-55
	3.4.4 Dry Utilities .....	3-56
	3.5 Public Services .....	3-56
	3.5.1 Education .....	3-56
	3.5.2 Police Protection .....	3-59
	3.5.3 Fire Protection .....	3-59
	3.6 Fire-Safe Features .....	3-59
	3.6.1 Fuel Modification Zones .....	3-62
	3.7 Solid Waste and Recycling .....	3-68
	3.8 Smart Growth and Sustainability Features .....	3-69
	3.9 Landscaping Concept .....	3-72
	3.9.1 Gateway Landscaping .....	3-72
	3.9.2 Community-Wide Landscape .....	3-75
	3.9.3 Agricultural Landscaping .....	3-75
	3.9.4 Community Walls and Fencing .....	3-75
	3.9.5 Conceptual Community Lighting Plan .....	3-76
	3.10 Grading Plan .....	3-78
	3.10.1 Grading Design Guidelines .....	3-81
	3.11 Conceptual Phasing Plan .....	3-81
	3.12 Discretionary Actions .....	3-85
	3.13 References .....	3-86

**Chapter 4 Environmental Impact Analysis .....4-1**

- 4.10 Land Use and Planning ..... 4.10-1
  - 4.10.1 Environmental Setting..... 4.10-1
  - 4.10.2 Regulatory Framework ..... 4.10-7
  - 4.10.3 Thresholds of Significance..... 4.10-14
  - 4.10.4 Method of Analysis ..... 4.10-14
  - 4.10.5 Project Impacts and Mitigation Measures ..... 4.10-15
  - 4.10.6 Cumulative Impacts and Mitigation Measures ..... 4.10-54
  - 4.10.7 References ..... 4.10-55
- 4.18 Wildfire..... 4.18-1
  - 4.18.1 Environmental Setting..... 4.18-2
  - 4.18.2 Regulatory Framework ..... 4.18-5
  - 4.18.3 Thresholds of Significance..... 4.18-10
  - 4.18.4 Method of Analysis ..... 4.18-10
  - 4.18.5 Project Impacts and Mitigation Measures ..... 4.18-11
  - 4.18.6 Cumulative Impacts and Mitigation Measures ..... 4.18-52
  - 4.18.7 Comparison of Proposed Project to 2007 Project..... 4.18-58
  - 4.18.8 References ..... 4.18-59

**Figures**

- Figure 3-1. Regional Location ..... 3-3
- Figure 3-2. Project Site ..... 3-5
- Figure 3-3. Conceptual Site Layout ..... 3-9
- Figure 3-4. Conceptual Land Use Plan ..... 3-11
- Figure 3-5. Special Use Area Conceptual Site Plan ..... 3-19
- Figure 3-6. Conceptual Park, Trails, and Open Space Plan ..... 3-25
- Figure 3-7. Vehicular Circulation Plan ..... 3-37
- Figure 3-8. Conceptual Traffic Calming Plan ..... 3-39
- Figure 3-9. Bicycle Circulation Plan ..... 3-41
- Figure 3-10. Pedestrian Circulation Plan ..... 3-43
- Figure 3-11. Conceptual Potable Water Plan ..... 3-51
- Figure 3-12. Conceptual Sanitary Sewer Plan ..... 3-53
- Figure 3-13. Conceptual Storm Drainage Plan ..... 3-57
- Figure 3-14. Example Fuel Modification Zone Cross Section ..... 3-65
- Figure 3-15. Conceptual Landscape Plan..... 3-73
- Figure 3-16. Conceptual Cut and Fill Plan ..... 3-79
- Figure 3-17. Conceptual Phasing Plan ..... 3-83
- Figure 4.10-1. City of Santee General Plan Land Use Map..... 4.10-3
- Figure 4.18-1. Evacuation Routes ..... 4.18-3
- Figure 4.18-2. Fire Management Zones Plan ..... 4.18-19

**Tables**

Table 0-1. Revised and New Sections of Final Revised EIR Included in Recirculation .....	0-5
Table 3-1. Preferred Land Use Plan Project Component Summary .....	3-8
Table 3-2. Special Use Area Permitted Uses and Land Use Summary .....	3-18
Table 3-3. Fanita Commons Land Use Summary .....	3-22
Table 3-4. Orchard Village Land Use Summary .....	3-23
Table 3-5. Vineyard Village Land Use Summary .....	3-23
Table 3-6. Project Traffic Calming Measures .....	3-33
Table 3-7. Proposed Project Code-required Fire Safety Features .....	3-60
Table 3-8. Proposed Project Code-Exceeding Fire Safety Measures .....	3-61
Table 4.10-1. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies .....	4.10-27
Table 4.18-1. Proposed Project Fire Protection Features Compared to 2007 Fire Protection Plan .....	4.18-59

**Appendices**

Appendix P1. Fire Protection Plan

Appendix P2. Wildland Fire Evacuation Plan

Appendix Q. Final Ruling and Writ of Mandate

Appendix R. Essential Housing Ordinance, Certification, and Notice of Exemption

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## Chapter 0 Preface

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This chapter describes why portions of the Final Revised Environmental Impact Report (EIR) for the Fanita Ranch Project (proposed project) are being revised and recirculated under the California Environmental Quality Act (CEQA), provides an overview of the content and scope of the Recirculated Sections of the Final Revised EIR (Recirculated Sections), and summarizes the public comment period after the Recirculated Sections have been made available for public and agency review.

### 0.1 Summary

In September 2020, the City Council of the City of Santee (City) certified the Final Revised EIR for the proposed project as compliant with CEQA. The Final Revised EIR had been prepared to analyze the potential significant environmental impacts resulting from the construction and operation of the proposed project. A lawsuit was filed challenging the adequacy of the Final Revised EIR.

In March 2022, the San Diego County Superior Court (Hon. Katherine A. Bacal, presiding) issued a ruling identifying deficiencies in the Final Revised EIR related to evacuation in the event of a wildfire. In March 2022, the trial court entered judgment and a writ of mandate (order) directing the City to set aside certification of the Final Revised EIR and the project approvals for the proposed project. The matter was thereby remanded to the City to correct the deficient portions of the Final Revised EIR.

The Recirculated Sections have been prepared to correct the deficiencies identified in the trial court's ruling, judgment, and writ. Pursuant to CEQA, if revisions to the EIR are limited to chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified (CEQA Guidelines, Section 15088.5[c]). Therefore, the Recirculated Sections include strikeout/underline changes to Chapter 3, Project Description, and Section 4.10, Land Use and Planning, because only portions thereof have been modified. The Recirculated Sections including Section 0, Preface, Section 4.18, Wildfire, and associated technical appendices are not provided in strikeout/underline because they are new or have been replaced in their entirety.

Those portions of the Final Revised EIR that were not found deficient will not be recirculated and pursuant to CEQA Guidelines, Section 15088.5(f)(2), the City will not seek or entertain any further comments on those portions of the Final Revised EIR. The City will prepare written responses to comments received on the Recirculated Sections. Thereafter, the City will complete the Final Revised EIR, consisting of the Recirculated Sections, public comments, and written responses to comments on the Recirculated Sections. The City Council will then review the Final Revised EIR, along with the portions of the Final Revised EIR that were not subject to substantive revision, consider the information presented therein prior to acting on the proposed project, and determine if the Final Revised EIR, as modified, is adequate, complete, in compliance with CEQA, and reflects the City Council's independent judgment and analysis.

The Recirculated Sections have been prepared to address each of the deficiencies identified in the trial court’s ruling, which are summarized as follows:

## Evacuation Impacts

1. **Mast Boulevard:** The EIR identified three primary evacuation routes; however, one such route, using Mast Boulevard to evacuate east to Highway 67, was “not possible because Mast Boulevard does not connect to Highway 67 and instead dead-ends in a park, rendering the [Wildland Fire Evacuation] Plan’s evacuation routes unclear.” (Appendix Q, [Ruling p. 2])
2. **Evacuation Modeling:** The EIR did not analyze evacuation times to determine whether project residents and the surrounding community could safely evacuate under either a staggered or mass evacuation scenario. (Appendix Q, [Ruling p. 2-3])
3. **Wildfire Threshold:** The EIR did not evaluate a fifth wildfire significance threshold, namely, would the proposed project “expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.” The omission of this threshold meant the public was not informed about impacts related to evacuation timing or risks if residents are instructed to remain on site in a wildfire scenario. (Appendix Q, [Ruling p. 3])
4. **Responses to Comments:** Public comments questioned the “project occupants’ ability to evacuate in the event of a wildfire and traffic flow impact” and the Final Revised EIR’s response did not sufficiently “answer the question of whether those seeking to be evacuated are anticipated to be able to do so,” and whether the City “fully considered the implications of project occupants’ ability to safely evacuate.” (Appendix Q, [Ruling p. 4])
5. **Elimination of Magnolia Avenue Extension and Evacuation:** The Final Revised EIR’s “Second Errata” removed the Magnolia Avenue extension shortly before EIR certification. Given that Magnolia Avenue was previously described as a “primary” evacuation route, the “post-EIR analysis” in an errata was not adequate to provide the public with the opportunity to test and evaluate this new information, and in particular: (a) to comment on the extent to which residents living on the other connector roads may be impacted by evacuating traffic from project occupants, and (b) to comment on the proposed project’s evacuation impacts without the Magnolia Avenue extension. (Appendix Q, [Ruling p. 4-5])
6. **Elimination of Magnolia Avenue Extension and Recirculation:** Removing the Magnolia Avenue extension constituted significant new information as defined in CEQA; and therefore, the City’s decision not to recirculate the EIR after removing the Magnolia Avenue extension violated CEQA. (Appendix Q, [Ruling p. 5])

The Recirculated Sections respond to the deficiencies in the following manner:

### Evacuation Impacts

1. **Mast Boulevard:** The City required a revised Wildland Fire Evacuation Plan (Appendix P2) and revisions to Section 4.18, Wildfire, of the Final Revised EIR (Wildfire Section). The Wildland Fire Evacuation Plan and revised Wildfire Section depict all evacuation routes and explain that Mast Boulevard to the east provides a connecting route to State Route (SR-) 67 indirectly through other streets. Specifically, drivers traveling east on Mast Boulevard would turn left on Los Ranchitos Road north, right to El Nopal east, and then right on Riverford Road south to connect to SR-67. This route is clearly identified on revised Figure 4.18-1, Evacuation Routes, in the Wildfire Section.
2. **Evacuation Modeling:** An evacuation travel time analyses and associated modeling has been prepared, which is incorporated into the revised Wildland Fire Evacuation Plan (Appendix P2) and referenced in the revised Fire Protection Plan (Appendix P1), and the Wildfire Section. This new evacuation travel time analysis and modeling was prepared by the Dudek Fire Protection Planning team—led by Principal Fire Protection Planner Michael Huff—in conjunction with Chen Ryan Associates’ traffic engineers with input from the Santee Fire Department (SFD). The evacuation assessment and modeling calculates estimated evacuation travel times for the surrounding community and project under targeted evacuation and mass evacuation conditions. Chen Ryan Associates was selected to perform the evacuation traffic flow portion of the evacuation analysis due to the firm’s familiarity with City’s roadways and traffic network based on its recent Santee General Plan Mobility Element update work with the City. The evacuation modeling and timing analysis includes the following, among other components:
  - Analysis of potential feasible evacuation scenarios using reasonable assumptions that take into account the wildfire history specific to the area, relevant wildfire research, and discussions with the SFD and fire professionals.
  - Identification of evacuating populations under mass evacuation and targeted evacuation scenarios. Targeted evacuation conditions were identified in consultation with the SFD based upon current evacuation practice consistent with City and County Emergency Operations Plans.
  - Identification of the proposed project’s road improvements that would enhance roadway carrying capacity under the selected evacuation scenarios.
  - Calculation of evacuation travel times for mass evacuation and targeted evacuation scenarios.
  - Evaluation of project evacuation safety and whether the proposed project will affect the existing community’s ability to safely evacuate during a wildfire event.
  - Discussion of the limitations of evacuation travel time modeling given the numerous variables and factors that drive evacuation decisions during real-time fire

situations. The proposed project’s evacuation time analysis and modeling are provided for informational purposes only and may not be used during an actual emergency evacuation because those decisions are generally made as part of unified command operations established to respond to real-time wildfires based on fire conditions, winds, weather, and other factors and variables that affect evacuation decision-making. Nonetheless, the analysis conducted in support of the proposed project’s evacuation plan was developed in coordination with SFD and represents numerous wildfire scenarios. The results from the evacuation travel time modeling are anticipated by SFD to inform engine companies for emergency action decision support and provide valuable evacuation time estimates, which will be useful for guiding the phased evacuation approach. Additionally, the modeling analysis results, as part of the proposed project’s Wildland Fire Evacuation Plan (Appendix P2), will be used to increase resident and fire personnel evacuation preparedness and awareness of available evacuation routes.

3. **Wildfire Significance Criteria:** The Wildfire Section and Fire Protection Plan (Appendix P1) have been revised to include an analysis of all applicable wildfire significance thresholds, including the question of whether the proposed project would “[e]xpose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.” Evacuation and shelter-in-place scenarios are evaluated.
4. **Responses to Comments:** The City required a revised Wildland Fire Evacuation Plan (Appendix P2) including evacuation travel time modeling prepared by Chen Ryan Associates (Exhibit to Appendix P2) and a revised Wildfire Section to be prepared in response to the trial court’s ruling.
5. **Elimination of Magnolia Avenue Extension and Evacuation:** The extension of Magnolia Avenue from the existing terminus of Princess Joann Road to Cuyamaca Street was included in the Revised Draft EIR circulated for public review in May 2020, but was removed in the Second Errata to the Final Revised EIR in August 2020. The Magnolia Avenue extension has been added back into the proposed project as originally proposed, rendering the Second Errata unnecessary.
6. **Elimination of Magnolia Avenue Extension and Recirculation:** The Magnolia Avenue extension has been added back into the proposed project as originally proposed from the existing terminus of Princess Joann Road to Cuyamaca Street, making recirculation of the Final Revised EIR due to removal of the Magnolia Avenue extension unnecessary.

The Final Revised EIR, if certified, would be used in conjunction with the discretionary approvals required for construction and operation of the proposed project, including, but not limited to, a Development Plan, Vesting Tentative Map, Development Review Permit, and Conditional Use Permits. As originally proposed to the City, and as described in the August 2020 Final Revised EIR, the proposed project’s requested approvals included a General Plan Amendment, Specific



Plan, Development Agreement, and Rezoning of the Fanita Ranch site. Since that time, the proposed project has been deemed General Plan consistent and compliant as part of the City’s Essential Housing Program; and, accordingly, no longer requires a General Plan Amendment, Specific Plan, Rezone, or other legislative act. The applicant is also no longer seeking a Development Agreement with the City. The description of the proposed project has not changed since the Revised Draft EIR was circulated for public review in 2020 except that the Magnolia Avenue extension—originally proposed as part of the proposed project but omitted prior to the City Council hearing—has been added back to the proposed project as originally proposed.

While not required by the trial court’s ruling, the following Recirculated Sections have been revised to describe the modified discretionary actions proposed for project implementation:

1. Portions of Chapter 3, Project Description (specifically Subsection 3.12)
2. Portions of Section 4.10, Land Use and Planning (specifically Subsections 4.10.2 and 4.10.5.2)

Minor technical edits have been made to other subsections of these Recirculated Sections; however, they do not constitute “significant new information” as defined in CEQA Guidelines, Section 15088.5(a). Per CEQA Guidelines, Section 15088.5(b), recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

Table 0-1 provides a brief overview of the Recirculated Sections and their rationale for inclusion in the recirculation.

**Table 0-1. Revised and New Sections of Final Revised EIR Included in Recirculation**

Revised Sections of Final Revised EIR Included in Recirculation	Rationale for Inclusion in Recirculation
<b>New Sections and Sections Replaced in Their Entirety</b>	
Chapter 0, Preface	This Preface is included in the recirculation to provide the public with information concerning the trial court’s ruling and Final Revised EIR modifications to correct deficiencies identified in the trial court’s ruling. This Preface also summarizes the changes in discretionary entitlements sought to complete the proposed project. This Preface is a new section of the Recirculated Sections that has not been previously released for public review.
Section 4.18, Wildfire	The Wildfire Section has been replaced in its entirety and revised to address the deficiencies in the evacuation analysis identified in the trial court’s ruling. The revised Wildfire Section presents the results of the evacuation analyses and modeling completed for the proposed project. The revised Wildfire Section also clarifies and corrects evacuation routes available to project occupants and the surrounding community, including the Magnolia Avenue extension. It further explains that Mast Boulevard does not directly connect to SR-67 to the east but is

**Table 0-1. Revised and New Sections of Final Revised EIR Included in Recirculation**

Revised Sections of Final Revised EIR Included in Recirculation	Rationale for Inclusion in Recirculation
	<p>available as an evacuation route through the use of several connecting streets.</p> <p>Wildfire and evacuation-related threshold criteria set forth in Appendix G of the CEQA Guidelines have been included in Section 4.18, Wildfire. Specifically, CEQA Guidelines, Section IX(g), has been added to evaluate whether the proposed project would “[e]xpose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.”</p>
Appendix P1, Fire Protection Plan and Construction Fire Prevention Plan	<p>The Fire Protection Plan in Appendix P1 has been replaced in its entirety and revised to address the deficiencies in the evacuation analysis identified in the trial court’s ruling. Appendix P1 includes analysis of whether the proposed project would “[e]xpose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.”</p>
Appendix P2, Wildland Fire Evacuation Plan	<p>Appendix P2 has been replaced in its entirety and revised to address the deficiencies in the evacuation analysis identified in the trial court’s ruling. Appendix P2 includes modeling of reasonable evacuation scenarios to address whether those seeking to be evacuated are anticipated to be able to do so and to demonstrate that the City fully considered the implications of project occupants’ and the surrounding community’s ability to safely evacuate in a wildfire event. Appendix P2 also clarifies and corrects evacuation routes available to project occupants and the surrounding community, including the Magnolia Avenue extension. The Appendix explains that Mast Boulevard does not directly connect to SR-67 to the east but is available as an evacuation route through the use of several connecting streets.</p> <p>The City’s Emergency Operations Plan, the County’s Emergency Operations Plan Annex Q, and Chen Ryan Associates’ Fire Evacuation Analysis – Technical Memorandum are included as exhibits to Appendix P2.</p>
Appendix Q, Final Ruling and Writ of Mandate	<p>Appendix Q is a new appendix containing the trial court ruling, judgment, and writ of mandate.</p>
Appendix R, Essential Housing Ordinance, <u>Certification</u> , and Notice of Exemption	<p>Appendix R includes the City’s certification of Fanita Ranch as an Essential Housing Project under its Essential Housing Program. Urgency Ordinance No. 592, adopting the citywide Essential Housing Program, is also included in Appendix R for reference.</p>
<b>Portions of Recirculated Sections of the Revised Final EIR</b>	
Chapter 3, Project Description (Subsection 3.12)	<p>This subsection concerns the discretionary actions that the City Council would take to approve the proposed project. As noted in this Preface, the proposed project remains unchanged with the exception that the Magnolia Avenue extension has been added back into the proposed project as originally proposed. The revisions in this subsection clarify the proposed project’s designation as an Essential Housing Project pursuant to the</p>

**Table 0-1. Revised and New Sections of Final Revised EIR Included in Recirculation**

Revised Sections of Final Revised EIR Included in Recirculation	Rationale for Inclusion in Recirculation
	City of Santee’s Essential Housing Program, Urgency Ordinance No. 592. The revisions explain the proposed project no longer requires a General Plan Amendment, Specific Plan, or Rezone in light of project certification under that program. The applicant is no longer seeking a Development Agreement with the City, and this discretionary action has been removed from this subsection. The applicant is newly seeking approval of a Development Plan that identifies the development requirements for the site, and this discretionary action has been added to this subsection. The applicant is also seeking a Conditional Use Permit to operate public parks, buildings, and facilities (fire station).
Section 4.10, Land Use and Planning (Subsections 4.10.2, 4.10.5.2)	These subsections describe the existing regulatory environment and evaluate whether the proposed project would conflict with land use plans, policies, and regulations adopted for the purpose of mitigating or avoiding an environmental effect. The revisions in these sections clarify the proposed project’s designation as an Essential Housing Project pursuant to the City of Santee’s Essential Housing Program, Urgency Ordinance No. 592. The revisions explain the proposed project no longer requires a General Plan Amendment, Specific Plan, or Rezone in light of project certification under that program. They also address the proposed project’s consistency with the City’s 2021 General Plan Housing Element and the 16 Guiding Principles for Fanita Ranch. Table 4.10-1 has been updated to reflect the revised wildfire and evacuation analyses provided in the Wildfire Section and Appendices P1 and P2.

Only the above-outlined revised information is contained in the Recirculated Sections. All other sections of the Final Revised EIR and technical studies remain valid and are *not* being recirculated for public comment.

## 0.2 Public Review of Recirculated Sections of Final Revised EIR

The Recirculated Sections are available for public review and comment. The City requests that reviewers limit all public comments to the recirculated documents described in Table 0-1. The 45-day public review period is from June 10, 2022, to July 25, 2022. All comments received on the Recirculated Sections will be responded to and incorporated into a response to comments document, which will be considered by the City prior to a public hearing to consider certification of the Recirculated Sections, along with other Final Revised EIR sections. The Recirculated Sections will be available to review electronically on the City’s website at <https://www.cityofsanteeca.gov/services/project-environmental-review> during the 45-day public comment period.

Upon request, the Recirculated Sections will be available for review during regular business hours for the duration of the 45-day public review period at the following locations:

- City of Santee Department of Development Services (Building 4)  
10601 Magnolia Avenue, Santee, California 92071
- City of Santee Clerk's Office (Building 3)  
10601 Magnolia Avenue, Santee, California 92071
- Santee County Library  
9225 Carlton Hills Boulevard, Santee, California 92071

Written and electronic comments addressing the Recirculated Sections can be mailed to the following address or emailed to:

Chris Jacobs, Principal Planner  
Subject: Recirculated Sections of the Final Revised EIR for Fanita Ranch  
Department of Development Services  
City Hall, Building 4  
10601 Magnolia Avenue  
Santee, California 92071  
Telephone: (619) 258-4100, extension 182  
Email: [cjacobs@cityofsanteeca.gov](mailto:cjacobs@cityofsanteeca.gov)

Written and electronic comments addressing the Recirculated Sections must be received by 5:00 p.m. on July 25, 2022.

For additional information, please contact Chris Jacobs at (619) 258-4100, extension 182, or [cjacobs@cityofsanteeca.gov](mailto:cjacobs@cityofsanteeca.gov).

### **0.3 Concurrent Preparation of the Administrative Record**

In compliance with California Public Resources Code, Section 21167.6.2:

THE RECIRCUALTED SECTIONS OF THE FINAL REVISED EIR ARE SUBJECT TO SECTION 21167.6.2 OF THE PUBLIC RESOURCES CODE, WHICH REQUIRES THE RECORD OF PROCEEDINGS FOR THIS PROJECT TO BE PREPARED CONCURRENTLY WITH THE ADMINISTRATIVE PROCESS; DOCUMENTS PREPARED BY, OR SUBMITTED TO, THE LEAD AGENCY TO BE POSTED ON THE LEAD AGENCY'S INTERNET WEB SITE; AND THE LEAD AGENCY TO ENCOURAGE WRITTEN COMMENTS ON THE PROJECT TO BE SUBMITTED TO THE LEAD AGENCY IN A READILY ACCESSIBLE ELECTRONIC FORMAT.

The record of proceedings may be accessed at <https://www.cityofsanteeca.gov>.

## Chapter 3 Project Description

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NOTE TO READERS: The Fanita Ranch Project (proposed project) as originally proposed to the City of Santee (City) and as described in the Final Revised Environmental Impact Report (EIR) included a General Plan Amendment, Specific Plan, Development Agreement, and Rezone of the Fanita Ranch site. The proposed project has since been deemed an Essential Housing Project pursuant to the City’s Essential Housing Program (Urgency Ordinance No. 592), which was adopted to increase housing production in the City due to an ongoing housing crisis. The proposed project has been deemed General Plan consistent and compliant as part of the City’s Essential Housing Program and, accordingly, does not require a General Plan Amendment, Specific Plan, Development Agreement, Rezone, or other legislative act to proceed under the Essential Housing Program.

The description of the proposed project components have not changed from the Draft Revised EIR (May 2020) except that the Magnolia Avenue extension—originally proposed as part of the proposed project but omitted prior to the City Council hearing—has been added back into the project as originally proposed. The proposed project’s discretionary actions have been modified, as explained in Section 3.12, Discretionary Actions.

### 3.1 Project Location

The ~~Fanita Ranch Project~~ (proposed project) would include approximately 2,638 acres of land located in the northern portion of the ~~City of Santee (City)~~ in eastern County of San Diego (County). The City is located approximately 18 miles east of the City of San Diego’s downtown and the Pacific Ocean. The proposed project lies north of State Route (SR-) 52 and west of SR-67 and would be accessed from the future northerly extensions of Fanita Parkway and Cuyamaca Street by way of Mast Boulevard and the future extension of Magnolia Avenue to Cuyamaca Street. The project site is bordered by Marine Corps Air Station Miramar and Padre Dam Municipal Water District (PDMWD) facilities to the west, including Santee Lakes Recreation Preserve; open space/recreational areas, including Goodan Ranch/Sycamore Canyon County Preserve to the north and west; residential neighborhoods within the City to the south; and the unincorporated residential community of Eucalyptus Hills to the east (refer to Figures 3-1, Regional Location, and 3-2, Project Site). In addition, improvements to three Santee General Plan Mobility Element streets (Fanita Parkway, Cuyamaca Street, and Magnolia Avenue) (City of Santee 2017a) would occur off site to improve and connect the existing segments of these roadways to the project site.

### 3.2 Project Objectives

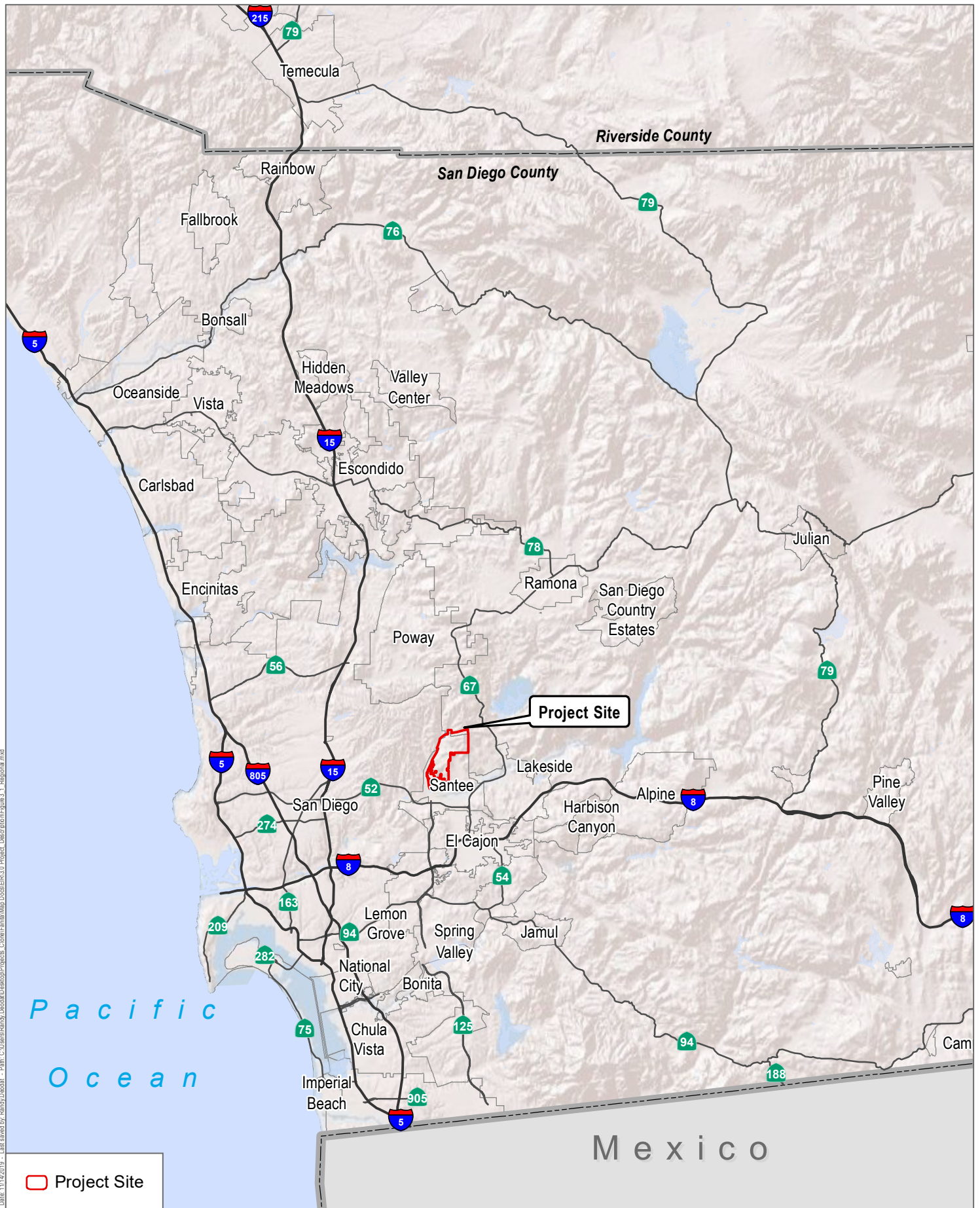
The proposed project seeks to balance the City’s need for diverse housing types and high-quality amenities while promoting healthy living and restoring and preserving sensitive habitat areas. The development plan would cluster development into three distinct villages while preserving approximately 63 percent of the property in its natural condition. The natural open space outside the development areas would be dedicated to the City’s Multiple Species Conservation Program

(MSCP) for long-term protection and management as a Habitat Preserve. In addition, the open space areas would be selectively accessible through a public trails system. The three proposed villages, Fanita Commons, Orchard Village, and Vineyard Village, would provide a range of amenities, services, and activities, including retail, restaurants, offices, a possible K–8 school, civic uses, public plazas, parks, and other social spaces. Located in the southwestern corner of the site and separated from the village development, a Special Use area would allow for a limited range of uses due to geological constraints.

Section 15124(b) of the CEQA Guidelines requires an EIR to include a statement of objectives for the proposed project. The objectives outline the underlying purpose of the proposed project and assist in the development of project alternatives. The fundamental objectives for the proposed project are as follows:

1. Create a new community with clustered development that provides residential, commercial, mixed-use, agricultural, and recreation land uses while preserving large blocks of significant natural open space areas as a habitat preserve dedicated to the City of Santee's Draft Multiple Species Conservation Program Subarea Plan for permanent preservation and management.
2. Provide a complementary and supportive array of land uses that would enable development of a community with a variety of housing types to address the state's current housing crisis.
3. Organize the development into villages with high-architectural-quality, mixed-use village centers focused on an agrarian and sustainable theme to create a unique identity and sense of community for each village.
4. Provide a range of recreational opportunities, including passive and active parks and recreational facilities, that promote an active and healthy lifestyle, are accessible to residents of the community and surrounding areas, and satisfy the City of Santee's park dedication requirements.
5. Provide an extensive system of pedestrian, bicycle, and hiking trails as a key community amenity that accommodates a variety of users, facilitates the enjoyment of the outdoor environment, and provides connections to local and regional parks and trails.
6. Incorporate a working farm and related agricultural uses into the community to provide community access to fresh, locally grown foods to promote wellness and a sustainable lifestyle.
7. Develop a sustainable community that incorporates current conservation technologies and strategies to achieve local, state, and federal goals to address global climate change by reducing greenhouse gas emissions, including various modes of transportation and alternatives to single-occupancy vehicle travel.
8. Create a fire-safe community through a series of fire protection measures that incorporate fuel modification zones, fire-resistant landscape design, ignition-resistant building materials, fire alarm and sprinkler systems, and adequate ingress-egress points for emergency personnel and residents.
9. Implement major transportation components of the Santee General Plan Mobility Element by extending Fanita Parkway, Cuyamaca Street, and Magnolia Avenue to the planned development.





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### 3.3 Project Components

The proposed project would establish a new community within the City consisting of approximately 2,949 housing units under the preferred land use plan with school, or 3,008 units under the land use plan without school, and up to 80,000 square feet of commercial uses in addition to parks, open space, and agriculture uses. Project development would be clustered into three villages to preserve natural open space areas, drainages, and key wildlife corridors. The three villages would be named according to their design theme: Fanita Commons, Vineyard Village, and Orchard Village. The three villages would be situated around a centralized farm that would provide food and function as a focal point for the community. Each village would be defined by its location, physical characteristics, and mix of housing types and uses. Refer to Figure 3-3, Conceptual Site Layout, for a depiction of the organization of the community as a whole.

Fanita Commons would serve as the main village and include the primary Village Center, the Village Green, the Community Park, a potential K–8 school site, and an Active Adult neighborhood. The Vineyard and Orchard Villages would include smaller, mixed-use Village Centers that would allow for neighborhood-serving uses, office space, and other community services and amenities, as well as Medium Density Residential and Low Density Residential neighborhoods. A variety of parks would be located within walking distance of all residences, and a comprehensive system of walking and biking trails would connect the residences to key destinations throughout the project site and to existing off-site trails in surrounding park and recreation areas.

In addition, a Special Use area would be located in the southwestern corner of the project site. The area, which was previously graded for a park and is not suitable for habitat preservation, cannot be irrigated and is limited to minimal grading because of geological conditions on the site. As such, the Special Use area would include a limited range of uses, such as a solar farm, recreational vehicle storage, and other similar uses. A Mini-Park would serve as a trail staging area adjacent to the Special Use area. The proposed land uses and maximum residential unit yield for the proposed project are provided in Table 3-1.

#### 3.3.1 Project Land Uses

The following section provides a description, permitted uses, and development regulations for each proposed land use designation shown in Table 3-1 as established by the Fanita Ranch Specific Development Plan (City of Santee ~~2020a~~2022a). Figure 3-4, Conceptual Land Use Plan, shows the location of proposed land uses on the project site.



**Table 3-1. Preferred Land Use Plan Project Component Summary**

Land Use Designation	Acreage (ac) <sup>1</sup>	Residential Units <sup>2</sup>	Density Range (residential unit/ac)	Commercial Square Feet
Village Center <sup>3</sup> (VC)	36.5	435	Up to 50	60,000
Medium Density Residential (MDR)	67.0	866	8–25	—
Low Density Residential (LDR)	240.8	1,203	4–10	—
Active Adult Residential (AA)	31.0	445	5–25	—
School (S) Overlay <sup>4</sup>	15.0	—	—	—
Agriculture (A) Overlay <sup>5</sup>	38.2	—	—	20,000
Community Park (CP)	31.2	—	—	—
Neighborhood Park (NP)	30.4	—	—	—
Mini-Park <sup>6</sup> (MP)	16.4	—	—	—
Open Space (OS)	256.0	—	—	—
Special Use (SU)	31.9	—	—	—
Habitat Preserve (HP)	1,650.4	—	—	—
Roadways <sup>7</sup>	193.3	—	—	—
<b>Total</b>	<b>2,638.1</b>	<b>2,949</b>	—	<b>80,000</b>

**Source:** City of Santee 2022<sup>9a</sup>.

**Notes:** residential unit/ac = residential units per acre

<sup>1</sup> Acreage reflects the rounding of numbers to the 1/10th acre and may vary slightly from the calculated total.

<sup>2</sup> The transfer of residential units and commercial square feet within the project site is permitted up to 15 percent of the total residential units for the respective land use designation, as provided in the Fanita Ranch ~~Specific Development Plan~~, Chapter 10, through administrative amendments.

<sup>3</sup> Village Center reserves property for a 1.5-acre fire station site.

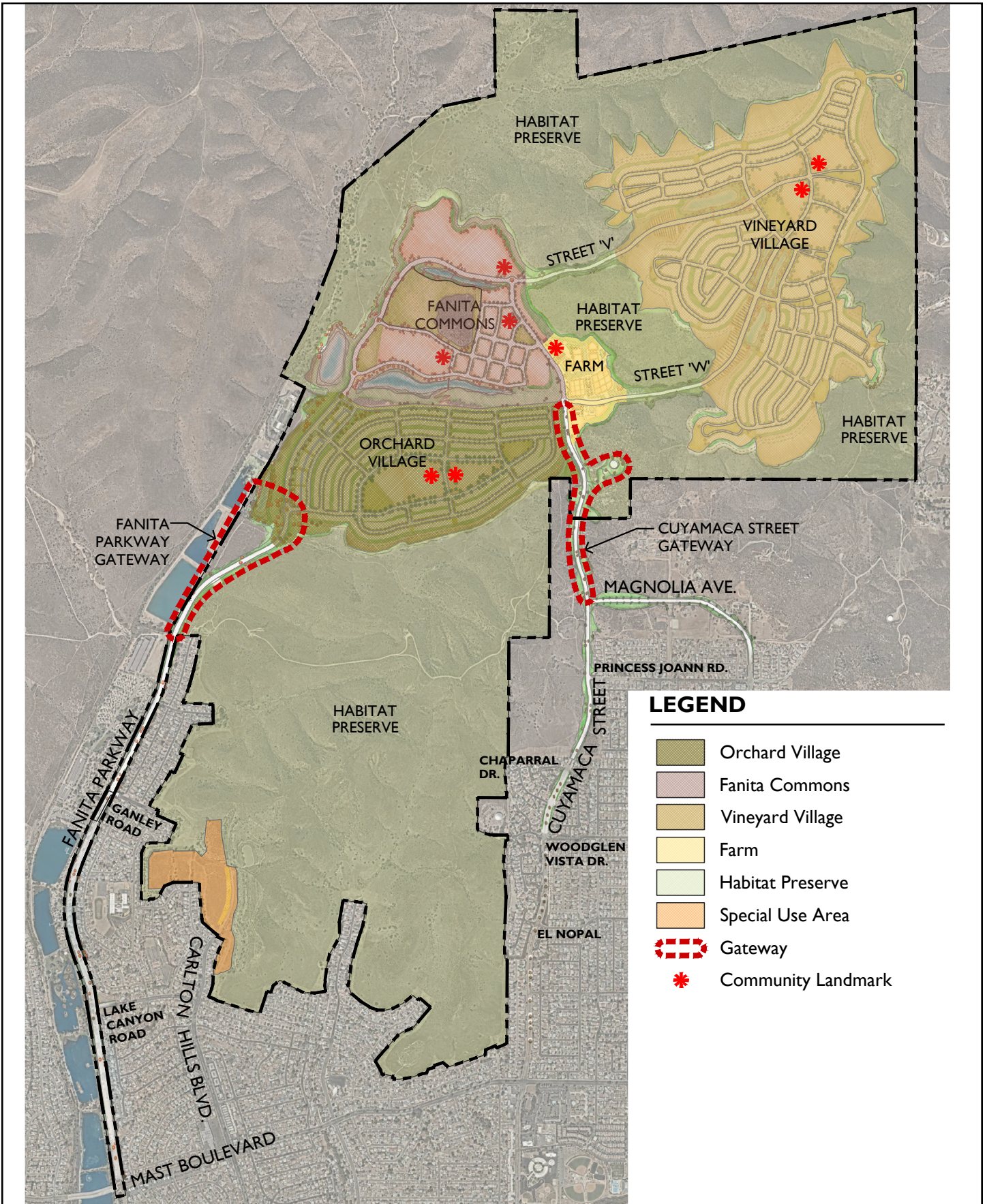
<sup>4</sup> The underlying land use for the School Overlay is Medium Density Residential. If the reserved school site is not acquired for school use within 2 years of approval of the final map containing the School Overlay, the Medium Density Residential land use would be implemented on the school site, and the maximum total number of units on the project site would be 3,008 units.

<sup>5</sup> The underlying land use for the Agriculture Overlay is Open Space. If an Agriculture Overlay site is not developed with agricultural related uses, the Open Space land use would be implemented on the site.

<sup>6</sup> There would be 31 Mini-Parks on approximately 16.4 acres distributed throughout the project site, including the Village Green in Fanita Commons.

<sup>7</sup> Does not include approximately 28.6 acres of off-site improvements.





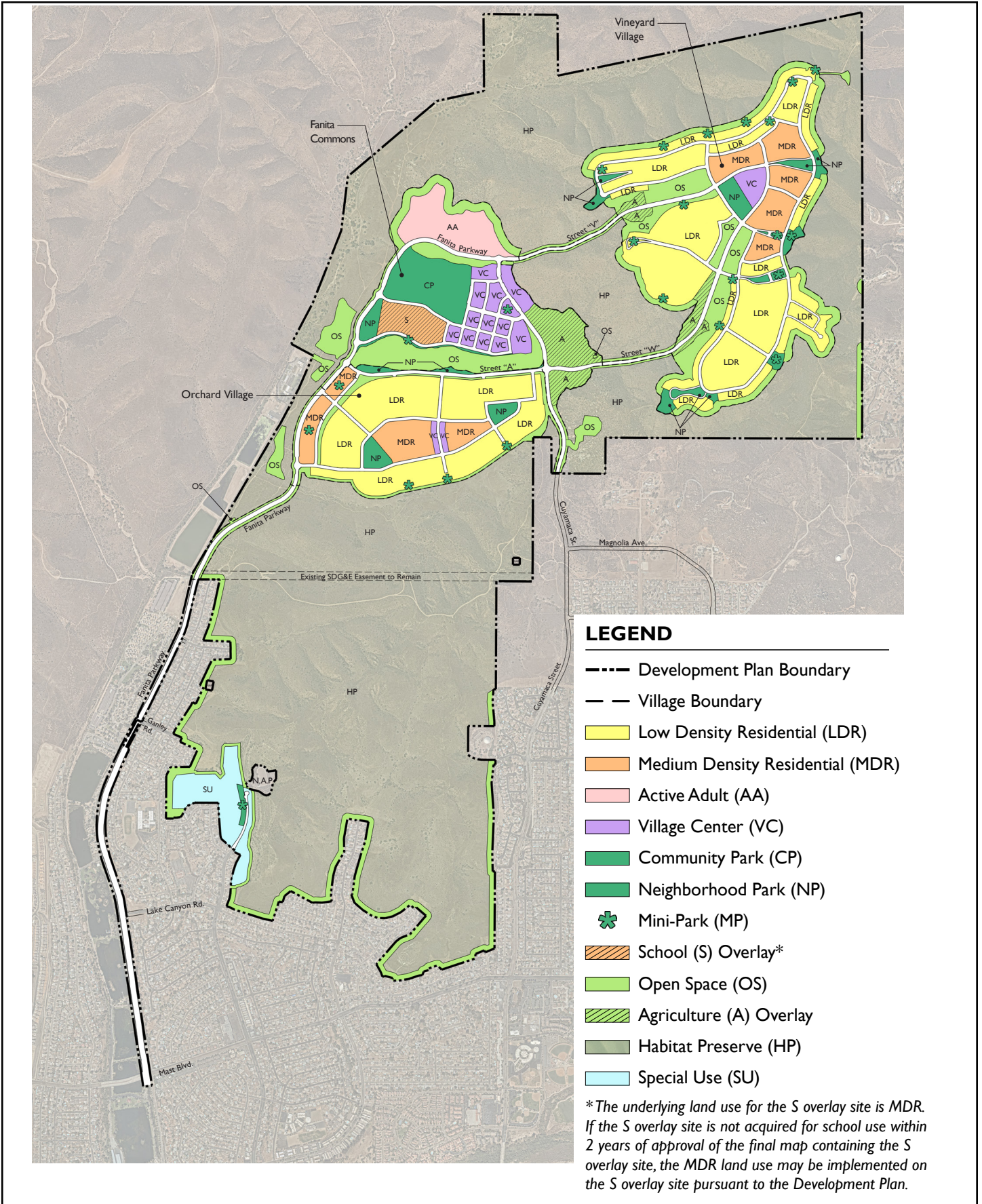
**LEGEND**

- Orchard Village
- Fanita Commons
- Vineyard Village
- Farm
- Habitat Preserve
- Special Use Area
- Gateway
- \* Community Landmark

Source: Fanita Ranch Development Plan 2022.



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Source: Fanita Ranch Development Plan 2022.

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### **3.3.1.1 Village Center**

The Village Center land use designation would apply to approximately 36.5 acres of the project site and would allow development of approximately 435 residential units. It would allow for a mix of residential, commercial (retail, service, and office), civic, and recreational uses in a walkable mixed-use configuration with a maximum building height of 55 feet. Residential densities would be allowed up to 50 residential units per acre. When uses are mixed, they may be combined horizontally (side by side or adjacent to one another) or vertically (residential, office above retail, or combination of both). There would be three Village Centers in the proposed project. The Fanita Commons Village Center would be the largest and would be intended to serve the entire project site. Two smaller Village Centers would be located in Orchard Village and Vineyard Village, which would provide for similar mixed-use residential, retail, service, office, and/or recreational needs of those individual villages. The Village Center land use would include parking per Santee Municipal Code, Section 13.24.040, Parking Requirements (City of Santee 2022**b0b**), and allow for shared vehicle parking between uses to reduce the need for large parking lots and pavement areas. A bicycle station would be provided with bicycle parking, access to air and water, and a bike share facility. Each Village Center would also provide electric vehicle (EV) charging stations and preferred parking per CALGreen requirements. A minimum of 60 square feet of private open space per residential unit would be provided.

### **3.3.1.2 Medium Density Residential**

The Medium Density Residential land use designation would apply to approximately 67 acres of the project site and would allow development of approximately 866 residential units. It would establish areas for residential uses in a variety of attached, detached, and semi-detached building typologies at densities ranging from 8 to 25 residential units per acre. The Medium Density Residential land use designation would occur in Orchard Village and Vineyard Village near parks and the Village Centers to promote walkability. Maximum building height in the Medium Density Residential designation would be 45 feet. Residences may be served by public or private streets along the front, private driveways at the rear, or motor courts. Vehicle parking for the Medium Density Residential land use designation would be provided in accordance with Santee Municipal Code, Section 13.24.040 (City of Santee 2022**b0b**). The location of parking would consider proximity to the Village Centers and parks, and seek to promote walkability or alternative modes by providing bicycle facilities and trails to offset single-occupancy vehicle use. Bicycle parking would be required for attached residential development as specified by CALGreen. A minimum of 100 square feet of private open space per residential unit would be provided, and a minimum of 50 square feet of common open space per attached residential unit would be provided.

### **3.3.1.3 Low Density Residential**

The Low Density Residential land use designation would apply to approximately 240.8 acres of the project site and would allow development of approximately 1,203 residential units. It would establish areas for low density detached residential uses in a variety of lot sizes and configurations

and with densities ranging from 4 to 10 residential units per acre. The Low Density Residential land use designation would be located in Orchard Village and Vineyard Village near parks and trailheads to promote walkability and wellness. Building types would include single-family detached residences, detached cluster residences, and community buildings (buildings that would serve as landmarks such as churches), with a maximum building height of 45 feet. A minimum of two enclosed parking spaces per residential unit would be required in the Low Density Residential neighborhoods, which would be consistent with the City's single-family parking requirements per Santee Municipal Code, Section 13.24.040 (City of Santee 2022**b0b**). A minimum of 350 square feet per residential unit of private open space would be provided.

#### **3.3.1.4 Active Adult Residential**

The Active Adult land use designation would apply to approximately 31 acres within Fanita Commons and would allow development of approximately 445 residential units. It would establish areas for age-restricted residential uses in a variety of building types with densities ranging from 5 to 25 residential units per acre and a maximum building height of 55 feet. The Active Adult land use designation would occur in the northwestern portion of Fanita Commons, near the Village Center, Farm, and Community Park. Building types would include single-family detached residences, detached cluster residences, attached/semi-detached residences, and community buildings with a maximum building height of 55 feet. The Active Adult land use designation would provide vehicle parking in accordance with Santee Municipal Code, Section 13.24.040 (City of Santee 2022**b0b**). The location of parking would consider proximity of parking to the Fanita Commons Village Center and the Farm, and seek to promote walkability or alternative transportation modes by requiring bicycle parking consistent with CALGreen standards. A minimum of 60 square feet of private open space per residential unit would be provided, and a minimum of 50 square feet of common open space per attached residential development would be provided.

#### **3.3.1.5 School Overlay**

The School Overlay land use designation would reserve a school site for a potential K–8th grade public school or other educational uses on approximately 15 acres in Fanita Commons. If acquired by the Santee School District, the site would accommodate up to 700 students, including existing and new students. Other uses, such as private school, charter school, child care center, nature center, and cultural and farm education facilities, would be permitted if the Santee School District does not pursue the site for a public school. Parking for vehicles and bicycles in the School Overlay would be provided per Santee Municipal Code, Section 13.24.040.

The preferred land use plan with school analyzed in this EIR includes the school site. Because the City and applicant do not control whether the site would be acquired by the Santee School District for use as a school, the underlying land use for the School Overlay site is Medium Density Residential. If the school site is not acquired for a permitted educational use within 2 years of the

filing of the Final Map for the phase in which the site is located, the underlying Medium Density Residential land use designation would be implemented, and the maximum total number of units permitted on the project site would be increased by 59 units to 3,008 units. The additional 59 Medium Density Residential units may be transferred from other residential or Village Center planning areas on the project site to this site to achieve the required Medium Density Residential density. This EIR addresses both the preferred land use plan with school and the land use plan without school for the environmental analysis topics in Chapter 4, Environmental Impact Analysis.

### **3.3.1.6 Agriculture Overlay**

The Agriculture Overlay land use designation would apply to approximately 38.2 acres of the project site and establish areas for the Farm and other agricultural uses. The Farm in Fanita Commons would be the centerpiece of the proposed project and would honor the City's long tradition of agriculture. Refer to Section 3.3.5, Farm, for further description of the Farm. Maximum building height in the Agriculture Overlay would be 35 feet; however, silos, windmills, water tanks, and similar auxiliary structures associated with the Farm's operations may exceed this height limit if approved by and in compliance with the Federal Aviation Administration's requirements. Farm equipment operations would be limited to the hours of 7:00 a.m. to 7:00 p.m. everyday. Temporary events in the Agriculture Overlay areas would be subject to the applicable criteria and conditions of the Santee Municipal Code, Section 13.06.070. Special and temporary event attendance would be limited to a maximum of 300 attendees. Keeping, raising, and boarding of large and small four-legged animals, as defined in the Santee Municipal Code, would be permitted. The number of four-legged animals shall not exceed five animals per gross acre of the Agriculture Overlay areas. Keeping, raising and boarding of fowl such as chickens, roosters, ducks, geese and other similar fowl would also be permitted. Vehicle parking would be provided in accordance with the Farm Operations Manual. Bicycle parking would be a requirement for this land use as specified by CALGreen.

The underlying land use for the Agriculture Overlay planning area is Open Space. This would ensure that no residential or commercial units would be built in these areas. The underlying Open Space land use designation may be implemented in the Agriculture Overlay planning area if uses permitted within the Agriculture Overlay planning area become infeasible (e.g., the Farm fails). Caretaker units (a maximum of six residential units) and commercial accessory uses are only permitted when the Agriculture Overlay is applied and would not be allowed when the Open Space land use is in effect.

### **3.3.1.7 Parks**

The Park land use designation would apply to approximately 78 acres of the site. An approximately 31.2-acre Community Park, 8 Neighborhood Parks, and 31 Mini-Parks would be distributed throughout the development to provide active and passive recreational opportunities and gathering

spaces within walking distance of all residences. Some of the Mini-Park designated areas would also provide trail access and serve as the primary access point to the trail system in the Habitat Preserve and Open Space land use designation areas. Permitted building types would be limited to community buildings including swimming pools, sport courts, and restrooms. Every park except the Community Park (active and passive) and one Neighborhood Park located in Fanita Commons (NP-8) would be homeowners association (HOA) owned and maintained, and every resident in the City would have access to the parks. Vehicle parking for the Community Park and NP-8 would be provided in accordance with the Fanita Ranch ~~Specific Development Plan~~, Americans with Disabilities Act, and California Building Code Title 24 regulations. Private Neighborhood Parks and Mini-Parks would be intended to serve residents who live within walking distance of the parks. The parking needs for private parks would be met through on-street parking on adjacent streets, except as necessary to accommodate accessible and electric vehicle (EV) parking. Bicycle parking and EV charging spaces would be provided as specified by CALGreen. Each park is described in more detail in Section 3.3.3, Parks and Open Space.

#### **3.3.1.8 Open Space**

The proposed Open Space land use designation would apply to approximately 256 acres of open space area outside of the Habitat Preserve. The Open Space designation would include brush management areas (Fuel Modification Zones [FMZ]) at the edge of development, slopes adjacent to streets and within the villages, trailheads, water quality basins, land for water tanks and pump stations that would be dedicated to and maintained by PDMWD, and two riparian areas in Fanita Commons. Areas designated as Open Space would be owned, maintained and managed by the HOA and would be subject to the Fire Protection Plan (FPP) (Appendix P1).

The proposed project would implement a habitat restoration and enhancement program in the Open Space land use that would offset impacts to existing biological resources located within the development footprint and generally increase the integrity of ecological systems across the project site. Restoration activities would occur in upland and wetland-riparian areas that increase native habitat coverage, which would benefit sensitive species and wildlife in general. Manufactured slopes on the exterior of the development footprint and FMZs would be revegetated to blend with the adjacent native landscape.

#### **3.3.1.9 Special Use**

The Special Use land use designation would apply to an approximately 31.9-acre site located in the southwestern corner of the project site east of Fanita Parkway and west of an existing PDMWD Carlton Hills water reservoir. The site consists of multiple relatively level sheet graded pads totaling approximately 24.5 acres. The Special Use area was previously graded for a City park during repair of the Oak Hills landslide in the late 1970s and early 1980s; however, geotechnical conditions rendered the site unsuitable for park development. The Special Use area falls within the

Gillespie Field Airport Influence Area (Review Area 2) which limits heights of structures in this area to 35 feet (SDCRAA 2010).

Due to existing site conditions, no mass grading or introduction of water into the soils is proposed in conjunction with implementation of permitted uses. The Fanita Ranch ~~Specific-Development~~ Plan (City of Santee ~~2020a~~2022a) identifies permitted uses for the Special Use land use designation, which are limited to water quality basins, the extension of Carlton Hills Boulevard, a solar farm, recreational vehicle (RV) and boat storage, and aboveground agriculture. Retail sales and residential uses, except for one caretaker unit, would not be permitted in the Special Use area.

The following presents a summary of the planned uses within the Special Use area, which correspond to Figure 3-5, Special Use Area Conceptual Site Plan:

- **Solar Farm and RV/Boat Storage:** Solar farm and RV/boat storage areas would be proposed within approximately 18.4 acres designated ① on Figure 3-5. These uses would occur on the graded pads located to the west and northwest of Carlton Hills Boulevard. Solar farm and RV/boat storage may also occur on the pad located southeast of Carlton Hills Boulevard within the area designated ②, which is described below. RV/boat storage hours of operation would be limited to 7:00 a.m. to 10:00 p.m. Mondays through Saturdays and 10:00 a.m. to 7:00 p.m. on Sundays.
- **Aboveground Agriculture:** Aboveground agriculture would be implemented within approximately 2.4 acres designated ② on Figure 3-5. Aboveground agricultural uses would include water collection and reuse infrastructure that would prevent introduction of water into the soil. Solar farm and/or RV/boat storage may also occur within the area designated ②.
- **Non-Utilized Area:** A non-utilized area, approximately 1.3 acres, is located east of the extension of Carlton Hills Boulevard and is designated ③ on Figure 3-5. No use is proposed for the non-utilized area at this time.
- **Water Quality/Hydromodification Basins:** A series of six water quality hydromodification basins would be located within the Special Use area. These basins are designed to control and treat runoff from the Special Use area and prevent introduction of water into the soil before conveying flows to the existing public storm drain system.
- **Extension of Carlton Hills Boulevard:** Carlton Hills Boulevard would be improved and extended northerly from its existing terminus into the Special Use area. The street is proposed as a two-lane street terminating adjacent to the PDMWD Carlton Hills water reservoir. The roadway would provide vehicular access to the reservoir and the proposed Mini-Park, described below, as well as on-street parking.

Table 3-2 provides a summary of the acreage of proposed uses in the Special Use area.

**Table 3-2. Special Use Area Permitted Uses and Land Use Summary**

Area/Use	Acres <sup>1</sup>
Solar Farm and RV/Boat Storage <sup>2</sup>	18.4
Aboveground Agriculture or Solar Farm and RV/Boat Storage	2.4
Non-Utilized Area/No Uses	1.3
50-Foot Buffer, Water Quality/Hydromodification Basins, Slopes, and Easements	8.7
Carlton Hills Boulevard Extension	1.1
Caretaker Units (if transferred from another planning area)	--
<b>Total</b>	<b>31.9</b>

**Source:** City of Santee 2022a9a.

**Notes:**

<sup>1</sup> The Mini-Park and Open Space acreages are included in their respective land use designations in Table 3-1 and are not counted toward the total Special Use area acreage.

<sup>2</sup> Includes solar farm and associated devices, equipment and infrastructure for solar energy collection, storage and distribution.

A 1.6-acre Mini-Park (MP-31) would be located along the western side of Carlton Hills Boulevard in the Special Use area. The Mini-Park would provide trail staging and parking areas for trail users on the project site. Uses in the Special Use area would be buffered from adjacent existing single-family residences by an Open Space slope (a minimum 100-foot-wide non-irrigated FMZ) along the northwestern perimeter to be managed by the HOA and a 50-foot-wide buffer along the southern and southwestern perimeter to be managed by the Special Use area owner/operator. A 50-foot-wide non-irrigated FMZ would be designated adjacent to the Habitat Preserve along the northern and eastern perimeter to be maintained by the HOA. Security lighting would be installed in the Special Use area as indicated on the Conceptual Lighting Plan (see Section 3.9.5, Conceptual Community Lighting Plan).

Minimum setbacks within the Special Use area would be 50 feet to existing off-site residences to preserve neighbor privacy. Treatments within setbacks may include perimeter fencing, berming, security lighting, screen trees, architectural screens, or similar features to visually screen development from adjacent neighbors. Access would be provided from the extension of Carlton Hills Boulevard.

### 3.3.1.10 Habitat Preserve

The Habitat Preserve land use designation would apply to open space areas outside the limits of development and would include approximately 1,650.4 acres (approximately 63 percent of the total project site). It would include areas undisturbed from planned development and specific revegetated slopes at the edge of the planned development area. Revegetated slopes would consist of native materials planted to blend back into the existing natural landscape in conformance with a habitat restoration plan. The intent of this land use is to designate areas that would ultimately be included in City’s Final MSCP Subarea Plan, fulfilling the City’s commitment to participate in the San Diego MSCP. The project applicant will be responsible for the preparation of a Preserve Management Plan (PMP) and funding for long-term management and monitoring. The Habitat Preserve would be selectively accessible through a managed and maintained trails system.





**LEGEND**

- Development Plan Boundary
  - Special Use Area
  - ① Solar Farm and RV/Boat Storage
  - ② Above-Ground Agriculture or Solar Farm and RV/Boat Storage
  - ③ Non-Utilized Area
  - 50' Managed Buffer
  - Basins, Slopes and Easements
  - Carlton Hills Boulevard Extension
  - Mini-Park\*
  - Open Space - 50' Fuel Modification Zone 2 (Non-Irrigated/70% Thinning)
  - Open Space - 100' Fuel Modification Zone 2 (Non-Irrigated/70% Thinning)
  - Habitat Preserve
- \* Parking for the mini-park will be provided along the west side of Carlton Hills Boulevard.

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Source: Fanita Ranch Development Plan 2022.

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Allowable uses in the Habitat Preserve would include trails, fencing (where necessary), interpretive signage, habitat restoration and revegetation, roadways necessary for public access, utilities, and other uses consistent with Santee's Draft MSCP Subarea Plan. Natural-looking wireless telecommunication facilities that generally have minimal maintenance and lighting would be permitted in the Habitat Preserve consistent with the Natural Community Conservation Planning (NCCP) design guidelines and standards.

### **3.3.2 Villages**

Each village would represent the developed portions of the proposed project and would have an individual design theme that is consistent with the proposed project's overall agrarian design theme. Within each village, the landscape palette, and iconic structures would support the village design theme. The architectural styles of the proposed residences in each village would include a mix of the Americana (National, Traditional, Victorian, and Ranch), Arts and Crafts (Craftsman, Foursquare, and Prairie), Early California (Hacienda, Monterey), Mediterranean Countryside (Andalusian), Modern (Mid-Century), and Contemporary styles (Transitional).

The components of the three villages, Fanita Commons, Orchard Village, and Vineyard Village, are described below.

#### **3.3.2.1 Fanita Commons**

Fanita Commons would serve as the main village for the proposed project and would be located in the northwestern portion of the site. With the Farm as its focal point, orchards, vineyards, fields, and an event barn would serve as defining elements of this village. The Village Green, which would be across from the Farm, would provide the main community gathering space. This public gathering space would serve as an extension of the Farm, allowing the Farm's activities, such as farmers markets and harvest festivals, to spill into the Village Center. Fanita Commons would feature wide sidewalks, shared parking facilities, and a large Community Park at its western end. The mixed-use Village Center would allow for commercial, residential, recreational, and civic uses, including a new 1.5-acre fire station site, day care, and a congregate care facility. The approximately 15-acre school site would accommodate up to 700 students. Fanita Commons would allow approximately 768 residences ranging from apartments to townhomes and condominiums to small single-family clusters. The southern section of Fanita Commons would border a natural riparian area that would include a trail system and pedestrian bridge to connect the Village Center to the Farm and Orchard Village to the south. See Table 3-3 for a summary of land use types in Fanita Commons.

**Table 3-3. Fanita Commons Land Use Summary**

Land Use	Acres <sup>1</sup>	Residential Units	Commercial Square Feet
Village Center	27.7	323	40,000
Active Adult Residential	31.0	445	—
School Overlay <sup>2</sup>	15	—	—
Agriculture Overlay	27.3	—	20,000
Community Park (active and passive)	31.2	—	—
Neighborhood Park (1)	4.2	—	—
Mini-Parks <sup>3</sup> (2)	3.3	--	—
<b>Total</b>	<b>139.7</b>	<b>768</b>	<b>60,000</b>

**Source:** City of Santee 2022a9a.

<sup>1</sup> Acreage reflects the rounding of numbers and may vary slightly from the calculated total.

<sup>2</sup> Up to 59 additional units may be added to Fanita Commons in the event that a school is not acquired by SSD.

<sup>3</sup> Includes MP-1 (Village Green) and MP-2.

### 3.3.2.2 Orchard Village

Orchard Village, directly south of Fanita Commons, would include orchards that extend from the Farm as the village’s defining design element. Orchard Village would be geographically and topographically separated from Fanita Commons by Open Space and a linear riparian area but would be physically connected by roadways, trails, and a pedestrian bridge. This village would include orchards that extend from the Farm to the southerly side of the southerly riparian area and along its interior roadways. The village would consist of approximately 855 residences of varying densities and housing types. Densities would be arranged such that the highest densities would be located at the center of Orchard Village and adjacent to two Neighborhood Parks. A Linear Park would be located along the northern boundary of Orchard Village south of the linear riparian area. Twelve Mini-Parks would be scattered throughout the low-density residential housing along the outskirts of the village. The Farm would border Orchard Village to the northeast. The extension of Fanita Parkway would serve as the southwestern entrance to the village. The extension of Cuyamaca Street would serve as the southeastern entrance to the village and connect to new roadways, Street “A” and Street “W,” in the village. Both roadways would function as connections between the village and to the rest of the City. See Table 3-4 for a summary of land use types in Orchard Village.

**Table 3-4. Orchard Village Land Use Summary**

Land Use	Acres <sup>1</sup>	Residential Units	Commercial Square Feet
Village Center	2.6	33	10,000
Medium Density Residential	27.2	368	—
Low Density Residential	88.6	454	—
Neighborhood Parks (3)	11.1	—	—
Mini-Parks <sup>2</sup> (12)	1.8	—	—
<b>Total</b>	<b>131.3</b>	<b>855</b>	<b>10,000</b>

**Source:** City of Santee 2022a9a.

<sup>1</sup> Acreage reflects the rounding of numbers and may vary slightly from the calculated total.

<sup>2</sup> Includes MP-3-5, MP-9, & MP 22-29

### 3.3.2.3 Vineyard Village

Vineyard Village, located in the northeastern portion of the project site, would be the largest of the three villages. It would include vineyards that extend from the edge of the Habitat Preserve up the slopes along the village access roads. The rising vineyards would highlight the topographical change from Fanita Commons to the top of Vineyard Village. This village would be separated from the other two villages by a Habitat Preserve corridor, which would serve as a wildlife crossing to native species. Access to the village would be from Street “V” and Street “W,” which would connect to the other two villages. Consisting of approximately 1,326 residences, Vineyard Village would include a variety of parks and neighborhoods ranging from multi-family residences to townhomes. The highest density residences would be located adjacent to a 5-acre Neighborhood Park and the Village Center, which would serve as the activity center of the village. Open Space with water quality basins, 4 Neighborhood Parks, and 16 Mini-Parks would be located throughout the village. Approximately nine parks in Vineyard Village would serve as trailheads to the trail system within the proposed project. Agriculture Overlay areas would be provided and include a series of vineyards. See Table 3-5 for a summary of land use types in Vineyard Village.

**Table 3-5. Vineyard Village Land Use Summary**

Land Use	Acres <sup>1</sup>	Residential Units	Commercial Square Feet
Village Center	6.1	79	10,000
Medium Density Residential	39.8	498	—
Low Density Residential	152.2	749	—
Agriculture Overlay	10.9	—	—
Neighborhood Park (4)	15.1	—	—
Mini-Parks <sup>2</sup> (16)	9.7	—	—
<b>Total</b>	<b>233.8</b>	<b>1,326</b>	<b>10,000</b>

**Source:** City of Santee 2022a9a.

<sup>1</sup> Acreage reflects the rounding of numbers and may vary slightly from the calculated total.

<sup>2</sup> Includes MP-6-8, 10-21, MP-30

### **3.3.3 Parks and Open Space**

A hierarchy of parks would be provided in the proposed project. The proposed park types and Open Space areas are described below. See Figure 3-6, Conceptual Park, Trails, and Open Space Plan, for a depiction of the parks and trails in the proposed project.

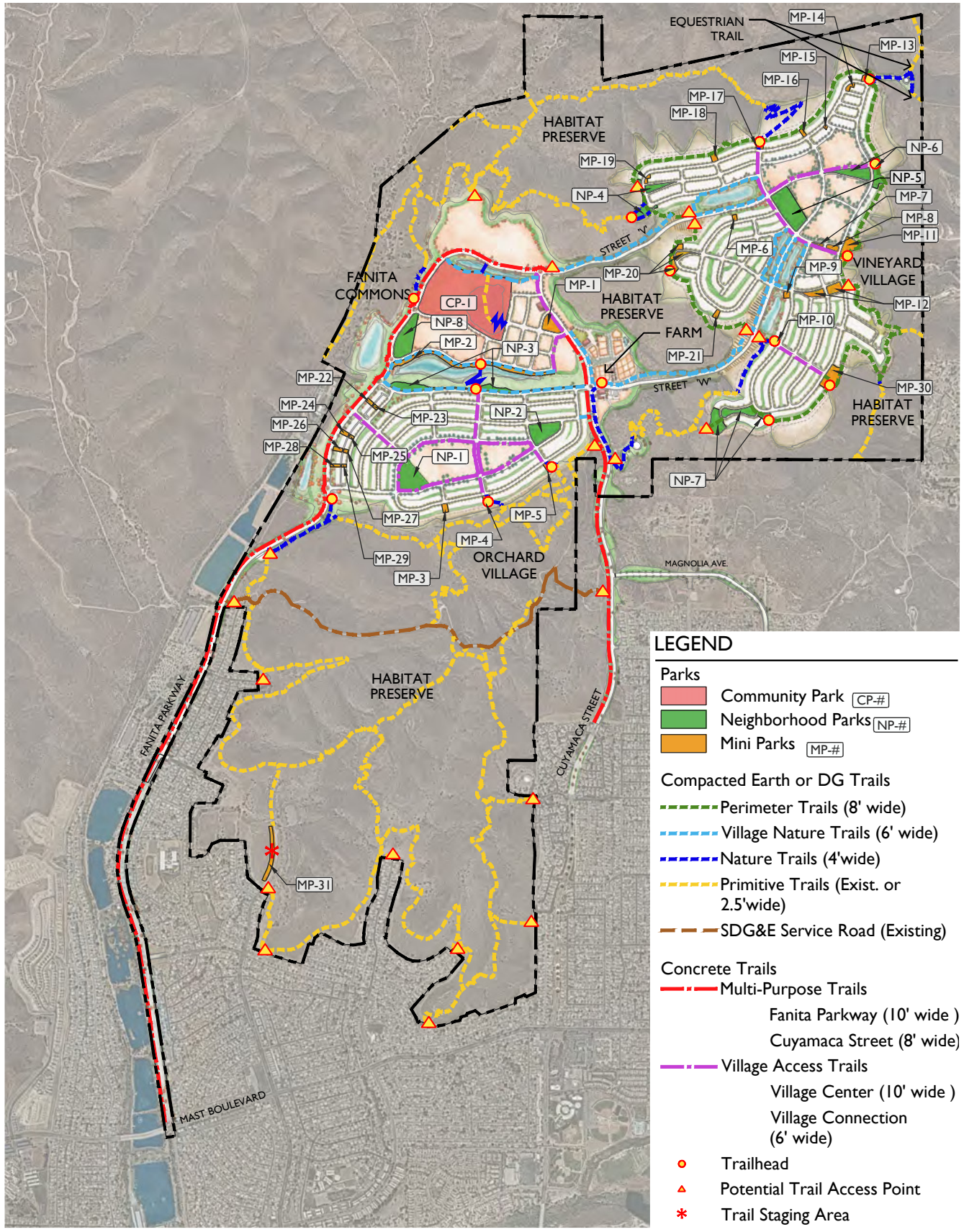
#### **3.3.3.1 Community Park**

The 31.2-acre Community Park would be located in the center of Fanita Commons and would provide the main location for active recreational activities in the proposed project. It would include two multi-purpose lighted ballfields, lighted sport courts, restrooms, tot lots, open play areas, and passive picnic areas. Additionally, it may include an aquatic element, a community gathering plaza, and a dog park. Because the City does not have parking standards for parks, parking for parks would be per City of San Diego requirements.

Within the Community Park, a 7,000- to 10,000-square-foot community center would provide multi-purpose, flexible spaces to support recreational, learning, arts and crafts, social, and service functions. The community center would also provide support spaces, such as staff offices, a reception area, a restroom, and storage areas. Trails would meander throughout the park, including a trail to the lookout on the top of the passive knoll east of the active area. The Community Park would serve as a visual landmark by preserving the eastern knoll, which contains natural rock formations and a unique geographical character that defines the existing landscape. In addition, the Community Park would include AgMeander stations (described below) and other elements tied to the agricultural history of the project site. These elements would include a pollinator garden and edible landscaping at the community center building and proposed knoll-top lookout. Along the northern side of the Community Park, overlooks and interpretive elements would inform residents of the importance of the adjacent riparian environment. The Community Park would be owned, operated, and maintained by the City.

The Community Park would be adjacent to the proposed 15-acre school site. Connections between the park and school site would create a relationship between these uses. The park may function as an extension of the school and offer activities for play and education. The interrelationship between the park and school would be further supported by the adjacent 4.2-acre Neighborhood Park. This Neighborhood Park may include play fields, open play areas, and other amenities and would be owned, operated, and maintained by the City.





**LEGEND**

- Parks**
  - Community Park (CP-#)
  - Neighborhood Parks (NP-#)
  - Mini Parks (MP-#)
- Compacted Earth or DG Trails**
  - Perimeter Trails (8' wide)
  - Village Nature Trails (6' wide)
  - Nature Trails (4' wide)
  - Primitive Trails (Exist. or 2.5' wide)
  - SDG&E Service Road (Existing)
- Concrete Trails**
  - Multi-Purpose Trails
    - Fanita Parkway (10' wide)
    - Cuyamaca Street (8' wide)
  - Village Access Trails
    - Village Center (10' wide)
    - Village Connection (6' wide)
- Trailhead
- Potential Trail Access Point
- Trail Staging Area

Source: Fanita Ranch Development Plan 2022.

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### **3.3.3.2 Neighborhood Parks**

Approximately 31 acres of the proposed project would include Neighborhood Parks, which would offer similar recreational features as the Community Park, but on a smaller scale. There would be a total of eight Neighborhood Parks. Amenities would include open play fields with benches, fencing and backstops (when appropriate), playgrounds, sport courts, gardens, picnic facilities, and restrooms, along with trailheads and viewpoints. Sport courts and active sport fields would not be lighted for nighttime use. Neighborhood Parks would be defining features for the villages to help identify and support each neighborhoods' character. Due to the proximity of the Neighborhood Parks to residences, most Neighborhood Park users would walk to the parks. Therefore, parking would be limited to on-street parking spaces unless adjacent street grades necessitate on-site accessible parking, which would be provided consistent with City of San Diego parking requirements for parks. All Neighborhood Parks on the project site would be HOA owned, operated, and maintained except NP-8 adjacent to the proposed school site, which would be owned, operated, and maintained by the City.

### **3.3.3.3 Mini-Parks**

Approximately 31 Mini-Parks would be distributed throughout the three villages and Special Use area on approximately 16.4 acres of the project site. There would be 2 Mini-Parks in Fanita Commons, 1 being the Village Green (described below); 12 Mini-Parks in Orchard Village; 16 Mini-Parks in Vineyard Village; and 1 Mini-Park in the Special Use area. These parks may provide small passive lawn areas for recreation and relaxation-type uses with amenities such as seating, shade trees, native and drought-tolerant landscape interpretive stations, walkways, and pollinator gardens. Many Mini-Parks would be access points for the trail system and for firefighters and brush management maintenance personnel. Mini-Parks would be intended to serve residents who live within walking distance and would not have parking facilities. Mini-Parks would be HOA owned, operated, and maintained.

### **3.3.3.4 Village Green**

The Village Green is a specialized approximately 1.6-acre Mini-Park (included in the total acreage for Mini-Parks) that would provide a multi-purpose space in the Fanita Commons Village Center. It would accommodate performances, art fairs, outdoor movies, farmers markets, and other social functions. In addition, it would provide a focal point for larger community festivals, with connections to the Farm across Cuyamaca Street, the Village Center, and the Community Park. When not in use for community events, the large open turf area, with possible shade trellises and seating along the perimeter, would provide passive use spaces for Fanita Commons residents and visitors. The Village Green would be HOA owned, operated, and maintained, and parking would be on the adjacent streets unless the street grades necessitate on-site accessible parking, which would be provided consistent with the City of San Diego parking requirements for parks.



### **3.3.3.5 Linear Parks**

Two Linear Parks would flank the large southerly riparian area that divides Fanita Commons and Orchard Village: a Mini-Park north and a Neighborhood Park south of the riparian area. These two parks would provide visual relief between Fanita Commons to the north and Orchard Village to the south. The riparian character of Fanita Parkway would be continued east along Street “A” to Cuyamaca Street. In addition, the Linear Parks would be an important component of the AgMeander system, which is described below in more detail, connecting the school and Orchard Village residences to the Farm along a series of natural paths. The AgMeander and native landscape stations would provide informative resting places along the approximately 2 miles of Linear Park paths. Linear Parks would be HOA owned, operated, and maintained.

### **3.3.3.6 AgMeander**

The AgMeander would be a series of trails and paths that would unite nature and agriculture for an educational experience. While the Farm would be the agricultural center of the proposed project, the AgMeander would use community trails to connect the Farm to the villages, school, and parks. The AgMeander system would begin at the event barn in Fanita Commons and extend throughout the project site from the villages in the north to the Santee Lakes Recreation Preserve and the Special Use area. The AgMeander system would expand the food concept beyond commercial production by providing context for food production and demonstrating how everyday landscape can be ornamental and edible. AgMeander information would be available in numerous forms, including traditional interpretive signage, a website, and audio for the visually impaired. The AgMeander would be HOA programmed, owned, and maintained except where it traverses City-owned parks.

### **3.3.4 Habitat Preserve**

More than half of the project site (1,650.4 acres or approximately 63 percent) would be preserved as permanent Habitat Preserve. The Habitat Preserve applies to open space areas outside the limits of development but including specific revegetated slopes at the edge of the development area. The majority of the Habitat Preserve area, approximately 900 acres, is located in the southern portion of the project site. This area currently includes a network of private dirt roads and trails, many of which are subject to frequent illegal off-road vehicular traffic and unauthorized human activities that have been detrimental to the sensitive habitats in the Habitat Preserve. The Habitat Preserve would be owned, conserved, and managed in perpetuity by a Habitat Preserve management entity through the PMP with a funding mechanism approved by the City in accordance with applicable regulations. The PMP would direct long-term management of preserved biological resources through the enhancement, restoration, and maintenance of native vegetation communities, sensitive species, and the local ecosystem. Areas between and surrounding the villages would be included in the Habitat Preserve based on the high-quality habitat and the opportunity to provide

wildlife movement corridors in these locations. Restoration and management of the Habitat Preserve would be accomplished as prescribed by the NCCP design guidelines and standards and the City's Draft MSCP Subarea Plan.

### **Preserve Management Plan**

The PMP prepared for the Habitat Preserve would direct the long-term management of biological resources in accordance with the habitat management objectives provided in the Fanita Ranch ~~Specific Development Plan~~ (City of Santee ~~2020a~~2022a) and to meet the requirements of the City's Draft MSCP Subarea Plan. The following objectives would guide habitat management on the project site:

- A. Designate biologically sensitive and diverse areas on the project site as Habitat Preserve for inclusion in the City's Draft MSCP Subarea Plan.
- B. Ensure the long-term viability and sustainability of native ecosystems on the project site through long-term funded Open Space management.
- C. Implement the NCCP Act design guidelines and standards, including conservation and enhancement of sensitive habitats and species, promotion of healthy biodiversity, and allowance of managed passive recreation uses, such as trails.
- D. Provide carefully planned and managed public access to the Habitat Preserve to allow residents and visitors to enjoy the scenic qualities of the project site, connect with nature, and learn about and appreciate the project site's biodiversity.
- E. Restore and enhance native plant and animal communities in key locations to support long-term propagation of viable populations of sensitive plant and animal species.
- F. Close existing, informally established, and potentially harmful trails and provide revegetation in those areas.
- G. Maintain viable wildlife corridors through the project site and provide wildlife corridor connections to adjoining Open Space areas to maintain large-scale wildlife movement.
- H. Develop a management strategy to enhance and protect sensitive species, habitats, and wildlife corridors and linkages to ensure they remain functional and healthy.

Implementation of the PMP is identified as Mitigation Measure BIO-1 in Section 4.3, Biological Resources.

### **3.3.5 Farm**

The Farm would be designed to be the community focal point of the proposed project. The approximately 27.3-acre site would be within and along the eastern border of Fanita Commons near the center of the entire development. The Farm would include a large barn that would set the architectural theme of the community and provide a venue for special events and Farm operations.

The Farm would be a working farm and would include terraced vegetable fields, pasture lands, limited housing for employees, raised gardens, and small-scale animal husbandry. A tunnel would be constructed under Street “W” to allow for the movement of agriculture equipment around the Farm. A community-supported agriculture program, where the consumer receives produce on a regular basis, would be offered. Food grown on the Farm would also be distributed to local schools, restaurants, and other institutional facilities, such as congregate care and assisted living facilities.

The Farm would allow for a range of community activities including farm-to-table events, community harvests, weddings, and other celebrations and festivals. Farm-based education would be provided as tours, volunteer opportunities, camps, and workshops related to gardening and farmer training, nutrition, cooking, herbal medicines, and home preservation of food. The Village Center and the Village Green would allow the Farm’s activities, such as farmers markets and festivals, to expand into the Village Center. Potential uses in the Village Center would include a retail nursery, gourmet farm-to-table restaurants, artisan bakeries or cheesemakers, craft breweries, and other gourmet food shops.

In addition to the Farm, the agrarian theme would extend throughout the community. Fruit and nut orchards and vineyards would be planted throughout the project site, thereby adding to economic opportunities for the Farm, providing food for the community, supporting wildlife habitat, and enhancing the rural character of the land. Community and residential gardens would provide residents with an opportunity to grow their own food and provide plants and fresh produce.

## **3.4 Infrastructure**

### **3.4.1 Mobility**

Mobility on the project site would focus on reducing the number and length of vehicle trips and providing alternatives to fossil fuel-powered vehicle use. This would be achieved through organizing land uses to locate services and goods close to residences and optimizing circulation systems to create direct, efficient, safe, and comfortable routes for various transportation modes. Land uses would be designed to meet the daily needs of the proposed project residents and minimize trips outside of the development. Emphasis would be placed on encouraging transportation modes that generate fewer emissions, such as walking, biking, EVs, transit, and ride-sharing.

#### **3.4.1.1 Regional and Site Access**

The City is accessible by SR-52, which connects to Interstate 5 and Interstate 805 to the west, SR-125 in the City center, and SR-67 in the eastern area of the City. SR-67 and SR-125 also provide connections to Interstate 8 south of the City. From SR-125, the proposed project can be accessed by Mission Gorge Road to Cuyamaca Street or through the future extension of Magnolia Avenue to Cuyamaca Street. From SR-52, the proposed project can be accessed directly from Cuyamaca

Street or indirectly by Mast Boulevard to Fanita Parkway or the extension of Magnolia Avenue from the existing terminus at Princess Joann Road to Cuyamaca Street.

### **3.4.1.2 Proposed Vehicular Circulation Network**

#### **Complete Streets Roadway Network**

Streets on the project site would be established in the Fanita Ranch ~~Specific~~ Development Plan and would be designed as a system of complete streets that supports multiple user types, including motorists, pedestrians, bicyclists, and transit riders (see Figure 3-7, Vehicular Circulation Plan). The proposed project streets would establish a roadway network of varying design capacities tailored to serve the land uses in the three villages. On-site streets would generally be two lanes and would include a variety of design elements, including roundabouts, split streets, landscaped medians, and parkways. Roadway improvements associated with development in the proposed project would include the extension of existing roadways and the construction of new internal systems of public and private streets. On the project site, specially designed street segments would respond to the physical characteristics of the site, including steep terrain and environmentally sensitive areas, and express the agrarian character through design and landscaping. Parkways would be planted with native and edible plant species to complement adjacent Open Space and the Farm.

Residential collector streets of various types would connect the three villages. East of Cuyamaca Street, two Residential Collectors (Type II) (Street “V” and Street “W”) would provide access to Vineyard Village and minimize impacts to the habitat area. These street segments would be narrow to minimize grading and crossing distance for wildlife. A 6-foot-wide median would be specially designed to minimize barriers perceived by wildlife. Paving through this segment of roadway may consist of colored pavement that mimics the natural terrain. Because these street segments would be major fire evacuation routes, landscaping would be permanently irrigated and limited to low-growing, fire-resistive shrubs and ground covers with a few trees. Residential collectors would terminate into internal residential streets within the three villages.

Residential streets would include conventional two-way streets with parallel parking and 5-foot-wide sidewalks on both sides. In select locations, the sidewalk on one side would be replaced with a 6-foot-wide trail. The residential street would be modified along the proposed school site to accommodate pedestrian circulation and drop-off. The final design would be coordinated with the Santee School District during school site design. In certain areas of the proposed development, split residential streets would occur. Split residential streets would be one-way streets separated by a median or park with parallel parking and 5-foot-wide sidewalks on both sides. Private streets would be composed of local two-way streets with parallel parking and a 5-foot-wide sidewalk on one side and a 5-foot-wide street tree easement on the other side. The only private streets on site would be two streets in Vineyard Village and the extension of Carlton Hills Boulevard in the Special Use area.

A variety of street segments would be possible in each Village Center. This is intended to provide future designers with options in creating diversity in streetscapes that are consistent with the vision for walkable, “main street” style Village Centers. Each Village Center street would be required to provide on-street parking in parallel or angled configurations. Each Village Center street would also include a 10-foot-wide sidewalk on either side, with tree wells located within the sidewalk approximately every 50 feet.

Private driveways are anticipated in Orchard Village and in residential areas in the Village Centers. Private driveways would provide access to garages at the backs of buildings and would be used to eliminate garage doors along the street to improve the street scene. These narrow travel ways are intended for vehicle use and are designed for local access only. To allow for landscaping, buildings would be set back a minimum of 4 feet from the edge of the private driveway. Garage setbacks from the adjacent private driveway would be 4 to 5 feet where no full garage driveway is provided or a minimum of 18 feet where full garage driveways are provided. Parking would be prohibited along the private driveways.

### **Traffic Calming Plan**

A Traffic Calming Plan would be implemented throughout the project site to improve the quality of life for residents and lower the vehicle speeds on neighborhood streets without restricting access (Figure 3-8, Conceptual Traffic Calming Plan). The plan would include a set of street designs that slow and reduce traffic speeds while encouraging walkers and cyclists to share the street. The intent of traffic calming measures is to create streets that are valuable public spaces shared equally by all users.

The objectives of the Traffic Calming Plan are as follows:

- Increase the level of respect for non-motorists
- Improve safety and convenience for users
- Reduce traffic accidents
- Reduce noise
- Provide space for non-vehicular users
- Enhance street appearance
- Reduce vehicular speed
- Reduce the need for enforcement

Traffic calming measures would promote pedestrian, bicycle, and vehicle safety by controlling the speed and distribution of vehicles traveling through the project site. Six roundabouts are proposed as part of the proposed project’s circulation plan to reduce traffic speeds and provide connection to the internal streets and villages (see Figure 3-7). The roundabouts would eliminate the need for left-turn and U-turn movements, controlling vehicle speeds and providing a safer environment for pedestrians.

In addition to the roundabouts, the traffic calming measures described in Table 3-6 would be incorporated into the proposed project as project design features.

**Table 3-6. Project Traffic Calming Measures**

Traffic Calming Measure	Description	Benefits
Gateways	Treatments would include the use of signs, landscaping, special paving, and community identity monuments at the entrances to neighborhoods announcing to motorists that they are entering a community where there is a significant change in the driving environment.	<ul style="list-style-type: none"> <li>• Reduces speed</li> <li>• Improves safety</li> <li>• Enhances community aesthetic</li> </ul>
Roundabouts	Roundabouts would include a raised center landscaped island, special paving, splitter islands, accessible pedestrian crossings, and pedestrian/bike refuge islands.	<ul style="list-style-type: none"> <li>• Reduces speed</li> <li>• Improves safety</li> <li>• Provides multimodal accommodations</li> <li>• Improves traffic movement</li> <li>• Replaces traffic stops/signals</li> </ul>
Chicanes	A chicane is a channelization that causes a single or series of tight turns in opposite directions on an otherwise straight section of a street. The combination of a narrowed street width, a wider raised median, and a serpentine path slows traffic.	<ul style="list-style-type: none"> <li>• Reduces speed</li> <li>• Improves safety</li> </ul>
Raised Medians/Split Streets	Raised medians/split streets would include raised, plantable median areas at the center of a street and split streets with park or Open Space areas in the center.	<ul style="list-style-type: none"> <li>• Reduces speed</li> <li>• Reduces cut-through volume</li> <li>• Improves safety</li> <li>• Provides multimodal accommodations</li> </ul>
Intersection Pop-Outs	Intersection pop-outs are curb extensions that narrow the street at intersections by widening the sidewalks at the point of crossing. They are used to make pedestrian crossings shorter and to reduce the visual width of a long street. Intersection pop-outs can also be used to create a street gateway effect, visually announcing an entrance to a neighborhood.	<ul style="list-style-type: none"> <li>• Reduces speed</li> <li>• Improves pedestrian safety</li> <li>• Provides multimodal accommodations</li> </ul>
Raised Crosswalks	A raised crosswalk is essentially a speed table and is typically approximately 3.5 inches high and 22 feet long in the direction of travel with 6-foot ramps at the ends and a 10-foot field top. Final dimensions would be determined during final engineering.	<ul style="list-style-type: none"> <li>• Reduces speed</li> <li>• Enhances pedestrian safety</li> </ul>
Lane Narrowing	Travel lanes are narrowed by reducing the paving width from standards and may include pavement markings.	<ul style="list-style-type: none"> <li>• Reduces speed</li> <li>• Improves safety</li> <li>• Provides multimodal accommodations</li> </ul>



**Table 3-6. Project Traffic Calming Measures**

Traffic Calming Measure	Description	Benefits
On-Street Bicycle Facilities	Bicycle lanes are designated by signage and pavement markings identifying separate travel lanes for bicycles.	<ul style="list-style-type: none"> <li>• Reduces speed</li> <li>• Improves safety</li> <li>• Provides multimodal accommodations</li> </ul>
On-Street Parking	On-street parking would be provided as striped diagonal parking or parallel parking along one or both sides of a street.	<ul style="list-style-type: none"> <li>• Reduces speed</li> <li>• Improves safety</li> </ul>
Yellow Flashing Beacons with Advisory Speed Signs	Yellow flashing beacons with advisory speed signs would be provided to alert drivers of steep roadway grades and to reduce speed on Magnolia Avenue.	<ul style="list-style-type: none"> <li>• Reduces speed</li> <li>• Improves safety</li> </ul>

Source: City of Santee 2020a.

### 3.4.1.3 Alternative Transportation Network

The proposed project recognizes the importance of alternative modes of transportation and the rapidly changing technology associated with improving mobility. A Transportation Demand Management (TDM) plan has been prepared and would be implemented as a mitigation measure (see AIR-6) to support alternative transportation modes; manage shared facilities to optimize modes, implement, and support appropriate advanced technologies; and reduce air quality and greenhouse gas (GHG) emissions. These strategies have been taken from the Quantifying Greenhouse Gas Mitigation Measures report by the California Air Pollution Control Officers Association. The TDM plan provides measures and strategies in the following categories: land use/location, neighborhood/site enhancements, and commute trip reduction programs. The TDM plan would facilitate a balanced approach to promote overall mobility with the ultimate goal of reducing to the extent possible the number of single-rider vehicles trips generated by the proposed project and consequently the vehicle miles traveled. Refer to Section 4.2, Air Quality, for a more detailed description of TDM mitigation measures for the proposed project. The TDM plan is provided in Appendix N.

The following section describes the major alternative mode circulation systems for bicycles, pedestrians, public transit, and low-speed vehicles.

#### Bicycle Circulation Network

Bicycle circulation throughout the project site would be provided through a combination of on-street bike lanes and off-street multi-purpose trails. Mountain biking would be allowed along specific trails in the Habitat Preserve and would be limited to the proposed trail routes to the extent feasible to avoid sensitive habitat areas. Bicycle trails would be designed for recreation and to provide direct access between the villages. Refer to Figure 3-9, Bicycle Circulation Plan, for a depiction of the bicycle circulation network in the proposed project.

A Class I bike path and Class II bike lane with buffer would be provided starting at Mast Boulevard, traveling north on Fanita Parkway along the outer boundary of Orchard Village and Fanita Commons and continuing south onto Cuyamaca Street. Magnolia Avenue connecting with Cuyamaca Street south of the project site would also provide a Class II bike lane with buffer extending east and west. Proposed Street “V” and Street “W” would include Class II bike lanes traveling in an east–west direction between the three villages.

Each village would provide a bike station where riders would have access to water and air pumps, electric bike charging stations, and a bicycle sharing system within the Village Centers. Bicycle parking would be provided at the proposed school site, the Farm, the Village Centers, the Community Park, and the Neighborhood Parks and in multi-family neighborhoods to further support bicycling as a viable alternative to vehicle use.

### **Pedestrian Circulation Network**

Pedestrian circulation throughout the project site would be provided through a network of sidewalks, multi-purpose trails, and hiking trails (see Figure 3-10, Pedestrian Circulation Plan). Every street on the project site would include a sidewalk or multi-use trail to accommodate pedestrian travel. Trails along the northerly and southerly drainages would also offer pedestrian connections between the potential school, the Farm, and the Active Adult neighborhood with minimal interruptions from vehicular traffic. Two pedestrian bridges would provide direct connections across two drainages in Fanita Commons to significantly shorten the walking distance. The bridge that would traverse the northerly drainage would provide convenient access between the Active Adult neighborhood and the Community Park. The bridge traversing the southerly drainage would connect Orchard Village to the proposed school, the Community Park, and Fanita Commons. Traffic calming at intersections could include crosswalks enhanced with striping, signage, and landscape features that would be designed to heighten the driver’s awareness and indicate the presence of pedestrians. In Fanita Commons, curb pop-outs at intersections would be added to narrow the streets, slow traffic and provide shorter crossing routes for pedestrians. Sidewalks throughout the project site would be buffered by landscaped parkways or street parking. Where the Vineyard Village perimeter trail would cross the Residential Collectors near the Habitat Preserve, pavement texture and pedestrian-activated crosswalk warning systems would be utilized for additional pedestrian safety. In the Village Centers, 45-degree parking spaces would be included to slow traffic.

### **Trails**

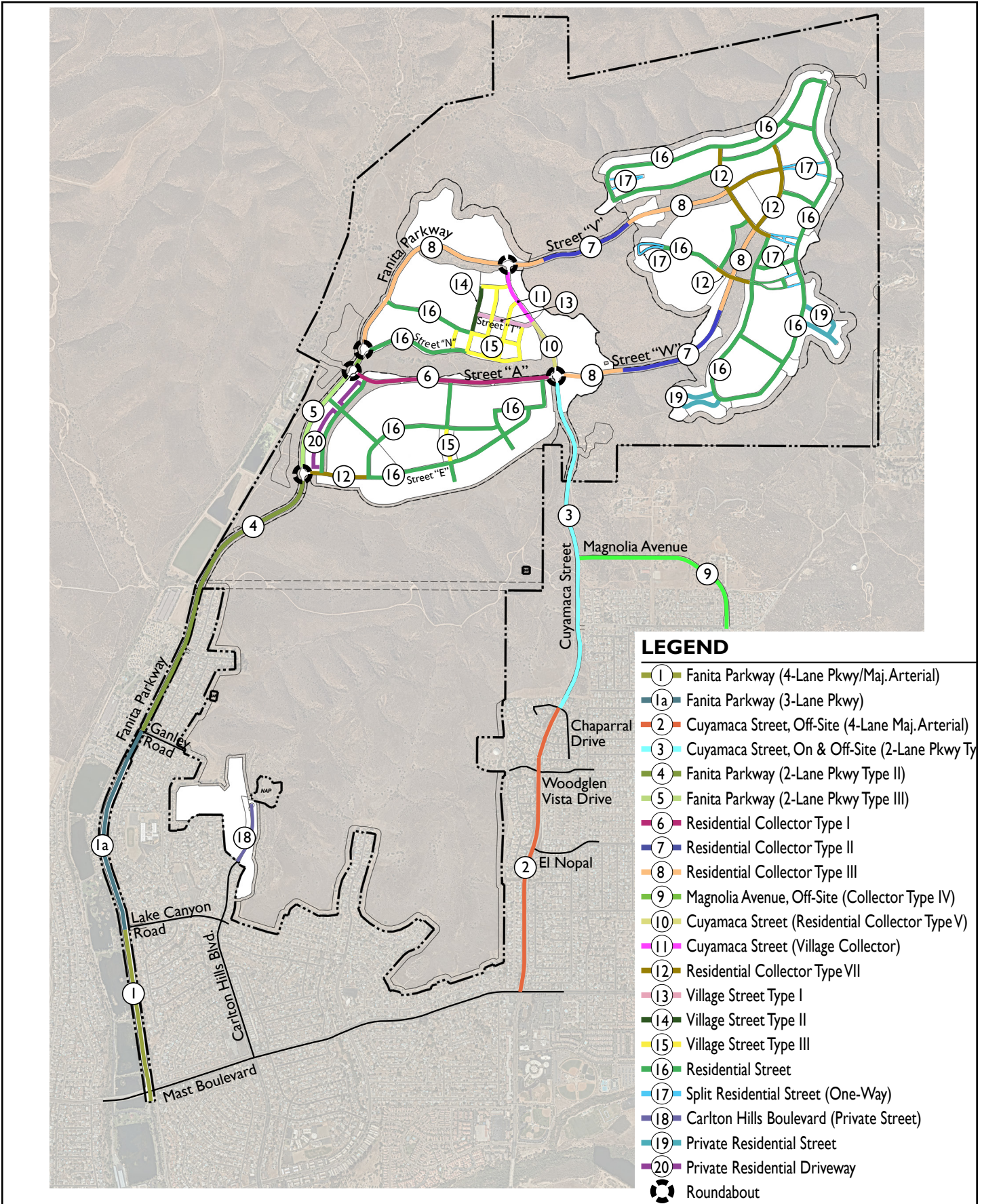
A series of trails would connect the villages, allowing residents to explore the outdoors and improve their health within the natural surroundings, and learn about and experience farming and food production. The proposed project would provide over 35 miles of trails. See Figure 3-6 for an illustration of the proposed trails throughout the project site. The project site would comply with the American with Disabilities Act accessibility requirements to the greatest extent practicable. Vista points and trailheads throughout the project site would include American with Disabilities Act areas and accessible parking. Post and rail or cable and post fencing would be used

where appropriate for user safety and the protection of surrounding habitat. Many of the proposed trailheads would begin along the outer edges of the villages and connect with existing primitive trails throughout the Habitat Preserve. These trails would end at various existing City streets. The proposed project's local trails would connect with the adjacent existing regional trails north to Goodan Ranch/Sycamore Canyon County Preserve and south to Mission Trails Regional Park. Trail locations throughout the project site would be coordinated to minimize conflicts with sensitive habitat areas by using existing trails and dirt roads and providing signage, well-defined trail markers, fencing, and community education to protect habitat areas.

The proposed project would serve as a critical link to the existing regional trail system. Refer to Figures 3-6 and 4.15-1, Parks and Recreational Facilities in Santee, in Section 4.15, Recreation, for an illustration of existing park and recreation facilities surrounding the project site. Important regional trail connections would include the following:

- **Stowe Trail:** This historic trail currently follows the western boundary of the project site from the northern end of the PDMWD property to the northwestern corner of the project site. Access to the existing off-site portion of the Stowe Trail that connects to Goodan Ranch/Sycamore Canyon County Preserve would be retained. Access to the portion of Stowe Trail located on MCAS Miramar is granted by federal permit only.
- **San Diego River Park Trail/Santee River Park:** An existing river park trailhead is located on Carlton Hills Boulevard, approximately 0.5-mile south of the southern terminus of the proposed Fanita Parkway multi-purpose trail (Mast Park West Trail). The existing trailhead would be accessible from proposed sidewalks and bike lanes on Fanita Parkway and existing sidewalks and bike lanes on Carlton Oaks Drive and Carlton Hills Boulevard. The river park trails are also accessible from Cuyamaca Street along existing sidewalks and bike lanes located approximately 1 mile south of the southern terminus of the proposed Cuyamaca Street multi-purpose trail.
- **Goodan Ranch/Sycamore Canyon County Preserve:** In the northeastern corner of the project site, an existing connection from the off-site community of Eucalyptus Hills (in the County of San Diego) to an existing trail that leads northward to the Goodan Ranch/Sycamore Canyon County Preserve would be retained. An existing equestrian trail in the northeastern corner of the project site would be maintained to connect Sycamore Canyon County Preserve to the north with the Oak Creek Drive area of Eucalyptus Hills to the east.
- **Mission Trails Regional Park:** The East Fortuna Staging Area of the park is located approximately 1.5 miles west of the intersection of Fanita Parkway and Mast Boulevard. This staging area provides parking, picnicking, and access to more than 60 miles of trails within the park. The proposed trail on Fanita Parkway that would extend to Mast Boulevard would provide access via Mast Boulevard to Mission Trails Regional Park and staging area.

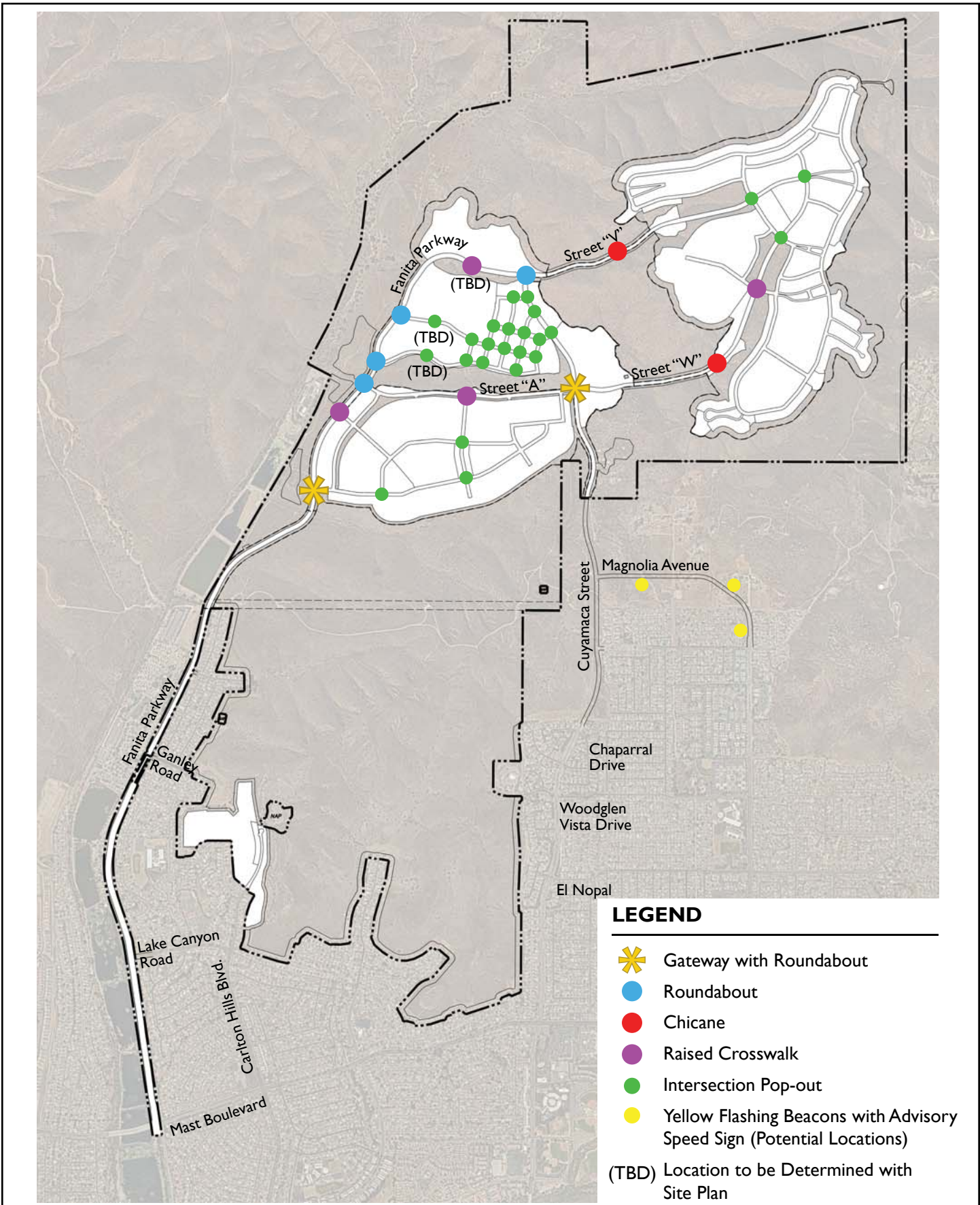










Source: Fanita Ranch Development Plan 2022.

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**LEGEND**

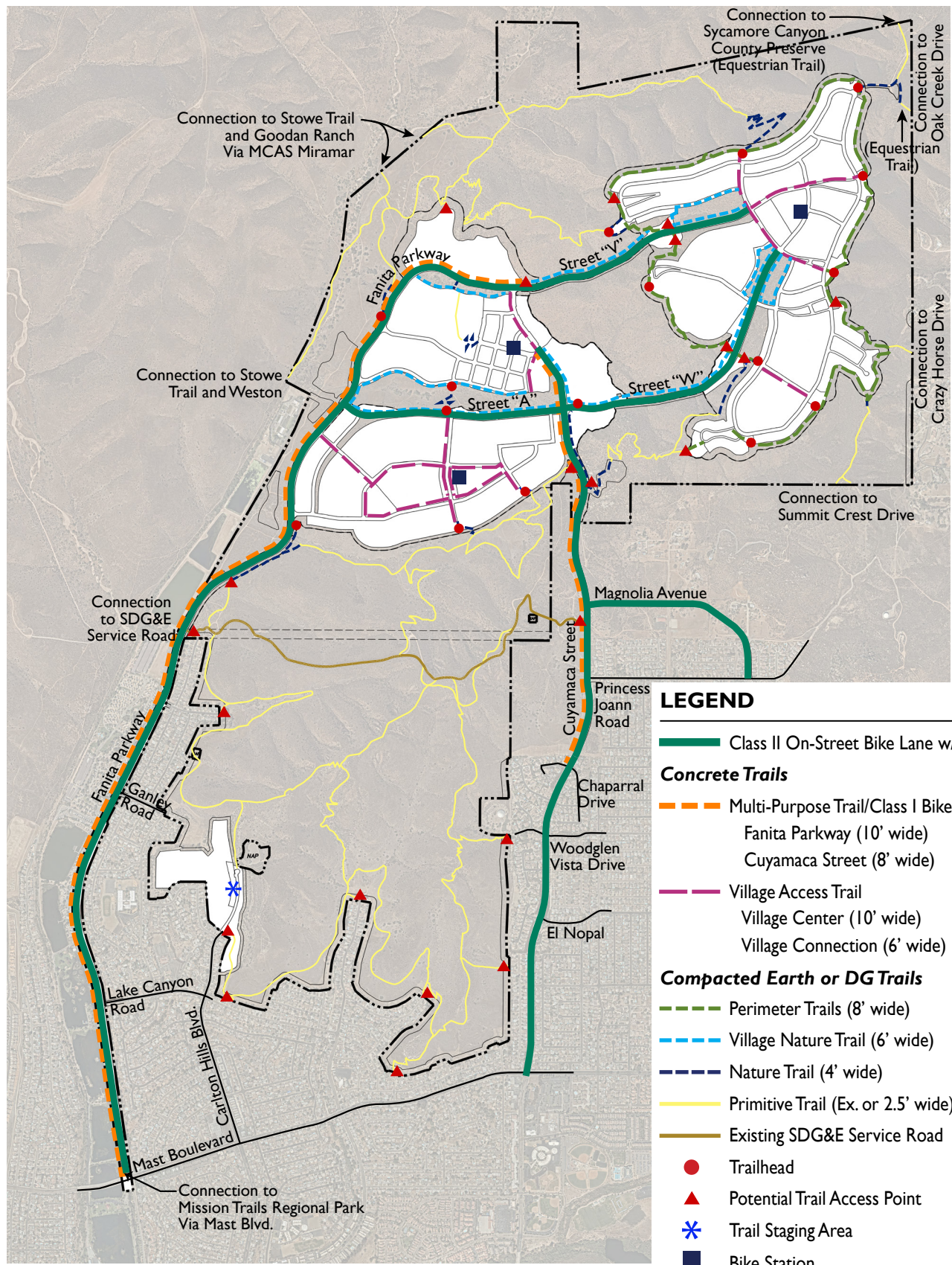
-  Gateway with Roundabout
-  Roundabout
-  Chicane
-  Raised Crosswalk
-  Intersection Pop-out
-  Yellow Flashing Beacons with Advisory Speed Sign (Potential Locations)

(TBD) Location to be Determined with Site Plan

Source: Fanita Ranch Development Plan 2022.



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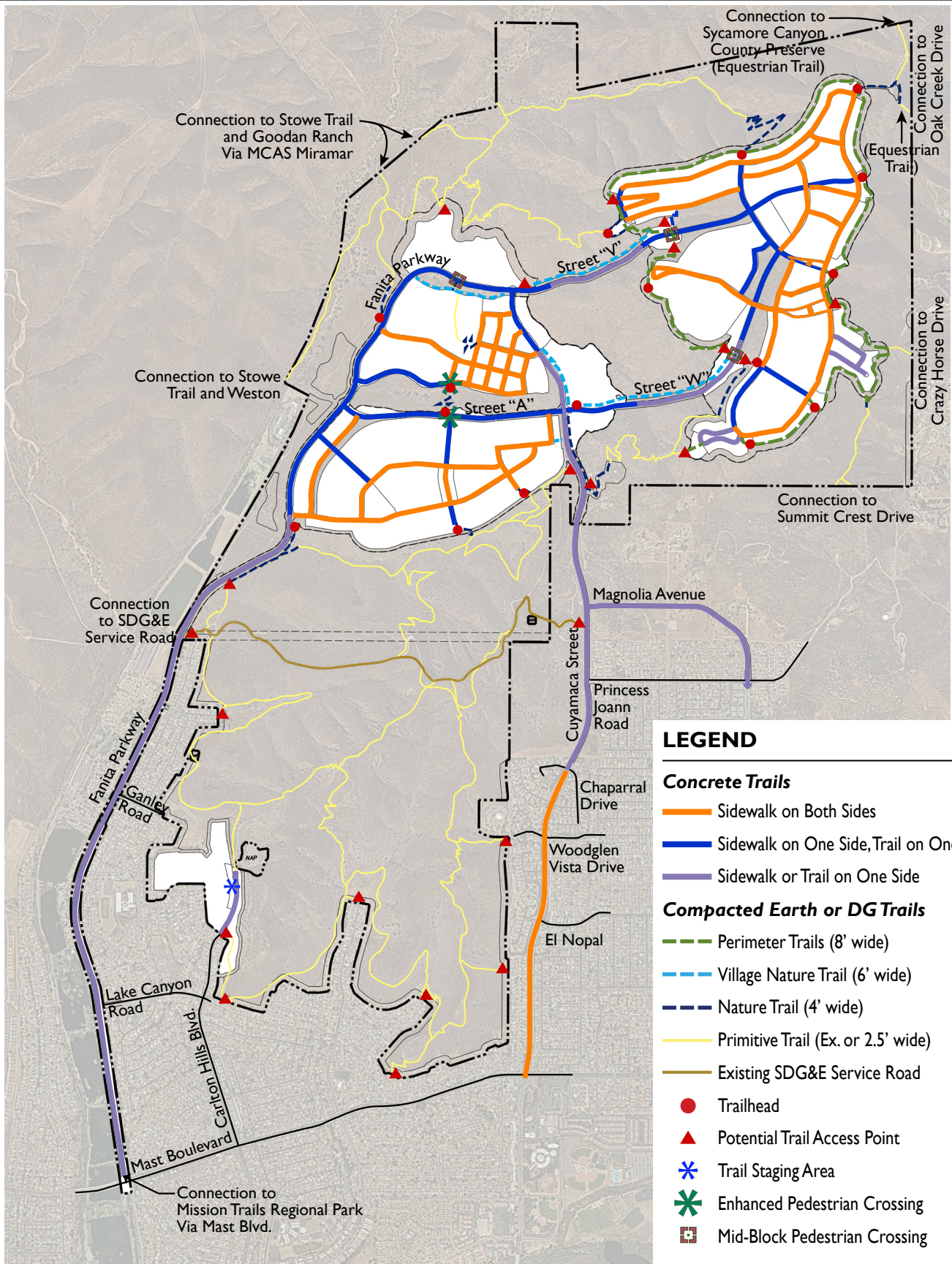
**LEGEND**

- Class II On-Street Bike Lane w/Buffer
- Concrete Trails**
  - - - Multi-Purpose Trail/Class I Bike Path
    - Fanita Parkway (10' wide)
    - Cuyamaca Street (8' wide)
  - Village Access Trail
    - Village Center (10' wide)
    - Village Connection (6' wide)
- Compacted Earth or DG Trails**
  - - - Perimeter Trails (8' wide)
  - - - Village Nature Trail (6' wide)
  - - - Nature Trail (4' wide)
  - Primitive Trail (Ex. or 2.5' wide)
  - Existing SDG&E Service Road
- Trailhead
- ▲ Potential Trail Access Point
- ✱ Trail Staging Area
- Bike Station

Source: Fanita Ranch Development Plan 2022.

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Source: Fanita Ranch Development Plan 2022.

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Multi-purpose trails would be broad, all-weather, high-user volume, concrete-paved paths along Fanita Parkway (10 feet wide) and Cuyamaca Street (8 feet wide) that would connect the proposed project to the Santee Lakes Recreation Preserve, adjacent existing City streets, the trail system along the San Diego River and regional trail systems. These paths would be used for walking, biking, and jogging and would be provided adjacent to the roadways but be physically separated from motor vehicle traffic by a landscaped buffer. Equestrian trail use would be limited to an existing trail in the northeastern portion of the site that connects the Eucalyptus Hills community to the east to the Sycamore Canyon County Preserve to the north.

Village access trails would be concrete-paved paths that connect the Village Centers to the community-wide trail system and would be solely internal project site trails. Perimeter trails would be 8-foot-wide native earth or decomposed granite trails that loop around Vineyard Village and would be intended for recreational use and fire access in that village. These trails would also provide maintenance access to the FMZs. Neighborhood Parks and Mini-Parks would provide maintenance and trail access points.

Village nature trails would be 6-foot-wide native earth or decomposed granite paths internal to the project site that would run along Streets “V” and “W” and would connect Vineyard Village to Fanita Commons and the Farm and provide access to the riparian areas and basins from Fanita Commons, Orchard Village, and Vineyard Village.

Nature trails would be 4-foot-wide native earth or decomposed granite recreational trails for use by pedestrians and bicyclists located in developed areas of the project site. These trails would provide access from developed areas to the existing primitive trails in the Habitat Preserve. The final design of nature trails within the Habitat Preserve would be in accordance with Draft MSCP Subarea Plan design standards.

The primitive trail system would be the most geographically extensive and be composed of existing and new native earth recreational trails of varying widths in the Habitat Preserve. Where existing trails have been identified as negatively impacting sensitive habitat, the trails would be closed, the impacted habitat restored, and new primitive trails would be constructed around the sensitive habitat. These trails would connect the project site to its bordering land uses and to the Stowe Trail and Goodan Ranch/Sycamore Canyon County Preserve through Marine Corps Air Station Miramar.

The San Diego Gas & Electric Company (SDG&E) Access Service Road is an existing native earth corridor that crosses through the southern Habitat Preserve used by SDG&E to access the existing power lines and towers. This access road would remain and be suitable for recreational use by pedestrians and bicyclists. Primitive trails from the proposed development would connect to this access road (see Figure 3-6).



## **Alternative Vehicle Circulation Network and Amenities**

Neighborhood electric vehicles (NEVs) are small vehicles typically designed to travel at low speeds. NEVs are built to specific federal vehicle standards by licensed manufacturers and carry a federal certification safety label. According to California Vehicle Code, Section 385.5, (California DMV 2014), NEVs may be operated on public streets where the speed limit is 35 miles per hour or less. In the proposed project, this would include roadways within and between the villages. Tractors and all-terrain vehicles associated with the operation and maintenance of agricultural areas would also be permitted on these low-speed roadways.

Car-sharing/ride-sharing and EV charging use would be supported and encouraged through the provision of passenger loading areas, charging stations, and dedicated preferred parking locations in each Village Center. As a project mitigation measure, EV chargers shall be provided within all Low Density Residential units and some units in the Medium Density Residential, Active Adult, and Village Center land use designations, as well as within the parking lots of commercial uses in the Village Centers. See Section 4.7, Greenhouse Gas Emissions, for further detail on EV chargers required as mitigation for the proposed project.

### ***Circulation Improvements***

The proposed project would improve and construct new segments of three of the Santee General Plan Mobility Element streets: Fanita Parkway, Cuyamaca Street, and Magnolia Avenue (City of Santee 2017a). Improvements would also occur at the terminus of Carlton Hills Boulevard and at existing dead-end streets that terminate at the project site boundary. A description of each circulation improvement is provided below and shown on Figure 3-7.

#### **3.4.1.4 Fanita Parkway**

The proposed project would improve portions of on-site Fanita Parkway to accommodate the increased project traffic and extend the northern limit of the street to provide a western entry onto the project site. Fanita Parkway currently begins at Carlton Oaks Drive and extends north approximately 1.7 miles until it ends at Ganley Road. The proposed project proposes to widen Fanita Parkway between Mast Boulevard and Lake Canyon Road from an existing two-lane street with no median to a four-lane divided parkway/major arterial with a landscaped median. Bicycle lanes would be provided on the eastern (northbound) and western (southbound) sides of the street and, in combination with a buffer, act as emergency lanes for first responders in the event of an emergency or evacuation. A multi-purpose trail would be provided on the western side of the street. Parking along Fanita Parkway would be limited to emergency parking only.

Moving north, Fanita Parkway would transition to a three-lane parkway with a landscaped median from Lake Canyon Road to Ganley Road. The western (southbound) side of the roadway would maintain two travel lanes, while the eastern (northbound) side would consist of one travel lane. This street segment would include bike lanes on both sides and a multi-purpose trail on the western

side of the street. An existing fence along the western side of Fanita Parkway would be partially removed and replaced with a noise wall and screened with native vegetation.

A new segment of Fanita Parkway would be constructed from Ganley Road to the roundabout at Fanita Parkway and Street “E” in Orchard Village. This proposed segment would be designed as a two-lane Parkway with one 12-foot-wide travel lane, a 5-foot bike lane, a 3- to 5-foot-wide bike lane buffer in each direction, and a center raised landscaped median. The proposed 10-foot-wide multi-purpose trail would be located along the western (southbound) side of the street and would be separated from the street by a 4.5-foot-wide landscape area. A 4.5-foot-wide landscape area is proposed on the eastern (northbound) side of Fanita Parkway.

Once Fanita Parkway intersects with Street “E” at the roundabout in Orchard Village, it would continue north and intersect with a roundabout at Street “A.” Fanita Parkway would continue north across the southerly drainage and riparian corridor separating Orchard Village and Fanita Commons and intersect with Street “N” in Fanita Commons. This segment would be a 2-lane Parkway divided by a 10-foot-wide raised median. The 10-foot-wide multi-purpose trail would continue along the western (southbound) side of the street. On-street parallel parking would occur on the eastern (northbound) side of the street, and a 5-foot-wide bike lane would be provided on both sides of the street.

Fanita Parkway would curve east and intersect with Cuyamaca Street at another roundabout before terminating at Street “V.” This segment would consist of a 2-lane Residential Collector with a 14-foot-wide median and an 8-foot-wide bike lane in each direction. The 10-foot-wide multi-purpose trail would continue along the western (southbound) side of the street with a 5-foot-wide sidewalk on the other side.

To avoid hindering wildlife movement across Fanita Parkway, a 48-inch reinforced concrete pipe culvert and directional curbs would be constructed as a mitigation measure to allow small wildlife to cross under Fanita Parkway. Additional detail on the wildlife undercrossing is provided in Section 4.3 and the Biological Resources Technical Report (Appendix D).

#### **3.4.1.5 Cuyamaca Street**

The proposed project would improve portions of Cuyamaca Street to accommodate the increased project traffic and extend the northern limit of the street approximately 4,600 feet through a series of easterly drainage ravines to provide the eastern entrance onto the project site. Cuyamaca Street is currently designed as a 2-lane divided street with one travel lane in each direction and a landscaped median for approximately 1 mile from Mast Boulevard north to Chaparral Drive. The off-site street segment from Mast Boulevard to Chaparral Drive would be widened to a 4-lane Major Arterial with two travel lanes in each direction and a 14-foot-wide landscaped median. A 5-foot-wide bike lane would be installed in both directions and, in combination with a buffer, serve as an emergency lane for first responders in the event of an emergency or evacuation. Existing 5-foot-wide sidewalks with landscaped buffer on both northbound and southbound sides of the street would remain.

Cuyamaca Street would be extended north of Chaparral Drive onto the project site to the roundabout at Street “A” and Street “W” in the northeastern corner of Orchard Village. This on-site street segment would consist of a 2-lane Parkway (Type I) with 5-foot-wide bike lanes in each direction and an 8-foot-wide multi-purpose trail on the western (southbound) side of the street. The width of Cuyamaca Street as it enters the project site would be carefully planned to reduce grading and preserve the scenic character of the existing rock outcroppings and topography as a gateway into the community while providing full mobility and emergency access.

From the roundabout at Street “A” and Street “W” north to Street “T” in Fanita Commons, Cuyamaca Street would transition into a Residential Collector (Type V) two-lane divided street with a 5-foot-wide bike lane in each direction, an 8-foot-wide multi-purpose trail on the western (southbound) side of the street, and a 6-foot-wide village nature trail adjacent to the Farm on the eastern (northbound) side of the street. This on-site section of the street would slope down toward the Fanita Commons Village Center, offering views of the Farm and hills north of the village.

From Street “T” to the roundabout at Fanita Parkway and Street “V,” Cuyamaca Street would transition to a two-lane Village Collector with 45 degree angled parking in each direction, a 14-foot-wide sidewalk/multi-purpose trail on the western (southbound) side of the street, and a 10-foot-wide sidewalk on the eastern (northbound) side of the street. Landscape pockets would be intermittently between angled parking stalls. In addition, Streets “V” and “W” would include an extra buffer that, in combination with the bike lanes, would act as an emergency lane for first responders in the event of an emergency or evacuation.

To avoid hindering wildlife movement as a result of the Cuyamaca Street extension, a wildlife undercrossing would be implemented as a mitigation measure under the future Cuyamaca Street extension approximately 400 feet south of the project limits. This undercrossing would be adequate to allow coyotes, mule deer, and smaller-sized wildlife to use existing or manufactured topography. The proposed crossing would measure 22.5 feet wide, 12 feet tall, and 115 feet long as suggested for mule deer and other large mammals in Southern California. Additional detail on the wildlife undercrossing is provided in Section 4.3 and the Biological Resources Technical Report (Appendix D).

#### **3.4.1.6 Magnolia Avenue**

Magnolia Avenue is a north–south street that currently terminates at the northern edge of existing development approximately 500 feet north of Princess Joann Road, southeast of the project site. The proposed project would improve and extend Magnolia Avenue from its current terminus and curve to the west prior to the certificate of occupancy of the 1,500th equivalent dwelling unit (EDU), approximately 0.5 mile from its current northerly terminus to intersect with the extended off-site segment of Cuyamaca Street south of the project site boundary. This extension would provide additional access to the proposed project by Cuyamaca Street. The extended off-site Magnolia Avenue Collector Type IV would consist of one travel lane in each direction, a 12-foot-wide painted center median, 5-foot-wide bike lanes, parking on northbound and southbound sides,

a landscaped area on the eastern (northbound) side, and a 5-foot-wide continuous sidewalk on the western (southbound) side of the street.

### **3.4.1.7 Carlton Hills Boulevard**

Carlton Hills Boulevard is an existing off-site public street that currently ends at a gate located just north of Swanton Drive. Public access is restricted north of the gate. The off-site extension of Carlton Hills Boulevard would be a private street to the north of its existing terminus and would provide access to the Special Use area, the PDMWD reservoir, a Mini-Park that includes a trail staging area and parking area. The existing asphalt curbs would be replaced with concrete curb and gutter and a 5-foot-wide sidewalk would be constructed on the western side (southbound) of the street. Due to existing geologic conditions, permanent irrigation would not be allowed, and plantings would be limited to a non-irrigated hydroseed mix of hardy native grasses, forbs, perennials and a few shrubs, as required, for implementation of BMPs. The hydroseed mix would be applied in the winter to maximize establishment.

### **3.4.1.8 Dead-End Street Improvements**

The proposed project would improve 26 dead-end streets along the southern edge of the project boundary and northern development limits in the City. The improvements would include the addition of sidewalks, implementation of best management practices (BMPs), installation of chain-link fences, cleaning out of brow ditches, installation of rolled curbs, installation of storm drains and catch basins, and inclusion of trail and emergency vehicle access.

## **3.4.2 Water Supply**

### **3.4.2.1 Potable Water System**

The proposed project is located within the water service boundaries of PDMWD. A new domestic water system consisting of transmission and distribution pipes, two reservoirs, and two pump stations would be constructed to distribute potable water throughout the project site. Water from the existing Carlton Hills reservoir and existing Cuyamaca water tank would provide water to the proposed project. Refer to Figure 3-11, Conceptual Potable Water Plan, for a depiction of potable water facilities to the proposed project.

The water system for the proposed project would be designed to provide a minimum 2,500 gallons per minute for 3 hours of fire flow for single-family and multi-family residential and 3,500 gallons per minute for 4 hours of fire flow for commercial areas with fire hydrants spaced on average every 300 feet. The proposed water system would be designed and installed per PDMWD and Santee Fire Department (SFD) requirements. Some private hydrants would be installed on the project site, in coordination with PDMWD. Sixteen-inch water mains would be installed in Fanita Parkway and Cuyamaca Street and transition to 12-inch mains in Fanita Commons and Orchard Village and would be looped through the villages to provide adequate domestic and fire flow service in the event of a disruption of water supply from one of the mains. Piping in Fanita Commons and Orchard Village would be 12 and 16 inches, while piping in Vineyard Village would be 10, 12,

and 16 inches. The proposed project would make two connections to PDMWD's system: one at the intersection of Chaparral Drive and Cuyamaca Street to the Magnolia Zone, and one at the Carlton Hills Tank to the Gravity Zone. For approximately 21 single-family residences (Low Density Residential units) with lower pressures in Vineyard Village, private booster pumps would be installed as a project design feature to adequately convey water to these residences. For a more detailed description of the potable water system for the proposed project, refer to Section 4.17, Utilities and Service Systems, and the Fanita Ranch Water Service Study (Appendix O1).

### **3.4.2.2 Recycled Water System/Advanced Treated Water**

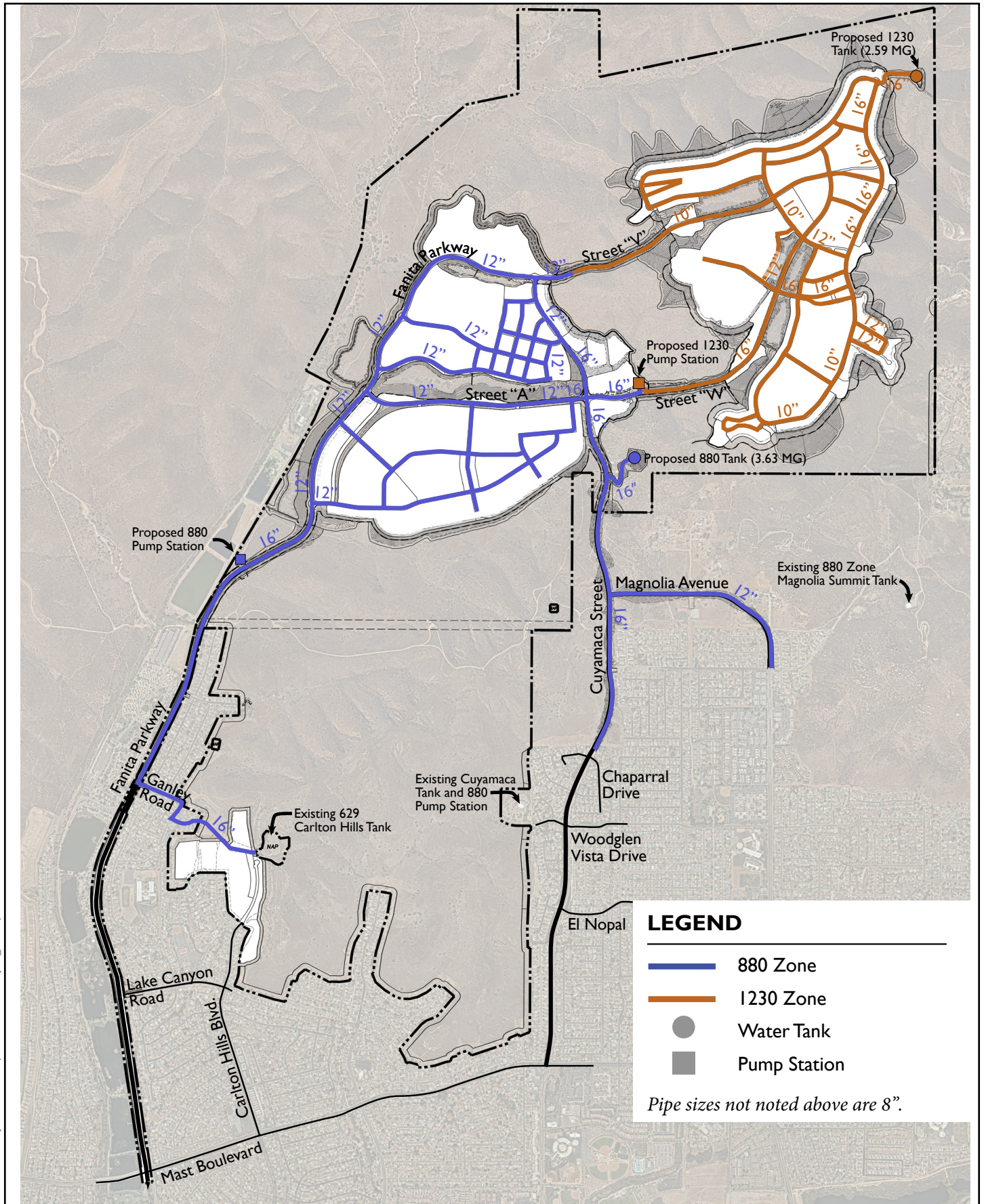
PDMWD provides recycled water service for the cities of Santee, El Cajon, and Lakeside. PDMWD had historically planned for the expansion of its recycled water system to provide additional recycled water supplies, which anticipated serving future development on the project site. However, PDMWD changed direction when it actively engaged in planning and development of the proposed East County Advanced Water Purification Program, which is currently in the project procurement and permitting phase, and construction is estimated to be completed in 2025. This program could provide treated potable water to the project. PDMWD may provide recycled water to the proposed project for construction purposes on a limited and seasonal basis, but PDMWD will not pursue expansion of their permanent recycled water system to serve the proposed project or other future developments in the district. PDMWD will continue to provide recycled water to existing and future customers in the existing Gravity Zone for recycled water.

### **3.4.2.3 Sanitary Sewer System**

PDMWD would provide sewer services for the proposed project. A new gravity sewer system, consisting of 8-inch, 10-inch, and 12-inch pipes, that would gradually increase in size as the sanitary flow is conveyed westerly, is proposed on site to collect and convey wastewater to a 15-inch trunk sewer. Wastewater would discharge by gravity into a new PDMWD Ray Stoyer Water Reclamation Facility (WRF) off-site headworks facility to the west of Orchard Village on PDMWD property or be conveyed by gravity to existing 18-inch and 24-inch sewer pipelines to the City of San Diego's Metropolitan Wastewater System Interceptor. The proposed project would construct the new headworks facility on property granted to PDMWD by the project applicant to provide pretreatment for the sanitary flow. Since both discharge locations would be necessary for uninterrupted gravity flow from the proposed project sanitary sewer system, a new diversion structure would be constructed to facilitate routing sanitary flow to either location. Refer to Figure 3-12, Conceptual Sanitary Sewer Plan, for a depiction of the proposed sewer system on the project site.

Sewer lines that are installed at greater than a 10 percent gradient would require lined manholes and odor control measures. Sewer lines installed at a gradient of greater than 15 percent would require special review and approval from the PDMWD Director of Engineering. Sewer mains would not be installed at a depth greater than 14 feet. Where pipelines are installed outside of the public right-of-way, easements would be required in accordance with PDMWD standards.

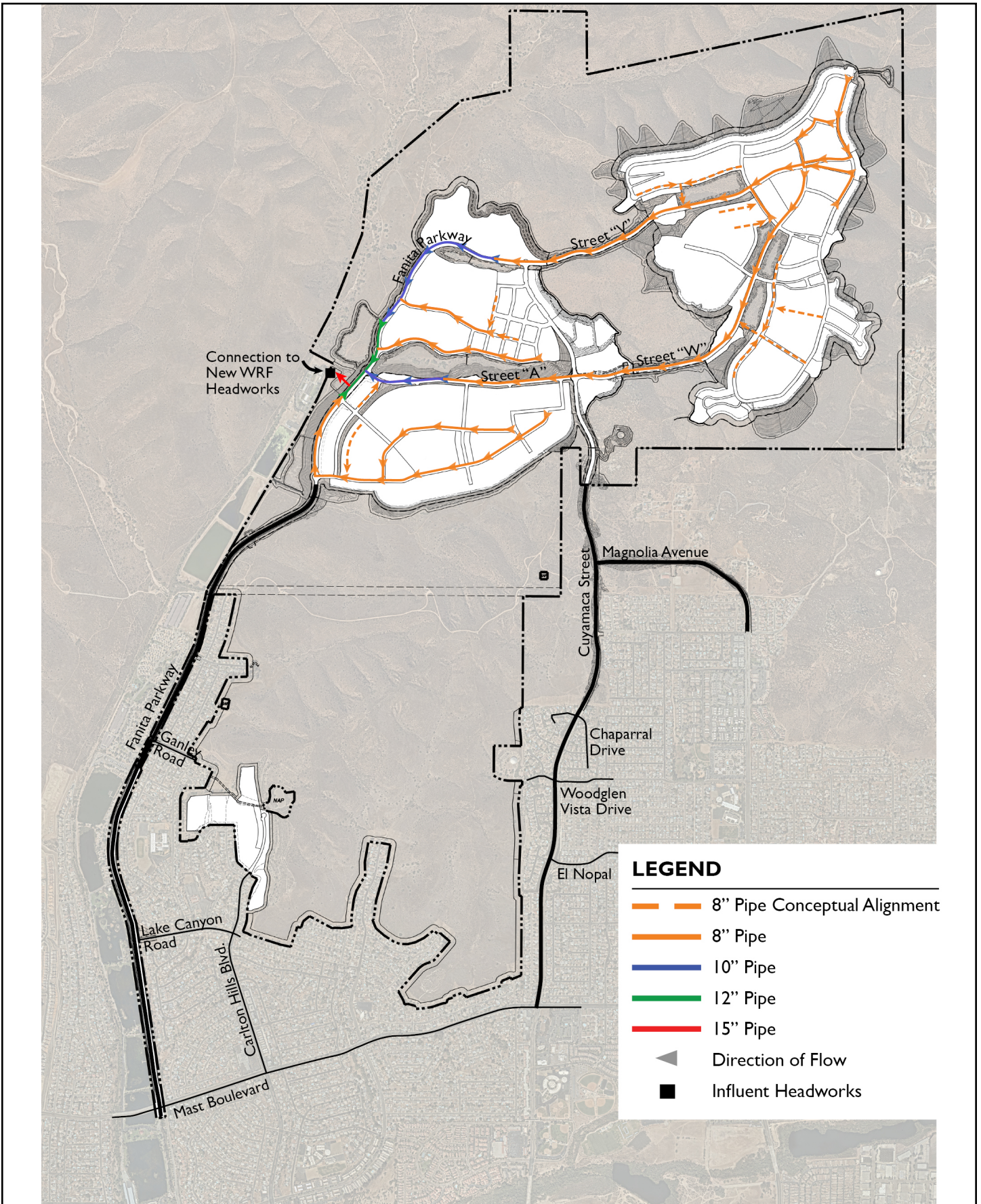




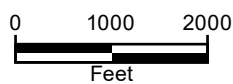
Source: Fanita Ranch Development Plan 2022.

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Source: Fanita Ranch Development Plan 2022.



**Figure 3-12**

Conceptual Sanitary Sewer Plan

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As explained in Section 4.17 of this EIR, the design of the headworks facility would meet PDMWD requirements, including redundant pumping units, screening and grinding of influent, backup power, and telemetry. It should be noted that PDMWD's existing Ray Stoyer WRF does not have adequate capacity alone to serve the sewer demand generated by the proposed project. A combination of the WRF and the available capacity in the San Diego Metropolitan Sewerage System (Metro) would provide sufficient capacity to serve the proposed project. As a project feature, sewer installation along proposed Street "F" and the western portion of proposed Street "E" would be installed during Phase 1 of construction to convey gravity flows from the higher elevation residential lots in Orchard Village to the Ray Stoyer WRF. The proposed project would construct 8-inch pipelines generally located in the upstream reaches of the collection system, which would have velocities less than the minimum. To address this issue, as a project design feature, pipeline slopes would be adjusted where possible during sewer design to maximize velocities by setting the upper reaches to a minimum slope of 1 percent until 50 equivalent dwelling units are connected upstream to address velocities that are less than the minimum. With the above stated improvements, the PDMWD Ray Stoyer WRF has adequate capacity to serve the proposed project. For a more detailed description of the sanitary sewer system for the proposed project, refer to Section 4.17 and the Fanita Ranch Sewer Service Study (Appendix O2).

### **3.4.3 Stormwater Drainage System**

Stormwater from the proposed project would be collected using low-impact development (LID) techniques and BMPs near the source to ensure that runoff from the development area is treated for pollutant removal prior to discharging into the natural watershed. Stormwater would be treated in compliance with the San Diego Regional Water Quality Control Board requirements. All structural post-construction on- and off-site BMPs would be operated and maintained in perpetuity. Proof of on-going, long-term maintenance of all post-construction BMPs would be submitted annually to the Santee Development Services Director or designee. Refer to Figure 3-13, Conceptual Storm Drainage Plan, for a depiction of stormwater facilities in the proposed project.

The system would collect stormwater through a series of swales, catch basins, and culverts that would direct stormwater to hydromodification and water quality and detention basins. The storm drains would convey water in an east–west direction to one of 15 on-site hydromodification and water quality basins. Two storm drain bypasses located in Street "V" and Street "W" would convey the stormwater between the basins in the villages. This system would allow biofiltration, evapotranspiration, and filtering of the stormwater to remove microscopic organisms, suspended solids, organic material, nitrogen, and phosphorous. Treated stormwater from these basins would drain into Sycamore Canyon Creek and then into the San Diego River. Hydromodification would allow water to be released into Sycamore Canyon Creek and its tributary watersheds at a rate that is consistent with existing natural flows. Energy dissipaters would be used where necessary to reduce the velocity of the stormwater discharges and to minimize erosion. Stormwater flows would

be released in compliance with the City's BMP Design Manual dated February 2016 or most current adopted version at the time of plan approval.

Green Street principles and infrastructure are proposed to meet water quality requirements for portions of Fanita Parkway, Cuyamaca Street, Magnolia Avenue, and Carlton Hills Boulevard where the roadways are proposed to be improved. Four hydromodification and water quality basins are proposed off site in these improvement areas and would serve as combined water quality, hydromodification, and detention basins. The proposed project would implement a Green Streets approach that integrates strategies into roadway design to protect, restore, and mimic the natural water cycle such that runoff is encouraged to be percolated or stored in a more natural manner.

#### **3.4.4 Dry Utilities**

SDG&E provides electricity and natural gas for the County, including the City. These utilities would be extended into the project site from existing local distribution systems in the region. An existing SDG&E electrical transmission easement traverses east to west through the Habitat Preserve on the project site. New electric and natural gas facilities would be installed in joint utility trenches in the public rights-of-way as required by the City. In conjunction with gas and electric facilities, telephone and cable television and internet facilities would also be constructed.

### **3.5 Public Services**

#### **3.5.1 Education**

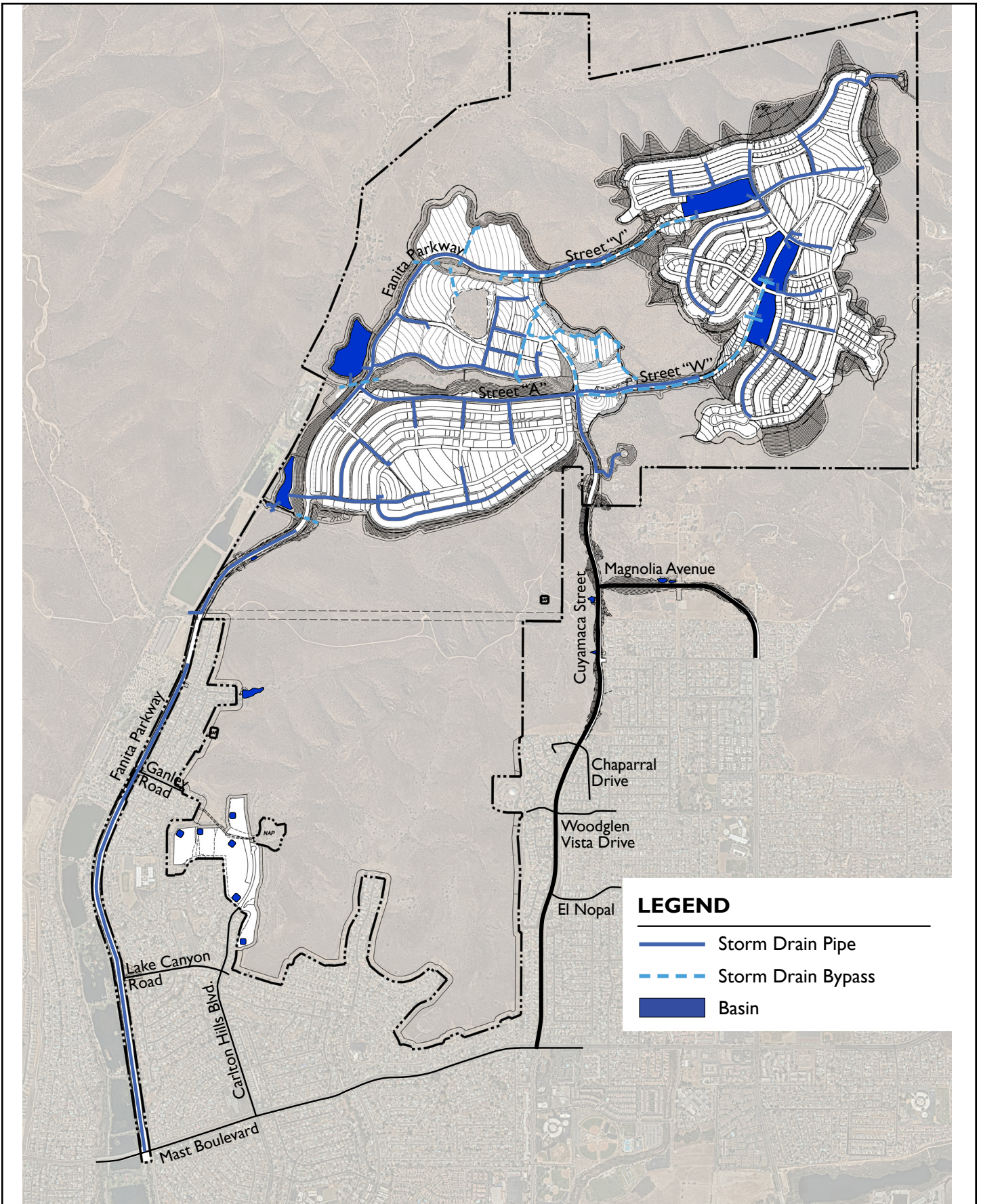
The School Overlay within the proposed project in Fanita Commons reserves a site for a preferred school or other educational uses. If pursued by the Santee School District, the site could accommodate a K–8 school with up to 700 students, including new students generated by development of the project site. The school site would be located adjacent to the Community Park, the Fanita Commons Village Center, and a Neighborhood Park to provide joint use opportunities. Visual and physical connections would be established between the school site and these adjacent uses through placement of buildings and other outdoor play areas to support interaction between uses. However, the City and applicant do not control whether the site would be acquired for use as a public school.

If the site is not acquired for an educational use within 2 years of approval of the final map for the phase in which the site is located, the site could be developed consistent with the underlying Medium Density Residential land use. Under the land use plan without school, grade school students from the proposed project would attend existing schools in the Santee School District.

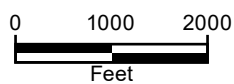
Regardless of which land use plan is implemented, high school students who would reside in the proposed project would attend existing schools in the Grossmont Union High School District, including West Hills High School and Santana High School.



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Source: Fanita Ranch Development Plan 2022.





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### 3.5.2 Police Protection

Law enforcement services would be provided by the San Diego County Sheriff's Department through an existing contract with the City. The Sheriff's Department currently operates two facilities in the City. The primary department offices of the Santee Sheriff's Station are located at 8811 Cuyamaca Street, approximately 3.3 miles south of the project site. An additional Sheriff's Station storefront is located in the Santee Trolley Square Center, approximately 3 miles south of the project site. The Village Center land use designation in Fanita Commons permits a law enforcement satellite office in Fanita Commons for future expansion of law enforcement services in the proposed project if deemed necessary.

### 3.5.3 Fire Protection

The proposed project is located within a very high fire hazard severity zone. Due to its hillside location and surrounding natural Open Space areas, the proposed project has been designed to incorporate a variety of design features aimed at reducing the risk of fire as described below. Fire protection services would be provided by the SFD, which currently operates two fire stations in the City. Station 5 is located at 9130 Carlton Oaks Drive, approximately 2.2 miles south of the Fanita Parkway entry to the project site. Station 4 is located at 8950 Cottonwood Avenue, approximately 3.6 miles south and east of the Cuyamaca Street entry to the project site.

The proposed project would designate a 1.5-acre site for a new SFD-approved, City fire station (Fire Station 20) to be located in the Fanita Commons Village Center. This new facility would be fully staffed and equipped 24 hours per day, 7 days per week. The new fire station would be capable of responding to all of the proposed project's buildable lots within the 6 minute overall response time standard identified in the Santee General Plan (4 minutes travel time). Additionally, the off-site effective fire fighting force (3 engines, 14 firefighters, and battalion chief) would be able to be on site within 8 minutes, consistent with National Fire Protection Association (NFPA) 1710 standard.

## 3.6 Fire-Safe Features

An FPP (Appendix P1), a Construction Fire Prevention Plan (CFPP) (Appendix P1), and a Wildland Fire Evacuation Plan (Appendix P2) have been prepared for the proposed project in compliance with the requirements of the Santee Municipal Code and Ordinance 570 (City of Santee 2020e), the 2019 California Building Code (Chapter 7A), the 2019 California Fire Code (Chapter 49), the 2019 California Referenced Standards Code (Chapter 1-7A), the 2019 California Residential Code, Section R327, as adopted by the City (California Building Standards Commission 2019), and the County's most recent (2010) Fire Protection Plan Guidelines for Determining Significance (County of San Diego 2010). Tables 3-7 and 3-8 summarize the code-required safety measures and measures offered that exceed code requirements for the proposed project.

**Table 3-7. Proposed Project Code-required Fire Safety Features**

Feature No.	Features Description
1	<b>Required Wildland-Urban Interface Fire Safety Features.</b> Numerous features that reduce project exposure to flame and embers are required for projects developed in the wildland-urban interface. Such features include but are not limited to non-combustible or ignition-resistant materials for exterior walls of all structures and garages, no paper-faced or combustible insulation in attics or other ventilated areas, no turbine vents, non-combustible rain gutters and downspouts, non-combustible awnings, canopies, or similar overhangs, no combustible fences allowed within 5 feet of structures on any lots, etc. See Section 6.4 of Appendix P1. The proposed project would implement all of these features.
2	<b>Ignition-Resistant Construction.</b> Proposed project buildings would be constructed of ignition-resistant construction materials based on the latest Building and Fire Codes.
3	<b>Interior Fire Sprinklers.</b> All new structures would include interior fire sprinklers and the SFD would have the authority to grant exceptions for non-combustible, smaller buildings. Lots 12 through 25 and 34 through 40 in Vineyard Village would each install a private booster pump with a secondary power source due to marginal domestic water pressures during peak hour demand.
4	<b>Fuel Modification Zones.</b> Provided throughout the perimeter and interior of the project site.
5	<b>Roadside Fuel Modification Zones.</b> Roadside FMZs would be consistent with the current fire codes and be 50 feet wide along project streets adjacent to preserved habitat. Off-site street improvements would receive 30 feet of FMZ if not adjacent to natural open space on each side of pavement.
6	<b>Fire Apparatus Access.</b> Provided throughout the community and would vary in width and configuration, but would all provide at least the minimum required unobstructed travel lanes, lengths, turnouts, turnarounds, and clearances required by the applicable code.
7	<b>Firefighting Improvements.</b> Firefighting staging areas and temporary refuge areas would be available throughout the proposed project's developed areas, and along roadways and site green spaces.
8	<b>Water Availability.</b> Water capacity and delivery would provide for a reliable water source for operations and during emergencies requiring extended fire flow.

Source: Appendix P1.

**Table 3-8. Proposed Project Code-Exceeding Fire Safety Measures**

Measure No.	Feature/Description
1	<b>On-Site Fire Station.</b> Emergency response travel times consistent with the City's requirements would be provided by an on-site fire station in accordance with the project conditions of approval approved Development Agreement. Travel times to all portions of the proposed project would be less than 6 minutes with the new station.
2	<b>Construction Fire Prevention Plan (CFPP).</b> The project would implement a CFPP that details construction-phase restrictions and fire safety requirements to be implemented to reduce risk of ignitions and pre-plan for responding to an unlikely ignition.
3	<b>Code-Exceeding Fuel Modification Zones.</b> Perimeter FMZs between 115 up to 165 feet wide would be provided, including the rear or side yard areas as part of the modified zone.
4	<b>Landscape Plan Review and Approval.</b> The HOA would hire a third-party, Santee Fire Department-approved FMZ inspector and landscape plan checker to review landscape plans for consistency with the limitations and requirements of the City and the FPP (Appendix P1).
5	<b>Succulent and Rock FMZ.</b> The project's Zone 1 and some Zone 2 areas would include extensive use of cacti habitat and cobble ground cover for habitat with a code-exceeding fire ignition resistance rating.
6	<b>FMZ for Existing Communities.</b> The proposed project would provide and maintain 100 feet of FMZ along the south and east property lines, which abut the rear yards of existing residential development areas, providing maintained defensible space for those homes.
7	<b>Fire Department Access Points for Engines.</b> The proposed project would provide new access points for fire engines at dead-end streets on the northerly, westerly, and easterly sides of existing development areas.
8	<b>FMZ Inspections.</b> The HOA would hire a third-party, Santee Fire Department-approved FMZ inspector and landscape plan reviewer to provide twice a year certification that the HOA-maintained properties including all FMZs and trail system would meet the requirements of the FPP (Appendix P1). FMZ inspections would occur in June and September.
9	<b>Wildfire Evacuation Plan.</b> A site-specific evacuation plan has been prepared for the proposed project and is consistent with the City's Emergency Operations Plan (Appendix P2).
10	<b>HOA Wildfire Education and Outreach.</b> The Community HOA would include an outreach and educational role to coordinate with SFD, oversee landscape committee enforcement of fire-safe landscaping, ensure fire safety measures detailed in the FPP (Appendix P1) have been implemented, and educate residents on and prepare facility-wide "Ready, Set, Go!" plans.

Source: Appendix P1.

These plans establish a comprehensive fire protection system of fire safety features and design measures that have proven to perform well in wildland-urban interface and very high fire hazard severity zones. The proposed system of fire protection would include a redundant layering so that no single feature is relied on for protection. The primary features of the FPP include ignition-resistant materials, FMZs, multiple ingress/egress points, water delivery, and fire response. The FMZs along the perimeter of the development area would have specific fire-resistant landscape design and maintenance requirements and a community-based maintenance program to ensure the on-going effectiveness of these areas.

The proposed project would include at least two ingress/egress points leading to three main arteries and adequately sized streets that would allow traffic circulation and emergency response access. Both Fanita Parkway and Cuyamaca Street would include bike lanes with buffers that would serve as emergency lanes for first responders. The proposed project would include water pressure and fire flow consistent with the City's Fire Code requirements, along with hydrants throughout the

community. In addition, all proposed structures would be fitted with interior sprinklers. The community trails and pathways would be accessible by emergency all-terrain vehicles at numerous locations within the community, and the open space trail network would be accessible using trail access points along the perimeter of the development area (see Figures 3-6 and 3-7). The open space trail network would be accessible to emergency vehicles via trail access points located along the perimeter of the development area.

To ensure fire safety during construction, a CFPP (Appendix P1) has been prepared to provide basic direction for fire safety awareness during construction. The CFPP follows City standard protocols and approaches for reducing the potential of ignition for typical construction site activities, including pre-planning and construction personnel training for fire awareness, reporting, and suppression. CFPP measures include having adequate water available to serve construction activities, implementing a construction-phase FPP, providing proper wildfire awareness, reporting, and suppression training to construction personnel, and requiring that all construction-phase components of the fuel modification are complete prior to delivery of combustible materials/lumber to the project site.

All structures within the proposed project would be fire hardened and built to the ignition-resistant standards of the most current Santee Fire and Building Codes. These standards include a focus on the building exteriors to increase resistance to ignition from flames and heat and on ember-resistant vents to prevent burning ember from penetrating buildings, which is the leading cause of structure losses from wildfires.

The focus of the Wildland Fire Evacuation Plan (Appendix P2) is on resident awareness and preparation. The Wildland Fire Evacuation Plan provides a revised evacuation route map and various family evacuation preparation tools that would result in faster evacuations and a population that understands the potential wildfire threat and actions they may be directed to take. The proposed project would implement a community outreach and education program to ensure that residents and visitors would be fire aware, have regular reminders of fire safety practices, and be encouraged to sign up for Reverse 911 and prepare their own personal action plan following the “Ready, Set, Go!” evacuation model. This model breaks down the actions needed to be ready for a wildfire. “Ready” refers to creating and maintaining defensible space around a residence; “Set” refers to preparing loved ones for the possibility of evacuating; and “Go” correlates to taking the necessary evacuation steps to ensure survival (CAL FIRE 2022<sup>9</sup>).

### **3.6.1 Fuel Modification Zones**

Fuel modification for the proposed project will be implemented along the entire exterior perimeter, roadways, and interior landscaped areas adjacent to natural open space. Fuel modification in the proposed project would be governed by the FPP (Appendix P1). Two FMZs (Zones 1 and 2), consisting of four total FMZ conditions (Zones 1A, 1B, 1C and 2), have been designed for the



project site depending on location. See Figure 3-14, Example Fuel Modification Zone Cross Section, for an illustrative example of one of the proposed FMZ conditions on the project site. For a depiction of all FMZ zones and conditions, refer to the FPP (Appendix P1).

All plants within the project site would be selected from the FPP approved plant list. The residential lots adjacent to natural open space around the perimeter of the development would have rear property lines 50 feet from the top or toe of the slope at the back of the building pad. The property owner would manage and maintain the first 15 feet of the slope, and a HOA would have a maintenance easement over the next 35 feet of the slope. A tubular steel boundary fence would mark the limit between property owner–maintained and HOA-maintained landscaping.

Vegetation maintenance would occur throughout the year and would be monitored and enforced by the HOA. Property owners and private lot owners would be responsible for vegetation management on their lots in compliance with the FPP. The HOA would hire a third-party FMZ inspector and a third-party landscape plan reviewer to ensure that the required fuel reduction work occurs and the FMZs remain functional. The third-party FMZ inspector and landscape plan reviewer would prepare reports twice per year (June and late September) that document the functional condition of all HOA-maintained property and provide the reports to the HOA and the SFD. If the findings in a report indicate that any of the HOA-maintained properties are out of compliance, then the HOA would be responsible to bring the property into compliance. The HOA would hire an Approved Maintenance Entity (AME) to perform the maintenance in all HOA-maintained property.

Two FMZs (Zones 1 and 2) are proposed for the project site. Zone 1 is further subdivided into Zones 1A, 1B, and 1C. The four FMZ conditions (Zones 1A, 1B, 1C, and 2) for the proposed project are described as follows:

- **Zone 1A: Setback Zone (minimum 15 feet wide).** Zone 1A would be the first 15 feet or more of the rear or side yard from the farthest projection of the structure (e.g., the outer edge of the eave) to the top or toe of the slope for any structure that is adjacent to natural open space. This area would consist of low-fuel density, ignition-resistant ground covers and plantings consisting of pathways, turf, and permanently irrigated and maintained landscaping. This area would be planted with drought-tolerant, fire-resistant plants consistent with the plant palettes identified in the FPP. Zone 1A would be maintained by the individual property owners. Fire-resistive trees would be allowed and highly flammable trees would not be allowed in this zone. Ground covers within the first 5 feet from the structure would be restricted to non-flammable materials. No permanent or portable fire pits, outdoor fireplaces, or flame-generating devices that burn wood would be allowed in Zone 1A. Fencing in the lots that are directly adjacent to Open Space or naturally vegetated areas would be constructed with non-combustible materials (e.g., stone, block), fire-rated wood, treated fire-rated vinyl or materials

- approved by the SFD. Property owners would be responsible for ensuring that rear and/or side yard landscaping is maintained for inspection in accordance with the FPP.
- **Zone 1B: Irrigated Zone (minimum 15 feet wide), where required.** Zone 1B, where required, would be a minimum 15 feet wide, starting at the outer edge of Zone 1A and moving outward to Zone 1C. This FMZ would be planted with drought-tolerant, less flammable plant species consistent with the FPP's plant palettes. Vegetation in this area would be kept in a well-irrigated condition and cleared of dead materials. Fire-resistive trees would be allowed in this area if placed and trimmed as specified in the FPP. Zone 1B would be managed and maintained by individual property owners. Structures, including fencing, decks, and arbors, would require approval by the SFD. Property owners would be responsible for ensuring that Zone 1B landscaping is maintained for inspection in accordance with the FPP.
  - **Zone 1C: Irrigated Zone (minimum 35 feet wide/50 feet wide if no Zone 1B).** The standard Zone 1C would be 35 feet wide, starting at the Zone 1B boundary fence and moving outward to Zone 2. Where the property line is located at the top or toe of the slope at the back edge of the building pad, and there is no Zone 1B, Zone 1C would be 50 feet wide. This FMZ would be planted with drought-tolerant, less flammable plant species consistent with the FPP's plant palettes. Zone 1C would require year-round maintenance by the HOA in accordance with the FPP.
  - **Zone 2: Retain 30 Percent of Vegetation (50–100 feet wide).** Zone 2 would adjoin Zone 1C on its outer edge and would measure 50–100 feet in width. In this FMZ, no more than 30 percent of the native, non-irrigated vegetation would be retained. Plants for revegetation would consist of species listed in the FPP's plant palettes. No plant species in the FPP's prohibited list would be planted or remain in Zone 2. This area would require inspection and periodic maintenance by the HOA in accordance with the FPP.

Path: C:\GIS\Projects\Fanita Map Docs\ER3.0 Project\_Description

**FMZ/DEFENSIBLE SPACE ZONE 2:**

ZONE 2 ADJOINS ZONE 1 AND MEASURES NO MORE THAN 100 FEET IN WIDTH. IN THIS ZONE NO MORE THAN 30% OF NATIVE VEGETATION SHALL BE RETAINED. PLANTS FOR REVEGETATION SHALL CONSIST OF SPECIES FOUND ON THE FANITA RANCH PLANT LIST. NO PLANTS FOUND ON THE FANITA RANCH PROHIBITED LIST SHALL BE PLANTED OR REMAIN IN ZONE 2. THIS AREA REQUIRES INSPECTION AND PERIODIC MAINTENANCE BY THE APPLICABLE HOA.

**FMZ/DEFENSIBLE SPACE ZONE 1C:**

ZONE 1C IS A MINIMUM OF 35 FEET WIDE STARTING AT THE PROPERTY LINE AT THE OUTER EDGE OF ZONE 2 AND MOVING INWARDS TOWARDS THE DWELLING UNIT. THIS FUEL MODIFICATION AREA WILL BE PLANTED WITH DROUGHT-TOLERANT LESS FLAMMABLE PLANTS FROM THE FANITA RANCH PLANT LIST. THIS VEGETATION SHOULD BE KEPT IN A WELL-IRRIGATED CONDITION AND CLEARED OF DEAD MATERIAL. TREES ARE ALLOWED IN THIS ZONE IF PLACED OR TRIMMED AS SPECIFIED IN THE FANITA RANCH FIRE PROTECTION PLAN. THIS AREA REQUIRES YEAR-ROUND MAINTENANCE BY THE APPLICABLE HOA.

**FMZ/DEFENSIBLE SPACE ZONE 1B:**

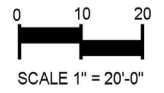
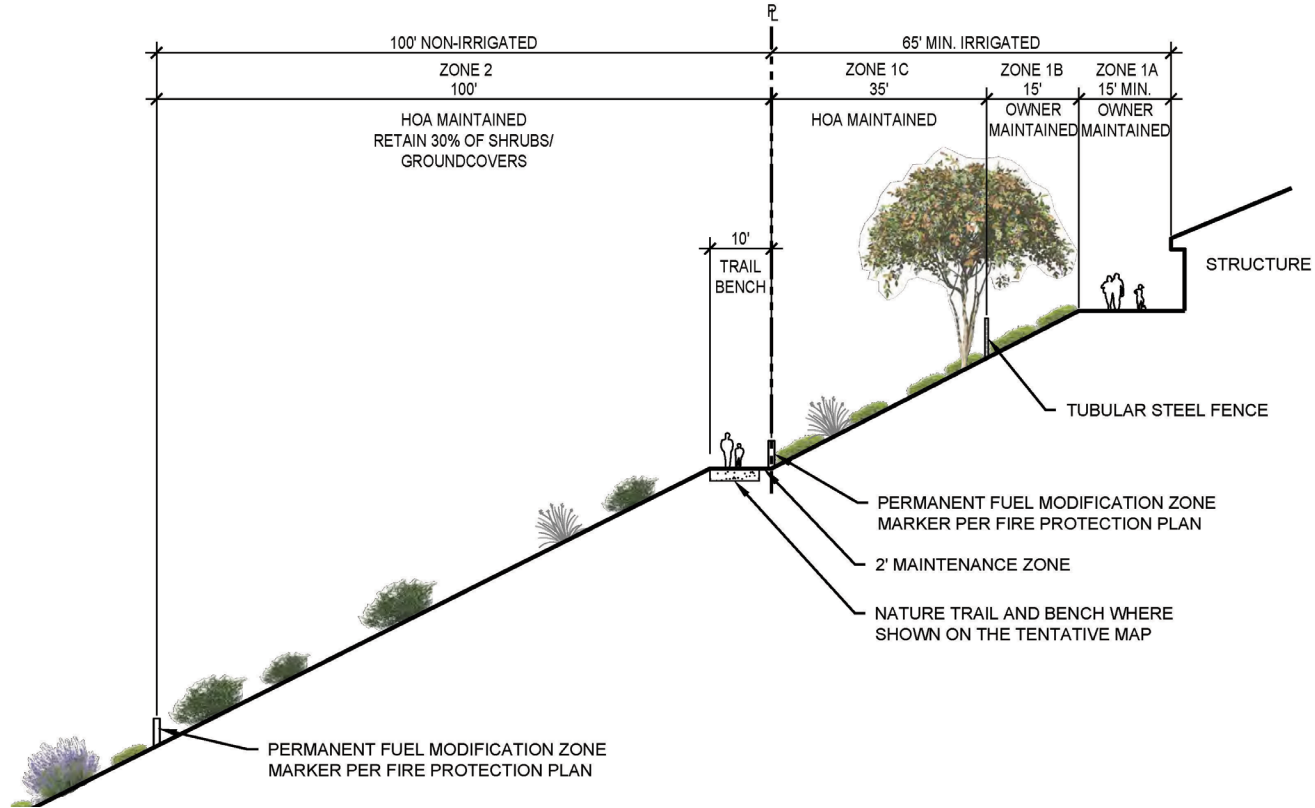
ZONE 1B IS A MINIMUM OF 15 FEET WIDE STARTING AT THE TOP OF SLOPE AND MOVING OUTWARDS TOWARDS ZONE 2. THIS FUEL MODIFICATION AREA WILL BE PLANTED WITH DROUGHT-TOLERANT LESS FLAMMABLE PLANTS FROM THE FANITA RANCH PLANT LIST. THIS VEGETATION SHOULD BE KEPT IN A WELL-IRRIGATED CONDITION AND CLEARED OF DEAD MATERIAL. TREES ARE ALLOWED IN THIS ZONE IF PLACED OR TRIMMED AS SPECIFIED IN THE FANITA RANCH FIRE PROTECTION PLAN. BUILDING RESTRICTIONS APPLY PER THE FANITA RANCH FIRE PROTECTION PLAN. THIS AREA REQUIRES YEAR-ROUND MAINTENANCE BY THE PROPERTY OWNER.

**ZONE 1A - SETBACK ZONE:**

ZONE 1A IS THE FIRST 15 FEET MINIMUM (REAR-OR SIDE-YARD) FROM THE STRUCTURE TO THE TOP OF SLOPE. THIS AREA IS THE LEAST FLAMMABLE AND CONSISTS OF NON FLAMMABLE BUILDING MATERIALS INCLUDING BUT NOT LIMITED TO PAVEMENT, PATHWAYS, TURF AND PERMANENTLY IRRIGATED AND MAINTAINED LANDSCAPING. THIS AREA WILL BE PLANTED WITH DROUGHT-TOLERANT LESS FLAMMABLE PLANTS THAT HAVE BEEN APPROVED BY THE HOA. THIS AREA WILL BE MAINTAINED BY THE PROPERTY OWNER AS REQUIRED BY THE FANITA RANCH FIRE PROTECTION PLAN.

**FMZ/DEFENSIBLE SPACE ZONE 1:**

ZONE 1 IS A MINIMUM OF 65 FEET WIDE STARTING AT THE EDGE OF ZONE 2, AND MOVING INWARDS TOWARD THE DWELLING UNIT. THIS FUEL MODIFICATION AREA WILL BE PLANTED WITH DROUGHT-TOLERANT LESS FLAMMABLE PLANTS FROM THE FANITA RANCH PLANT LIST. THIS VEGETATION SHOULD BE KEPT IN A WELL-IRRIGATED CONDITION AND CLEARED OF DEAD MATERIAL. TREES ARE ALLOWED IN THIS ZONE IF PLACED OR TRIMMED AS SPECIFIED IN THE FANITA RANCH FIRE PROTECTION PLAN. THIS AREA REQUIRES YEAR-ROUND MAINTENANCE BY THE PROPERTY OWNER OR APPLICABLE HOA. BUILDING RESTRICTIONS PER THE FANITA RANCH FIRE PROTECTION PLAN APPLY IN ZONES 1A AND 1B.



Source: Dudek 2022.

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Vegetation maintenance and management and fire safety measures for the vegetation areas listed below on the project site would be in accordance with the provisions in the FPP. Refer to the FPP in Appendix P1 for a full description of fire safety features within the proposed project:

- **FMZ for Existing Communities:** The HOA would provide and maintain a 100-foot wide thinning zone where existing fuels are maintained in a low-fuel state consistent with Zone 2.
- **Special Use Area FMZ:** A minimum 50-foot buffer would be provided along the existing, off-site residential homes and along the perimeter adjacent to the Habitat Preserve.
- **Roadside FMZs:** Roadside FMZs would be provided and maintained for project streets and designated SFD access roads. Roadside FMZs would be 50 feet wide from the edge of the street on both sides whether on or off site when adjacent to natural open space. Water tank access roads and water tanks at these sites would receive 3-foot-wide FMZs. Off-site street improvements FMZs would be 30 feet wide when not adjacent to natural open space.
- **Farmland, Row Crops, Orchards, or Vineyards:** Agriculture areas would be consistently managed and maintained by an on-site agriculture management team and would include a 10-foot firebreak between native vegetation and farmland.
- **Parks and Greenways:** Fire-safe vegetation management would be provided at park and greenway locations in the proposed project.
- **Trail Vegetation Management:** Trail maintenance would routinely occur by the HOA to remove potential fuels and to maintain the trail in usable condition. Community pathways would be accessible by emergency all-terrain vehicles.
- **SDG&E Easement:** This easement would be maintained and hazard fuel conditions addressed by SDG&E in accordance with its vegetation management program and standard policies mandated by the California Public Utilities Commission.
- **Water Detention/Treatment Basins:** Basins would be provided with fire-safe vegetation management and water management on a yearly basis in accordance with the City's weed abatement standards and Stormwater Facilities Management Plan.
- **Interior Manufactured Slopes:** These areas would be consistently maintained by the HOA and comply with the FPP plant palette.
- **Environmentally Sensitive Areas:** The proposed project's managed and maintained FMZs are designed to be outside of environmentally sensitive or Habitat Preserve areas. Fuel management would not occur in the Habitat Preserve. Fuel management in the FMZs would be subject to seasonal restriction on vegetation clearing in conformance with the Santee Draft MSCP Subarea Plan.
- **Vacant Parcels and Lots:** A fuel modification phasing and development plan would be drafted and implemented for the phasing of the proposed project to ensure the safety of the residences and occupants during construction.

- **Private Lots:** No plant species listed on the FPP’s prohibited list would be allowed on private lots in the proposed project.
- **Additional Tree Planting and Maintenance Standards:** Tree planting in proposed park and maintenance areas as well as along roadways would be acceptable as long as they meet certain restrictions as outlined in the FPP.

Vegetation management requirements during construction would be implemented at commencement and throughout each construction phase. Vegetation management would be performed pursuant to the FPP and the SFD requirements on building locations prior to the start of work and prior to any import of combustible construction materials. Adequate fuel breaks, as approved by the SFD, would be created around grading, site work, and other construction activities in areas where there is flammable vegetation. Fuel breaks would range between 50 and 150 feet around grading activities.

### 3.7 Solid Waste and Recycling

Commercial and residential trash hauling, as well as industrial solid waste, green waste, and recycling collection and disposal services for the proposed project, would be provided by Waste Management, Inc., under a contractual franchise agreement with the City. Waste Management, Inc. would provide trash, recycling, and yard waste pickup services on a weekly basis for residential customers and up to seven times per week for business customers. The waste would be hauled to Sycamore Landfill, a 349-acre site located at 8514 Mast Boulevard, approximately 1.7 miles southwest of the project site off Mast Boulevard and West Hills Parkway. The landfill is estimated to operate as an active disposal site until at least 2042 (City of Santee 2022a**0a**).

Waste and recycling for project construction and operation would comply with CALGreen and state regulations designed to divert waste from landfills. Recycling would meet state-wide mandates that require significant recycling efforts during and after construction.

Non-residential development, or those spaces where people do not live, and attached residential development in the proposed project would comply with the trash enclosure requirements provided in Section 3.2.11.7 of the Fanita Ranch ~~Specific Development Plan~~ (City of Santee ~~2022a~~**2020a**). Detached residential development and attached residential development where private garages are attached to individual units would participate in Waste Management, Inc., residential curbside pickup program. Solid waste containers for these dwellings, which would be stored in private side or rear yards or in garages, would be picked up from the street curbside or alley edge on collection days.

Proposed development on the project site contemplates the use and reuse of on-site rock materials, such as large boulders, rock cobble, decomposed granite, and processed rock. There are large quantities of rock cobble existing on site. Rock cobble would be collected and used in the construction of water quality and landscape features. It is also anticipated that an aggregate plant

would be set up on site during construction. The aggregate plant would produce roadway sub-base and other aggregate materials for use on site. In addition to rock materials, there are large deposits of decomposed granite on site, which would be reused for trails and other landscape-related purposes. Use of on-site materials would eliminate the need for importing rough or finished materials, reducing construction-related vehicle emissions in support of the approved Sustainable Santee Plan.

### **3.8 Smart Growth and Sustainability Features**

The proposed project would implement smart growth principles, which advocate thoughtful and sustainable development patterns to avoid urban sprawl and conserve resources, promote alternatives to single-occupancy vehicle use, support livability, offer opportunities for social engagement, and achieve fiscal sustainability. The following provides a list of the proposed project features that are intended to promote sustainable and responsible development to preserve habitat, protect water and air quality, minimize potable water consumption and greenhouse gas emissions, conserve energy and resources, and reduce waste, including some that are now or may become mandatory with future updates to CALGreen or other applicable provisions of law. All sustainability features that are required at the time of construction would be implemented during the development of the proposed project.

#### **A. Open Space Conservation**

1. Cluster development areas to establish large, contiguous open space as the Habitat Preserve for dedication to the City's MSCP Subarea Plan to ensure long-term protection of sensitive species and habitats.
2. Implement a PMP for the Habitat Preserve that is consistent with the California NCCP Act design guidelines and standards.
3. Implement a habitat restoration program that restores a variety of native upland vegetation communities in the Open Space and Habitat Preserve, increasing the integrity of ecological systems across the project site.
4. Preserve wildlife corridors within the Habitat Preserve.
5. Protect sensitive cultural resources.

#### **B. Land Use, Transportation, and Community Design**

1. Provide diverse housing types and sizes to accommodate people of different age groups, incomes, household types, and abilities.
2. Locate parks and recreation amenities within walking distance of each residence.
3. Implement an efficient, complete streets network with multiple routes to distribute traffic and encourage walking, biking, and low-speed vehicle use and increased destination accessibility.
4. Provide a street system of varying design capacities tailored to meet the unique village concept and site constraints.

5. Incorporate traffic calming measures that reduce traffic speeds and enhance safety for pedestrians and cyclists.
6. Provide a pedestrian and bicycle mobility system consisting of sidewalks, trails, and bikeways throughout the proposed project, providing linkages between neighborhoods to other key land uses.
7. Reduce parking footprint through shared parking and structured parking.
8. Encourage bicycle parking and support facilities, such as bike lockers, repair stations and rentals, education programs, and events.
9. Provide NEV safe routes and designated parking, drop-off areas, and other support facilities that encourage EV and alternative fuel vehicle use, carpooling, and car-sharing services.
10. Install EV chargers within all residences within the Low Density Residential land use designation areas, some residences in the Medium Density Residential, Active Adult, and Village Center land use designations, as well as within the parking lots of commercial uses in the Village Centers.
11. Develop a TDM plan that considers community programs and includes ride-sharing, alternative modes, and other strategies to reduce single-occupancy vehicle use.
12. Encourage local food source to reduce vehicle trips and vehicle miles traveled associated with food distribution, and education programs for property owners to grow sustainable and edible vegetation.
13. Support residence-based businesses and telecommuting by allowing residence-based businesses, live-work units, business support services, and shared workspace in Village Centers.
14. Provide community education and learning opportunities through the provision of a Farm, AgMeander trail system, a potential K–8 school site, interpretive elements, and a variety of educational programs that inform and promote a sustainable and healthy lifestyle, honor the land’s agrarian legacy, and support community participation.

#### C. Energy, Atmosphere, and Building System

1. Incorporate building orientation and fenestration that take advantage of sunlight, shade, and prevailing winds to maximize passive solar energy and natural ventilation and take advantage of daylight during daytime hours.
2. Incorporate overhangs or other shading device to limit solar heat gain.
3. Utilize EnergyStar appliances, energy-efficient lighting fixtures, tank-less water heaters, increased insulation, and minimize air leaks to the building envelope by using air barriers on exterior walls in all residential and commercial construction.
4. Utilize efficient and properly sized heating, ventilation, and air conditioning systems.
5. Implement pollutant control measures such as duct covering and mechanical equipment protection during construction and use of low volatile organic



compound-emitting building materials for flooring, carpet, adhesives, caulks, paints and insulation to protect air quality.

6. Prohibit wood-burning stoves, fire pits, and fire places in all residential land use designations.
7. Permit a total of six natural gas fire pits or fireplaces within community areas of the villages.
8. Encourage shared parking between uses to reduce pavement areas.
9. Encourage the use of light-colored, semi-reflective or cool roof technology for roofing, parking lots, and other hardscape applications.
10. Plant shade trees in parking lots and along the streets, walkways, and other paved areas.
11. Install rooftop solar power (PV) to offset the demand on the electric grid.
12. Implement a potential solar farm for generating sustainable power within the community.
13. Utilize LED or other high efficiency light bulbs for outdoor lighting.

#### D. Water Conservation and Water Quality

1. Employ advanced treated water from the East County Advanced Water Purification Program.
2. Use feasible low-impact impact development techniques and BMPs consistent with the City's BMP Design Manual.
3. Implement Green Streets along portions of Fanita Parkway, Cuyamaca Street, and Magnolia Avenue that include biofiltration features to slow, filter, and cleanse stormwater runoff from impervious surfaces.
4. Use inlet filters and rain barrels for single-family residences and appropriately sized detention basins such that there is no impact on downstream drainage facilities, both natural and human made.
5. Install low-flow water fixtures, dual flush toilets, gray water systems (where appropriate), and other water-efficient plumbing fixture/fittings and appliances.
6. Install native, non-invasive, and drought-tolerant plant species and limitations on turf and landscaping techniques that reduce water demand and promote carbon sequestration.
7. Employ hydrozoning to allow for efficient application of water and optimum plant growth while minimizing evaporation and runoff.
8. Utilize high-efficiency or smart irrigation controllers.
9. Utilize green waste mulch and soil amendments to retain soil moisture.
10. Employ community programs that educate residents and businesses on water conservation.

### **3.9 Landscaping Concept**

The overall goal of the landscape design for the proposed project is to be sensitive to the natural open space. The proposed project seeks to make healthy living a central theme of its development by focusing on the character of semi-rural living. The design of the proposed project would focus on a range of wellness and sustainability development features, including an extensive trails system, a community farm, orchards, vineyards and gardens throughout the community, that promote healthy living and a protected natural environment.

The community development has been planned to provide a transition from naturalized open space to neighborhoods within an agricultural setting, giving the impression of a small community that has emerged from a farm. Manufactured slopes on the perimeter of the development area would be revegetated with erosion-control plantings that would blend with the native habitat and be included in the Habitat Preserve outside of the FMZs. The proposed landscape program would support a broad list of water-wise and non-invasive trees, shrubs, succulents, and ground covers. Gateways and landmarks would use existing landforms, natural features, and scenic vistas to provide natural orientation and wayfinding. Refer to Figure 3-15, Conceptual Landscape Plan, for an illustration of the proposed project's landscape theme.

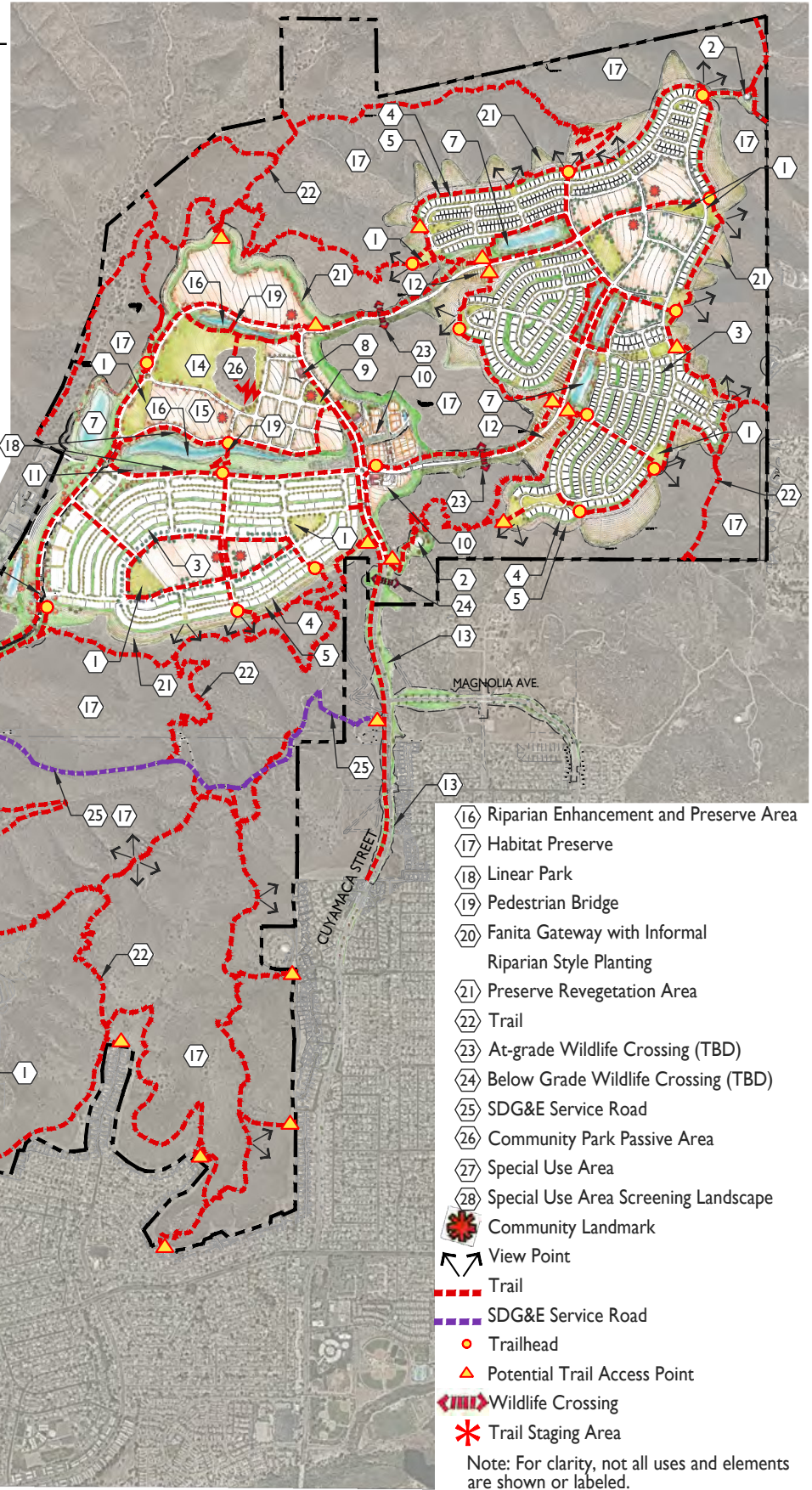
#### **3.9.1 Gateway Landscaping**

There are two proposed gateways or entries onto the project site: (1) the Cuyamaca Street gateway and (2) the Fanita Parkway gateway. The Cuyamaca Street gateway would provide access to the site from the southeastern corner of Orchard Village. Upon entering the community, the roadway would be designed to preserve the project site's hillsides and rock outcroppings. Continuing north into the site, the roadway landscaping would transition from native vegetation to pasture and orchard landscaping. Community signage would be incorporated into the landscape. A roundabout with thematic landscaping in its center would define the first intersection, and farm-themed wayfinding signage would direct visitors to one of three villages.

The Fanita Parkway gateway, located at the southwestern edge of the project site, would also provide access to the proposed project. It would maintain the existing roadway's rural character by limiting new landscaping and creating clusters of trees to preserve views to the Santee Lakes Recreation Preserve. At the southwestern edge of Orchard Village, roadway landscaping would transition to stacked stone walls, split-rail fencing, and orchard trees. Community signage would be incorporated into the landscape. At the first major intersection, a roundabout with one or more large specimen trees and wayfinding signage would direct visitors to one of the three villages.

**LEGEND**

- ① Neighborhood and Mini Parks
- ② Water Reservoir
- ③ Interior Slope Erosion Control Planting
- ④ FMZ Zone 1 Planting
- ⑤ FMZ Zone 2
- ⑥ *Item Intentionally Deleted*
- ⑦ Water Quality Basin (Typ.)
- ⑧ Fire Station Site
- ⑨ Village Green
- ⑩ Farm
- ⑪ Orchard (Typ.)
- ⑫ Vineyard (Typ.)
- ⑬ Cuyamaca Gateway w/ Informal Oak/Chaparral Style Planting
- ⑭ Community Park
- ⑮ School Site



- ⑯ Riparian Enhancement and Preserve Area
  - ⑰ Habitat Preserve
  - ⑱ Linear Park
  - ⑲ Pedestrian Bridge
  - ⑳ Fanita Gateway with Informal Riparian Style Planting
  - ㉑ Preserve Revegetation Area
  - ㉒ Trail
  - ㉓ At-grade Wildlife Crossing (TBD)
  - ㉔ Below Grade Wildlife Crossing (TBD)
  - ㉕ SDG&E Service Road
  - ㉖ Community Park Passive Area
  - ㉗ Special Use Area
  - ㉘ Special Use Area Screening Landscape
  - Community Landmark
  - View Point
  - Trail
  - SDG&E Service Road
  - Trailhead
  - Potential Trail Access Point
  - Wildlife Crossing
  - Trail Staging Area
- Note: For clarity, not all uses and elements are shown or labeled.

Source: Fanita Ranch Development Plan 2022.

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### 3.9.2 Community-Wide Landscape

The community-wide plant palette for the proposed project would include drought-tolerant and non-invasive plants, complement the natural surroundings, and provide an aesthetic quality to the various villages. The goal would be to mimic the native landscape while addressing fire management requirements. The landscape would include water-wise ornamental plants, agricultural plants, edible ornamental plants, native plants, and accent plants. Certain areas on the project site would require special landscaping requirements to address site-specific conditions. These conditions would include FMZs, riparian areas, the Habitat Preserve, and revegetation areas. Planting techniques and palettes for these areas would comply with the requirements of the FPP and habitat management plan. Landscaping and irrigation for the proposed project would comply with the applicable provisions of the Santee Municipal Code Chapter 12.26, Landscape and Irrigation Regulations and the Guidelines for Implementation of the City of Santee Water Efficient Landscape Ordinance (City of Santee 2017b).

### 3.9.3 Agricultural Landscaping

The Farm is intended to be a focal point at the center of the community. Each village would extend the agricultural theme throughout the community by incorporating orchards and vineyards, community gardens, residential gardens, edible landscaping, and the AgMeander.

### 3.9.4 Community Walls and Fencing

Walls and fencing throughout the project site would reflect the community's farm theme, provide privacy, and enhance the safety of the residents. The walls and fences described below would be generally representative of the proposed design character. Final wall and fencing specifications would be determined during preparation of detailed landscape improvement plans. The following are the wall and fence types that would occur in the proposed project:

- **Masonry Community Walls:** Masonry community walls would reduce noise and provide privacy for residences adjacent to primary streets. These walls would typically consist of slump block with pilasters. Landscaping would be provided in front of the wall. Masonry sound walls would be constructed at the perimeter of the pump stations to provide noise attenuation.
- **View Fences:** Tubular steel or masonry and Plexiglas, or tempered glass, view fences would define the boundary between public and private spaces while maintaining views from many of the residential lots. Decorative tubular steel fencing would be used for most conditions. Where sound attenuation or Open Space fire mitigation is required, a short slump block masonry wall finished to match the community wall, topped with a tempered glass or Plexiglas view screen, would be appropriate. Tubular steel street fences would also secure stormwater basins.

- **Tubular Steel View Fence in FMZs:** Perimeter lots in the Orchard and Vineyard Villages that abut the Habitat Preserve would have vast views. To keep these views open, the 6-foot high view fence would be moved down the slope into the FMZs.
- **Privacy Fencing:** Five-foot-six-inch-high wood fencing would provide privacy between adjacent residences and from the street. A medium-body stain treatment would provide a finished appearance and reduce sun and water bleaching of the wood. Fencing in lots adjacent to native Open Space would be constructed of non-combustible materials. For interior lots, fencing within 5 feet of a structure would be non-combustible or meet the same fire rating as the structure wall.
- **Open Space and Trail Fencing:** Post and rail or post and cable fencing (4.5 feet high) would keep trail users safe and on approved trails. Natural wood fencing would be treated to resist insects and decay. Wood-look precast concrete split-rail fencing would be another option. Open Space and trail fencing would be located as needed throughout the project site.
- **Special Use Area Security Fencing:** A solid high tubular, masonry wall or similar would surround and secure the Special Use area. The wall would visually blend into the surrounding landscape and minimize fence corrosion.

### 3.9.5 Conceptual Community Lighting Plan

The Conceptual Community Lighting Plan provides general lighting design guidance for streets, pathways, common Open Space, recreation areas, buildings, special accent lighting, and sign illumination on the project site. Site-specific lighting would meet the following guidelines:

- All light fixtures would conform to the requirements of Title 24 of the California Code of Regulations.
- Direct lighting would be shielded from adjacent residential properties, Habitat Preserve lands, riparian areas, and other light sensitive receptors.
- Lighting would be directed to the specific location intended for illumination (e.g., streets, parking areas, walkways, and recreation areas).
- Non-essential lighting and stray light spillover would be minimized.
- Low-intensity lamps would be used except where high-intensity illumination is needed or required.
- Street light design, including wattage and illumination, and spacing would be consistent with the City's Public Works Standards (1982), as amended.

Enhanced lighting would vary based on location and application in each Village Center. Village Center streets would be well lit to encourage evening use and pedestrian activity. Thematic walkway lighting, parking lot lighting, and building accent lighting would be used to reinforce the community's agrarian theme. To accommodate nighttime use of the Community Park and promote

safety and security, lighting within sports fields, sport courts, parking lots, and walkways, as well as building security and accent lighting, plaza lighting and signage lighting, would be provided. Neighborhood Parks and Mini-Parks would be planned for daytime use only and would not provide nighttime lighting.

The “Dark Sky” concept would be implemented to the maximum extent possible in the proposed project to minimize light pollution caused by the effects of sky glow, glare and light trespass onto adjacent properties, streets and environmentally sensitive areas; conserve energy use; and maintain nighttime safety and security. This would be achieved by the following conditions: (1) designing lighting according to use, (2) prohibiting certain types of light sources, (3) using appropriate shielding and direction of lighting sources, and (4) enforcing lighting curfews for certain uses. Refer to the Conceptual Lighting Plan in the Fanita Ranch ~~Specific Development~~ Plan (City of Santee ~~2022a~~2020a) for additional detail on lighting guidelines for the proposed project.

### **Street Lighting**

The Conceptual Lighting Plan would comply with the City’s current Public Works Standards for street light standards, except as otherwise noted. Street lights would be spaced and placed to efficiently direct light downward. Timers or photocell sensors would be incorporated into the light fixtures to reduce energy use. Yellow flashing beacons with advisory speed signs would be placed at three locations along the off-site extension of the Magnolia Avenue to alert drivers of steep roadway grades and to reduce speed, as illustrated on Figure 3-8. The yellow flashing beacons would be designed and operated in compliance with the standards in the California Manual on Uniform Traffic Control Devices Chapter 4L (Caltrans 2014).

### **Lighting Adjacent to Sensitive Habitat Areas**

The following are guidelines for lighting near sensitive habitat areas in the proposed project:

- Eliminate lighting in or adjacent to conserved habitat, except where essential for roadway use, facility use, safety, or security purposes
- Use low-pressure sodium illumination sources or other similar technology
- Do not use low-voltage outdoor or trail lighting, spotlights, or bug lights
- Shield light sources adjacent to conserved habitat so that the lighting is focused downward

Consistent with these requirements, lighting within the development area would be directed away from the adjacent Habitat Preserve, riparian, and other natural open space areas to limit light spillage. Low-pressure sodium lights would be used unless new or improved technology is available during project implementation. Fully shielded or full cutoff light fixtures would be used to the extent feasible in areas adjacent to the Habitat Preserve and other environmentally sensitive areas.

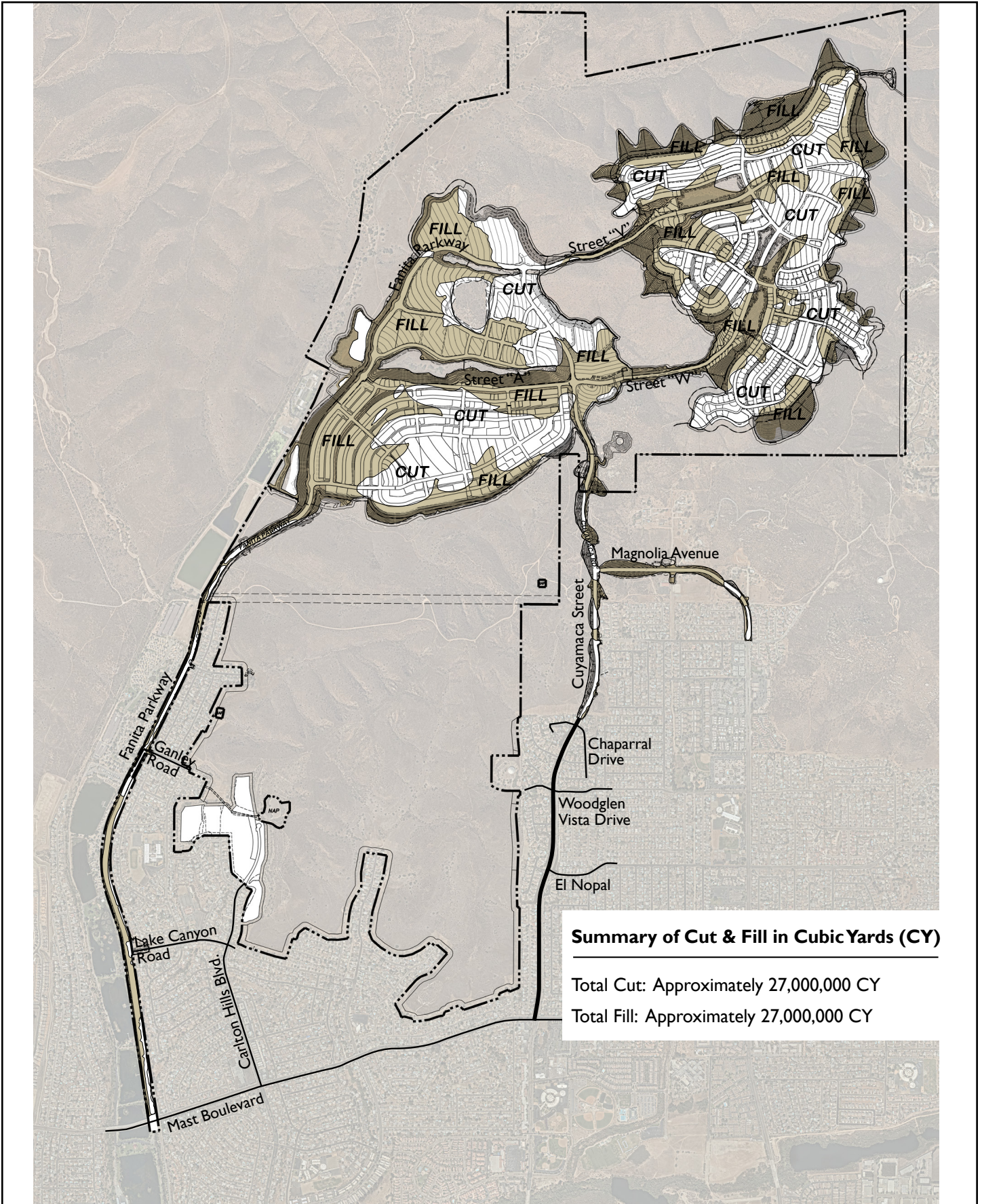
Streets “V” and “W” would connect Fanita Commons and Orchard Village with Vineyard Village. These roadways would be in the Habitat Preserve and would be designed to include wildlife crossings. To create a safe corridor for automobiles and pedestrians, accommodate nocturnal wildlife movement, and enhance the viability of planned wildlife crossings, portions of these streets would be marked with highly reflective pavement markers instead of standard roadside City street lights and include a pedestrian-activated, low-level bollard lighting system for pedestrian safety. Retroreflective pavement markers (pursuant to the California Department of Transportation specifications) would be spaced 24 feet on center on these segments. It has been demonstrated that, from an animal’s perspective, the pavement markers mimic a small rock in the landscape and would not negatively impact wildlife movement.

### 3.10 Grading Plan

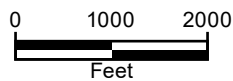
The proposed project would be graded into development pads using a maximum (i.e., no steeper than) 2:1 slope ratio for fill slopes and a maximum 1.5:1 for cut slopes. Internal manufactured slopes over 40 feet in height that are visible from the public rights-of-way, identified as “public interest” slopes, would use landform grading techniques to recreate and mimic the flow of the natural contours and drainages to complement the natural surroundings. The overall grading quantity, which would be approximately 27 million cubic yards of cut and fill, would be balanced on site with no import or export for the mass grading operation to reduce overall construction truck trips. Grading would only extend beyond the project site boundaries where infrastructure improvements are required along off-site portions of Cuyamaca Street and Magnolia Avenue. Cuts up to 165 feet and fills up to 142 feet would occur on portions of Vineyard Village. The Special Use area was previously graded, and no additional mass grading is proposed. However, fine grading may occur in conformance with the geotechnical investigations depending on the ultimate use of the area (see Figure 3-16, Conceptual Cut and Fill Plan).

During construction, a temporary aggregate plant would be constructed on the project site for rock crushing and production of aggregate materials for incorporation into on-site infrastructure, such as roadway sub-base, walls, trails, and landscape-related features. The aggregate plant would move to different locations within the project site based on construction phasing (see Appendix K). Use of these on-site materials eliminates the need for importing rough or finished materials, reducing construction-related vehicle trips and associated air pollutant emissions. The use of the on-site aggregate plant would terminate at project buildout. Rock-crushing activities would comply with the City’s noise standards and regional air quality standards. Blasting may be required in some rock formations and would be permitted and approved by the SFD. Drilling and blasting are not anticipated to occur in the same area for more than 10 consecutive workdays and would only occur during daytime hours. It is anticipated that no more than one blast would occur in one area per day (City of Santee 2022a~~2020a~~).





Source: Fanita Ranch Development Plan 2022.





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### 3.10.1 Grading Design Guidelines

The following grading design standards have been developed to address the unique topography of the project site, minimize the development footprint, and maximize the preservation of natural Open Space areas on the project site:

1. Grading on the project site would be as efficient as possible to minimize the development footprint.
2. Grading would not be excessive beyond that necessary for the use, access, and drainage of the site.
3. Grading would be designed to minimize adverse environmental and visual impacts to surrounding properties by blending visible edges with the surrounding topography that occurs around the perimeter of the development area. Intersecting front and side slopes shall have corners rounded with a minimum radius of 5 feet.
4. “Public interest” slopes within the development area that are visible from the public rights-of-way would be designed to use landform grading techniques to recreate and mimic the natural contours and drainages.
5. Cut and fill slopes over 40 feet in height are identified on the Vesting Tentative Map.
6. Refer to the geotechnical investigations (Appendices G1, G2, G3, and G4) for the proposed project slope details and proposed terrace drain recommendations and requirements.
7. Slopes exceeding 3 feet in height would be protected by an erosion-control program as soon as possible after grading.
8. A usable side yard of at least 3 feet from any building wall would be provided where adjacent to the toe or top of a slope.
9. When placing fill slopes over steep hillsides, measures would be taken to ensure stability, drainage, and erosion control, such as temporary mulching and seeding, sediment traps and basins, storm drain inlet protection, and other erosion and sediment control BMPs. Grading activities would comply with applicable provisions of the California Building Code and implement applicable BMPs listed in the City BMP Design Manual and the Guidelines for Surface Water Pollution Prevention.

### 3.11 Conceptual Phasing Plan

The conceptual phasing plan for the proposed project would be divided into four phases (see Figure 3-17, Conceptual Phasing Plan). The plan’s objective is to coordinate the provision of public facilities and services with the anticipated sequence pattern of development. The conceptual phasing plan may change over the development lifetime of the proposed project in response to changing market conditions or other unforeseen conditions. The phasing of development and implementation of public facilities may be modified as long as the required public improvements are provided at the time of need.

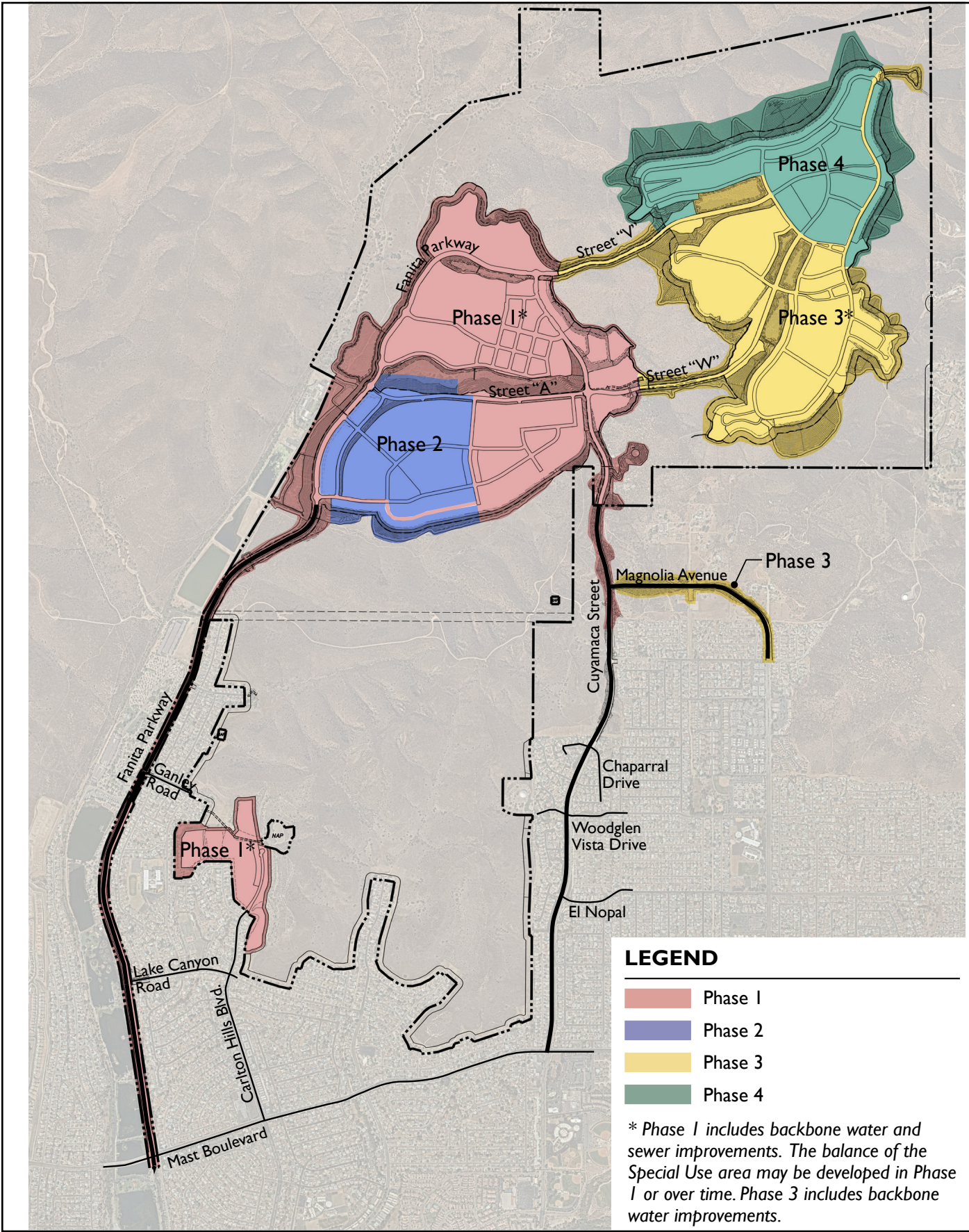
Amendments to the conceptual phasing plan are considered administrative in nature. The project conditions of approval ~~Development Agreement between the applicant and City will~~ would memorialize the details and timing of certain public infrastructure and facility improvements. The conceptual phases for the proposed project include the following:

- **Phase 1:** Fanita Commons and the easterly portion of Orchard Village, off-site and on-site improvements to Fanita Parkway and Cuyamaca Street, sewer infrastructure through the Phase 2 area, and water infrastructure in the Special Use area.
- **Phase 2:** Westerly portion of Orchard Village and dead-end street improvements.
- **Phase 3:** Connections to and construction of the southerly half of Vineyard Village and water infrastructure through the Phase 4 area, and off-site improvements to Magnolia Avenue.
- **Phase 4:** Northerly half of Vineyard Village.

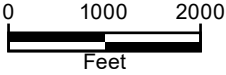
These proposed phases are conceptual and non-sequential and may occur simultaneously. Phases may overlap or vary depending on market conditions. The phases may also be broken down into smaller sub-phases. Each impact assessment in the EIR evaluates the worst-case scenario in light of the fact that the construction phases may overlap.

Each phase would take approximately 2 to 4 years to complete. Construction is anticipated to begin in ~~summer 2023~~ with a buildout of approximately 10 to 15 years. The Special Use area is not tied to the development phasing described previously and may be developed anytime during project buildout; however, water infrastructure within the Special Use area would be constructed during Phase 1.





Source: Fanita Ranch Development Plan 2022.



**Figure 3-17**  
Conceptual Phasing Plan

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### 3.12 Discretionary Actions

The proposed project is a “discretionary project,” which is defined in Section 15357 of the CEQA Guidelines as “a project that requires the exercise of judgment or deliberation when the public agency or body decides to approve or disapprove a particular activity.” The proposed project would require approval of the following discretionary actions by the Santee City Council:

- **EIR Certification.** Certification of the environmental documentation prepared in conformance with CEQA.
- ~~**General Plan Amendment.** Amend the General Plan to allow 2,949 units on the project site.~~
- ~~**Development Plan. Specific Plan.** Identification of the development requirements for the site, and amend the 16 Guiding Principles pertaining to the proposed project.~~
- ~~**Zoning Amendment or Reclassification.** Change the site designation from Planned Development (PD) to Specific Plan.~~
- **Vesting Tentative Map.** The creation of a tentative map for the proposed project is intended to establish vested rights to proceed with a project in substantial compliance with regulations in effect at the time the application is deemed complete. The Vesting Tentative Map would identify the intention to use phased final maps.
- **Development Review Permit.** Permit required for any new construction on the project site.
- ~~**Development Agreement.** Voluntary contract between the City and the applicant specifying the obligations of both parties.~~
- **Conditional Use Permits.** Permits required for operation of public parks and public buildings and facilities (fire station) pursuant to the procedures set forth in Santee Municipal Code, Section 13.06.030.

On August 25, 2021, the City adopted, by Urgency Ordinance No. 592, an Essential Housing Program to boost housing production and improve housing affordability in the City. The program addresses the current housing emergency by streamlining and incentivizing the construction of new housing projects that meet specific criteria. Under the program, projects that meet the specified criteria set forth by the City Council are deemed to be in compliance with the Santee General Plan and do not require an amendment to the Santee General Plan, rezone, or other legislative act. Further, the City’s development standards, conditions, and policies shall be applied to facilitate and endeavor to accommodate development at the density proposed by projects that qualify under the Essential Housing Program.

An application under the Essential Housing Program was submitted for the proposed project in December 2021. On December 27, 2021, the City’s Director of Development Services certified the proposed project as an Essential Housing Project. Accordingly, the proposed project has been deemed to be in compliance with the Santee General Plan and does not require an amendment to the Santee General Plan, a Specific Plan, Development Agreement, rezone, or other legislative act.

The Fanita Ranch Essential Housing certification and Urgency Ordinance No. 592 are provided in Appendix R.

Additionally, implementation of the proposed project may also require the applicant to obtain approval, permits, licenses, certifications, or other entitlements from various federal, state, and local agencies including but not limited to the following:

- **U.S. Army Corps of Engineers:** Section 404 – Clean Water Act
- **U.S. Fish and Wildlife Service:** Endangered Species Act – Section 7 Consultation or Section 10(a) Incidental Take Permit
- **California Department of Fish and Wildlife:** California Fish and Game Code, Section 1600 – Streambed Alteration Agreement/Memorandum of Understanding
- **State Water Resources Control Board:** National Pollutant Discharge Elimination System Permit; General Construction Activity Stormwater Permit, including Stormwater Pollution Prevention Plan
- **San Diego Regional Water Quality Control Board:** Clean Water Act, Section 401 Permit – Water Quality Certification
- **State Historic Preservation Office.** National Historic Preservation Act, Section 106, consultation
- **California Department of Transportation.** Encroachment Permit or other entitlements for improvements to Caltrans facilities-
- **County of San Diego.** Rights-of-way permits or other entitlements for roadway improvements-
- **City of San Diego.** Rights-of-way permits or other entitlements for roadway improvements-

### 3.13 References

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## **4.10 Land Use and Planning**

The section addresses potential land use and planning impacts that may result from construction or operation of the Fanita Ranch Project (proposed project). The following discussion addresses the existing land use and regulatory conditions of the affected environment, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the proposed project, as applicable.

### **4.10.1 Environmental Setting**

The proposed project is located within the limits of the City of Santee (City). The project site is bordered by Marine Corps Air Station Miramar and Padre Dam Municipal Water District (PDMWD) facilities to the west, including Santee Lakes Recreation Preserve; open space/recreational areas, including Goodan Ranch/Sycamore Canyon County Preserve to the north and west; City residential neighborhoods to the south; and the unincorporated residential community of Eucalyptus Hills to the east (see Figure 3-2, Project Site, in Chapter 3, Project Description).

#### **4.10.1.1 On-Site Land Uses**

The project site consists of approximately 2,638 acres of undeveloped canyons, hillsides, and valleys. The project site is characterized by a series of ridgelines and finger canyons predominantly in the northern and central portions of the site that trend in a northeast–southwest direction. Because the project site is undeveloped, it includes several biological communities with varied habitat including wetland, riparian, chaparral, coastal sage scrub, and disturbed grassland. Historical uses of the project site include cattle grazing and possible military training. The San Diego Gas and Electric Company owns a 150-foot-wide transmission line easement that traverses the central portion of the project site from east to west. A water reservoir tank operated by PDMWD north of the current terminus of Carlton Hills Boulevard is also located on site. The site supports a complex system of dirt roads and pioneered trails, many of which have non-authorized use from off-road vehicle traffic, bikers, hikers, dog walkers, and other forms of recreation. Some of the dirt roads occur on a San Diego Gas and Electric Company easement providing necessary access to power transmission lines. The site is regularly used by helicopter pilots and local first responder personnel for training purposes.

#### **4.10.1.2 Existing Surrounding Land Uses**

##### **City of Santee**

The area directly south of the project site is primarily single-family detached residences on 6,000 square-foot lots. The single-family neighborhood of Carlton Hills is south of the project site immediately east of Fanita Parkway. Along portions of the project site’s southeastern boundary are low density and hillside/limited residential areas that permit one residential unit per acre. Directly east of that is land

designated as Hillside/Limited (HL). The Hillside/Limited (HL) designation is intended for residential development in areas that exhibit steep slopes, rugged topography, and limited access. Multi-family units (apartments, townhomes, and condominiums) are located predominately along Santee's major roads, including Mast Boulevard, Cuyamaca Street, and Magnolia Avenue south of the project site. Refer to Figure 4.10-1, City of Santee General Plan Land Use Map.

Surrounding the southern portion of the project site is a network of existing roads in the City. Fanita Parkway and Cuyamaca Street travel in a north–south direction south of the project site on the western side and toward the middle of the project site, respectively. Magnolia Avenue runs in a north–south direction east of the southern portion of the project site. South of the project site is Mast Boulevard, which travels in an east–west direction and joins SR-52 just west of the project site. In addition, over 20 residential roads terminate at the southern project site boundary.

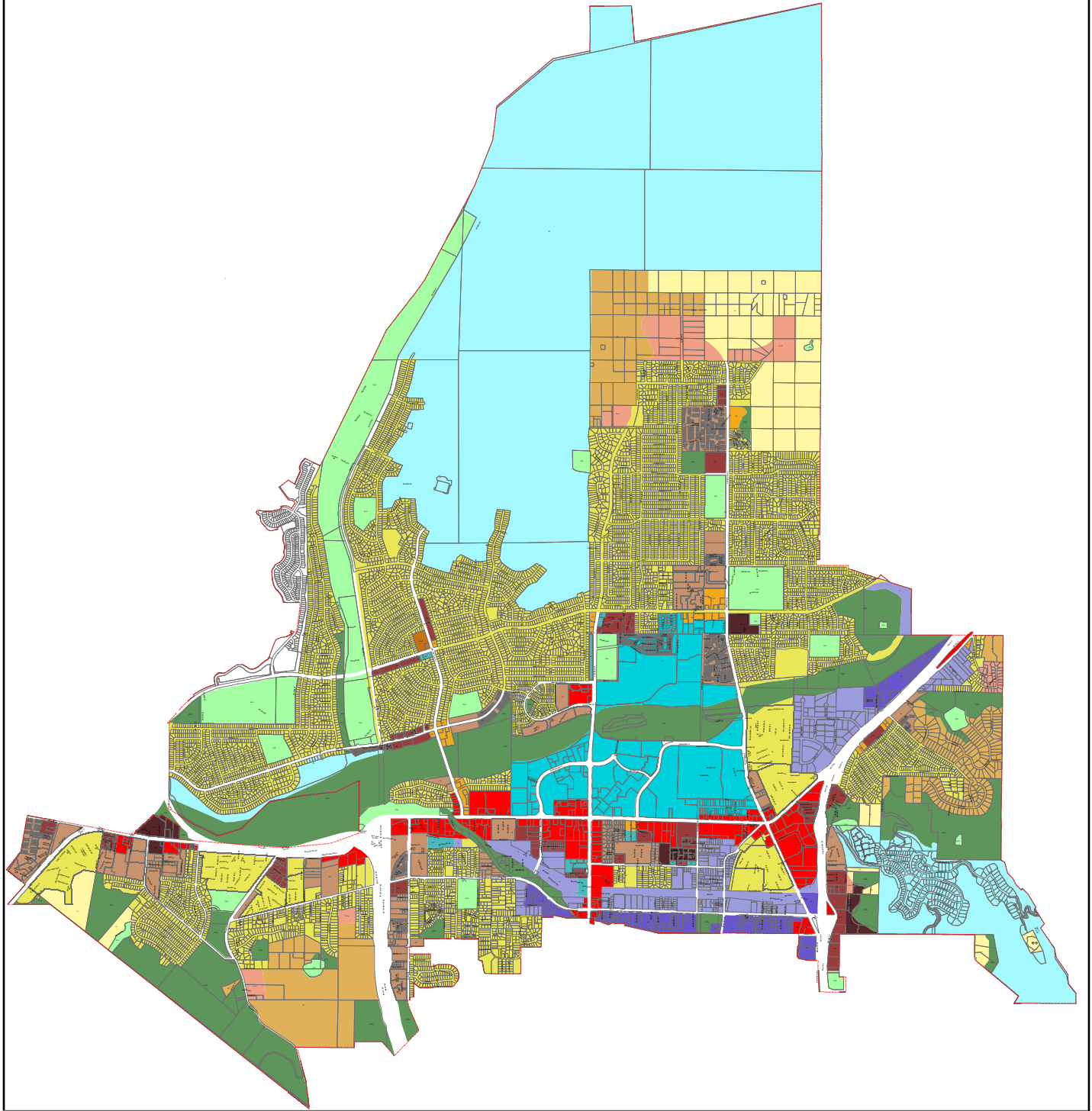
The Santee Lakes Recreation Preserve, located west and south of the project site, is owned and operated by PDMWD. It consists of approximately 190 acres, including a campground, the Ray Stoyer Water Recycling Facility, and seven recycled-water lakes. The PDMWD Ray Stoyer Water Recycling Facility treats approximately 2 million gallons per day, some of which is used to recharge the lakes. The seven lakes are located within the former streambed of Sycamore Canyon Creek and are regarded as a major visual and recreational feature in Santee. Recreational activities at this Regional Park include boating, fishing, camping, picnicking, and other forms of outdoor recreation (City of Santee 2003).

### **County of San Diego**

Lands adjacent to the northern and northeastern boundaries of the project site fall within the County of San Diego's (County's) Lakeside Community Plan area. The community of Lakeside is generally located in the western foothills of the Cuyamaca Mountains on the San Diego River and has a rural residential atmosphere. A considerable amount of small-scale farming exists in the community. Many residences include small horse corrals, indicating a high degree of horse ownership. Also included in Lakeside Community Plan Area is Slaughterhouse Canyon, a relatively large area northeast of the project site, separated from the site by a large hillside, where active mining operations take place. East of the project site is the residential subdivision known as Eucalyptus Hills. The San Diego County General Plan Land Use designation for Eucalyptus Hills is Semi-Rural 1 (SR-1), which allows densities of one residential unit per 1, 2, or 4 acres (County of San Diego 2011).

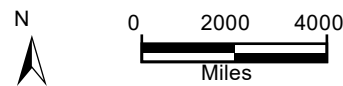


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HL - Hillside/Limited	R7 - Medium Density Residential	NC - Neighborhood Commercial	IG - General Industrial
R1 - Low Density Residential	R14 - Medium-High Density Residential	GC - General Commercial	PUB - Public
R1-A - Low Density Residential	R22 - High Density Residential	TC - Town Center	P/OS - Park/Open Space
R2 - Low-Medium Density Residential	OP - Office Professional	IL - Light Industrial	PD - Planned Development
R-B - Residential/Business	City Limits		

Source: City of Santee 2020.



**Figure 4.10-1**  
City of Santee General Plan Land Use Map

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North of the project site and west of SR-67 lies the 2,272-acre Goodan Ranch/Sycamore Canyon County Preserve, which is managed by the County's Parks and Recreation Department (County of San Diego 2019). These adjacent parks are designated as Open Space (Conservation) in the Lakeside Community Plan. The Regional Parks are used for passive recreation including equestrian and pedestrian trails. The area located south of Goodan Ranch/Sycamore Canyon County Preserve and north of the project site is designated as Rural Land (RL-40) (one residential unit per 40 acres) and Open Space (Conservation) by the San Diego County General Plan and zoned Agriculture (A70) and Specific Plan (S80). This area is currently undeveloped.

### **Marine Corps Air Station Miramar**

Lands adjacent to the western boundary of the northern portion of the project site are part of Marine Corps Air Station (MCAS) Miramar and are under the jurisdiction of the Department of the Navy. MCAS Miramar encompasses 23,065 acres and is generally bisected by Kearny Villa Road. MCAS Miramar includes thousands of acres of undeveloped land, with a large portion being natural open space. The MCAS Miramar Airport Influence Area (AIA) extends onto the northern portion of the project site and is subject to compatibility analysis.

Developed areas within MCAS Miramar cover about 4,088 acres, including approximately 350 buildings. Uses include aircraft operation and maintenance facilities, runways, utilities, administrative and residential buildings, fuel storage, other storage and supply facilities, research facilities, recreation areas, and civilian leases. Military land uses at MCAS Miramar include operational (e.g., aircraft operations) and non-operational (e.g., community support) uses and functions. Land uses not directly related to the military also take place within MCAS Miramar. These include leases and easements for public highways, roadways, utilities, and landfills, encompassing about 2,900 acres (Dames and Moore, Inc. 2005).

MCAS Miramar is divided into three regions: Main Station, South/West Miramar, and East Miramar. East Miramar is located east of Interstate 15 (I-15) and borders the project site. East Miramar is largely undeveloped and is used for military training and operational exercises and supports the military need for encroachment and access control (Dames and Moore, Inc. 2005). Primary military land uses in this area include field training, ordnance storage and assembly, small arms ranges, and warehousing. There are five dedicated training areas within East Miramar. Specifically, the area adjacent to the project site is called Training Area 1 and is used for infantry training maneuvers, including land navigation training and overnight camping. A Confined Area Landing site is located in this area for rotary-wing flight operations.

### **Gillespie Field Airport**

Gillespie Field Airport is located approximately 2.5 miles south of the project site within the City of El Cajon. It encompasses approximately 757 acres and is owned and operated by the County's Department of Public Works. The airport has three runways and several helipads with two of the

runways running parallel in an east–west alignment and one crosswind runway oriented in a north–south alignment. Gillespie Field provides flight schools, repair and maintenance shops, aircraft storage, food and beverage services, fuel, instrument and avionics shops, rental cars, and aircraft sales and rental services. Almost two-thirds of total annual operations at Gillespie Field are performed by single-engine piston aircrafts, while helicopters account for approximately one-quarter (SDCRAA 2010). The Gillespie Field AIA extends onto the southern portion of the project site; therefore, the project site is subject to compatibility analysis.

### **City of San Diego**

Lands adjacent to the western boundary of the southern portion of the project site are within the East Elliot area of the City of San Diego. The East Elliott Community Plan (City of San Diego 2015) was adopted by the City in 1971, and most recently amended in 2015, to provide guidance for development of this area. Urban development is largely infeasible in East Elliot due to its rugged topography and variety of natural resources. Approximately 2,212 acres of the total 2,745 acres in the East Elliot planning area are designated Open Space land. In 1997, the Multiple Species Conservation Program (MSCP) included the majority of East Elliott in the Multiple Habitat Planning Area (MHPA) to be preserved as natural habitat. Outside of the MHPA boundaries, there are areas within the community plan designated for Low Density Residential development with 45 maximum single-family residential units. These areas are currently undeveloped.

The remaining area of the East Elliot Community Plan is a 517-acre area designated for and currently in use as Sycamore Landfill. Sycamore Landfill is located in Little Sycamore Canyon, accessed from SR-52, approximately 1.8 miles southwest of the project site. Sycamore landfill is operated as a Class III solid waste landfill for the disposal of non-hazardous solid waste and primarily serves residents from the eastern part of the San Diego Metropolitan area, including the Cities of San Diego, Santee, El Cajon, Poway, La Mesa, and Lemon Grove, as well as surrounding unincorporated areas under County jurisdiction (City of San Diego 2012). In 2012, the City of San Diego approved an expansion of Sycamore Landfill by 28.6 acres to increase its lifetime from year 2031 to 2040.

### **Mission Trails Regional Park**

Mission Trails Regional Park is approximately 2 miles southwest of the project site in the City of San Diego. It is a 5,800-acre natural resource park. It is owned and operated by the City of San Diego in partnership with the Mission Trails Regional Park Foundation. The park is bounded by MCAS Miramar and SR-52 to the north, the communities of Tierrasanta and San Carlos to the west and south, respectively, the City to the east, with the East Elliott Community Plan Area acting as a buffer area between the project site and the Regional Park. According to the Mission Trails Regional Park Master Plan Update (City of San Diego 2019), the City of San Diego, along with other federal, state, local, private, and non-profit land conservation partners, has been actively



pursuing the acquisition of land in the East Elliot Community Plan Area. East Elliot is directly north of the Mission Trails Regional Park separated by SR- 52. If it is acquired, it would become part of the existing Mission Trails Regional Park bringing the total acreage of the Regional Park to 9,780 acres (City of San Diego 2019).

Although largely surrounded by residential development, the park contains mountains, valleys, two lakes, a major river and scenic gorge, historic landmarks, wildlife habitats, and cultural resources. The San Diego River and Mission Gorge cut through the park's main ridgeline with the southern end of Mission Gorge containing the park's visitor center and outdoor amphitheater. Because 87 percent of the total existing Mission Trails Regional Park area is included in the MHPA, a majority of the park is anticipated to remain in a natural or near natural state. The main active uses of the park are group picnicking, hiking, biking, rock climbing, boating, and fishing.

### **State Highways**

SR-52 approaches the City from the west, crosses through the City, and terminates at SR-67. SR-67 currently approaches the City from the south, skirts the eastern boundary of Santee, and heads north-northeast toward Lakeside. SR-125 currently approaches the City from the south and terminates just south of the San Diego River at SR-52.

## **4.10.2 Regulatory Framework**

Several regional and local plans have been adopted that apply to the project site and are discussed in the following sections. No federal or state land use plans apply to the proposed project.

### **4.10.2.1 Local**

#### **Multiple Species Conservation Program Plan**

The proposed project is within the 900-square-mile (582,243-acre) limits of the Final MSCP Plan study area in southwestern San Diego County. The Final MSCP Plan is a multi-jurisdictional habitat conservation planning program that involves portions of the unincorporated County, 10 additional city jurisdictions, and several special districts. Local jurisdictions and special districts implement the Final MSCP Plan for their respective portions through subarea plans. An objective of the MSCP is to conserve a connected system of biologically viable habitat lands in a manner that maximizes the protection of sensitive species and precludes the need for future listings of species as threatened or endangered. The Final MSCP Plan identifies an MHPA, or area within which the permanent MSCP Preserve would be assembled and managed for its biological resources. The Final MSCP Plan targets 171,917 acres in the MHPA for conservation (City of San Diego 1998). A total of 85 plant and wildlife species are "covered" by the Final MSCP Plan. The MSCP Plan Final EIR/Environmental Impact Statement identifies "Vegetation Community Conservation Target Areas" for conservation by subarea. A total of 2,067 acres are expected to be conserved in the Santee Subarea. With approval of each subarea plan and corresponding implementing agreement, each participating local jurisdiction receives

permits or authorization to directly impact or “take” MSCP covered species. The MSCP covered species include species listed as endangered or threatened by the federal Endangered Species Act or California Endangered Species Act, as well as unlisted species (City of San Diego 1998). Table 3-5 in the Final MSCP Plan provides a list of the 85 regional MSCP covered species.

### **San Diego County Airport Land Use Compatibility Plans**

The San Diego County Regional Airport Authority (Authority) is committed to protecting the safety and welfare of the general public and the ability of airports to operate now and in the future. One of the Authority's responsibilities is to serve as the Airport Land Use Commission (ALUC) for the County.

The ALUC is responsible for adopting Airport Land Use Compatibility Plans (ALUCPs) for 16 public use and military airports in the County. ALUCPs provide guidance on appropriate land uses surrounding airports to protect the health and safety of people and property within the vicinity of an airport, as well as the public in general. ALUCPs focus on a defined area around each airport known as the AIA. The AIA is composed of noise, safety, airspace protection and overflight factors, in accordance with guidance from the California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics. The project site is located in the vicinity of two airports: MCAS Miramar and Gillespie Field. The San Diego County ALUC has adopted ALUCPs for each airport. The project site is subject to the land use compatibility policies and development criteria within AIAs (SDCRAA 2010, 2011).

### **San Diego Forward: The Regional Plan**

The San Diego Association of Government's (SANDAG's) San Diego Forward: The Regional Plan (Regional Plan) is a regional transportation and sustainability plan that aims to provide a blueprint for a more livable, equitable, and innovative future (SANDAG 2015). It combines and updates two previous plans, the Regional Comprehensive Plan and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), into one document that looks toward 2050. The 2050 RTP lays out a plan for investing an estimated \$214 billion in local, state, and federal transportation funds expected to come into the region over the next 40 years. In addition, the RTP forecasts that 388,436 new residences would be required by 2050 to accommodate a 40 percent increase in the regional population. Along with the 2050 RTP, the SANDAG Board of Directors adopted the SCS as required by Senate Bill 375. The SCS details how the region will reduce greenhouse gas emissions to state-mandated levels over time. The Regional Plan covers a broad range of topics including air quality, borders and tribal nations, climate change, economic prosperity, emerging technologies, energy and fuels, habitat preservation, healthy communities, public facilities, shoreline preservation, transportation, and water quality. The Regional Plan strategies are to focus on job growth and housing in urbanized areas with existing public transportation options, preserve open space, invest in a transit network that caters to everyone

and includes many options, reduce greenhouse gas emissions, and address housing needs for all economic segments of the population, and to implement The Regional Plan through incentives and collaboration.

## **Santee General Plan**

Divided into nine elements, the Santee General Plan is a statement of intent by the City as to the future development of the community. This is accomplished through objectives and policies that serve as a long-term guide for physical, economic, and environmental growth. A summary of each element is provided below.

### ***Land Use Element***

The Land Use Element is intended to be the guide to the ultimate pattern of development in the community. It specifies the location, type, and amount of housing, commercial services, industrial uses, parks and public facilities, and open space that would compose the City at buildout. The Land Use Element provides goals, objectives, and policies that guide City decision makers in directing future growth and development and also regulates the types of land uses and land use intensities within the City (City of Santee 2003). Land uses identified in the Santee General Plan are shown on Figure 4.10-1.

The project site is designated as Planned Development (PD). This designation provides for mixed-use development potentially including employment parks, commercial, recreational, and various densities of residential development. Specifically, the Santee General Plan establishes the Fanita Ranch property as an area for special study under Implementation Objective 8.2, Areas for Special Study, which provides 16 Guiding Principles for the development of the project site. The 16 Guiding Principles for the project site in the current Land Use Element include the following (City of Santee 2003):

1. The Planned Development may include a comprehensively planned, high architectural quality business or office park. The business or office park shall include such uses as research and development, high technology uses, medical complex, executive headquarters or other similar office or business uses.
2. The Planned Development shall include a community focus (Fanita Center) which includes provisions for public parks, commercial development and institutional uses such as schools, fire station, branch library or branch post office.
3. The plan shall contain a mix of house sizes on lot sizes distributed as follows:
  - 6,000 sq. ft. lots – 20 percent of total lots
  - 10,000 sq. ft. lots – 20 percent of total lots
  - 20,000 sq. ft. lots – 60 percent of total lots or greater

4. The Land Use Plan, Administrative Plan, Circulation Plan, Trails and Open Space Plan, and Illustrative Site Plan shall be sensitive to the natural open space and the preservation of existing natural major land forms. The purpose of this requirement is to protect the major ridgeline and viewshed amenities, to minimize erosion, provide for public safety, protect natural resources and to establish site specific design standards which provide for development in harmony with the environment. The planned development will utilize contour grading techniques which are consistent with these objectives while providing opportunities for creative product design.
5. Other than within the northeastern sector of the site, the General Plan guidelines for hillside development should be used as the basis of the planned development's conceptual grading. Consideration may be given to permit grading of isolated steep slopes or along transition edges of steep slopes. Mass terracing should be avoided in favor of individual pad grading, wherever possible.
6. The plan may consider alternative residential design and grading requirements which are sensitive to the existing topography and out of the City's viewshed.
7. A southern portion of Fanita Ranch, primarily southerly of the SDG&E [San Diego Gas & Electric Company] power line, shall be identified as a regional park and contain no less than 400 acres.
8. The Planned Development should, subject to population demand, contain mini-parks, neighborhood parks, and two community parks. Dedication of a Sports Park, (accessed by Carlton Hills Boulevard), to the City of Santee will fulfill the requirements of one community park.
9. The plan shall contain a championship level, minimum 6,800-yard, par 70-75, 18-hole golf course, including support facilities. A hotel/conference complex shall be included in conjunction with the golf-course facility. An alternative plan may also be designated which, in lieu of a golf course and hotel/conference facility, includes a recreational facility based around a man-made lake, using non-reclaimed water, and which is approximately 200 acres in area.
10. The Planned Development shall include the extension of Fanita Parkway along the western boundary of the property.
11. The Planned Development shall include the extension of Cuyamaca Street into the site, connecting with Fanita Parkway.
12. Additional circulation facilities for the planned development areas shall be considered. The traffic and phasing analysis shall specifically address the following elements:
  - a. Extension of Magnolia Avenue north and west to connect with Cuyamaca Street extension.
  - b. The provision of a connecting road between the project and State Route 67.
  - c. The extension of Carlton Hills Boulevard from its present terminus northward through the site to the developed area.



- d. The participation in and extension of Mast Boulevard east and/or west to connect with State Highways 67 or 52 and Mission Gorge Road.
  - e. A four-lane surface street (Fanita Parkway) along the western boundary.
13. The Planned Development shall include a Comprehensive Trails Element designed to link with the proposed trails outside the Fanita Ranch, which is consistent with the objectives and standards set forth within the City's adopted Trails Element to the General Plan. Access to Sycamore Park shall be provided to Santee residents.
14. The Planned Development shall include a Comprehensive Implementation Element which shall consist of:
- a. A cost revenue assessment.
  - b. Identification of required public improvements.
  - c. A phasing plan for the public improvements and land use.
  - d. A financing plan for the public improvements.
  - e. A Development Agreement.

Regarding phasing, all public improvements and land uses shall be phased according to detailed phasing plan as mentioned above (14.3). Public improvements shall be constructed prior to or simultaneously with their projected need. The plan shall contain performance standards or other measurements for determining the timing for all public improvements. Performance standards may include any appropriate means of measurement to determine when a given public improvement is deemed necessary by the City. Private land uses shall be phased to insure that land uses deemed desirable by the City (i.e. golf courses, estate units, executive units, etc.) will be included within the earliest phases of the Fanita Ranch.

15. The Fanita Ranch area shall not be subdivided (except for the Sports Park property) until a Planned Development is adopted by the City of Santee.
16. To ensure that proposed development is appropriate for a given, site, the Planned Development shall contain schematic or illustrative development plans which show prototype circulation systems and residential product types for each area designated by residential development.

### ***Housing Element***

The Housing Element of the Santee General Plan is designed to provide the City with a coordinated and comprehensive strategy for promoting the production of safe, decent, and affordable housing within the community. Per state law, the Housing Element has two main purposes. The first is to provide an assessment of both current and future housing needs and constraints in meeting these needs and the second is to provide a strategy that establishes housing goals, policies, and programs. The Housing Element is an 8-year plan for the ~~2013-2021~~2021-2029 period. The Housing Element identifies strategies and programs that focus on matching housing supply with need,

maximizing housing choice throughout the community, assisting in the provision of affordable housing, removing governmental and other constraints to housing investment, and promoting fair and equal housing opportunities. Fanita Ranch is identified in the ~~Residential Sites Inventory Credits Towards the RHNA section of the Santee General Plan Housing Element (Table 34, RHNA Credits and Remaining Need)C 1 of the Santee General Plan Housing Element~~ as providing for at least capacity for 1,395,949 housing units, including 435 moderate and 2,514 above-moderate income housing units, if developed with a school and up to 3,008 housing units if developed without a school in accordance with Guiding Principles 1-3 (City of Santee 2022a2013).

### ***Mobility Element***

The Mobility Element is intended to guide the development of the City's circulation system in a manner that is compatible with the Land Use Element. The purpose of the Mobility Element is to identify policies and programs to promote the effective use of transportation facilities to efficiently and safely move people and goods throughout the City. The Mobility Element consists of existing conditions of various modes of transportation including vehicle, bicycle, mass transit, carpooling, pedestrian, and airports; mobility needs of the City; objectives and policies to meet those needs; and an implementation plan (City of Santee 2017).

### ***Recreation Element***

The Recreation Element is a permissive element adopted by the City to address recreation resources and facilities in the City. The purpose of this element is to identify park and other recreational resources that exist within the City and to suggest ways in which these resources can be preserved or enhanced. This element discusses existing conditions and future recreational needs (City of Santee 2003).

### ***Trails Element***

The Trails Element is a permissive element adopted by the City to identify the location and availability of trails in the City. The purpose of this element is to identify and plan for the City's needs in the future for the development of bicycle, equestrian, and pedestrian trails. This element is designed to set policies and implementation strategies for the development of a comprehensive, Citywide trail system that would encourage residents to use alternative modes of transportation for both recreation and commuting (City of Santee 2003).

### ***Conservation Element***

The Conservation Element is a mandated element and may include water, forests, rivers, soils, minerals, fisheries, and wildlife. This element also incorporates information required in the Open Space Element, which is also mandated by the state, to create one element by consolidating the requirements of two. The purpose of the Conservation Element is to identify the community's

natural and human-made resources and to encourage their wise management in order to assure their continued availability for use, appreciation, and enjoyment (City of Santee 2003).

### ***Noise Element***

The purpose of the Noise Element is to provide information for programs to control and abate environmental noise, and to protect the citizens of Santee from excessive exposure to noise. The Noise Element analyzes and quantifies existing and projected noise levels for freeways, primary arterial and major local roads, transit, and aircraft and airports, as well as stationary noise sources, from industrial plants to outdoor manufacturing uses. Possible solutions and implementation strategies are addressed as well (City of Santee 2003).

### ***Safety Element***

The purpose of the Safety Element is to reduce loss of life, injuries, and damage to property resulting from natural and human-caused public safety hazards, including flooding, geologic and seismic hazards, fire, traffic hazards, and crime. The Safety Element also identifies plans and programs for emergency response (City of Santee 2003).

### ***Community Enhancement Element***

The Community Enhancement Element addresses overall community design and community character issues. The purpose of this element is to address the interrelationships of citizens and the built environment in terms of scale, design, sense of community, and wellbeing. This element identifies opportunities to enhance the character and livability of the City and provides guidelines to achieve such aims (City of Santee 2003).

## **City of Santee Zoning Ordinance**

The City of Santee Zoning Ordinance is consistent with the Santee General Plan and is the primary implementation tool for the Land Use Element. Zoning regulations for the City are adopted and established to serve the public health, safety, and general welfare and to protect the physical, social, and economic stability for residential, commercial, industrial, and other land uses in the City to assure its orderly and beneficial development. The Zoning Ordinance and Map identify specific types of land uses, intensity of uses, and development performance standards applicable to specific areas and parcels of land within the City. According to the Zoning Ordinance Map, the project site is zoned Planned Development (PD). This designation provides mixed-use development potential including employment parks, commercial, recreational, and various densities of residential development. This designation is intended for select properties within the City where a variety of development opportunities may be viable and where the City wishes to encourage innovative and high-quality development. Allowable uses and development standards in each PD District shall be as established through a Development Review Permit consistent with the guidelines contained in the Zoning Ordinance.

### **City of Santee Essential Housing Program – Urgency Ordinance No. 592**

On August 25, 2021, the City adopted Urgency Ordinance No. 592, an Essential Housing Program to boost housing production and improve housing affordability in the City resulting from the statewide and local housing deficit (City of Santee 2021). In enacting Urgency Ordinance No. 592, a Citywide housing emergency was declared to be in effect in the City until August 25, 2026. Among the reasons for adopting Urgency Ordinance No. 592 were soaring home purchase and rental prices in the City, significant cost burden experienced by City residents, stymied housing production falling short of the City’s Regional Housing Needs Assessment (RHNA) allocation, aging housing stock, and lower than optimal vacancy rates. The Essential Housing Program addresses the current housing emergency by expediting and incentivizing the construction of new housing projects that meet specific criteria in order to improve the housing supply and keep pace with housing demand. Under the program, projects that meet the specified criteria set forth by the City Council are deemed to be in compliance with the Santee General Plan, including the Land Use Element and Housing Element, and do not require an amendment to the Santee General Plan, rezone or other legislative act to proceed under the Essential Housing Program.

#### **4.10.3 Thresholds of Significance**

According to Appendix G of the CEQA Guidelines, the proposed project would have a significant impact on land use if it would:

- **Threshold 1:** Physically divide an established community.
- **Threshold 2:** Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

#### **4.10.4 Method of Analysis**

This section discusses and analyzes potential land use conflicts of the proposed project in relation to the physical division of an existing community or conflicts with existing land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The analysis considers whether the proposed project would result in a physical division of an established community by constructing physical barriers or obstacles to circulation that would restrict existing patterns of movement in the City or surrounding area. It also analyzes the proposed project’s consistency with land use plans, policies, or regulations. A review of applicable land use plans, policies, and regulations was conducted. Those that were adopted for the purpose of avoiding or mitigating an environmental effect were considered for land use compatibility with the proposed project. Regardless of the ultimate development on the proposed school site (school or residential), the impacts to land use would be the same due to similar overall site buildout. Therefore, the following analysis adequately addresses both the preferred land use plan with school and the land use plan without school.



## 4.10.5 Project Impacts and Mitigation Measures

### 4.10.5.1 Threshold 1: Physical Division of an Established Community

*Would the proposed project cause a significant environmental impact by physically dividing an established community?*

**Impact:** The proposed project would not physically divide an established community.      **Mitigation:** No mitigation is required.

**Significance Before Mitigation:** Less than significant.      **Significance After Mitigation:** Less than significant.

### Impact Analysis

Division of an established community occurs as a result of physical features that create a barrier to easy and frequent travel between two or more constituent parts of the community, or block existing connections in an established community. New highways, major roadways or utility corridors that bisect a neighborhood could result in the physical division of an existing community if design features do not promote connections between the bisected areas.

The proposed project does not contain any components that could result in dividing an established community. The project site is an undeveloped area located in the City's boundary. As previously discussed, areas directly north are currently undeveloped, though they are designated as Rural Lands (RL-40) (one residential unit per 40 acres) and Open Space (Conservation) by the San Diego County General Plan and zoned Agriculture (A70) and Specific Plan (S80). Beyond that, north of the project site and west of SR-67 lies the 2,272-acre Goodan Ranch/Sycamore Canyon County Preserve. Areas northeast include undeveloped hillsides and Slaughterhouse Canyon, where active mining operations take place. East of the project site is an unincorporated rural residential subdivision known as Eucalyptus Hills. Existing detached single-family residences in the Carlton Hills neighborhood are south of the project site. The Santee Lakes Recreation Preserve is southwest of the project site and MCAS northwest of the project site.

Proposed roadways would connect, rather than separate, the project site from established communities in the vicinity. A proposed extension of Fanita Parkway and Cuyamaca Street would connect the project site to the existing residential development to the south. The proposed project also proposes to construct Magnolia Avenue from its current terminus to the extension of Cuyamaca Street just south of the project site.

Additionally, people have historically taken informal access through the proposed project for active and passive recreation. Implementation of the proposed project would formalize permanent public access trails, trailheads, and staging areas. The proposed project proposes more than 35 miles of multimodal public trails allowing access for pedestrians and bicyclists throughout the site and providing connections to the City center and regional trails. Thus, the proposed trail system would

provide enhanced connectivity to existing trails in and near the project site. The proposed project would not result in the physical division of an established community. Impacts would be less than significant.

## Mitigation Measures

The proposed project would have a less than significant impact; therefore, no mitigation is required.

### 4.10.5.2 Threshold 2: Conflict with Land Use Plans, Policies, or Regulations

*Would the proposed 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?*

**Impact:** The proposed project would not conflict with applicable land use plans, policies, or regulations.      **Mitigation:** No mitigation is required.

**Significance Before Mitigation:** Less than significant.      **Significance After Mitigation:** Less than significant.

## Impact Analysis

The review of local land use plans, including the ALUCPs for MCAS Miramar and Gillespie Field, SANDAG's Regional Plan, the Santee General Plan, and the City's Zoning Ordinance, has indicated that the proposed project would be generally consistent with the implementation of these plans, as summarized below.

### ***San Diego County Airport Land Use Compatibility Plans***

The project site is located in the vicinity of two airports: MCAS Miramar and Gillespie Field. The ALUCPs for each airport establish land use compatibility policies and development criteria for new development within AIAs to protect these airports from incompatible land uses and provide the City with development criteria that would allow for the orderly growth of the areas surrounding the airport.

Compatibility concerns addressed by the ALUCPs include noise, safety, airspace protection, and overflight. The project site abuts the easterly property line of the MCAS Miramar. The entire project site is within the Federal Aviation Regulations, Part 77, Outer Boundary, which establishes standards and Federal Aviation Administration notification requirements for potential hazards to use of navigable airspace. The easterly portions of the project site are in a High Terrain zone, which is an area of land in the vicinity of an airport where the ground is above a surface regulated by Federal Aviation Regulations, Part 77. However, only a small northerly portion of the site falls in Review Area 2 of the AIA. The portion of the site in Review Area 2 would be dedicated as Habitat Preserve and would not be developed, and the remainder of the project site is outside of any AIA. Therefore, the proposed project would not be subject to any land use or development restrictions. In addition, the areas proposed for development fall outside of any Overflight Zones and are not subject to overflight-related disclosure or notification requirements (SDCRAA 2011).

The project site is north of Gillespie Field. Southerly portions of the site are within the Federal Aviation Administration Height Notification Boundary. The proposed Habitat Preserve and Special Use area are within this notification boundary. Within this boundary, the Federal Aviation Administration is required to be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 100 feet outward and 1 foot upward (slope of 100 to 1) from the runway elevation. The Special Use area also falls in the Review Area 2, which requires limitations on the height of structures. Review Area 2 also requires overflight notification documents for residential uses; however, residential uses are not permitted in the Special Use area, except for one caretaker unit. If a caretaker unit is proposed, notification in accordance with the Review Area 2 requirements would be made. The development standards for the Special Use area consider the site's relationship to Gillespie Field and adjacency to off-site neighbors. Height in the Special Use area would be limited to conform to the Gillespie Field ALUCP. Buffers would be required adjacent to existing residences off site to preserve privacy (SDCRAA 2010). Therefore, the proposed project would be consistent with the ALUCPs for MCAS Miramar and Gillespie Field.

### ***San Diego Forward: The Regional Plan***

In accordance with SB 375, the Regional Plan includes five building blocks that are accompanied by strategies to move the San Diego region toward sustainability and to reduce greenhouse gas emissions. The five building blocks include the following (SANDAG 2015):

1. A land use pattern that accommodates our region's future employment and housing needs, and protects sensitive habitats, cultural resources, and resource areas.
2. A transportation network of public transit, managed lanes and highways, local streets, bikeways, and walkways built and maintained with reasonably expected funding.
3. Managing demands on our transportation system (also known as Transportation Demand Management, or TDM) in ways that reduce or eliminate traffic congestion during peak periods of demand.
4. Managing our transportation system (also known as Transportation System Management, or TSM) through measures that maximize the overall efficiency of the transportation network.
5. Innovative pricing policies and other measures designed to reduce the number of miles people travel in their vehicles, as well as traffic congestion during peak periods of demand.

The building blocks and strategies aim to reduce greenhouse gas emissions through a land use pattern that accommodates the region's future employment and housing needs and protects sensitive habitats, cultural resources, and resource areas. SANDAG developed 2020 and 2035 land use pattern models that accommodate 79 percent of all housing and 86 percent of all jobs in the urban area. More than 80 percent of new housing in the region is anticipated to be attached multi-family. The greatest employment density and building intensities would be in existing employment centers. The land use pattern also preserves approximately 1.3 million acres of land, which is more

than half the region's land area. These open space lands include habitat conservation areas, parks, steep slopes, farmland, floodplains, and wetlands.

The proposed project proposes Village Center, Medium Density Residential, Low Density Residential, and Active Adult land use designations that would allow for a diversified mix of housing types. Additionally, the proposed development would be clustered into three villages to preserve approximately 63 percent of the site as Habitat Preserve to maintain core habitat identified in the Final MSCP Plan, preserve known wildlife corridors, and maintain a contiguous and connected open space system, which would help implement the first building block. By clustering compact, walkable, sustainable, low-impact development in strategic locations that minimize ecological impacts, development of the proposed project would allow for the restoration of sensitive habitat areas and management of the Habitat Preserve. Implementation of the proposed project would include the establishment of a formal management entity and a management plan to monitor and protect biodiversity. Open space corridors between the villages would preserve connectivity and allow for continued wildlife movement through the site. Wildlife crossings at roadways would be designed to support the safe and efficient movement of wildlife. In addition, existing drainages between the villages would allow for revegetation and restoration of these important features, which provide habitat and connectivity for wildlife.

The proposed project's mobility plan focuses on reducing the number and length of vehicle trips and providing alternatives to fossil fuel-powered vehicle use, which would help implement the second building block. This would be achieved through organizing land uses to locate services and goods close to residences and optimizing circulation systems to create direct, efficient, safe, and comfortable routes for a variety of transportation modes. The proposed project land uses are designed to meet the daily needs of the project residents to minimize trips outside the project site. Emphasis is placed on encouraging a transportation network that generate fewer emissions, such as walking, biking, electric vehicles, transit, and ridesharing. A TDM Plan has been prepared to support alternative modes, manage shared facilities to optimize transportation modes, implement and support appropriate advanced technologies, and reduce greenhouse gas emissions (see Appendix N). The TDM Plan considers community programs to support and encourage ridesharing, alternative modes, and other strategies to reduce single-occupancy vehicle use, which would help implement the third and fourth building blocks. Implementation of the TDM Plan would be required by Mitigation Measure AIR-6 in Section 4.2, Air Quality. Refer to Section 4.2 for a more detailed description of the TDM measures for the proposed project.

The proposed project includes a Complete Streets system that supports various modes of transportation and offers alternatives to single-occupancy vehicle travel. Streets on the project site are designed as a system of Complete Streets that safely accommodate and support multiple user types, including motorists, pedestrians, bicycles, and transit riders in an effort to manage the transportation system. The Fanita Ranch Specific Development Plan establishes the street designs



within the boundaries of the project site. Street improvements associated with development on the project site include the extension of existing streets and the construction of a new internal systems of public and private streets. The proposed project establishes a network of streets of varying design capacities tailored to meet the unique concepts of the three villages. Additionally, the proposed project street designs address safety, aesthetics, and functionality, as well as site constraints.

The proposed project would offer sustainable transportation features that would reduce the number of vehicle trips, reduce emissions, and improve the overall mobility of people in the community, all of which would help implement the fifth building block (innovative pricing policies) of the Regional Plan. One proposed mobility feature is a bicycle circulation network throughout the community through a combination of on-street bike lanes and off-street multi-purpose trails. Bicycle trails would be designed for both recreation and to provide direct access between the villages. Another project feature is a project layout that promotes walkability and wellness. The proposed project would provide direct connections to multiple destinations that shorten the routes and allow walking to be an efficient and viable method of travel. The project proposes two pedestrian bridges that would provide direct connections across the two drainages in Fanita Commons to shorten the walking distance. The bridge that would traverse the northerly drainage would provide convenient access between the Active Adult neighborhood and the Community Park. The bridge that would traverse the southerly drainage would connect Orchard Village to the school, Community Park, and Fanita Commons. Additionally, every street on the project site would include a sidewalk or multi-purpose trail to accommodate pedestrian travel. Trails along the northerly and southerly drainages would also offer pedestrian connections between the school, the Farm, and the Active Adult neighborhood with minimal interruptions from vehicular traffic. The proposed project would include a pedestrian and bicycle mobility system consisting of sidewalks, trails, and bikeways throughout the proposed project, providing linkages between neighborhoods to other key land uses.

The proposed project supports the Regional Plan by proposing a land use pattern and TDM strategies that would accommodate the region's future employment and housing needs and protect sensitive habitats, cultural resources, and resource areas. Therefore, the proposed project would be consistent with the strategies and objectives of the Regional Plan.

### ***Multiple Species Conservation Program***

As discussed in Section 4.3, Biological Resources, the proposed land use plan would be consistent with the Fanita Ranch Subunit of the City's Draft MSCP Subarea Plan. The proposed project would adhere to or exceed conditions of coverage and mitigation/conveyance requirements for covered projects as defined in the City's Draft MSCP Subarea Plan (City of Santee 2018). The Santee General Plan, including its Conservation Element and the Natural Communities Conservation Plan Enrollment Agreement executed by the City, requires that any development in the City comply

with the City's Draft MSCP Subarea Plan. Refer to Section 4.3 of this EIR for a full discussion and analysis of the proposed project's consistency with the City's Draft MSCP Subarea Plan.

### ***Santee General Plan***

The Santee General Plan provides the framework for the City's long range planning vision. ~~One of the proposed discretionary actions is an amendment to the Santee General Plan to change the land use designation for the project site from Planned Development (PD) to Specific Plan (SP).~~ The project site is designated for Planned Development (PD), designation which provides for the following:

Mixed-use development potential including employment parks, commercial, recreational, and various densities of residential development pursuant to a development plan and entitlements being approved by the City Council. This designation is intended for select properties within the City where a variety of development opportunities may be viable and where the City wishes to encourage innovative and very high quality development in a manner which may not be possible under standard land use designations and their corresponding zones.

While the PD designation does not, in itself, limit the extent or mix of development to occur, other provisions within the General Plan may do so for particular properties. All development which takes place pursuant to the Planned Development designation shall be consistent with the General Plan.

The proposed project provides for mixed-use development of employment, commercial, recreational, and various residential densities consistent with the framework for development set forth by the Santee General Plan PD designation.

Further, the proposed project would implement development generally consistent with the 16 Guiding Principles, set forth above, for the project site. The proposed project would include business and office uses in the Village Center and include a community focus including public parks, commercial, school, a fire station, and other uses. The proposed project would provide a range of residential densities, including Low Density Residential, Medium Density Residential, and Active Adult. The proposed project would be developed sensitive to natural open space and major landforms: 1,650.4 acres of the site would be preserved as Habitat Preserve. The Habitat Preserve would include hillsides with steep slopes to minimize landslide and mudslide hazards and to protect key visual resources.

The proposed project would provide approximately 78 acres of public parklands for active and passive recreation (including sports fields and parks) and private parklands and 4.5 acres of trail lands consisting of perimeter trails and the Stowe Trail connections planned on the project site,

totaling 82.5 acres. Mini-Parks, Neighborhood Parks, a Village Green, Linear Parks, and Community Parks would be included.

The proposed Fanita Ranch Development Plan contains a comprehensive pedestrian and bicycle trail system that provides connectivity within and between the villages and with the adjacent regional trails and local trails that connect to surrounding open space areas, residential neighborhoods, parks, and the Santee Town Center to the south. Multi-purpose trails would be within the street rights-of-way along Fanita Parkway and Cuyamaca Street, which would support pedestrian and bicycle travel. The multi-purpose trail along Cuyamaca Street would extend south off site to connect to the Santee Town Center and the San Diego River as part of the north–south regional corridor. Trail access in the Habitat Preserve would be subject to the requirements and provisions of the Public Access Plan (provided in Appendix D, Biological Resources Technical Report, of this EIR) and the City’s Draft MSCP Subarea Plan.

The project includes an extension of Fanita Parkway along the western boundary of the property, an extension of Cuyamaca Street into the site, the Magnolia Avenue extension, and additional circulation improvements. The Fanita Ranch Development Plan includes a comprehensive implementation chapter (Chapter 10) identifying public improvements, phasing, financing, and other plans according to projected need. The site will not be subdivided until the Fanita Ranch Development Plan is adopted by the City. Chapters 4 and 6 of the Fanita Ranch Development Plan also include illustrative plans showing prototype circulation systems and residential product types. The proposed project does not include a golf course or lake, meet minimum lot size requirements, provide a dedicated Sports Park accessed by Carlton Hills Boulevard, or include a Development Agreement. Overall, the project is generally consistent with the 16 Guiding Principles. Moreover, as discussed below, the project is consistent with the Santee General Plan pursuant to Urgency Ordinance No. 592.

Urgency Ordinance No. 592, the City’s Essential Housing Program, provides an alternative process to boost housing production and improve housing affordability for housing projects that meet specified criteria through 2026 (City of Santee 2021). Under the program, projects that follow the procedures and meet the strict requirements of the program are deemed to be in compliance with the Santee General Plan, including the Land Use Element and Housing Element, and do not require an amendment to the Santee General Plan or other legislative act for approval. Specifically, by complying with the City’s Essential Housing Project Credits Assessment Guide and Checklist, Essential Housing Projects will have demonstrated Santee General Plan consistency by furthering the objectives and policies of the plan while not obstructing their attainment (Appendix R).

Urgency Ordinance No. 592 controls any other City plan or ordinance in the event of a conflict, with its interpretation being afforded the fullest possible weight to the interest, approval, and provision of housing (Appendix R). Certification as an Essential Housing Project is available for

use to expedite (1) any new application for a Housing Development Project, (2) any Housing Development Project currently under City review, or (3) any approved, entitled, and/or permitted Housing Development Project not yet built by the date application for certification is made.

An application under the Essential Housing Program was submitted for the proposed project in December 2021. On December 27, 2021, the City's Director of Development Services certified the proposed project as an Essential Housing Project based on the criteria adopted by the City Council (Appendix R).

As demonstrated by the December 27, 2022, certification, the proposed project would address the City's housing crisis by providing a mix of residential and nonresidential uses and a mix of housing types and sizes. A total of 2,949 housing units would be developed if the proposed project includes a school, or 3,008 units without a school, including 435 moderate-income units. The proposed project would also contribute up to \$2 million for affordable housing.

Stringent environmental and Santee General Plan consistency criteria established by the Essential Housing Program would be met. The proposed project would implement mobility improvements, including bus stops, traffic calming, an up to \$300,000 contribution to relieve congestion on SR-52, and rideshare/carshare parking. Open space would be conserved. In addition to preserving 1,650.4 acres in the Habitat Preserve, the proposed project would provide at least \$300,000 in funding for the management of City-owned natural open space and would plant at least 10 trees per acre of land to be developed. Water use would be reduced by connections to recycled or advanced treated water when PDMWD's East County Advanced Water Purification project is completed.

With regard to energy, air quality, and GHG emissions, the proposed project's residential units would be all-electric and would exceed Title 24 standards by all-electric residential development, implementing heat pump technology, increasing solar production, and expanding ventilation systems. Appliances would be Energy Star rated, electric vehicle chargers would be provided in the Village Center, and solar panels would be installed on accessory buildings and car ports. Wildfire safety would be ensured through implementation of fuel management zones and the Fire Protection Plan (FPP), among the many other measures set forth in the FPP and Wildland Fire Evacuation Plan (see Appendices P1 and P2).

Many miles of trails and sidewalks would be provided with the proposed project, and up to \$300,000 would be provided to the City to fund additional improvements to trail facilities. Finally, the proposed project's extensive park and recreational facilities would exceed the Santee Municipal Code standards by at least 5 percent and would provide for multi-purpose playing fields and public recreational facilities for Citywide use. The certification of the proposed project based on the City's Essential Housing Project Credits Assessment Guide and Checklist demonstrates that the current development proposal for the project site addresses the City's immediate housing needs and furthers Santee General Plan objectives and policies. Therefore, the proposed project is



deemed Santee General Plan consistent and does not require an amendment to the Santee General Plan or other legislative act for approval. The proposed Fanita Ranch Development Plan establishes a program for the comprehensive implementation of the project, including development guidelines and standards, which are imposed through a Development Review Permit process.

~~There is currently no Specific Plan (SP) land use designation in the Santee General Plan. The proposed Specific Plan (SP) land use designation language is as follows:~~

~~Requires the preparation of a Specific Plan for future development of an area within the City. California State law authorizes cities to prepare and adopt specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan (Government Code Section 65450). Specific plans contain both planning policies and regulations, and may combine zoning regulations, capital improvement programs, detailed development regulations, and other regulatory requirements into one document, which are designed to meet the unique needs of a specific area. This designation is intended for select properties within the City where a variety of development opportunities may be viable and where the City wishes to encourage innovative and very high quality development.~~

~~Specific Plans may be adopted by resolution or by ordinance. The Fanita Ranch Specific Plan would be adopted by ordinance by the City. The Fanita Ranch Specific Plan would support the City's need for diverse housing types and high quality amenities while preserving sensitive habitat areas. The Fanita Ranch Specific Plan is designed to ensure fiscally sound development by balancing appropriate land uses and providing flexibility in the plan to respond to changing market conditions through the provision of diverse housing types and sizes supported by adequate services and infrastructure. The Fanita Ranch Specific Plan also provides permitting procedures and development standards, design guidelines, street standards, financing mechanisms, maintenance entities, and phasing to ensure proper implementation, operation, and maintenance of the community over time. As such, the purpose of the Fanita Ranch Specific Plan is to implement the Santee General Plan.~~

~~Since the Santee General Plan's adoption in 2003, the economy and market demands have changed. As a result, the current development proposal for the project site better addresses the needs of the community, future residents, and tenants. Included as part of the General Plan amendment, the applicant proposes to amend the 16 Guiding Principles for Fanita Ranch to better adhere to the current project design. The existing 16 Guiding Principles for Fanita Ranch (provided in Section 4.10.2.1) would be replaced by the proposed 13 Guiding Principles identified in Table 4.10-1. These amendments are required to ensure that the proposed project is in compliance with the Santee General Plan. Table 4.10-1 provides a project consistency analysis with the proposed 13 Guiding Principles.~~

**Table 4.10-1. Project Consistency with Proposed Guiding Principles for Fanita Ranch**

Proposed Guiding Principles (General Plan Amendment)	Consistency Analysis with Proposed Guiding Principles
<p>1. The Specific Plan shall include a comprehensively planned, high architectural quality mixed-use Village Center that allows for housing retail, office and service uses.</p>	<p>The land use plan and development regulations in Chapter 3 of the Fanita Ranch Specific Plan would establish a Village Center in each Village that permits a mix of housing, retail, and office uses. Chapter 6 provides design guidance for the buildings in the Village Centers and establishes a unique design theme that supports the overall community's agrarian design theme.</p>
<p>2. The Specific Plan shall provide a community focused Village Center that includes provisions for public parks, residential, office, commercial development and institutional uses such as schools, fire station, branch post office, and other civic and community uses.</p>	<p>The Fanita Commons Village Center would include a centralized community hub that would provide housing and everyday retail, services, a fire station, and civic uses. The Village Center would be located near the proposed school site, parks, and the Farm.</p>
<p>3. The plan shall allow for a diversified mix of housing types and sizes.</p>	<p>Chapter 3 of the Fanita Ranch Specific Plan establishes Village Center, Medium Density Residential, Low Density Residential, and Active Adult land use designations that would allow for a diversified mix of housing types ranging from stacked flats to single family residences in a variety of configurations and sizes to accommodate a variety of incomes, ages, and abilities and an array of life stages and interests.</p>
<p>4. The Land Use Plan, Mobility Plan, Trails and Open Space Plan, and Illustrative Site Plan shall be sensitive to the preservation of natural land forms and sensitive habitat areas by clustering development to minimize the development footprint and by establishing site specific design standards which provide for development in harmony with the environment.</p>	<p>Development would be clustered into three villages to avoid the most sensitive habitat areas on the site, preserve known wildlife corridors, and maintain a contiguous and connected open space system. The prominent hilltop in Fanita Commons would be preserved in the planned Community Park. Where development would occur on hillsides, grading would be efficient to minimize the grading footprint. Special contour grading techniques would be used at edges and transitions, and landform grading techniques would be used on steep slopes that are visible from the public rights of way, identified in the Fanita Ranch Specific Plan as "Public Interest" slopes. In the Habitat Preserve, existing trail alignments would be used to the greatest extent possible. New trails would be added at select locations in the Habitat Preserve to provide connections for recreation, fuel modification and habitat enhancement, and restoration purposes. Trail locations would be carefully coordinated to minimize potential conflicts with sensitive habitat areas.</p>
<p>5. The Specific Plan shall permit grading of steep slopes to minimize the development footprint. The plan should include site specific design standards that are sensitive to transitional edges between steep slopes and natural topography where feasible, particularly at the edges of the development area and along steep slopes visible from the public rights of way.</p>	<p>Within the hillside areas where development would occur, grading would be efficient to minimize the grading footprint. Special contour grading techniques would be utilized at edges and transitions to closely mimic the natural contour intervals, and landform grading techniques would be used on steep slopes that are visible from the public rights of way to recreate and mimic the flow of natural contours and drainages within the natural surroundings.</p>

**Table 4.10-1. Project Consistency with Proposed Guiding Principles for Fanita Ranch**

Proposed Guiding Principles (General Plan Amendment)	Consistency Analysis with Proposed Guiding Principles
<p>6. The Specific Plan shall incorporate smart growth, clustering, and sustainability principles, as practicable, to preserve open space, minimize the consumption of natural resources, conserve water and energy, and promote walkable development.</p>	<p>Development would be clustered into three villages to preserve approximately 63 percent of the site as Habitat Preserve and other open space. Within the development footprint, low-impact development techniques are proposed to manage stormwater runoff. Advanced treated water would provide a local, reliable, and sustainable water supply to the Specific Plan Area. Water-efficient landscaping, weather-based irrigation controllers, and water-efficient appliances, fixtures and water closets in all buildings would further conserve water and energy. Energy efficiency would be achieved by planting shade trees, installing energy efficient appliances and utilizing passive building design techniques to minimize heat islands and conserve energy. Solar panels on buildings, on carports, and in other potential locations throughout the community would generate electricity. A comprehensive network of trails and sidewalks would be provided to promote walkability, which would be enhanced by tree-lined walkways, pedestrian-oriented architecture, and other pedestrian-focused amenities.</p>
<p>7. The Specific Plan shall contain mini-parks, neighborhood parks, and a community park as required by the recommendations of the Recreation Element of the General Plan.</p>	<p>Chapter 7 of the Fanita Ranch Specific Plan describes the proposed system of parks and recreation facilities, which consists of Mini-Parks, Neighborhood Parks, and a Community Park consistent with the Santee General Plan.</p>
<p>8. The plan shall contain a small working farm that demonstrates the use of permaculture techniques.</p>	<p>The Fanita Ranch Specific Plan designates 38.2 acres of land for Agricultural uses, including 27.3 acres of consolidated area for the development of a centralized Farm in Fanita Commons. In addition, many of the parks and recreation areas would incorporate edible landscape materials and community gardens. Education programs for homeowners to encourage the use of sustainable and edible vegetation on individual lots would be provided at the Farm. The preferred nearby K-8 school site would provide the school district with the opportunity to incorporate agricultural activities into the education curriculum and explore “farm lab” opportunities, which would give students access to healthy, locally-grown food, school gardens, and educational opportunities.</p>
<p>9. The Specific Plan shall include the extension of Fanita Parkway along the western boundary of the property.</p>	<p>The Fanita Ranch Specific Plan provides street improvement standards in Chapter 4, Mobility, that include the extension of Fanita Parkway along the western boundary of the Specific Plan Area.</p>
<p>10. The Specific Plan shall include the extension of Cuyamaca Street into the site, ultimately connecting with Fanita Parkway consistent with the General Plan.</p>	<p>In Chapter 4, the Fanita Ranch Specific Plan provides street improvement standards that include the extension of Cuyamaca Street into the Specific Plan Area, connecting to Fanita Parkway via a new collector street.</p>

**Table 4.10-1. Project Consistency with Proposed Guiding Principles for Fanita Ranch**

Proposed Guiding Principles (General Plan Amendment)	Consistency Analysis with Proposed Guiding Principles
<p>11. The Specific Plan shall include a comprehensive system of trails as part of the overall Mobility Plan. Trails shall link with the proposed trails outside Fanita Ranch, which is consistent with the objectives and standards set forth within the City's adopted Trails Element to the General Plan. Access to Sycamore Canyon County Preserve shall be provided to Santee residents. Trail access shall be subject to the Natural Community Conservation Planning (NCCP) design guidelines and standards.</p>	<p>Chapter 4 of the Fanita Ranch Specific Plan establishes an extensive trail system that includes multi-purpose trails and sidewalks along the roads and trails in the Open Space areas and Habitat Preserve. This pedestrian circulation system would provide a variety of connections throughout the Specific Plan Area, including access to the Habitat Preserve on the project site and the adjacent open space areas such as Goodan Ranch/Sycamore Canyon County Preserve. Trail access would be subject the requirements and provisions of the NCCP design guidelines and standards.</p>
<p>12. The Fanita Ranch area shall not be subdivided until a Specific Plan is adopted by the City of Santee.</p>	<p>The Fanita Ranch Specific Plan includes provisions for subsequent entitlement applications, including all subdivisions within the Specific Plan Area, which cannot occur until after the adoption of the Fanita Ranch Specific Plan.</p>
<p>13. To ensure that proposed development is appropriate, the Specific Plan shall contain schematic or illustrative development plans which show prototypical circulation systems, all proposed land uses, and potential residential product types.</p>	<p>Prototypical circulation systems are provided in Chapter 4 of the Fanita Ranch Specific Plan. Proposed residential product types for applicable land use districts are described in Chapter 3 of the Fanita Ranch Specific Plan and further described in Chapter 6.</p>

The Santee General Plan provides goals, objectives, and policies relevant to the proposed project. Table 4.10-12 identifies the goals, objectives, and policies found in the various elements of the Santee General Plan that are relevant to the proposed project and provides an evaluation of the proposed project's consistency with them. Consistent with Appendix G of the CEQA Guidelines, only the goals, objectives, and policies adopted for the purpose of avoiding or mitigating an environmental effect are discussed.



**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<b>Land Use Element</b>	
<b>Applicable Objectives and Policies</b>	
<p><b>Objective 2.0:</b> Allow for the development of a wide range of housing types in the City.</p>	<p>The proposed project would provide for development of a comprehensively planned community that includes a wide range of housing types and sizes, commercial uses, community amenities, and public services and facilities. The community would be supported by an interconnected open space and recreation system, which consists of approximately 1,650.4 acres designated Habitat Preserve, an array of active and passive parks and recreation facilities, an extensive network of walking and biking trails and internal open space areas. The community street system is designed to provide efficient circulation patterns and promote alternative modes of transportation. Parking requirements are included in the Fanita Ranch <del>Specific-Development</del> Plan to ensure that adequate off-street parking would be provided throughout the community. The Fanita Ranch <del>Specific-Development</del> Plan identifies an appropriate mix of building typologies under each land use designation. The Fanita Ranch <del>Specific-Development</del> Plan allows for innovative site planning techniques within each building typology to encourage diversity in residential product types, sizes, and designs, which would meet the housing needs of Santee residents and provide interesting street scenes within the community. The Village Center, Medium Density Residential, and Active Adult land use designations would allow for higher density residential development. These land use areas are located along main roadways of each village near cycling/walking trails, retail and services, parks and recreation facilities, and a school site. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 2.1:</b> The City should promote the use of innovative site planning techniques that contribute towards provision of a variety of residential product styles and designs.</p>	
<p><b>Policy 2.2:</b> The City should 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.</p>	
<p><b>Policy 2.3:</b> The City should encourage planned residential and/or planned unit developments that provide adequate open space, recreational facilities, off-street parking, interior circulation patterns, and other amenities and facilities.</p>	
<p><b>Policy 3.2:</b> The City should encourage the development and use of recycled water for appropriate land uses to encourage the conservation of, and reduce demand for, potable water.</p>	<p>The proposed project would use, if implemented, purified water or advanced treated water provided by PDMWD through its East County Advanced Water Purification Program. Advanced treated water is a more cost-effective and efficient alternative to recycled water and provides a long-term solution for a sustainable local drinking water supply. The proposed project may use recycled water for construction purposes on a limited and seasonal basis. The Fanita Ranch <del>Specific-Development</del> Plan requires that infrastructure and utilities necessary to serve the community be provided prior to or concurrently with development. Impacts resulting from public utilities, if any, would be mitigated to the maximum extent possible in accordance with the mitigation measures identified in the EIR. Additionally, the proposed project includes a Conceptual Phasing Plan that would coordinate the provision of public facilities and services with the anticipated sequence and pattern of development. The four phases of development are conceptual and non-sequential and may occur concurrently. Phases may overlap or vary depending on market conditions.</p>
<p><b>Policy 3.5:</b> The City shall require the placement of utility lines underground where feasible.</p>	
<p><b>Policy 3.6:</b> Development projects shall be reviewed to ensure that all necessary utilities are available to serve the project and that any land use incompatibilities or impacts resulting from public utilities shall be mitigated to the maximum extent possible.</p>	

**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
	<p>They may also be broken down into smaller sub-phases. Each phase would likely take 2 to 4 years to complete. Construction is anticipated to begin in <del>summer 2021</del>2023 with a buildout of approximately 10 to 15 years. The backbone water and sewer improvement in the Special Use area would be included in Phase I, but the remainder of the Special Use area and adjacent mini-park may be developed at any time during project buildout. New utility lines serving the development would be placed underground. Therefore, the proposed project would be consistent with these policies.</p>
<p><b>Objective 6.0:</b> Ensure that natural and man-induced hazards are adequately addressed in the location and intensity of development in the City.</p>	<p>Potential impacts of natural and man-induced hazards associated with development of the proposed project are addressed in this EIR in Sections 4.6, Geology, Soils, and Paleontological Resources; 4.8, Hazards and Hazardous Materials; and Section 4.18, Wildfire. The proposed project would incorporate appropriate design features and adhere to all applicable restrictions and requirements identified in the EIR to ensure that potential seismic, geological, flood, and wildland fire impacts are mitigated to below a level of significance. The proposed project's land use plan has been designed to avoid or mitigate potentially hazardous conditions on site, such as significant steep slopes and wildland fire hazards. The proposed project includes provisions to ensure that adequate law enforcement and fire protection services would be available to serve the community. Additionally, the Fire Protection Plan (FPP) (Appendix P1) establishes standards for fuel modification, building design and construction, and other pertinent infrastructure criteria that would reduce wildland fire risks to below a level of significance. The proposed project's consistency with the Santee General Plan's Safety and Conservation Elements' goals, objectives, and policies are further discussed in this table under the Safety and Conservation Elements sections. Therefore, the proposed project would be consistent with these policies.</p>
<p><b>Policy 6.1:</b> The City shall utilize all mapped information, objectives, and policies contained in the Safety and Conservation Elements during the development review process.</p>	
<p><b>Policy 6.2:</b> The City should promote the use of innovative site planning to avoid on-site hazards and minimize risk levels.</p>	
<p><b>Objective 7.0:</b> Undertake development of large, contiguous, vacant, or underutilized parcels in a comprehensive manner.</p>	<p>The proposed project would develop the large, contiguous, vacant site into a comprehensive community with residential, commercial, civic, agricultural, and recreational land uses. Therefore, the proposed project would develop the area in a comprehensive manner and would be consistent with Objective 7.0.</p>
<p><b>Policy 7.1:</b> The City shall utilize and initiate, in appropriate locations, the use of comprehensive planning process for development of large landholdings. Appropriate locations shall include large contiguous vacant or underutilized parcels (i.e., 10 acres or larger in area) under single ownership that contain unique resources such as a hillside or watercourse, where a combination of uses are proposed on the site or where phased implementation of the development is necessary to minimize the impact on the</p>	<p>The large, contiguous 2,638-acre project site would be under single ownership and contains habitats for sensitive resources that would be protected within the Habitat Preserve. In addition to the Habitat Preserve, the proposed project would include a balanced mix of residential, commercial, parks and recreational, agricultural, and open space uses that support economic growth and promote wellness and healthy living. The proposed project includes phased implementation of the development plan and would ensure that adequate public</p>

**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p>City. If a comprehensive planning process involves multiple ownerships, the plan should apply to the total area of these ownerships.</p> <p>For smaller contiguous vacant or underutilized (i.e., less than 10 acres in area), a comprehensive planning process should be considered to allow for the comprehensive development of the land.</p> <p><b>Policy 7.2:</b> A comprehensive development plan shall be proposed prior to approving any subdivision of land or land development proposal.</p>	<p>facilities, utilities, and services necessary to serve the community’s needs are in place prior to or concurrent with development to minimize impacts on the City. The proposed project would provide a comprehensive development plan for the project site. Approval of subdivision maps and improvement plans for areas on the project site would occur subsequent to the approval of the proposed project. Therefore, the proposed project would be consistent with these policies.</p>
<p><b>Objective 8.0:</b> Minimize land use conflicts and maximize mutual benefits between adjacent land uses in the City.</p> <p><b>Policy 8.3:</b> The City should encourage an innovative mix of land uses when such a mix could enhance the viability of development and provide for common public services and site planning requirements.</p>	<p>Habitat on the project site has been severely degraded over the past few decades by illegal activities including trespassing, dumping, and off-road vehicle use.</p> <p>The proposed project includes a clustered compact, walkable, sustainable, low-impact development in strategic locations that minimize ecological impacts, development of the proposed project would allow for the restoration of sensitive habitat areas and management of the Habitat Preserve. Implementation of the proposed project includes establishment of a formal management entity and management plan to monitor and protect biodiversity. Furthermore, creating neighborhoods adjacent to a public trail system and providing community education programs about the area’s natural resources would encourage community appreciation for nature, foster a sense of ownership and stewardship for the land, and encourage voluntary participation in preserving and maintaining these open spaces from further degradation.</p>
<p><b>Policy 8.5:</b> The City shall strive to minimize direct and indirect impacts on existing or planned preserved open space from adjacent development.</p>	<p>The proposed project would accommodate a mix of land uses that support economic vitality and provide for public services. Requirements and guidelines for community planning and site development are included in the <u>Fanita Ranch Specific Development Plan</u>. The <u>Fanita Ranch Specific Development Plan</u> would designate approximately 63 percent of the site as Habitat Preserve, which would be protected to allow for conservation and restoration of natural open space and habitats for sensitive plant and wildlife species. The proposed project would implement the applicable mitigation measures identified in the EIR to reduce potential direct or indirect impacts to sensitive biological resources. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Objective 9.0:</b> Minimize land use conflicts between land uses in adjacent areas and existing and planned land uses in the City.</p> <p><b>Policy 9.3:</b> The City should oppose any new mining operations or expansion of currently approved mining operations to the north and northeast of the City that would conflict with planned development in Fanita Ranch.</p>	<p>Development on the project site would include residential, agricultural, and parks and open space uses. This would not result in the expansion of existing mining (e.g., Slaughterhouse Canyon) or any new mining operations north and northeast of the City. Therefore, the proposed project would be consistent with this objective and policy.</p>

**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p><b>Objective 11.0:</b> Ensure that development in the City is consistent with the overall community character and contributes positively towards the City's image.</p>	<p>The proposed project would implement the Santee General Plan Community Enhancement Element by establishing community identity through incorporation of an agrarian theme and gateway/place-making elements into the overall community planning and design; accommodating a diverse collection of housing types and designs; providing roadway and trail connections to existing neighborhoods and open space areas within the City; and creating pedestrian-friendly streetscape that promotes walking and enhances the community aesthetics. The proposed project would provide site development standards and design guidelines for community design, landscaping, and architecture, which would provide guidance for future development to ensure that a high-quality community would be implemented. Therefore, the proposed project would be consistent with this objective.</p>
<p><b>Housing Element</b></p>	
<p><b>Applicable Objectives and Policies</b></p>	
<p><b>Objective 5.0:</b> 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.</p>	<p>The proposed project would provide for a diverse mix of detached and attached housing types in densities ranging from high-density residential development in the Village Centers to Medium and Low Density Residential neighborhoods throughout the community. A variety of residence types and sizes would be offered, which would accommodate different types of households including families, multi-generational households, young singles, empty-nesters, seniors, and more. The proposed project would include an Active Adult land use designation area near the Fanita Commons Village Center, where community services would be located. The current <u>Santee General Plan</u> land use designation of the project site <del>as is</del> <u>is Planned Development (PD)</u>, and the <u>Housing Element</u> <del>identification of the project site to provide 2,949-395 units with a school, or 3,008 units without a school, demonstrating</del> <u>that the site has been planned for residential growth by the City. The proposed project would include a General Plan Amendment to increase the units on the site up to 2,949 with a school, or 3,008 without a school. The proposed project would include 435 moderate-income units consistent with the Santee General Plan Housing Element.</u></p> <p>The proposed project would provide an implementation program that addresses the phasing of public infrastructure improvements and services to ensure that public facilities and services would be available prior to or in conjunction with projected needs. The Phasing Plan would coordinate the provision of public facilities and services with the anticipated sequence and pattern of development. The four phases of development are conceptual and non-sequential and may occur concurrently. Phases may overlap or vary depending upon market conditions. They may also be broken down into smaller sub-phases. Each phase would likely take 2 to 4 years</p>
<p><b>Policy 5.1:</b> Provide a variety of residential development opportunities in the City, ranging in density from very low density estate homes to medium-high and high density development.</p>	
<p><b>Policy 5.4:</b> Encourage developments of new housing units designated for the elderly and disabled persons to be in close proximity to public transportation and community services.</p>	
<p><b>Policy 5.5:</b> 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 that growth.</p>	



**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
	to complete. Construction is anticipated to begin in <del>summer</del> 2024 <sup>3</sup> with a buildout of approximately 10 to 15 years. The backbone water and sewer improvement in the Special Use area would be included in Phase I, but the remainder of the Special Use area may be developed at any time during project buildout. Therefore, the proposed project would be consistent with this objective and these policies.
<b>Mobility Element</b>	
<b>Applicable Goal, Objectives, and Polices</b>	
<p><b>Goal:</b> A balanced, interconnected multi-modal transportation network that allows for the efficient and safe movement of all people and goods, and that supports the current and future needs of Santee community members and travel generated by planned land uses.</p>	<p>The proposed project would integrate land use and transportation planning to enhance smart growth development. Land uses would be organized to locate services and goods close to residences and optimize circulation systems to create direct, efficient, safe, and comfortable routes for a variety of transportation modes. Roadways on the project site would be designed as a system of Complete Streets that safely accommodate and support all users, including motorists, pedestrians, bicyclists, and neighborhood electric vehicles (NEV). Planned street improvements would include the extension of existing roadways (Fanita Parkway, Cuyamaca Street, and Magnolia Avenue) into the project site and the construction of new internal systems of public and private streets. On the project site, specially designed street sections would respond to the physical characteristics of the site, avoiding steep terrain and environmentally sensitive areas, and express the agrarian theme through road design and landscaping. The proposed project would be designed to promote alternative modes of transportation. For example, the street rights-of-way would be designed to accommodate pedestrian, bicycle, and NEV travel as appropriate to the context and setting. The proposed project would pay its fair share of transportation impact fees. Therefore, the proposed project would be consistent with this goal, objectives, and policies.</p>
<p><b>Objective 1:</b> Ensure that the existing and future transportation system is accessible, safe, reliable, efficient, integrated, convenient, well-connected and multi-modal. 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.</p>	
<p><b>Policy 1.1:</b> The City shall provide integrated transportation and land use decisions that enhance smart growth development served by complete streets, which facilitate multimodal transportation opportunities.</p>	
<p><b>Policy 1.2:</b> The City should design streets in a manner that is sensitive to the local context and recognizes that needs vary between mixed use, urban, suburban, and rural settings.</p>	
<p><b>Policy 1.3:</b> The City shall ensure that the entire right-of-way is designed to accommodate appropriate modes of transportation.</p>	
<p><b>Policy 1.5:</b> The City should regularly review, update and collect adequate transportation impact fees (TIF) and ensure the efficient allocation of state and regional funding sources for the development and maintenance of local transportation (across all modes) improvements and operations.</p>	
<p><b>Objective 2:</b> Develop an efficient, safe and multi-modal transportation network, consisting of local roads, collectors, arterials, freeways and transit services, in a manner that promotes the health and mobility of Santee residents and that meets future circulation needs, provides access to all sectors of the City, and supports established and planned land uses.</p>	<p>Roadways on the project site would be designed as a system of Complete Streets that safely accommodate and support all users, including motorists, pedestrians, and bicyclists. The applicant has worked closely with the City to design safe and appropriate street standards for the community. Project mobility focuses on reducing the number and length of vehicle trips and providing alternatives to gasoline-powered vehicle</p>

**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p><b>Policy 2.1:</b> The City shall encourage an automobile Level of Service “D” on street segments and at intersections throughout the circulation network while also maintaining or improving the effectiveness of the non-automotive components of the circulation system (i.e., pedestrians, bicyclists, and public transit), especially in the Town Center area. The City may approve a lower automobile Level of Service if it finds that the effectiveness of non-automotive components of the circulation system would be maintained or improved as a result. In other cases, the City shall not approve any development that causes a drop in the Level Of Service at a street segment or an intersection to LOS “E” or “F”, after feasible mitigation, without overriding social, economic, or other benefits.</p>	<p>use. This would be achieved by locating services and goods close to residences and optimizing circulation systems to create direct, efficient, safe, and comfortable routes for a variety of transportation modes. The provision of a farm, a school site, parks and recreation facilities, retail, and office uses would specifically address the needs of project residents and create a self-contained community that requires fewer trips outside of the project site. The design of the proposed project would encourage alternative transportation modes that generate fewer emissions such as walking, biking, use of electric vehicles, transit, and ridesharing. Traffic calming and pedestrian safety measures such as roundabouts, curb extensions, narrow street sections, enhanced crossings, landscape buffers, and on-street parking at appropriate locations would be integrated into the proposed project’s mobility system. Section 4.16, Transportation, of this EIR analyzes the Level of Service on key street segments and at key intersections within the vicinity of the project site. The proposed project would implement applicable mitigation measures identified in the EIR to reduce project impacts, as feasible including a TDM Plan. The TDM Plan would support alternative modes, manage shared facilities to optimize transportation modes, implement and support appropriate advanced technologies, and reduce air quality pollutant and greenhouse gas emissions.</p>
<p><b>Policy 2.2:</b> The City should ensure adequate accessibility for all modes to the northern undeveloped area of the City by designating a functional network of public streets for future dedication either prior to, or concurrent with anticipated need.</p>	<p>In addition, the proposed project would initiate a Monitoring Program once the average daily trip amount on Fanita Parkway between Ganley Road and Lake Canyon Road reaches 13,000 ADT to ensure that impacts remain within acceptable levels. Finally, the proposed project would install an adaptive traffic signal control system along Mission Gorge Road between Fanita Drive and Town Center Parkway. Adaptive traffic signals, or “smart” signals, communicate with each other and dynamically adjust signal timings, memorize traffic patterns, improve traffic flow, and reduce vehicle stops. The improved conditions resulting from implementation of an adaptive traffic signal control system are evidenced by a decrease in overall travel time through the subject corridor. Implementation of an adaptive traffic signal control system would result in a decrease in overall travel time, similar to the benefit that physical widening of the road would provide from increased physical capacity. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 2.3:</b> The City shall establish minimum design standards for streets, which include grade, widths, alignment and public improvement requirements in a City design manual.</p>	<p>Finally, the proposed project would install an adaptive traffic signal control system along Mission Gorge Road between Fanita Drive and Town Center Parkway. Adaptive traffic signals, or “smart” signals, communicate with each other and dynamically adjust signal timings, memorize traffic patterns, improve traffic flow, and reduce vehicle stops. The improved conditions resulting from implementation of an adaptive traffic signal control system are evidenced by a decrease in overall travel time through the subject corridor. Implementation of an adaptive traffic signal control system would result in a decrease in overall travel time, similar to the benefit that physical widening of the road would provide from increased physical capacity. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 2.6:</b> The City should encourage traffic circulation improvements such as, but not limited to, enhanced roadway markings, synchronized traffic signals, and Intelligent Transportation System (ITS) network management.</p>	<p>Finally, the proposed project would install an adaptive traffic signal control system along Mission Gorge Road between Fanita Drive and Town Center Parkway. Adaptive traffic signals, or “smart” signals, communicate with each other and dynamically adjust signal timings, memorize traffic patterns, improve traffic flow, and reduce vehicle stops. The improved conditions resulting from implementation of an adaptive traffic signal control system are evidenced by a decrease in overall travel time through the subject corridor. Implementation of an adaptive traffic signal control system would result in a decrease in overall travel time, similar to the benefit that physical widening of the road would provide from increased physical capacity. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 2.9:</b> The City should work with the region to develop traffic and congestion management programs to improve commute times and improve air quality.</p>	<p>Finally, the proposed project would install an adaptive traffic signal control system along Mission Gorge Road between Fanita Drive and Town Center Parkway. Adaptive traffic signals, or “smart” signals, communicate with each other and dynamically adjust signal timings, memorize traffic patterns, improve traffic flow, and reduce vehicle stops. The improved conditions resulting from implementation of an adaptive traffic signal control system are evidenced by a decrease in overall travel time through the subject corridor. Implementation of an adaptive traffic signal control system would result in a decrease in overall travel time, similar to the benefit that physical widening of the road would provide from increased physical capacity. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Objective 3:</b> Upgrade and maintain Santee transportation corridors to meet the safety needs of all roadway users – including youth and elderly and travelers of varying physical abilities – and to provide a well-connected system throughout the City.</p>	<p>Roadways on the project site would be designed as a system of Complete Streets that safely accommodate and support all users, including motorists, pedestrians, and bicyclists. The applicant has worked closely with the City to design safe and appropriate street standards for the community. Street design</p>

**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p><b>Policy 3.1:</b> The City shall encourage the development of improved signalization and intersection design while taking into consideration the safety of all modes.</p>	<p>elements would include roundabouts, split roads, center medians on major roadways, enhanced crossings, left-turn pockets, curb extensions, and parkways that would be landscaped with native and edible plant species to complement the adjacent open space areas and the Farm. Multiple ingress/egress points and appropriately sized streets would be included to allow quick access for emergency vehicles to all portions of the project site. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 3.2:</b> 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.</p>	
<p><b>Policy 3.3:</b> The City shall ensure that newly constructed roadways are designed to permit rapid access for emergency vehicles.</p>	
<p><b>Policy 3.4:</b> The City shall provide adequate traffic control devices throughout the City to ensure safe and efficient mobility.</p>	
<p><b>Policy 3.5:</b> The City shall encourage the use of innovative methods for traffic control (such as roundabouts, curb extensions, and traffic circles) where appropriate that add character, slow vehicle speeds, and create opportunity for improved aesthetics while effectively managing traffic.</p>	
<p><b>Objective 4:</b> Maximize the utilization of site planning techniques to improve traffic safety.</p>	<p>Driveways on the project site would be designed to take direct access from residential streets or village streets instead of from arterials, collectors, or other major roads. Traffic calming measures would be incorporated into the overall mobility system design, including roundabouts, curb extensions, narrow road sections, enhanced crossings, landscape buffers, and on-street parking at appropriate locations. Guidelines on loading, service, and storage areas for commercial and mixed-use development are provided in Chapter 6 of the Fanita Ranch <u>Specific Development Plan</u>. Setback and off-street parking requirements would be included in Chapter 3 of the Fanita Ranch <u>Specific Development Plan</u>. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 4.1:</b> The City shall encourage new subdivision development be designed in a manner where driveways do not take direct access from prime arterials, major roads or collector streets.</p>	
<p><b>Policy 4.3:</b> The City shall promote design standards that allow for safe and efficient transport, delivery, loading and unloading of goods from service vehicles within commercial and industrial areas.</p>	
<p><b>Policy 4.4:</b> The City should pursue minimization of the number of entrances and exits to strategic locations along major thoroughfares by requiring the establishment of shared driveways and reciprocal access between adjoining properties.</p>	
<p><b>Policy 4.5:</b> The City should establish and implement appropriate setback and off-street parking requirements.</p>	
<p><b>Objective 5.0:</b> Allow parking reductions around transit and affordable housing.</p>	<p>The proposed project’s parking regulations for the Village Center areas would take a shared, unbundled approach to reduce the demand for parking and provide parking as efficiently as possible. Due to the mixed-use nature of the Village Center land use designation and the desire to promote walkability, the Village Center designation would approach parking as a shared amenity between uses. The intent would be to allow for shared parking between uses with different operation hours or varied peak parking periods as a means of reducing the visual impact of large parking lots on the public</p>
<p><b>Policy 5.2:</b> The City should maximize shared parking opportunities for uses with varied peak parking periods.</p>	
<p><b>Policy 5.3:</b> The City should exercise flexibility in the application of parking standards to support transit-oriented development.</p>	

**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
	street, reducing pavement that may contribute to the heat island effect, and promoting walking or alternative modes to single-occupancy vehicle use. Shared parking would be managed by a Parking Management Plan or the proposed TDM Plan. The number of required vehicle spaces may be reduced or increased pursuant to the approved Parking Management Plan or TDM Plan. Therefore, the proposed project would be consistent with this objective and these policies.
<b>Objective 7.0:</b> Develop, maintain, and support a safe, comprehensive and integrated bikeway system that encourages bicycling, as documented in the City's Bicycle Master Plan.	Bicycle circulation throughout the project site would be facilitated through a combination of on-street bike lanes and off-street multi-purpose trails, as illustrated in the Fanita Ranch <u>Specific Development Plan</u> . Class II bike lanes and multi-purpose trails would be provided along Fanita Parkway, Cuyamaca Street, and Magnolia Avenue. The Habitat Preserve would include mountain biking trails, which would use existing trail routes to the extent feasible to avoid sensitive habitat areas. Bike trails would be designed for both recreation and to provide direct off-street access between the villages. To further promote bicycling on the project site, each Village Center would provide a bike station where riders have access to water and air, electric bike charging stations, and a bicycle sharing system. Therefore, the proposed project would be consistent with this objective and these policies.
<b>Policy 7.1:</b> The City shall continue to implement and maintain a comprehensive bicycle route system, and designate appropriate bikeways through the regular update of the City's Bicycle Master Plan.	
<b>Policy 7.2:</b> The City should strive to achieve objectives and policies identified in the Bicycle Master Plan including those related to bicycle safety awareness, bicycle promotion, maintenance and monitoring. Educational awareness programs shall include an environmental component that teaches bicycle users the importance of staying on designated trails to minimize impacts to wildlife resources.	
<b>Policy 7.4:</b> The City should require new development and redevelopment to provide connections to existing and proposed bicycle routes, where appropriate.	
<b>Objective 8.0:</b> Develop and maintain an accessible, safe, complete and convenient pedestrian system that encourages walking.	Pedestrian circulation throughout the project site would be provided through an extensive network of sidewalks/community trails, multi-purpose trails, perimeter trails, and native trails that connect the three villages and destinations within the villages, as shown on Figure 3-10, Pedestrian Circulation Plan. The key to a successful pedestrian circulation system is to provide safety, connectivity, and comfort. The proposed project would accomplish this through narrow street sections, enhanced street crossings, roundabouts, landscape buffers, and on-street parking to reduce traffic speeds. Streets on the project site would include a sidewalk or a multi-use trail and attractive streetscape to promote walking and enhance the pedestrian experience. Additionally, several features would be designed into the mobility plan to calm traffic, promote pedestrian safety, and provide safe routes to the school site, the Farm, parks and recreation facilities, and Village Centers through narrow road sections, enhanced road crossings, roundabouts, landscape buffers, and on-street parking to slow traffic. At intersections
<b>Policy 8.1:</b> The City should require the incorporation of pedestrian-friendly design concepts where feasible including separated sidewalks and bikeways, landscaped parkways, traffic calming measures, safe intersection designs and access to transit facilities and services into both public and private developments.	
<b>Policy 8.2:</b> The City should provide for the connectivity of wide, well-lit sidewalks and environments with safety buffers between pedestrians and vehicular traffic, where feasible.	
<b>Policy 8.3:</b> The City should pursue the elimination of physical barriers around public facilities and commercial centers to improve access and mobility of the elderly and disabled in a manner consistent with the Title 24 of the	



**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
California Code of Regulations and the federal Americans with Disabilities Act (ADA).	where significant pedestrian crossings are anticipated, crosswalks would be enhanced with striping, signage, and landscape features designed to heighten the driver's awareness and indicate the presence of pedestrians. Therefore, the proposed project would be consistent with this objective and these policies.
<b>Policy 8.4:</b> The City shall require non-contiguous sidewalks on all streets with a residential collector classification or higher, as appropriate.	
<b>Policy 8.5:</b> The City should identify and implement pedestrian improvements with special emphasis on providing safe access to schools, parks, community and recreation centers, and shopping districts.	
<b>Policy 8.6:</b> The City should promote walking and improve the pedestrian experience by requiring pedestrian facilities along all classified streets designated on the Circulation Plan; by implementing streetscape improvements along pedestrian routes that incorporate such elements as shade trees, street furniture, and lighting; by orienting development toward the street; by employing traffic calming measures; and by enforcing vehicle speeds on both residential and arterial streets.	
<b>Policy 8.7:</b> The City should promote walking as the primary travel mode for the school trip through implementing the citywide Safe Routes to School Plan.	
<b>Policy 8.8:</b> The City should improve pedestrian safety at intersections and mid-block crossings, where appropriate.	
<b>Policy 8.10:</b> The City should provide connected network of safe pedestrian crossings throughout the City.	
<b>Objective 9.0:</b> Increased use of alternative modes of travel to reduce peak hour vehicular trips, save energy, and improve air quality.	
<b>Policy 9.1:</b> The City shall encourage and provide for Ride Sharing, Park 'n Ride, and other similar commuter programs that eliminate vehicles from freeways and arterials.	
<b>Policy 9.3:</b> The City should encourage employers to offer shared commute programs and/or incentives for employees to use transit.	
<b>Policy 9.4:</b> The City should encourage the use of alternative transportation modes, such as walking, cycling and public transit. The City should maintain and implement the policies and recommendations of the Bicycle Master Plan and Safe Routes to School Plan to improve safe bicycle and pedestrian access to major destinations.	The proposed project would support car-sharing/ride-sharing and NEV use through the provision of passenger loading areas, charging stations, and dedicated preferred parking locations in each Village Center, the school site, the Farm, and the Community Park. NEVs may be operated on public streets where the speed limit would be 35 miles per hour or less. This includes all streets within the village boundaries and between the villages. Streets on the project site would be designed as a system of Complete Streets that safely accommodate and support all users, including motorists, pedestrians, and bicyclists. Bicycle circulation throughout the project site would be facilitated through a combination of on-street bike lanes and off-street multi-purpose trails, as illustrated on Figure 3-9, Bicycle Circulation Plan. Pedestrian circulation would be provided through an extensive network of sidewalks/community trails, multi-purpose trails, perimeter trails, and native trails that connect the three villages and destinations within the villages, as shown on Figure 3-10. The intent would be to provide safe bicycling and walking access to major destinations in the community such as the school site, the Farm, parks and recreation facilities, and Village Centers. Therefore, the proposed project would be consistent with this objective and these policies.
<b>Policy 9.5:</b> The City should improve safety of walking and biking environment around schools to reduce school-related vehicle trips.	

**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<b>Recreation Element</b>	
<p><b>Goal:</b> The goal of the Recreation Element is to provide a system of public parks and recreational facilities which serve the citizens of Santee.</p>	<p>Santee Municipal Code, Chapter 12.40, establishes the provisions for dedication of land, payment of in-lieu fee or a combination of both for the purpose of providing park and recreation facilities to serve future residents of a subdivision development (City of Santee 2022b<del>0</del>). Santee Municipal Code, Section 12.40.070, requires the parkland dedication ratio of 5 acres per 1,000 population.</p>
<p><b>Objective 1:</b> Provide a minimum of 10 acres of park and recreational facilities for every 1,000 population in Santee. These 10 acres could include a combination of local parks, trails, school playgrounds, and other public facilities that meet part of the need for local recreational facilities.</p>	<p>Per the public park credit provisions set forth in Santee Municipal Code, Section 12.40.110, developed parkland dedicated to and maintained by the City would receive up to 100 percent park credit. Developed parkland maintained by the homeowners association and trail systems would receive up to 50 percent credit per the private park credit provisions in Santee Municipal Code, Section 12.40.100.</p>
<p><b>Policy 1.2:</b> The City shall continue to encourage the Santee School District and the Grossmont Union High School District to jointly develop and use school property for recreational purposes.</p>	<p>The proposed project would provide approximately 78 acres of public parklands for active and passive recreation and private parklands and 4.5 acres of trail lands consisting of perimeter trails and the Stowe Trail connections planned on the project site, totaling 82.5 acres. Approximately 52.4 acres of the total 82.5 acres is available for parkland dedication credit, which satisfies the Santee Municipal Code, Chapter 12.40, Park Lands Dedication, requirement of 5 acres of parkland per 1,000 population and results in a surplus of 4.8 acres.</p>
<p><b>Policy 1.5:</b> The City shall promote the compatibility of land uses adjacent to parks.</p>	<p>In addition, the proposed project includes 47.6 acres of other recreation and open space areas, which are qualified to meet the Santee General Plan Recreation Element Objective. These areas consist of the 11.5-acre passive portion of the public Community Park, the 27.3-acre Farm, and 10.9 acres of other Agriculture Overlay lands.</p>
<p><b>Policy 1.8:</b> The City should, when feasible, require developers to contribute land and develop on that land multi-purpose playing fields or recreational facilities.</p>	<p>It should be noted that the underlying land use for the School Overlay school site would be Medium Density Residential. If the 15-acre reserved school site would not be acquired for school use within 2 years of approval of the final map containing the school site, the Medium Density Residential land use may be implemented on the site, increasing the project site unit count by 59 units for a maximum total of 3,008 units. Should the land use revert to Medium Density Residential, the developed parkland and recreational facility dedication requirement would increase by 0.9 acre. The project site would meet the obligation for the additional required amount of land or fee in lieu thereof pursuant to the provisions of Santee Municipal Code, Chapter 12.40, which could be by applying the surplus mentioned previously to the dedication credit and dedicating a park within the school site, expanding the Community Park or another park in the <del>Specific Development</del> Plan Area, paying a fee in lieu of dedication, or a combination thereof. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 1.9:</b> The City should not count private recreational facilities, or open space in planned residential developments, as fulfilling the requirement for park dedications or in-lieu park fees.</p>	
<p><b>Policy 1.10:</b> The City shall use the Parks and Recreation Facilities Master Plan as a guide in evaluating development proposals on possible future park sites.</p>	

**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p><b>Objective 2.0:</b> Provide adequate recreational acreage and facilities in all areas of the City.</p>	<p>The proposed project would include a variety of community recreation amenities such as active and passive parks, extensive open space natural areas, a comprehensive trail and bikeway system, and a community farm, which would all serve recreational purposes. The proposed school site would be adjacent to a Community Park and a Neighborhood Park to allow for joint use facilities such as play fields, playgrounds, or similar recreational amenities for use by the public. Additionally, private recreation amenities such as clubhouses, community pools, or similar improvements would be part of future development applications. The Community Park would be City owned and maintained, while the Neighborhood Parks, except NP-8, and Mini-Parks would be privately maintained but open to the public. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 2.2:</b> The City shall encourage the inclusion of recreational facilities in all mixed land use developments, especially within the Town Center and Fanita Ranch.</p>	
<p><b>Policy 2.5:</b> The City should require the inclusion of private recreation areas in all Planned Residential Developments.</p>	
<p><b>Policy 2.6:</b> The City shall aggressively pursue the development of additional publicly owned parks and recreation facilities which are distributed throughout the City to meet the needs of all residents</p>	
Trails Element	
<p><b>Overall Goal:</b> The Trails Element shall encourage alternative means of transportation on a community and regional scale by providing a comprehensive network of bicycle, equestrian, and pedestrian trails which serve present and future needs of our community, and which preserve and/or enhance the community character and the environment.</p>	<p>The proposed project would include a comprehensive pedestrian and bicycle trail system that provides connectivity within and between the villages, and with the adjacent regional trails and local trails that connect to surrounding open space areas, residential neighborhoods, parks, and the Santee Town Center to the south. Multi-purpose trails would be within the street rights-of-way along Fanita Parkway and Cuyamaca Street, which would support pedestrian and bicycle travel. The multi-purpose trail along Cuyamaca Street would extend south off site to connect to the Santee Town Center and the San Diego River as part of the north–south regional corridor. The Habitat Preserve on the project site would be offered for dedication to the City’s Draft MSCP Subarea Plan. Trail access in the Habitat Preserve would be subject to the requirements and provisions of the Public Access Plan (see Appendix D, Biological Resources Technical Report, of this EIR) and the City’s Draft MSCP Subarea Plan. Therefore, the proposed project would be consistent with this goal, objective, and these policies.</p>
<p><b>Goal:</b> Encourage alternative means of transportation on a regional and community scale.</p>	
<p><b>Objective 1:</b> Provide safe and viable regional and community trails within the City.</p>	
<p><b>Policy 1.1:</b> Priority should be placed on establishing multiple use trails (pedestrians, bicyclists, equestrians) wherever feasible.</p>	
<p><b>Policy 1.2:</b> All new subdivisions or planned developments whether residential, commercial, or industrial which include proposed trail locations shall dedicate easements which will provide safe and direct access to community or regional trails, and provide for trail maintenance.</p>	
<p><b>Policy 1.3:</b> Regional and/or community routes within the City should link up with existing or proposed routes within neighboring jurisdictions.</p>	
<p><b>Policy 1.4:</b> There should be at least one east–west regional corridor extending from San Diego through Town Center to Lakeside and one north–south corridor extending from El Cajon through Town Center north to Fanita Ranch. The corridors should provide for, pedestrian, bicycle, and where feasible, equestrian use.</p>	
<p><b>Policy 1.5:</b> The City’s trail network should link focal points of the City such as Town Center, Fanita Ranch,</p>	

**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
employment centers, schools, residential neighborhoods, parks and open space, and the San Diego River.	
<b>Objective 2:</b> Provide trails which are designed to impact the environment as little as possible and which blend in with the character of the community.	<p>Pedestrian circulation throughout the project site would be provided through a network of sidewalks/community trails, multi-purpose trails, perimeter trails, and nature trails as shown on Figure 3-10. The proposed project would provide public access to the existing trails that have been historically used by the public without authorization. New trails would generally follow contour lines and be located where minimal grading or habitat disruption would occur.</p> <p>Trails on the project site would be designated and designed with consideration given to pedestrian and bicycle connections within the site and to the surrounding off-site trails and open space, accessibility, minimal conflicts with sensitive habitat areas, and view opportunities. Trails would utilize concrete or natural surfaces that are appropriate for the intended use and blend with the surrounding areas. Trails would be located along the northerly and southerly drainages, which would offer pedestrian connections between the school site, the Farm, and the Active Adult neighborhood with minimal interruptions from vehicular traffic. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<b>Policy 2.1:</b> Trails should be surfaced with materials which blend in with the surrounding area while complying with safety and maintenance requirements.	
<b>Policy 2.2:</b> Trails should be designated along existing drainage channels, utility right-of-way and other areas which must remain undeveloped.	
<b>Policy 2.3:</b> When determining final alignments for planned trails in open space areas, priority should be given to utilizing existing trails where feasible, before creating new trails. When necessary, new trails should follow contour lines and should be aligned where the least amount of grading and/or habitat disruption would occur.	
<b>Policy 2.4:</b> Trails should be designated and designed with consideration given to appropriate widths, clearances, grade curvatures, surfacing, surface drainage, design speed, barriers, fences, signage, visibility, intersections, bridges, and street cleaning. Wherever feasible, consideration should be given to ensuring accessibility by the handicapped and other special needs groups in accordance with the Americans with Disabilities Act.	<p>To promote bicycling on the project site, each village would provide a bike station where riders have access to water and air, electric bike charging stations, and a bicycle sharing system. The bike stations would be located in the Village Centers. Bicycle parking with bicycle racks would be provided at the school site, the Farm, the Village Centers, the Community Park and Neighborhood Parks, and within the multi-family neighborhoods. Signage and well-defined trail markers would be installed to identify the trail locations and minimize potential conflicts with sensitive habitat areas.</p> <p>Pedestrian circulation throughout the project site would be provided through an extensive network of sidewalks/community trails, multi-purpose trails, perimeter trails, and nature trails for walking and hiking, as shown on Figure 3-10. Bicycle circulation throughout the community would be facilitated through a combination of on-street bike lanes and off-street multi-purpose trails, as illustrated on Figure 3-9. These trails and bikeways would provide connectivity on the project site and to the adjacent regional trails and local trails that lead to surrounding open space areas and neighborhoods. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<b>Objective 3:</b> Provide accommodations for the trail user wherever possible.	
<b>Policy 3.1:</b> Large non-residential developments should be encouraged to provide showers and lockers, flexible work schedules and other means to encourage and facilitate use of alternative modes of transportation by employees.	
<b>Policy 3.2:</b> Bicycle racks should be made available at all new or rehabilitated non-residential developments.	
<b>Policy 3.3:</b> Signage should be utilized to identify trail corridors.	
<b>Policy 3.4:</b> The City should include both hiking and bicycle trails in any trail system; equestrian trails shall also be considered.	
<b>Policy 3.5:</b> The City shall, in developing a trail system, especially in the San Diego River corridor, coordinate between various projects within the City, as well as with a regional trail system in neighboring jurisdictions.	



**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p><b>Objective 5:</b> To provide paved trails which are safe.</p> <p><b>Policy 5.1:</b> The determination of the appropriate type of paved trail should primarily be based upon safety requirements. There are three classifications of bike trails:</p> <ol style="list-style-type: none"> <li>1. Bicycle paths (Class I) are the safest type of bicycle trail and should, therefore, be utilized as much as possible for regional and community trails, but not for those designated on small local streets where traffic volume is minimal.</li> <li>2. Bicycle lanes (Class II) are the second safest type of bicycle trail. These should be utilized as necessary links to bicycle paths or local routes where paths are not feasible.</li> <li>3. Bicycle routes (Class III) are the least safe type of bicycle trail. They should be utilized as a last priority for necessary links or as interim links prior to the implementation of bicycle paths. When used, they should be signed wherever possible.</li> </ol> <p><b>Policy 5.2:</b> Trails should be designed to facilitate bicycle riding by incorporating standards which would reduce slopes, sharp curves, and interference with vegetation, pedestrians, and traffic.</p> <p><b>Policy 5.3:</b> Bicycle paths should be incorporated into the design of community land use plans, Capital Improvement Projects, and in parks and open space as specified in the General Plan.</p> <p><b>Policy 5.4:</b> Encourage facilities such as lighting, benches, bathrooms, and drinking fountains along trails where it is appropriate.</p>	<p>Bicycle circulation throughout the community would be facilitated through a combination of on-street bike lanes and off-street multi-purpose trails, as illustrated on Figure 3-9. The Habitat Preserve would also provide nature trails for mountain biking located within existing trail routes to the extent feasible to avoid sensitive habitat areas. Speeds on residential roads within the Village Centers and residential neighborhoods would be slow enough (25 mph or less) to allow the travel lanes to be shared by both vehicles and bicycles. Bicycle trails would be designed for both recreation and to provide direct access between the villages, ensuring user safety and minimizing interference with traffic, pedestrians, and vegetation. Each Village Center would provide a bike station at an appropriate location where riders have access to water and air, electric bike charging stations, and a bicycle sharing system. Signage and well-defined trail markers would be installed at appropriate trail locations. Amenities such as lighting and benches would be encouraged along trails, where appropriate. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Goal:</b> Designate the location and the appropriate type of improved (paved) bicycle trails that would have the greatest potential to serve the commuter and recreational needs of the community.</p> <p><b>Objective 6:</b> Provide unimproved trails that are viable routes within the community.</p> <p><b>Policy 6.1:</b> Priority shall be given to designating unimproved trails for multi-purpose use whenever feasible.</p> <p><b>Policy 6.2:</b> Develop a future system of trails on the Fanita Ranch site as well as throughout the City's multiple species conservation program preserve planning area. Priority shall be given to using existing trail alignments whenever feasible.</p> <p><b>Policy 6.3:</b> Trail segments should not be made available for public use until a usable segment is established and where unauthorized entry onto private property can be controlled.</p>	<p>The proposed project would include a comprehensive pedestrian and bicycle trail system that would provide connectivity within and between the villages, and would link the community with the adjacent regional trails and local trails that lead to surrounding open space areas and residential neighborhoods.</p> <p>Trail access in the Habitat Preserve would be subject to the requirements and provisions of the Public Access Plan and the City's Draft MSCP Subarea Plan. Trails throughout the project site would be designed in loops or with multiple connection points so the trail user can change direction and have options to reach their desired endpoints. Therefore, the proposed project would be consistent with this objective and these policies.</p>

**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<b>Policy 6.6:</b> Trails should be designed in loops to prevent having to repeat the same route.	
<b>Policy 6.7:</b> Encourage trail connections with planned trails on the Santee Lakes property and future development of Fanita Ranch.	
<b>Objective 7:</b> Provide trails which are safe.	Streets on the project site would include a sidewalk or multi-purpose trail to accommodate pedestrians. These sidewalks and multi-purpose trails would be separated from the roads by landscaped parkways. Trails along the riparian area would also offer pedestrian connections between the school site, the Farm, and the Active Adult area with minimal interruptions from vehicular traffic. Limited equestrian access would be allowed on a trail in the northeastern portion of the site. Switchbacks are encouraged where the terrain would be too steep to traverse safely. Signage would be posted at staging areas and key locations on unimproved nature trails advising users of trail gradients and risks. Therefore, the proposed project would be consistent with this objective and these policies.
<b>Policy 7.1:</b> The determination of appropriate types of trails should primarily be based on safety requirements.	
<b>Policy 7.2:</b> Pedestrian and equestrian trails should be separated from the street. Only when absolutely necessary should riding trails be designated on streets.	
<b>Policy 7.3:</b> For new trails, switchbacks should be utilized in areas of steep terrain.	
<b>Policy 7.4:</b> Unimproved trails which are not subject to maintenance shall be posted at trails entrances to advise users of trail risks.	
<b>Objective 8:</b> Provide community trails that link with regional trail systems and facilities.	The proposed project would establish a comprehensive trail system that would be designed to connect the proposed project to adjacent regional trails and open space areas including Mission Trails Regional Park, Santee Lakes Regional Park, the San Diego River trail system, and Goodan Ranch/Sycamore Canyon County Preserve. Therefore, the proposed project would be consistent with this objective and these policies.
<b>Policy 8.1:</b> Encourage the establishment of trail systems in the East Elliot area and on Fanita Ranch that links Fanita Ranch and Mission Trails Regional Park with Santee Lakes and Goodan Ranch Regional Park/Sycamore Canyon Open Space Preserve, and any future northern expansion of Mission Trails Regional Park.	
<b>Policy 8.2:</b> Encourage trail connections to the Trans-County trail system, the Upper San Diego River Improvement Plan, the Mission Trails Regional Park trail system and trails leading to Goodan Ranch Regional Park/Sycamore Canyon Open Space Preserve.	
<b>Policy 8.3:</b> Encourage trail connections which take advantage of trailhead and support facilities planned or existing within neighboring regional parks.	
<b>Objective 9:</b> Provide trails within the future Multiple Species Conservation Program Preserve which are consistent with the City's subarea plan and implementing agreement.	Trail access in the Habitat Preserve would be subject to the requirements and provisions of the Public Access Plan and the City's Draft MSCP Subarea Plan. Trails would be carefully located and designed to minimize potential conflicts with sensitive habitat areas and wildlife movement routes. An existing equestrian trail would be retained in the northeastern portion of the project site (see Figure 3-6, Conceptual Park, Trails, and Open Space Plan). Where the Stowe Trail abuts the project site Habitat Preserve, equestrian users would be directed to alternative existing trails in the County, as authorized. The proposed project would provide signage and well-defined trail markers along the trails. Habitat areas would be protected through signage, fencing, and community
<b>Policy 9.1:</b> Preference should be given to locating trails in the least sensitive areas of the preserve and utilize existing trails/dirt roads to the extent feasible.	
<b>Policy 9.2:</b> Avoid placing new trails between different habitat types where resource sensitivities and values are high.	
<b>Policy 9.3:</b> The width of new trails should be minimized to the extent possible to avoid impacting critical resources.	

**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p><b>Policy 9.4</b> Fencing should be considered in strategic locations to limit off-trail use in sensitive resource areas.</p>	<p>education. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 9.5:</b> Equestrian trails and staging areas should be located a sufficient distance from riparian or coastal sage scrub resources to minimize the possibility of cowbird parasitism and to ensure biological values are not impaired.</p>	
<p><b>Policy 9.6:</b> Avoid conflicts with key movement routes utilized by wildlife to the maximum extent possible.</p>	
Conservation Element	
<p><b>Goal:</b> The goal of the Conservation Element is to conserve open space, natural and cultural resources.</p>	<p>Figure 4.3-4, Habitat Preserve Plan, illustrates the portions of the project site that would be designated as Habitat Preserve and would contribute to the City's Draft MSCP Subarea Plan preserve system. The Habitat Preserve would include hillsides with steep slopes to minimize landslide and mudslide hazards and to protect key visual resources. Grading on the project site would be as efficient as possible to minimize the development footprint and maximize the preservation of significant landforms. Except as described in the Fanita Ranch <del>Specific Development Plan</del>, grading on the project site would comply with the requirements of the Santee Municipal Code. Grading design standards would be provided in Section 8.1.1 of the Fanita Ranch <del>Specific Development Plan</del>. Therefore, the proposed project would be consistent with this goal, objective, and policies.</p>
<p><b>Objective 1:</b> Protect areas of unique topography or environmental significance to the greatest extent possible.</p>	
<p><b>Policy 1.1:</b> The City shall encourage significant natural landforms to be maintained during development whenever possible.</p>	
<p><b>Policy 1.2:</b> The City should encourage, through the environmental review process, the preservation of hillsides with steep slopes as appropriate to minimize danger from landslides and mudslides, as well as to protect key visual resources.</p>	
<p><b>Policy 1.3:</b> To protect and wisely manage hillsides and topographic resources, the City shall use the following hillside development guidelines:</p> <ol style="list-style-type: none"> <li>1. Less than 10 percent: this is not a hillside condition. Conventional grading techniques are acceptable</li> <li>2. 10 percent –19.9 percent: development with grading will occur in this zone, but existing landforms should retain their natural character. Padded building sites are permitted on these slopes, but contour grading, split level architectural prototypes, with stacking and clustering are expected.</li> <li>3. 20 percent and over: special hillside grading, architectural and site design techniques are expected, and architectural prototypes should conform to the natural land form. Compact development plans should be used to minimize grading footprints.</li> </ol>	
<p><b>Objective 2:</b> Protect floodways to reduce flood hazards, protect biological resources and preserve the aesthetic quality along water corridors.</p>	<p>The proposed project would provide a storm drainage system that would collect stormwater through a series of swales, catch basins, and culverts, which would direct stormwater to detention/ biofiltration basins as illustrated on Figure 3-13, Conceptual Storm Drainage Plan. This system would allow natural infiltration, evapotranspiration, and filtering of the stormwater to remove microscopic organisms, suspended solids, organic material, nitrogen, and phosphorous. Once</p>
<p><b>Policy 2.1:</b> The City shall encourage the protection of the San Diego River Corridor and all other City water corridors to reduce flood hazards, protect significant biological resources and scenic values, and to provide for appropriate recreational uses.</p>	

**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p><b>Policy 2.2:</b> The City should promote open space in conjunction with other appropriate land uses along the San Diego River corridor and other water corridors found in the City.</p>	<p>cleaned, stormwater from the basins would drain into Sycamore Canyon Creek, then to the San Diego River, which ultimately drains into the Pacific Ocean. The proposed project would not be located within any designated floodway and all development would be outside the 100-year floodplain. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 2.6:</b> The City encourages the development of appropriate flood control measures to assure public safety, which also prioritize maintenance of natural habitats and vegetation, and provision of community recreational opportunities as feasible and appropriate.</p>	
<p><b>Policy 2.7:</b> The City shall ensure that all development proposals are located outside of designated floodways and all development in the 100-year floodplain is consistent with the City's flood damage protection ordinance.</p>	
<p><b>Objective 3:</b> Maintain adequate domestic water supplies for all residents and uses within the City.</p>	<p>The landscape palettes for the proposed project would include native and drought tolerant plant materials, consistent with Santee Municipal Code, Chapter 13.36, Landscape and Irrigation Regulations, and the California Model Water Efficient Landscape Ordinance.</p> <p>The proposed project would use, if implemented, purified water or advanced treated water provided by PDMWD through its East County Advanced Water Purification. The proposed project may use recycled water for construction purposes on a limited and seasonal basis. Advanced treated water offers a more cost-effective and efficient alternative to recycled water and provides a local, reliable, and sustainable water supply to the project site. This would be complemented by water-efficient landscaping, weather-based irrigation controllers, and water-efficient appliances, fixtures, and water closets in the new buildings. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 3.1:</b> The City should encourage the use of drought-resistant vegetation and encourage the use of recycled water for irrigation for both private development as well as public projects and facilities.</p>	
<p><b>Policy 3.2:</b> The City shall encourage the development and utilization of innovative water conservation measures in all proposed developments.</p>	
<p><b>Objective 4:</b> Reduce the amount of erosion of soil in the City.</p>	<p>The project site's soil and geologic conditions have been evaluated in Section 4.6 of the EIR. The proposed project would implement the applicable mitigation measures or project design features identified in the EIR. Fanita Ranch <del>Specific</del> <u>Development</u> Plan, Section 8.1, would include grading design standards that address the unique topography of the project site and require slopes that are highly visible from public rights-of-way be designed to include contour grading, landscaping, and similar techniques that create no geological or erosion hazards. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 4.1:</b> The City shall require that appropriate soils and geologic surveys be completed for all proposed development, consistent with the policies and implementation measures found in the Safety Element.</p>	
<p><b>Policy 4.2:</b> The City shall require appropriate grading, erosion control measures and replanting to minimize erosion and prevent slippage of man-made slopes.</p>	
<p><b>Objective 7:</b> Preserve significant biological resources.</p>	<p>The following objectives have been established for Habitat Management on the project site:</p> <ul style="list-style-type: none"> <li>Designate biologically sensitive and diverse areas of the site as Habitat Preserve for inclusion in the City's Draft MSCP Subarea Plan preserve system.</li> </ul>
<p><b>Policy 7.1:</b> The City shall encourage the preservation and enhancement of significant biological resources in areas designated as permanent open space.</p>	
<p><b>Policy 7.2:</b> The City shall require that all development proposals provide appropriate mitigation for identified</p>	



**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p>significant biological resources including selective preservation, sensitive site planning techniques and in-kind mitigation for identified impacts.</p> <p><b>Policy 7.3:</b> The City shall require that, for all development proposals involving the setting aside of land for permanent open space either on-site or off-site, provisions are in place to ensure the long term management of the open space and biological resources.</p> <p><b>Policy 7.4:</b> The City shall complete a multiple species conservation program subarea plan that conserves a minimum of 2,600 acres in the City as permanent open space for preservation of habitats and species.</p>	<ul style="list-style-type: none"> <li>• Ensure the long-term viability and sustainability of native ecosystems on the project site through long-term funded open space management.</li> <li>• Implement the Natural Community Conservation Planning Act design guidelines and standards, including conservation and enhancement of sensitive habitats and species, promotion of healthy biodiversity, and allowance of managed passive recreation activities, such as trails.</li> <li>• Provide carefully planned and managed public access to the Habitat Preserve to allow residents and visitors to enjoy the scenic qualities of the site, connect with nature, and learn about and appreciate the site's biodiversity.</li> <li>• Restore and enhance native plant communities in key locations to support long-term propagation of viable populations of sensitive plant and wildlife species.</li> <li>• Close existing, informally established, and potentially harmful trails and provide revegetation in those areas.</li> <li>• Maintain wildlife corridors through the project site and provide wildlife corridor connections to adjoining open space areas in order to maintain large-scale wildlife movement.</li> <li>• Develop a management strategy to enhance and protect sensitive species, habitats, wildlife corridors, and linkages to ensure they remain functional and healthy.</li> </ul> <p>Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Objective 8:</b> Preserve significant cultural resources.</p> <p><b>Policy 8.1:</b> The City shall require either the preservation of significant historic or prehistoric sites, or the professional retrieval of artifacts prior to the development of a site, consistent with the provisions of the California Environmental Quality Act. Preservation may include various measures including avoidance, preservation in place, incorporation into open space, or covering or capping. The type of preservation would depend upon the nature and significance of the archaeological resource and the practical requirements of the proposed land use.</p> <p><b>Policy 8.2:</b> The City should require curation of any recovered artifacts as a condition of any cultural resources mitigation program.</p>	<p>Cultural resources are present on the project site. A Phase I intensive survey and report was completed to determine the presence or absence of archaeological features where proposed development or activity could have a potential effect. The survey included archival research of California Historical Resource Information System (CHRIS), a Sacred Lands File search, contacting local tribes, reviewing historical aerial photographs and maps, and a pedestrian survey. The proposed project would implement the applicable cultural resources mitigation measures identified in Section 4.4, Cultural and Tribal Cultural Resources, of the EIR to reduce impacts to a less than significant level. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Objective 9:</b> Reduce pollutants in urban runoff and stormwater discharges.</p>	<p>Stormwater would be collected using low-impact development techniques and BMPs to treat stormwater near the source and</p>

**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p><b>Policy 9.1:</b> The City shall use careful planning and review to identify and eliminate urban runoff problems before development is approved.</p>	<p>ensure that water captured from runoff is clean prior to discharging into the natural watershed. All stormwater would be treated in compliance with the San Diego Regional Water Quality Control Board Tentative Order RB-2013-0001. In addition, the proposed project will be required to meet full trash capture requirements as imposed by the State of California. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 9.2:</b> The City shall enforce the implementation of appropriate best management practices (BMPs) during construction projects.</p>	
<p><b>Policy 9.3:</b> Reduce the discharge of pollutants into the storm drain system from existing municipal, industrial, and commercial facilities and residential areas to the maximum extent practicable.</p>	
<p><b>Objective 10:</b> Preserve significant natural resources, such as mineral deposits, biological resources, watercourses, groundwater, hills, canyons, and major rock outcroppings, as part of a Citywide open space system.</p>	<p>Approximately 63 percent of the project site would be designated as Habitat Preserve and would remain as natural open space. A Preserve Management Plan that meets the requirements of the City's Draft MSCP Subarea Plan has been prepared for the Habitat Preserve (see Appendix D). Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 10.1:</b> The City should encourage the conservation of rare or unique plants and wildlife by identifying such resources through the environmental review process and by using open space preservation, where appropriate, to preserve the resources as a condition of a project approval, consistent with the City's future multiple species conservation program subarea plan.</p>	
<p><b>Policy 10.2:</b> The City should encourage the preservation of significant natural features, such as watercourses, ridgelines, steep canyons, and major rock outcroppings through the development review process.</p>	
<p><b>Objective 11:</b> Promote a balanced mix of open space uses with development throughout the City to enhance visual resources, avoid hazards and conserve resources.</p>	<p>Parks and recreational facilities, trails and open space would play a key role in supporting the vision for the proposed project as a healthy, active community by offering opportunities to exercise and interact with family and the community and to conserve natural and visual resources for a healthy environment. The proposed project would provide a coordinated system of active and passive parks and recreational facilities that meet the recreational needs of the community and regionally connect City residents by providing opportunities to enjoy the scenic qualities of the site. The proposed project would meet the parkland dedication requirements in accordance with the Santee General Plan. Development would be clustered into three villages to preserve natural open space areas and wildlife corridors. In addition to public parks and natural open space, private parks and recreational facilities and open space areas would be provided in the residential development area on the project site for additional recreational opportunities. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 11.1:</b> The City should promote the dedication of open space or parklands and the designation of private open space within all proposed residential developments</p>	
<p><b>Policy 11.2:</b> The City should encourage, where feasible, the development of an interconnected system of open spaces throughout the City.</p>	
<p><b>Policy 11.4:</b> The City should ensure that adequate passive and active open spaces are incorporated into the development of the Town Center, Fanita Ranch, Rattlesnake Mountain, and other large, existing vacant areas.</p>	
<p><b>Policy 11.5:</b> The City shall encourage compact development plans when appropriate to maximize the preservation of open spaces.</p>	

**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<b>Noise Element</b>	
<p><b>Goal:</b> Improve the City's overall quality of life by reducing harmful and annoying noise for existing and future residents.</p>	<p>The proposed project would comply with the City's Noise Ordinance and other applicable noise regulations to eliminate or minimize the impact of noise-producing uses on the project site. A Noise Technical Report was prepared for the proposed project (Appendix L) and potential noise impacts have been evaluated in Section 4.12, Noise, of the EIR prepared for the proposed project. Noise impacts would be mitigated to below a level of significance with the exception of a permanent increase in vehicle noise during project operation. Permanent increases in roadway noise levels would be reduced, but reduction to a less than significant level cannot be demonstrated with reasonable certainty with implementation of mitigation measures. Therefore, permanent roadway noise impacts would remain significant and unavoidable. However, because the proposed project would implement all feasible noise mitigation measures to reduce noise impacts, it would be consistent with this objective and these policies.</p>
<p><b>Objective 1:</b> Control noise from sources adjacent to residential, institutional and other noise-sensitive receptors.</p>	
<p><b>Policy 1.1:</b> The City shall support a coordinated program to protect and improve the acoustical environment of the City including development review for new public and private development and code compliance for existing development.</p>	
<p><b>Policy 1.2:</b> The City shall utilize noise studies and noise contour maps when evaluating development proposals during the discretionary review process.</p>	
<p><b>Policy 1.3:</b> The City shall enforce motor vehicle laws and standards as appropriate, related to traffic flow and speed, in an effort to reduce noise along roadways experiencing high noise levels.</p>	
<p><b>Policy 1.4:</b> The City shall promote alternative sound attenuation measures rather than traditional wall barrier wherever feasible; these may include glass or polycarbonate walls, berms, landscaping, and the siting of noise-sensitive uses on a parcel away from the roadway or other noise source.</p>	
<p><b>Policy 1.5:</b> The City shall review future projects with particular scrutiny regarding the reduction of unnecessary noise near noise-sensitive areas such as hospitals, schools, parks, etc.</p>	
<p><b>Policy 1.6:</b> The City shall continue to monitor noise throughout Santee and enforce the standards and regulations of the City's Noise Ordinance.</p>	
<p><b>Policy 1.16:</b> The City shall ensure that appropriate regulations and standards are incorporated into the City's development policies and ordinances, including the use of noise evaluations in environmental impact reports and statements, which takes all aspects of noise into consideration.</p>	
<p><b>Objective 2:</b> Ensure that future developments will be constructed to minimize interior and exterior noise levels.</p>	
<p><b>Policy 2.1:</b> The City shall adhere to planning guidelines and building codes which include noise control for the</p>	

**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p>exterior and interior living space of all new residential developments within noise impacted areas.</p> <p><b>Policy 2.2:</b> The City should require new developments to mitigate noise impacts to existing uses resulting from new developments when: 1) such development adds traffic to existing City streets that necessitates the widening of the street; and 2) the additional traffic generated by the new development causes the noise standard or significance thresholds to be exceeded.</p> <p><b>Policy 2.3:</b> The City should not require new development to mitigate noise impacts to existing uses when the new development only adds traffic already anticipated by the City's General Plan to an existing street, but does not necessitate widening of that street.</p>	<p>project (Appendix L) and potential noise impacts have been evaluated as part of the EIR prepared for the proposed project in Section 4.12. The proposed project would implement all feasible noise mitigation measures to reduce noise impacts. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<b>Safety Element</b>	
<p><b>Goal:</b> The goal of the Safety Element is to minimize injuries, loss of life, and property damages resulting from natural and human-induced safety hazards.</p> <p><b>Objective 1:</b> Minimize injuries, loss of life and property damage resulting from flood hazards.</p> <p><b>Policy 1.6:</b> The City should require a hydrologic study, including the analysis of effects on downstream and upstream properties and on the flood-carrying characteristics of the stream, for development proposed in the floodplain.</p> <p><b>Policy 1.7:</b> Critical emergency uses (hospitals, fire stations, police stations, the emergency operations center, public administration buildings and schools) shall not be located in flood hazard areas or in areas that would affect their ability to function in the event of a disaster.</p>	<p>A Drainage Study was prepared for the proposed project (Appendix J1) and potential hydrologic impacts have been evaluated as part of the EIR prepared for the proposed project in Section 4.9, Hydrology and Water Quality. The proposed project would focus on low-impact development, implement BMPs, and comply with the Stormwater Pollution Prevention Plan to reduce impacts and effects on downstream and upstream properties and on flood-carrying characteristics of the stream. All critical emergency uses on the project site would be located outside of flood hazard areas. Therefore, the proposed project would be consistent with this goal, the objective, and the policies.</p>
<p><b>Objective 2:</b> Minimize the loss of life and destruction of property in Santee caused by seismic and geologic hazards.</p> <p><b>Policy 2.1:</b> 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.</p> <p><b>Policy 2.2:</b> 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</p>	<p>All structures on the project site would be designed in accordance with seismic parameters of the California Building Code. Multiple geotechnical investigations were prepared for the proposed project (Appendices G1 through G4) and potential seismic, geologic and soil impacts have been evaluated as part of the EIR prepared for the proposed project in Section 4.6. The Special Use land use designation applies to a portion of the project site that was previously graded for a City park; however, geotechnical conditions, including landslide susceptibility, make the site unsuitable for park development and limits allowable uses in this land use designation. The Special Use area falls within the Gillespie Field Airport Influence Area (AIA) (Review Area 2) which limits heights to 35 feet. Based on these restrictions, permitted uses for the</p>



**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p>specific area in question or that they may be avoided or mitigated through proper site planning, design and construction.</p>	<p>Special Use area include water quality basins, a solar farm, recreational vehicle and boat storage, and aboveground agriculture. Retail sales and residential uses, except for one caretaker unit, would not be permitted in the Special Use area. The proposed project would implement the applicable mitigation measures identified in the EIR. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 2.3:</b> The City shall require that all potential geotechnical and soil hazards be fully investigated at the environmental review stage prior to project approval. Such investigations shall include those identified by Table 8.1, Determination of Geotechnical Studies Required, and such soil studies as may be warranted by results of the Initial Environmental Study.</p>	
<p><b>Objective 3:</b> Minimize the risk of damage to persons, property and the environment cause by hazardous materials.</p>	<p>All hazardous materials used during construction would be handled properly and waste would be properly disposed. Waste and recycling, including construction waste and recycling, would comply with CALGreen requirements to divert waste from landfills. A Phase I Environmental Site Assessment was prepared for the proposed project (Appendix I) and potential hazardous material issues have been evaluated as part of the EIR prepared for the proposed project in Section 4.8, Hazard and Hazardous Materials. The proposed project would comply with applicable regulations and implement the Mitigation Measure HAZ-1, to properly document the abandonment of an existing groundwater well, identified in the EIR. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 3.7:</b> Encourage safe and proper disposal of household hazardous waste.</p>	
<p><b>Policy 3.8:</b> Promote safe, environmentally sound means of solid waste disposal for the community.</p>	
<p><b>Policy 3.9:</b> Investigate ways to encourage businesses to recycle their waste.</p>	
<p><b>Objective 4:</b> Minimize injuries, loss of life and property damage resulting from fire hazards.</p>	<p>An FPP has been prepared for the proposed project, which establishes fire protection through a system of fire safety features and design measures that have proven to perform effectively in wildland urban interface and high fire hazard severity zones (see Appendix P1). The FPP would be utilized to meet all required state and City fire prevention requirements. Fuel modification for the proposed project is proposed for the entire exterior perimeter, along roadways and interior landscaped areas adjacent to natural open space, <u>and adjacent to existing homes south of the site</u>. The Fuel Modification Zones include a minimum 15-foot-wide setback zone in the rear or side yards of all perimeter lots and a 15-foot-wide irrigated zone starting at the outer edge of the setback zone and moving outward, along with homeowners association managed and maintained Fuel Modification Zones that vary between <del>400 and 150</del> 115 and 165 feet wide based on the potential wildfire hazard from adjacent fuels. <u>Roadway setbacks would be 50 feet wide, ensuring the safety of evacuation routes</u>. The proposed project includes multiple ingress/egress points and wide roads that allow <u>evacuation</u> traffic circulation <u>from</u> and emergency vehicles <u>access</u> to all portions of the developed areas. The proposed project would comply with water pressure and fire flow code requirements</p>
<p><b>Policy 4.1:</b> Proposed developments should be approved only after it is determined that there will be adequate water pressure to maintain the required fire flow at the time of development.</p>	
<p><b>Policy 4.9:</b> All proposed developments shall satisfy the minimum structural fire protection standards contained in the adopted edition of the uniform fire and building codes; however, where deemed appropriate the City shall enhance the minimum standards to provide optimum protection.</p>	
<p><b>Policy 4.10:</b> Encourage the continued development, implementation and public awareness of fire prevention programs.</p>	
<p><b>Policy 4.11:</b> In order to minimize fire hazards, the Santee Fire and Life Safety Department shall routinely be involved in the review of development applications. Considerations shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations and needed fire flow requirements.</p>	

**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p><b>Policy 4.12:</b> The timing of additional fire station construction or renovation, or new services shall relate to the rise of service demand in the City and surrounding areas.</p>	<p>with hydrants installed throughout the community, and all structures fitted with interior sprinklers. Structures on the project site would be fire hardened, built to the ignition resistant standards of the latest fire and building codes. These standards include a focus on the building exteriors to increase resistance to ignition from flames and heat and ember resistant vents to prevent burning ember from penetrating into buildings, the leading cause of structure losses from wildfires. Due to increased demand and larger service areas, Chapter 3 of the Fanita Ranch <u>Specific Development Plan</u> requires designation of a 1.5-acre site for a new City fire station, Fire Station No. 20, which would be located in the Fanita Commons Village Center. The proposed project would meet the established response time standards for fire and life safety services. The proposed project and the Santee Fire Department would work together to implement the appropriate FPP and design related features. <u>In addition, evacuation routes, modeling, and planning are incorporated in Appendix P2. Evacuation time modeling was performed for several evacuation scenarios during a wildfire. With project implementation, evacuation times would remain adequate to ensure public safety in a wildfire or other evacuation scenario. The proposed project would not significantly increase the risk of loss of life or property from a wildfire.</u> Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Objective 5:</b> Minimize injuries, loss of life and property damages and losses resulting from criminal activities.</p>	<p>The Conceptual Lighting Plan for the proposed project would provide general lighting design guidance for roads, pathways, common open space, recreation areas, buildings, special accent lighting, and sign illumination, Outdoor lighting would be considered during Development Review and would be consistent with the Community Lighting Plan. Light fixture specifications, fixture placement and a photometric analysis are submitted as part of a Development Review application or in conjunction with road or other improvement plans proposed within or adjacent to Habitat Preserve areas.</p> <p>Additionally, the proposed project would work closely with the City to evaluate Crime Prevention Through Environmental Design principles and design for elements to be utilized within the community. All structures on the project site would be adequately identified by street address. Sufficient lighting would be provided on structures to deter criminal activity.</p>
<p><b>Policy 5.5:</b> All structures should be adequately identified by street address and be lighted sufficiently to deter criminal activity.</p>	
<p><b>Objective 6:</b> Minimize injuries, loss of life, and property damage resulting from traffic hazards.</p>	<p>Roadways on the project site would be designed as a system of Complete Streets that safely accommodate and support all users, including motorists, pedestrians, and bicyclists. Traffic calming measures such as roundabouts, curb extensions, narrow street sections, enhanced crossings, landscape buffers, and on-street parking at appropriate locations would be incorporated to slow down vehicle travel speed and reduce traffic hazards. Shared driveways between adjacent properties</p>
<p><b>Policy 6.3:</b> Encourage ridesharing, the use of transit and other transportation systems management programs to reduce the number of vehicle miles traveled and traffic congestion.</p>	

**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
	within the Village Centers or commercial areas may be utilized, where appropriate. Car-sharing and NEV use are supported on the project site through the provision of passenger loading areas, charging stations, and dedicated preferred parking locations in each Village Center, the school site, the Farm, and the Community Park. Therefore, the proposed project would be consistent with this objective and this policy.
<b>Objective 7:</b> Minimize injuries, loss of life, and property damage resulting from airport hazards.	Only a small southerly portion of the project site falls within Review Area 2 of the Gillespie Field AIA. Since the portion of the site within Review Area 2 would be dedicated as Habitat Preserve and would not be developed and the remainder of the project site would be located outside of any AIA, the project site would not be subject to any land use restrictions. Potential aircraft safety and noise hazards have been evaluated by the EIR prepared for the proposed project. Therefore, the proposed project would be consistent with this objective and this policy.
<b>Policy 7.1:</b> The City should review all development proposed within the Gillespie Field Airport Influence Area to ensure that design features are incorporated into the site plan to address identified aircraft safety and noise hazards.	
<b>Community Enhancement Element</b>	
<b>Objective 2.0:</b> Strengthen neighborhood identity.	Gateways announce entry into the proposed project. Access to project site would be achieved from two main entry points. The design theme for proposed project would be represented in many forms, including farm-themed villages and ecological resources outside of the villages. The community has been organized to provide a transition from open space areas to neighborhoods within an agricultural setting. The Farm located in Fanita Commons would be the focal point of the community, and each village would be designed to reflect the importance of the Farm through a unique agricultural theme. Therefore, the proposed project would be consistent with this objective and these policies.
<b>Policy 2.1:</b> The City shall promote introduction of distinctive landscape treatments, signage, entry statements, etc., in residential areas.	
<b>Policy 2.2:</b> The City shall encourage the use of existing natural features (river, hillsides, etc.) as character/ theme sources for new residential development.	
<b>Policy 2.3:</b> The City should encourage the strengthening of neighborhood edges through strategic location of open space/recreational buffers, use of distinctive street tree/streetscape designs and changes in residential product/forms.	
<b>Policy 2.5:</b> The City shall encourage the formation of a focal point/activity center for neighborhoods when feasible and practical.	
<b>Objective 3:</b> Improve the diversity and quality of housing in the City.	The proposed project promotes an appropriate mix of building typologies, varied setbacks, building placement, and orientation throughout the community to ensure diverse and interesting street scenes and avoid repetitious dwelling designs. The proposed project encourages variety with innovative building typologies, provided they are consistent with the intent of the proposed project. Within the Village Centers, mixed-use residential buildings may be designed to incorporate zero front setback and would be located close to retail, services, jobs, and transit, which would offer a desirable
<b>Policy 3.1:</b> The City shall encourage innovative site planning and housing product designs.	
<b>Policy 3.2:</b> The City shall promote the mix of housing product types and site planning features within larger residential developments.	
<b>Policy 3.3:</b> The City shall encourage use of varied setbacks, lot orientations and placement of dwelling units.	

**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<b>Policy 3.4:</b> The City shall discourage the overuse of repetitious dwelling unit designs and site planning features.	urban lifestyle. Therefore, the proposed project would be consistent with this objective and these policies.
<b>Policy 3.5:</b> The City shall encourage adaptive housing products and siting treatments in hillsides and along the river corridor that respect and enhance the features of the natural environment.	
<b>Policy 3.6:</b> The City shall support housing in mixed use projects that offer a desirable urban lifestyle.	
<b>Objective 4:</b> Promote the integration of new residential development with the existing community.	Walking would be encouraged by providing direct connections to multiple destination that shorten the route and allow walking to be an efficient and viable method of travel. This would be achieved by providing a variety of routes and multiple intersections that offer pedestrians a wide range of options and connections to existing routes. Therefore, the proposed project would be consistent with this objective and these policies.
<b>Policy 4.2:</b> The City shall ensure that new residential development are adequately linked to the existing community by streets, sidewalks, trails and bikeways.	
<b>Objective 6:</b> Improve the appearance and condition of commercial facilities in the City.	Commercial and mixed-use buildings in the proposed project would be designed to human scale, as described in Chapter 6 of the Fanita Ranch <del>Specific Development Plan</del> . In general, commercial and mixed-use buildings should front onto a street or spine, which may be designed either as a vehicle free zone or in such a manner as to allow for use by both pedestrians and vehicles. Where vehicles are allowed, careful design features should be incorporated to define pedestrian movement through changes in paving materials or grade, articulated walks with landscaping or overhead structures. Primary entrances into commercial and mixed-use buildings should be clearly marked and provide a sense of welcoming and convenient access into the building interior. Therefore, the proposed project would be consistent with this objective and these policies.
<b>Policy 6.1:</b> The City shall ensure that all new commercial developments contribute towards an overall positive and cohesive visual identity.	
<b>Policy 6.6:</b> The City shall ensure all commercial development is designed to a pedestrian scale.	
<b>Objective 7:</b> Consolidate strip commercial uses into functional commercial units.	Due to the mixed-use nature of the Village Center land use designation and the desire to promote walkability, the Village Center designation would include parking as a shared amenity between uses. The intent would be to allow for shared parking between uses as a means of reducing the visual impact of large parking lots on the public street, reducing pavement that may contribute to the heat island effect and promoting walking or alternative modes to single-occupancy vehicle use. Shared parking would be managed by an approved Parking Management Plan or TDM Plan. Therefore, the proposed project would be consistent with this objective and these policies.
<b>Policy 7.1:</b> The City shall promote replacement of individual store parking lots and driveways with shared parking areas and driveways whenever possible.	
<b>Policy 7.2:</b> The City shall promote coordinated structure setbacks, re-orientation of business entrances, coordinate thematic landscaping, minimizing curb cuts, establishment of reciprocal access points between adjacent properties and consolidation of entrance/exit locations during rehabilitation or redevelopment of commercial areas.	
<b>Objective 9:</b> Provide a unifying and distinctive streetscape system throughout the City.	Roadways within the proposed project would be designed as a hierarchy of Complete Streets that safely accommodate and



**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p><b>Policy 9.1:</b> The City shall promote visual continuity of traffic ways through coordinated landscape plantings, lighting and street improvements which reinforce the hierarchy of the street system.</p>	<p>support all users, including motorists, pedestrians, bicyclists, and transit riders. Sidewalks throughout the project site would be buffered by landscaped parkways or on-street parking. At intersections where significant pedestrian crossing would be anticipated, crosswalks are enhanced with striping, signage, and landscape features designed to heighten drivers' awareness and indicate the presence of pedestrians.</p>
<p><b>Policy 9.3:</b> The City shall ensure adequate landscaped buffers are provided between traffic ways and sidewalks.</p>	<p>Streetscape on the project site would be designed to maintain open views and improve visibility where appropriate, and would be scaled in relationship to the function of the roads. Gateways and landmarks within open space areas would take advantage of existing landforms, natural features, and scenic vistas to provide natural orientation and wayfinding. The Farm located in Fanita Commons would be the focal point of the community, and each village would be designed to reflect the importance of the Farm through a unique agricultural theme. The Village Centers would be designed to incorporate amenities such as water fountains, road furniture, and public art to enhance the pedestrian environment. The plant palette developed for the proposed project would offer a unique and diversified range of plant materials. The plant palette would include water-wise ornamental plants, agricultural plants, edible ornamental, and native plants and interesting accent plants, while respecting the existing native landscape and addressing fire management requirements. The plant palette would be drought tolerant, non-invasive, and complement the natural surroundings. Private parks, common open space areas, and private roads would be maintained by a homeowners association, Property Owners Associations, or a Landscape Maintenance District as mutually agreed between the Landowner/Master Developer and City. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 9.4:</b> The City shall provide for streetscape treatments at activity nodes and major decision-making points, through paving materials and lighting, accent plantings and thematic signage to reinforce their importance.</p>	
<p><b>Policy 9.5:</b> The City shall continue to utilize landscape maintenance districts where practical to ensure the maintenance of streetscape plant materials and hardscape features.</p>	
<p><b>Policy 9.6:</b> The City should consider introduction of sculptural elements to the streetscape at major activity nodes (such as water fountains, public art, etc.).</p>	
<p><b>Objective 13:</b> Integrate adequate open space uses into new development within the City.</p>	<p>Development in the proposed project would be clustered into three villages to preserve open space areas and wildlife corridors. Natural open space areas, perimeter slopes that would be revegetated with native species, and utility areas such as water reservoirs, basins, and pump stations would be designated as Habitat Preserve. Some or all of the Habitat Preserve would be offered for dedication as part of the City's Draft MSCP Subarea Plan. Within the villages, additional open space areas would be designated as Open Space, which include interior slopes, basins, natural drainage areas, and other undeveloped lands. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 13.1:</b> The City shall ensure the provision of open space which provides adequate visual relief from developed portions of the City.</p>	
<p><b>Policy 13.3:</b> The City shall ensure that open space is provided in hillside areas proposed for development that performs multiple functions of view maintenance, resource protection and hazard avoidance.</p>	
<p><b>Objective 14:</b> Minimize alteration of existing topography especially in hillside areas during the development and redevelopment process.</p>	<p>The site would be graded into development pads using a maximum 2:1 slope ratio for fill slopes and a maximum 1.5:1 for cut slopes. Significant cut and fill slopes, when visible from</p>

**Table 4.10-12. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p><b>Policy 14.1:</b> The City shall encourage and work with developers to minimize the impacts of grading for new development throughout the City.</p>	<p>the public right-of-way, would utilize landform grading techniques whereby the proposed contours mimic the flow of the natural contours to complement the natural surroundings. Cut slopes would be revegetated using the appropriate plant palette. Development would be sited below prominent ridgelines. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 14.2:</b> The City shall ensure that development is oriented along natural terrain contours to extent possible to maintain landform integrity.</p>	
<p><b>Policy 14.3:</b> The City shall require use of contour grading techniques and multi-layered landscaping, whenever possible, to ensure the natural appearance of manufactured slopes.</p>	
<p><b>Policy 14.4:</b> The City shall require the use of hillside development techniques in areas of steeper slopes.</p>	
<p><b>Policy 14.5:</b> The City shall encourage the protection of prominent ridgelines whenever feasible. This shall be accomplished by siting development below ridgelines in such a manner that permits the ridgeline to remain visible.</p>	
<p><b>Objective 15:</b> Maintain and enhance existing scenic views.</p>	<p>Slopes that are highly visible from public rights-of-way, referred to as “public interest” slopes in the Fanita Ranch <u>Specific Development Plan</u>, in the development area of the proposed project would be designed to include slope rounding and contour grading, landscaping, and similar techniques that result in a natural appearance and create no geological or erosion hazards. Development would be sited below prominent ridgelines to ensure that new structures do not significantly impact existing community-level viewsheds. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 15.1:</b> The City shall require revegetation of graded slopes with indigenous plant materials, where feasible, to maintain scenic views and assist in slope stabilization.</p>	
<p><b>Policy 15.2:</b> The City should provide for the maintenance of view opportunities to surrounding hillsides by ensuring proposed structures do not significantly impact existing community-level viewsheds.</p>	
<p><b>Objective 17:</b> Balance development with natural resource protection needs.</p>	<p>The proposed project would designate approximately 63 percent of the site as Habitat Preserve. The Habitat Preserve areas were selected based on the high quality of habitat, the opportunity to provide or preserve wildlife corridors, and hillsides with significant slopes. Gateways and landmarks within open space areas would take advantage of existing landforms, natural features, and scenic vistas to provide natural orientation and wayfinding. Special grading design standards would address the unique topography of the project site, minimize the development footprint, and maximize the preservation of natural open space areas on the project site. Grading within Fanita Ranch would comply with the requirements of the Santee Municipal Code. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 17.1:</b> The City should provide for the preservation of significant habitat and vegetation in strategic locations along watercourses and in undeveloped hillside areas.</p>	
<p><b>Policy 17.2:</b> The City should promote the incorporation of unique and significant natural resource features (vegetation, habitat, rock outcrops) into development plans.</p>	

As identified in Table 4.10-12, the proposed project would be consistent with all the applicable goals, objectives, and policies of the Santee General Plan.

### **City of Santee Zoning Ordinance**

The City of Santee Zoning Ordinance identifies land uses. The project site is zoned Planned Development (PD). This designation provides for mixed-use development potential including employment parks, commercial, recreational and various densities of residential development pursuant to a development plan and entitlements being approved by the City Council. This designation is intended for select properties in the City where a variety of development opportunities may be viable and where the City wishes to encourage innovative and very high-quality development in a manner that may not be possible under standard land use designations and their corresponding zones.

~~To facilitate the type of development consistent with the Zoning Ordinance, the proposed project includes a zone change from Planned Development (PD) to Specific Plan (SP), which would amend the Santee Zoning District Map and Zoning Ordinance as part of the proposed project to designate the property as Specific Plan (SP) and allow zoning to be administered through the Fanita Ranch Specific Plan. The proposed Fanita Ranch Specific Plan project promotes the Planned Development (PD) designation because it provides a unique set of development standards that includes allow for creative housing types and use configurations not currently addressed in the City's existing Zoning Ordinance. The proposed project would include detailed development zoning standards and design guidelines intended to facilitate the creation of new and innovative housing types and configurations, walkability, and housing attainability by creating greater efficiency and addressing the diverse range of incomes, lifestyles, special needs, and household types in Santee and the greater San Diego County region. Therefore, the proposed project would be consistent with the City's Zoning Ordinance upon project approval.~~

### **Mitigation Measures**

Because the proposed project would not result in a significant impact associated with adopted land use plans, policies, and regulations, no mitigation measures are required.

## **4.10.6 Cumulative Impacts and Mitigation Measures**

*Would implementation of the proposed project have a cumulatively considerable contribution to a cumulative land use and planning impact considering past, present, and probable future projects?*

<b>Cumulative Impact</b>	<b>Significance</b>	<b>Proposed Project Contribution</b>
<b>Threshold 1:</b> Physically Divide an Established Community	Less than significant	Not cumulatively considerable.
<b>Threshold 2:</b> Conflict with Land Use Plans	Less than significant	Not cumulatively considerable.

#### **4.10.6.1 Cumulative Threshold 1: Physical Division of an Established Community**

The geographic context for the analysis of cumulative land use impacts in the City. Cumulative projects identified in Table 4-2, Cumulative Projects, in Chapter 4, Environmental Impacts Analysis, would include the construction of new or widened roadways, airports, railroad tracks, open space areas, or other features that would individually have the potential to physically divide an established community. In addition to these larger projects, smaller cumulative projects could have the effect of forming a barrier to access that would physically divide a community. Such impacts would generally be limited to an individual community and would not be cumulative in nature. Multiple projects in the same community could combine to result in a cumulative effect to the division of that community. However, all cumulative projects would be required to comply with the Santee General Plan and undergo development review prior to approval. This would ensure that a significant cumulative impact related to the physical division of an established community would not occur. Further, the proposed project does not propose any new land uses or infrastructure projects, including roadways that would divide established communities. Therefore, the proposed project's contribution would not be cumulatively considerable.

#### **4.10.6.2 Cumulative Threshold 2: Conflict with Land Use Plans, Policies, or Regulations**

The geographic context for the analysis of cumulative land use impacts in the City. This section evaluates the potential for the proposed project to result in a significant contribution to cumulative land use impacts resulting from future development that is inconsistent with applicable land use plans or policies adopted for the purpose of protecting the environment. The proposed project would be consistent with the Santee General Plan and other relevant plans and policies. Furthermore, the cumulative projects identified in Table 4-2 would be consistent with the existing adopted plans, or require mitigation measures or design review to ensure consistency, in order for project approvals to occur. In any case, land use factors associated with the development of the project site as proposed would not affect or be affected by approvals of reasonably expected future development elsewhere in the City or in other jurisdictions. Therefore, the proposed project, along with the identified cumulative projects, would not result in a cumulative land use impact. The proposed project's contribution would not be cumulatively considerable.

#### **4.10.7 References**

City of San Diego. 1998. Multiple Species Conservation Program Plan. Final.

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## 4.18 Wildfire

The prior Wildfire Section has been replaced in its entirety and revised in this section to address the deficiencies found in the evacuation analysis identified in the trial court’s ruling. This revised Wildfire Section presents the results of the evacuation analyses and modeling completed for the proposed project. The revised Wildfire Section also clarifies and corrects evacuation routes available to project occupants and the surrounding community, including adding back into the project the Magnolia Avenue extension from its existing terminus at Princess Joann Road to Cuyamaca Street as an available evacuation route. This revised section further explains that Mast Boulevard does not directly connect to SR-67 to the east but is available as an evacuation route through the use of several connecting streets (Figure 4.18-1, Evacuation Routes).

Wildfire and evacuation-related threshold criteria set forth in Appendix G of the California Environmental Quality Act (CEQA) Guidelines have been included in this revised Wildfire Section. In response to the trial court’s ruling, this revised section specifically evaluates the significance criterion, namely whether the project would “[e]xpose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.”

The Fire Protection Plan (FPP) in Final Revised Environmental Impact Report (EIR) Appendix P1, prepared by Dudek (2022), has been replaced in its entirety and revised to address the deficiencies in the evacuation analysis identified in the trial court’s ruling. In response to the trial court’s ruling, Appendix P1 now includes analysis of whether the project would “[e]xpose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.”

Appendix P2, Wildland Fire Evacuation Plan, has been replaced in its entirety and revised to address the deficiencies in the evacuation analysis identified in the trial court’s ruling. In response to the trial court’s ruling, Appendix P2 includes modeling of reasonable evacuation scenarios to address whether those seeking to be evacuated are able to do so and to demonstrate that the City fully considered the implications of project occupants’ and the surrounding community’s ability to safely evacuate in a wildfire event. Appendix P2 also clarifies and corrects evacuation routes available to project occupants and the surrounding community, including adding back into the project the Magnolia Avenue extension from its existing terminus at Princess Joann Road to Cuyamaca Street as an available evacuation route. Appendix P2 explains that Mast Boulevard does not directly connect to SR-67 to the east but is available as an evacuation route through the use of several connecting streets.

The City’s Emergency Operations Plan (EOP) and Chen Ryan Associates’ Fire Evacuation Analysis – Technical Memorandum are included in Appendix P2.

Appendix Q is a new appendix containing the trial court ruling, judgment, and writ of mandate.

### **4.18.1 Environmental Setting**

Discussions of climate, vegetation (fuels), and fire history pertinent to the project site are detailed below. The topography of the project site and its surrounding area is detailed in Section 4.6, Geology, Soils, and Paleontological Resources. Section 4.10, Land Use and Planning, describes the surrounding and on-site land uses. In addition, the proposed project's revised FPP (Appendix P1) describes how topography influences fire risk and includes a brief description of the project's topography in relation to wildfire risk.

#### **4.18.1.1 Climate**

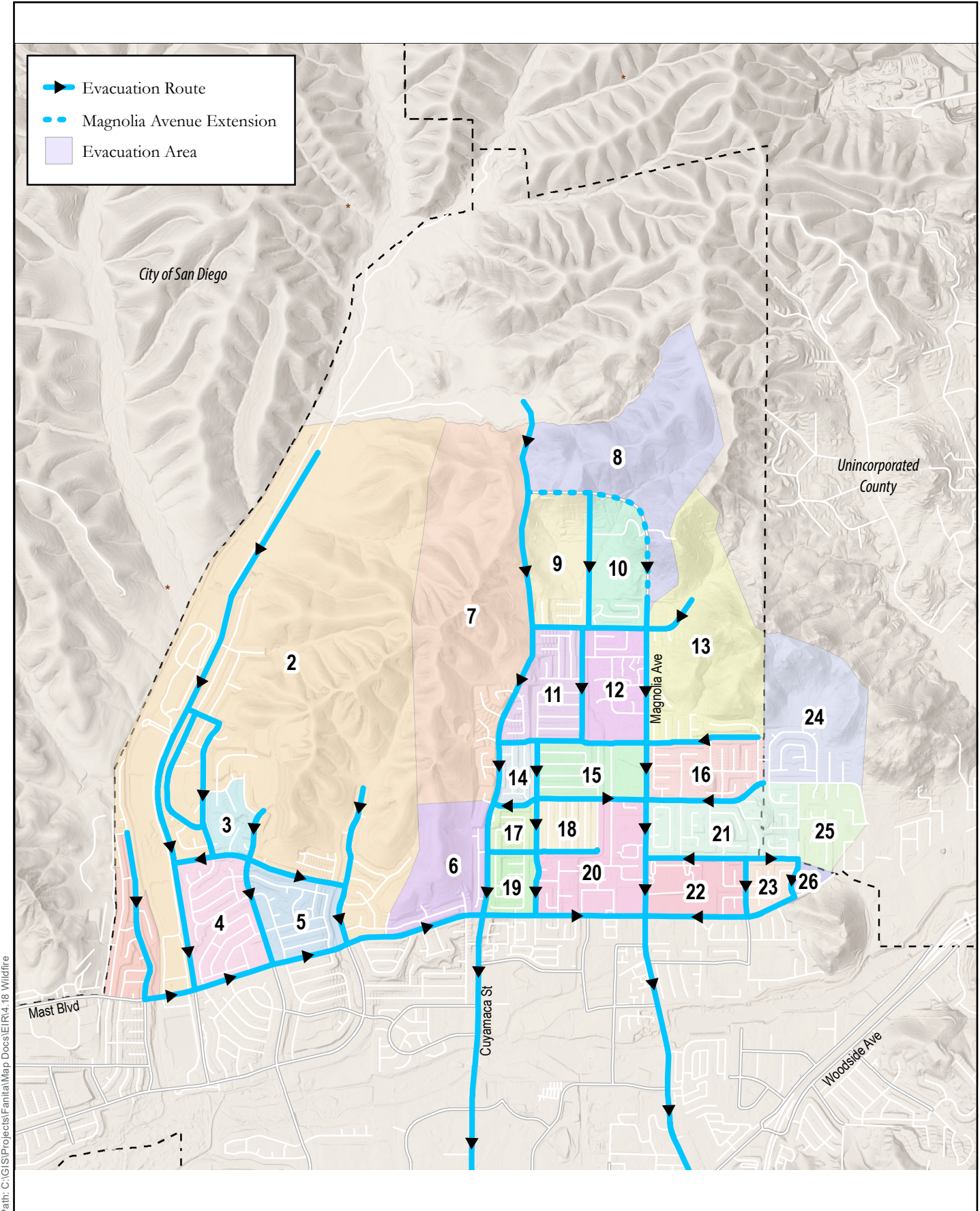
Inland County of San Diego (County) and the project site's weather are influenced by the Pacific Ocean and are frequently under the influence of a seasonal, migratory subtropical high-pressure cell known as the "Pacific High" (Appendix P1). Wet winters and dry summers with mild seasonal changes characterize the Southern California climate. The local climate, which has a large influence on fire risk, is typical of a Mediterranean area. The climate pattern is occasionally interrupted by extreme periods of hot weather, winter storms, or dry, easterly Santa Ana winds. The average high temperature for the project site during July is around 88 degrees Fahrenheit (°F). Precipitation typically occurs between December through April with 12 inches of rain per year. The prevailing wind is an on-shore flow from the Pacific Ocean, which is approximately 15 miles to the west.

Hot, dry Santa Ana winds, which typically occur in the fall, but have in recent years also occurred in the spring (May, in particular), are usually from the northeast and can gust to speeds of 50 miles per hour or higher. The Santa Ana winds are the result of occasional pressure gradients between the high pressure in the plateaus of the Great Basin and the lower pressure gradient over the Pacific Ocean (NOAA 2007). Drying vegetation with fuel moisture of less than 5 percent for smaller fuels (which dry faster than larger fuels) is possible during the summer months and becomes fuel available to advancing flames should an ignition occur. Extreme conditions, used in worst-case fire modeling for the project site, include 92°F temperatures in summer and winds of up to 50 miles per hour during the fall based on worst-case conditions from County data sets during the Cedar Fire (in 2003). Relative humidity of 12 percent or less is possible during fire season.

#### **4.18.1.2 Vegetation (Fuels)**

The project footprint and preserve areas are currently undeveloped and are composed of 28 vegetation communities or land cover types mapped by biologists and included in Appendix D, Biological Resources Technical Report. The proposed project is located within the wildland urban interface (WUI) and is statutorily designated a Very High Fire Hazard Severity Zone (VHFHSZ) by California Department of Forestry and Fire Protection (CAL FIRE) (FRAP 2018). Fire hazard designations are based on topography, vegetation, and weather, among other factors, with higher hazard category sites including steep terrain, unmaintained fuels/vegetation, and WUI locations.





Path: C:\GIS\Projects\FanitalMap Docs\EIR\4.18 Wildfire

Source: GR Associates 2022.

**Figure 4.18-1**  
Evacuation Routes

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The native vegetation is adapted to periodic wildfire events. Fire history information evaluated in relation to the proposed project, as described in Section 4.18.1.3, indicates that the majority of the site's vegetation last burned in 2003. As such, the property's vegetation is considered in ecological succession, with younger plants and reduced fuel loading, but over time, without ecological or human-made disturbances, would be expected to increase in biomass. On-site vegetation is important relative to wildfire as some vegetation, such as grassland habitats, are highly flammable while other vegetation, such as chaparral and oak riparian forest, may be more difficult to ignite but would burn under more intense fire conditions.

#### **4.18.1.3 Fire History**

Fire history information provides an understanding of fire frequency, fire type, most vulnerable project areas, and significant ignition sources. Fire history represented in this section uses the Fire and Resource Assessment Program (FRAP) database. FRAP summarizes fire perimeter data dating to the late 1800s; but, is incomplete because it only includes fires over 10 acres in size and does not have complete perimeter data, especially for the first half of the 20th century (Appendix P1). However, the data provides a summary of recorded fires that show when large fires have occurred on the project site, which indicates the potential timing intervals and size of future fires.

Within 3 miles of the project site, there have been 65 fires recorded by CAL FIRE since 1910 (FRAP 2018). In total, 15 fires ranging from 25 acres (unnamed 1974 fire) to 280,276 acres (Cedar Fire in 2003) are noted to have burned through the project site. Recorded fires since 1910 that have burned onto the project site are included in Appendix P1. The most notable fire, the Cedar Fire, occurred during October and November 2003, and burned large areas of central San Diego County, including a large portion of the project site. The fire's rapid growth was driven by the Santa Ana winds, causing the fire to spread at a rate of 3,600 acres per hour.

Based on fire history data for the project vicinity, fire return intervals range between 1 and 25 years. This indicates significant wildfire potential in the region and the potential for the project site to be subject to occasional wildfire encroachment, most likely from the large expanses of open space to the north and east.

#### **4.18.2 Regulatory Framework**

The following section discusses applicable state and local regulations pertaining to wildfire. There are no federal wildfire regulations that apply to the proposed project.

### 4.18.2.1 State

#### **California Building Code**

The California Building Code contains regulations that must be followed to satisfy minimum acceptable levels of safety for buildings and non-building structures. Chapter 7A focuses primarily on preventing ember penetration into buildings, which is a leading cause of structure loss from wildfires.

#### **California Department of Forestry and Fire Protection**

CAL FIRE protects the people of California from fires, responds to emergencies, and protects and enhances more than 31 million acres of California's privately owned wildlands. CAL FIRE's firefighters, fire engines, and aircraft respond to an average of more than 5,756 wildland fires each year, which burn more than 233,483 acres annually (CAL FIRE 2019). As part of the CAL FIRE team since 1995, the Office of the State Fire Marshal supports the CAL FIRE mission to protect life and property through fire prevention engineering programs, law, and code enforcement and education.

#### **California Fire Code**

The California Fire Code (24 CCR 9) contains regulations consistent with nationally recognized accepted practices for safeguarding, to a reasonable degree, life and property from the hazards of the following: fire and explosion; hazardous conditions in the use or occupancy of buildings or premises; and, dangerous conditions arising from the storage, handling, and use of hazardous materials and devices. It also contains provisions to assist emergency response personnel. The California Fire Code and the California Building Code use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment.

#### **California Public Resources Code**

##### ***Fire Hazard Severity Zones – California Public Resources Code, Sections 4201–4204***

California Public Resources Code, Sections 4201–4204, and California Government Code, Sections 51175–89, direct CAL FIRE to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. The Fire Hazard Severity Zones (FHSZs) define the application of various mitigation strategies to reduce risk associated with wildland fires. Fire hazard designations are based on topography, vegetation, and weather, among other factors, with higher hazard category sites including steep terrain, unmaintained fuels/vegetation, and WUI locations. Projects situated in VHFHSZs require fire hazard analysis and application of fire protection measures that have been developed to specifically result in defensible communities in these WUI locations. As discussed in Section 4.18.1, Environmental Setting, the project site is within an area designated as a VHFHSZ by CAL FIRE (FRAP 2018). Notably, roughly 70 percent of San Diego County is designated as VHFHSZ. The areas that have not received this designation are primarily the urbanized areas. The



fact that an area is designated as a VHFHSZ does not preclude development, but indicates that additional measures are required to address the increased likelihood of wildfire.

### **California Strategic Fire Plan**

The California Strategic Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and the CAL FIRE. By placing the emphasis on what needs to be done long before a fire starts, the California Strategic Fire Plan looks to reduce firefighting costs and property losses, increase firefighter safety, and contribute to ecosystem health. The Strategic Fire Plan has a vision for a natural environment that is more fire resilient, buildings and infrastructure that are more fire resistant, and a society that is more aware of and responsive to the benefits and threats of wildland fire—all achieved through local, state, federal, tribal, and private partnerships (CAL FIRE 2018).

### **Senate Bill 1241**

In 2012, Senate Bill 1241 added Section 66474.02 to Title 7, Division 2, of the California Government Code, commonly known as the “Subdivision Map Act.” The statute prohibits subdivision of parcels designated very high fire hazard, or that are in a State Responsibility Area, unless certain findings are made prior to approval of the Vesting Tentative Map. The statute requires that a city or county planning commission make three new findings regarding fire hazard safety before approving a subdivision proposal. The three findings are (1) the design and location of the subdivision and its lots are consistent with defensible space regulations found in California Public Resources Code, Section 4290–91; (2) structural fire protection services would be available for the subdivision through a publicly funded entity; and (3) ingress and egress street standards for fire equipment are met per any applicable local ordinance and California Public Resources Code, Section 4290.

### **State Fire Regulations**

Fire regulations for California are established in Sections 13000 et seq. of the California Health and Services Code and include regulations for structural standards (similar to those identified in the California Building Code); fire protection and public notification systems; fire protection devices, such as extinguishers and smoke alarms; standards for high-rise structures and childcare facilities; and fire suppression training.

#### **4.18.2.2 Local**

##### **County of San Diego Code of Regulatory Ordinances, Sections 96.1.005 and 96.1.202, Removal of Fire Hazard**

The County Fire Authority, in partnership with CAL FIRE, the Bureau of Land Management, and the U.S. Forest Service, is responsible for the enforcement of defensible space inspections. Inspectors are responsible for ensuring that adequate defensible space has been created and maintained around structures. If violations of the program requirements are noted, inspectors list the required corrective measures and provide a reasonable time frame in which to complete the

task. If violations still exist upon re-inspection, the local fire inspector will forward a complaint to the County for further enforcement action.

### **San Diego County Multi-Jurisdictional Hazard Mitigation Plan**

The purpose of the County's Multi-Jurisdictional Hazard Mitigation Plan (County of San Diego 2018) is to identify the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and human-made hazards. The City of Santee (City) participates in the Multi-Jurisdictional Hazard Mitigation Plan. An important component of the plan is the Community Emergency Response Team, which educates community members about disaster preparedness and trains them in basic response skills, such as fire safety, light search and rescue, and disaster medical operations. The City is 1 of 20 jurisdictions that support and participate in the team.

### **County of San Diego Emergency Operations Plan**

The County's EOP dictates who is responsible for an evacuation effort and how regional resources will be requested and coordinated. First responders are responsible for determining initial protective actions before the Emergency Operations Center and emergency management personnel have an opportunity to convene and gain situational awareness. Initial protective actions are shared and communicated to local Emergency Operations Centers and necessary support agencies as soon as possible to ensure an effective, coordinated evacuation. During an evacuation effort, the designated County Evacuation Coordinator is the County Sheriff, who is also the Law Enforcement Coordinator. The County Evacuation Coordinator is assisted by other law enforcement and support agencies.

### **Santee Emergency Operations Plan**

The City's EOP was developed from the San Diego County Operational Area Emergency Plan. This plan was prepared to ensure the most effective and economic allocation of resources for the maximum benefit and protection of the community in time of emergency. The objective of the plan is to incorporate and coordinate City facilities and personnel into an efficient organization capable of responding to any emergency.

The Santee Fire Department (SFD) and San Diego County Sheriff's Department (SDCSD) work together under unified command on fire evacuation protocols and procedures. Improvements to avoid bottlenecks during evacuation have been developed. These improvements include the use of geo-targeting in conjunction with the County's public safety grid maps, which are available to all first responders. The SDCSD, CAL FIRE, most firefighting agencies, and San Diego Gas & Electric developed the maps so the County is broken into grids and subsections of grids. The public safety grid maps help first responders make specific, targeted, tiered, and staggered evacuations.

## Santee General Plan

Divided into nine elements, the Santee General Plan is a statement of intent by the City as to the future development of the community. This is accomplished through objectives and policies that serve as a long-term policy guide for physical, economic, and environmental growth.

The purpose of the Safety Element is to reduce loss of life, injuries, and damage to property resulting from natural and human-caused public safety hazards including flooding, geologic and seismic hazards, fire, traffic hazards, and crime. The Safety Element identifies areas where private and public decisions on land use need to be responsive to potentially hazardous conditions. It also serves to inform individuals, firms and public agencies of City's policies regarding appropriate levels of public services such as police and fire protection. Policies relevant to the proposed project include the following (City of Santee 2003):

- **Objective 4.0:** Minimize injuries, loss of life and property damage resulting from fire hazards.
  - **Policy 4.1:** Proposed developments should be approved only after it is determined that there will be adequate water pressure to maintain the required fire flow at the time of development.
  - **Policy 4.2:** The City should ensure that all new development meets established response time standards for fire and life safety services.
  - **Policy 4.4:** The City shall require emergency access routes in all developments to be adequately wide to allow the entry and maneuvering of emergency vehicles.
  - **Policy 4.7:** The City shall ensure that the distribution of fire hydrants and capacity of water lines is adequate through periodic review.
  - **Policy 4.8:** Encourage and support the delivery of a high level of emergency services through cooperation with other agencies and use of available financial opportunities.
  - **Policy 4.9:** All proposed development shall satisfy the minimum structural fire protection standards contained in the adopted edition of the Uniform Fire and Building Codes; however, where deemed appropriate the City shall enhance the minimum standards to provide optimum protection.
  - **Policy 4.10:** Encourage the continued development, implementation and public awareness of fire prevention programs.
  - **Policy 4.11:** In order to minimize fire hazards, the Santee Fire and Life Safety Department shall routinely be involved in the review of development applications. Considerations shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations and needed fire flow requirements.
  - **Policy 4.12:** The timing of additional fire station construction or renovation, or new services shall relate to the rise of service demand in the City and surrounding areas.
  - **Policy 4.13:** Support mutual aid agreements and communications links with County and the other municipalities participating in the Unified San Diego County Emergency Service Organization.

## Santee Municipal Code

Chapter 11.18 of the Santee Municipal Code adopts the 2019 California Fire Code, Part 9, Title 24, of the California Code of Regulations. The California Fire Code includes regulations requiring all new development to install sprinkler systems, the minimum required unobstructed street widths for fire apparatus access, and requirements that include a FPP for development in WUI areas.

### 4.18.3 Thresholds of Significance

Appendix G of the CEQA Guidelines, Section IX, Hazards; Section XV, Public Services; Section XVII, Transportation; and Section XX, Wildfire, set forth significance criteria for wildfire-related impacts, including fire protection. In summary, the significance criteria are as follows:

- **Threshold 1:** Substantially impair an adopted emergency response plan or emergency evacuation plan (see also Threshold 5, below).
- **Threshold 2:** Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of wildfire.
- **Threshold 3:** Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- **Threshold 4:** Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes.
- **Threshold 5:** Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- **Threshold 6:** Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.
- **Threshold 7:** Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection.
- **Threshold 8:** Result in inadequate emergency access.

### 4.18.4 Method of Analysis

This section gives full consideration to the development of the proposed project and acknowledges the physical changes that would occur to the existing setting from implementation of the proposed project, including, among other topics, the analysis of wildfire risk from adding new project residents (see Appendix P1). The project site is located in an area designated as VHFHSZ by CAL FIRE. Projects situated in VHFHSZs require fire hazard analysis and application of fire protection measures that have



been developed to specifically result in defensible communities. To determine impacts, existing conditions were compared with buildout potential under the proposed project, based on the information included in Appendix P1 and Appendix P2. Regardless of the ultimate development on the proposed school site (school or residential), the impacts to wildfire would be similar due to development still occurring in this area. Therefore, the analysis below adequately addresses the preferred land use plan with school and the land use plan without school.

## 4.18.5 Project Impacts and Mitigation Measures

### 4.18.5.1 Threshold 1: Emergency Response Plan or Evacuation Plan

*Would the proposed project substantially impair an adopted emergency response plan or emergency evacuation plan (including impair implementation of or physical interfere with such adopted plans)?*

**Impact:** Implementation of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan, nor impair implementation of or physically interfere with such adopted plans.

**Mitigation:** No mitigation is required.

**Significance Before Mitigation:** Less than significant.

**Significance After Mitigation:** Less than significant.

## Impact Analysis

This threshold was previously addressed in Section 4.8, Hazards and Hazardous Materials, under Section 4.8.5.6. This EIR section replaces and revises that discussion in its entirety herein.

The proposed project’s Wildland Fire Evacuation Plan (Appendix P2) was prepared based on the 2018 Unified San Diego County Emergency Services Organization and County of San Diego Operational Area (OA) Emergency Operations Plan (County EOP), its Evacuation Annex Q (Evacuation Annex Q), and the 2020 City of Santee Emergency Operations Plan (City EOP), which references the County EOP for purposes of evacuation planning. These plans provide a framework for implementing well-coordinated emergency response and evacuations between many agencies, organizations, and jurisdictions. In the event of a wildfire or other emergency, the agencies follow these pre-plans and utilize experience, situational awareness, and available resources to move people from areas of higher, to areas of lower, potential risk.

The proposed project would provide supplemental project-specific information to these plans and inform area residents of what they can anticipate during an evacuation event. In the event of an actual wildfire emergency, law enforcement and fire agencies charged with managing evacuations likely would not refer to a project-specific evacuation plan but would rely on the protocols established by these pre-plans (EOPs and Evacuation Annex Q) as a “playbook” to use for guiding anticipated evacuation timeframes under the most probable scenarios. In an actual wildfire emergency, unified command would take into account numerous factors including wind speeds and direction, humidity, topography, fuel loading, emergency access routes, evacuation routes, shelter-in-

place options, time needed to evacuate, fire-hardening of structures (or lack thereof), and other variables, and issue specific evacuation or shelter-in-place directives consistent with the process and protocols outlined in the City and County's EOPs.

However, the proposed project's Wildland Fire Evacuation Plan (Appendix P2) acts as a site-specific supplement to the EOPs, describing the "playbook" for evacuation of the project site based on and consistent with the County and City EOPs.

During the project's construction phase, appropriate actions would be implemented to maintain evacuation routes so that they are available if needed. Temporary road closures or detours during construction would be coordinated with SFD and others, as necessary, and an alternate route provided so that evacuations and emergency responses would not be significantly impacted.

The project site is located within the SFD's jurisdiction with the closest existing station (Fire Station 5) located at 9130 Carlton Hills Drive in the City of Santee. Fire department response from Fire Station 5 to the furthest lot in the northeast corner of Orchard Village was calculated at 9 minutes and 49 seconds, according to the Insurance Service Office travel time formula. The City of Santee's Quality of Life Standard encourages all new development to be located within the response time of 6 minutes or less 90 percent of the time from the closest fire station responsible for serving the parcel. Accordingly, the Fanita Ranch project proposes to include a new fire station, which is analyzed in the EIR (Fire Station 20). The new fire station would be fully staffed and equipped to operate 24 hours a day, 7 days a week. The new fire station would be able to respond to all of the proposed project's buildable lots within a 4-minute travel time, compliant with the City's goal of 6 minutes or less. Additionally, an off-site fire force (3 engines, 14 firefighters, and battalion chief) would be able to be on site within 8 minutes to assist the initial response. Providing a new fire station would assist in, not impair, emergency response.

The project would meet or exceed the Code requirements for access roads, including the 2019 California Fire Code, Appendix D and Santee's local amendments to the California Fire Code. The proposed project would provide internal roads for emergency access and evacuation access throughout the site. Internal streets would provide residents the option to evacuate from at least two points in two different directions from each neighborhood. The roadways are designed to meet or exceed Fire Code requirements, including unobstructed travel lane widths consistent with the Fanita Ranch Development Plan standards, unobstructed travel lanes, adequate parking, 28-foot inside radius, grade maximums, and signals at intersections. Two external points of ingress/egress are provided to/from the project – Fanita Parkway and Cuyamaca Street – which can be used for a combination of evacuation and emergency access. These two routes would lead to three main arteries traveling south off site (Fanita Parkway, Cuyamaca Street, and Magnolia Avenue) and numerous east/west connections off site during an emergency evacuation event. The project would

not cut off or impair existing evacuation routes. It would also provide roadway improvements to improve existing evacuation conditions.

The internal roadways from the residences to existing and planned off-site travel routes would be fuel-modified passageways. Project access roads that traverse areas of natural vegetation (consistent with current fuels) would provide a minimum of 50 feet of modified fuel areas along both sides of the road. These 50-foot buffers would reduce ignitions from vehicle-related causes (catalytic converter, brake-related, tossed cigarette, etc.) and provide a set back from wildland fuels.

The project's Wildland Fire Evacuation Plan (Appendix P1) is consistent with the County EOP and City EOP, which serve as the roadmap for emergency response, including wildfire emergencies in Santee. In response to the trial court's ruling, the Fanita Ranch Wildland Fire Evacuation Plan provides important population, education and preparedness information and a sophisticated evacuation modeling approach. The modeling and analysis portion of the Wildland Fire Evacuation Plan focus on ensuring the project and surrounding community can be evacuated within a reasonable time frame and that contingency plans are available to emergency managers. Wildfire evacuations from the site would be focused on early relocation from the project site long before a fire would threaten the project or its access routes.

Evacuations would follow the "Ready, Set, Go!" model, which is the model adopted by most emergency agencies in California. Fanita Ranch would provide emergency decision makers with the contingency option of temporarily refuging people on site, in their homes, at the designated Village core areas, or other protected spaces that would be available in the project's developed areas. These areas may be determined to be safer than evacuating in some fire scenarios.

A condensed version of the Wildland Fire Evacuation Plan would be provided to homeowner's, renters, business owners and employees, and other persons regularly at the project site. In addition, the Wildland Fire Evacuation Plan would be posted on the community's website with regular reminders so that all residents are aware of the evacuation routes, of the fluidity of wildfire events, and of the options (including evacuation routes, temporarily sheltering on site) that may be presented to them by responding law enforcement and/or fire personnel, Reverse 911, or other officials. An annual evacuation awareness program would be conducted as well as on-line access to fire awareness educational material on the communities' website.

In addition to these emergency response and evacuation-specific actions, the project would incorporate redundant measures to improve fire prevention and defensibility at the project site and adjacent properties, which would improve the Fire Department's ability to respond to and extinguish fires promptly in order to keep them from spreading. While these measures do not directly address emergency response and evacuation, they show the numerous features that would reduce the need for emergency response and evacuation in the first place.

Based on the reasons described above, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

## Mitigation Measures

The proposed project would have a less than significant impact related to substantially impairing an adopted emergency response plan or emergency evacuation plan (including impairing implementation of or physically interfering with such adopted plans). Therefore, no mitigation is required.

### 4.18.5.2 Threshold 2: Pollutant Concentrations

*Would the proposed project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of wildfire?*

**Impact:** The proposed project would not, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of wildfire.

**Mitigation:** No mitigation is required.

**Significance Before Mitigation:** Less than significant.

**Significance After Mitigation:** Less than significant.

## Impact Analysis

The wildland fire risk in the vicinity of the proposed project site has been analyzed according to a standard used throughout the County (San Diego County Guidelines for Determining Significance – Wildland Fire and Fire Protection [2010]). It has been determined that wildfires may occur in wildland areas on and surrounding the project site as they have historically. Additionally, increased vehicle traffic and human presence on the project site could increase the potential for wildfire ignitions during operation. The potential for the proposed project to exacerbate wildfire risks and expose project occupants to pollutant concentrations during construction and operation is discussed below.

### Construction

As stated, the proposed project is located within a VHFHSZ and heat or sparks from construction equipment, vehicles, and the use of flammable hazardous materials have the potential to ignite adjacent vegetation and start a fire, especially during weather events that include low humidity and high wind speeds. For example, heated exhausts or sparks from earthmoving and excavating construction equipment (e.g., tractors, graders, bulldozers, trucks, etc.) or other small gas-powered equipment (e.g., chainsaws) may result in vegetation ignition. Wood chippers, grinders, or torches used during construction may also produce sparks, use flammable fuels, or expose flammable vegetation to open sources of heat.

The proposed project would implement the FPP (Appendix P1), prepared in compliance with the requirements of the Santee Municipal Code and Ordinances, the 2019 California Fire and Building



Codes, and the County's 2010 FPP Guidelines for Determining Significance. The potential risk of wildfire ignition and spread associated with construction of the proposed project can be managed so that the potential for vegetation ignition is substantially reduced. In addition, pre-planning and construction personnel training for fire awareness, reporting, and suppression not only results in lower probability of ignition but also in higher probability of fire control and extinguishment in its early stages. Data indicate that 95 percent of all wildfire ignitions are controlled during initial attack (Smalley 2008). Further, the project's Construction Fire Prevention Plan (CFPP) (Appendix P1) provides guidance for such management and pre-planning for Fanita Ranch to increase the probability that any construction-cause fires are prevented or extinguished promptly.

Additionally, the proposed project would use construction measures as identified in the FPP to avoid construction-related wildfire impacts. These measures include having adequate water available to service construction activities, implementing the CFPP and the FPP provisions (Appendix P1), providing proper wildfire awareness, reporting, and suppression training to construction personnel, and requiring that all construction phase components of the fuel modification are complete prior to delivery of combustible materials/lumber to the project site. Therefore, the proposed project would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of wildfire during construction, and impacts would be less than significant.

### ***Operation***

The proposed project would implement the FPP (Appendix P1) that has been prepared in compliance with the requirements of the Santee Municipal Code and Ordinances, the 2019 California Fire and Building Codes, and the County's 2010 FPP Guidelines for Determining Significance.

Slopes at the project site and in the region are variable; but, do include steep topography that can facilitate fire spread. Conversely, prevailing winds, which are from the west and southwest and typically include higher humidity and lower wind speeds, would not tend to facilitate aggressive fire spread. However, the occurrence of the Santa Ana winds, which are dry and much higher velocity, could facilitate fire spread. The project's FPP contemplated these conditions and designed fire protection features that are site specific and focused on protecting the project's buildings and residents while simultaneously minimizing the likelihood for on-site fire to burn off site into open space. The fire protection features of the project, as designed in the FPP, are described further below. For greater detail see Appendix P1 (FPP).

The proposed project would include a variety of fire protection features that form a redundant system of protection to minimize the likelihood of wildfire exposing people or structures to a significant risk of loss, injury, or death involving wildland fires. The proposed project would provide a fire-hardened landscape, ignition-resistant residences and other buildings, and conversion of fuels to maintained developed areas with designated review of all landscaping and fuel modification areas and highly

ignition-resistant structures. As discussed, the project site would implement the Wildland Fire Evacuation Plan (Appendix P2) compliant with City and County requirements, and if evacuation is not considered the preferred approach, such as during a short-notice evacuation, the proposed project offers a contingency option of temporarily sheltering on site. These concepts are discussed further in the following sections.

### **Ignition-Resistant Structures**

The ignition-resistant requirements for new communities built in the WUI or VHFHSZs have been determined by state and local fire agencies to provide acceptable resistance to ignition from the types of wildland fires produced by the area's wildland fuels, terrain, and weather. The County conducts after-fire assessments following any wildfire that impacts buildings. Following the 2003 Cedar Fire and the 2007 Witch Fire, the County collected a large volume of data that strongly indicates the building codes are working to prevent residence loss. After-fire assessments of structure losses and saves noted that fewer than 2 percent of the structures built to 2004 codes were impacted and most of the residences lost were of older, more vulnerable construction (IBHS 2008). Many of the newer structures (2003 or 2004) that were lost were due to human error. The 2019 County Fire and Building Codes reflect additional improvements in technology and materials that result in highly ignition and ember-resistant structures. When combined with maintained fuel modification areas, fire apparatus access, water (fire flow), and an equipped and trained responding fire agency on site, all of which would be provided for the proposed project as identified in the FPP, the result would be a defensible project designed and built to minimize demands on available firefighting resources.

The Santee City Council adopted a WUI development standard in November 2004, and then amended the Fire Code with adoption in June 2006. Measures were also adopted into the 2007 California Building Code and have been retained and enhanced in code updates since then, including the 2019 California Building and Fire Codes. The following project features are required for new development in WUI areas and form the basis of the system of protection necessary to minimize structural ignitions and facilitate access by emergency responders as identified in the FPP (Appendix P1):

- Application of the latest adopted ignition-resistant building codes;
- Non-combustible or ignition-resistant exterior wall coverings;
- Multi-pane glazing with a minimum of one tempered pane;
- Ember-resistant vents;
- Interior, automatic fire sprinklers for all structures;
- Modern infrastructure, access roads, and water delivery system;
- Maintained fuel modification areas; and
- Fire apparatus access roads throughout the proposed project.

### **Effective Fuel Modification Zones**

Modified fuel areas separating wildland fuel areas from structures can reduce the number of fuel-related structure losses by providing separation between structures and heat generated by wildland fuels. Fuel modification zones (FMZs) provide appropriate buffers between native fuels and structures based on research indicating the type and width of FMZs that provide protection. As discussed in detail in the FPP (Appendix P1), studies show that as little as 30 feet of fuel modification provides significant buffering from off-site fuels due to heat dissipation rates across distances. The project's FMZs would be extensive and include code-exceeding 115-to-165-foot-wide FMZs, up to 50 feet of roadside FMZ and provisions for a 100-foot wide FMZ adjacent to neighboring residential areas to the south. To ensure that the FMZs are installed correctly and maintained in perpetuity, they would be initially inspected by a third-party landscape plan reviewer and then inspected twice per year by a homeowners association (HOA)-funded third-party FMZ inspector who would specify where maintenance is required for all zones. Once these inspections are completed, certification would be provided to SFD that the entire FMZ meets the FPP's requirements.

The proposed FMZs are designed to minimize wildfire encroaching upon the community and minimize the likelihood that an on-site ignition would spread into the Habitat Preserve areas. The proposed FMZs would provide separation from the unmaintained vegetation occurring outside the FMZs. The FMZs would include low-fuel, maintained vegetation, including 65 feet of irrigated zone, resulting in high vegetation moisture, which is ignition resistant (Appendix P1). The FMZs would provide a buffer of reduced fuel densities, lack of fuel continuity, and a reduction in the receptiveness of the landscape to ignition and fire spread. Refer to Figure 4.18-2, Fire Management Zones Plan, for a depiction of the various fire management conditions on the project site.

### **Ignition Sources**

The types of potential ignition sources that currently exist in the project area include overhead power lines, vehicles, roadways (SR-67), and off-site residential neighborhoods. The proposed project would introduce potential ignition sources, particularly more people in the area. While it is true that humans are the cause of most fires in California, equipment and powerlines are the predominant human fire causes in San Diego County, followed by roadway ignitions (Romero-Calcerrada et al. 2008). There is no data available that links increases in wildfires with the development of ignition-resistant communities such as the proposed project. The proposed project would include a robust fire protection system, as described previously and detailed further in the FPP (Appendix P1). This same robust fire protection system would provide protections from on-site fire spreading to off-site vegetation. The landscape throughout the project and on its perimeter would be highly maintained and much of it irrigated (all zone 1 setback areas, common areas throughout the community and private yards), which would further reduce its ignition potential (Appendix P1). Structures would be highly ignition resistant on the exterior and the interiors would be protected with automatic sprinkler systems, which have a very high success rate for confining

fires or extinguishing them. Therefore, accidental fires within the proposed project's landscape areas or on-site structures would have limited ability to spread.

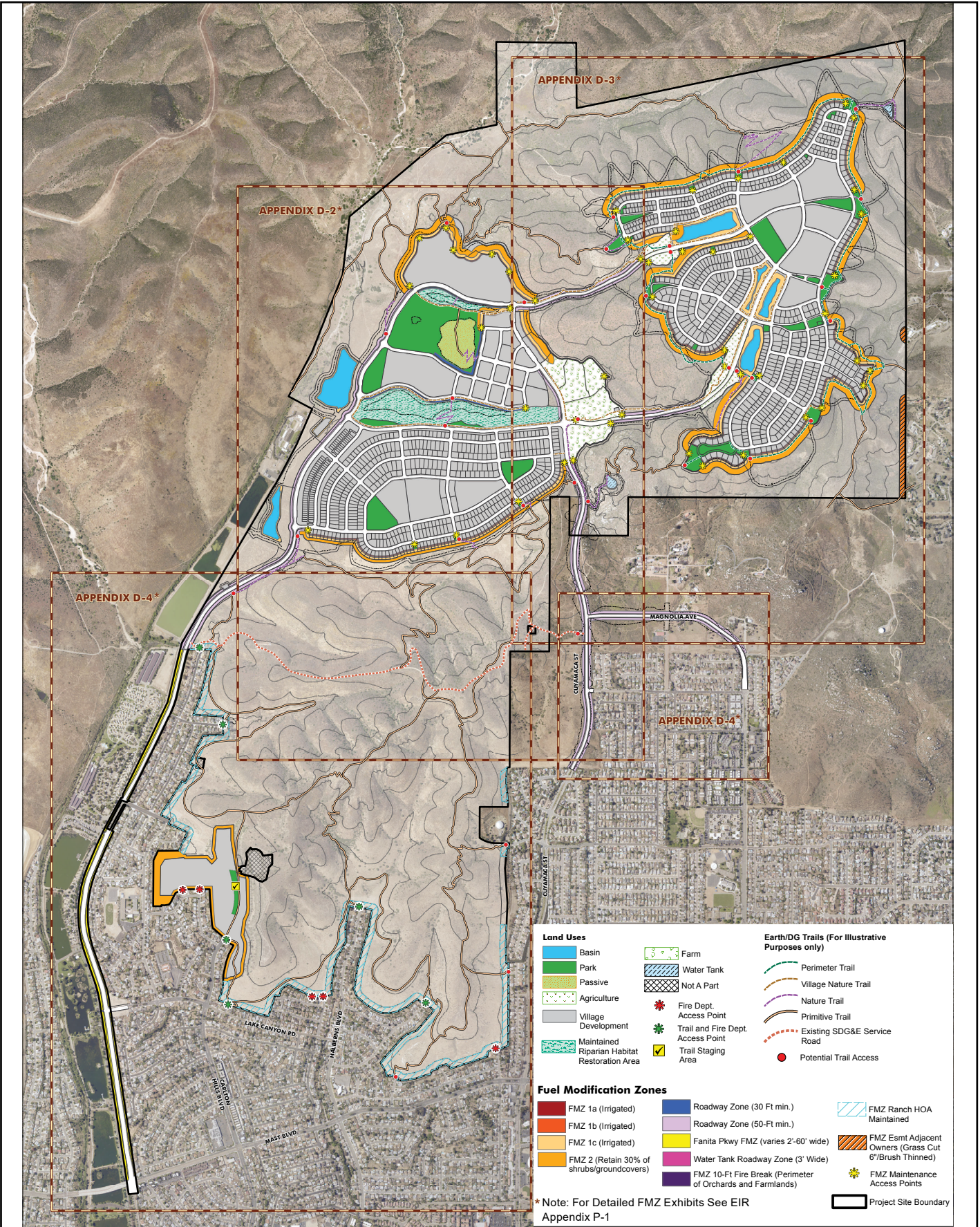
The proposed project would be fire adapted with a strong resident outreach program that raises fire awareness among its residents, as defined further in the Wildland Fire Evacuation Plan (Appendix P2). The project population would provide a heightened early wildfire detection network for the City and surrounding areas.

The proposed project would convert nearly 986 acres of ignitable fuels to lower flammability landscape and hardscape, include better access throughout the site, provide managed and maintained landscapes, and place more fire aware individuals on the ground that would reduce the likelihood of arson, off-road vehicles, shooting, or other non-authorized recreational-based activities that cause fires, some of which is currently occurring on the undeveloped project site. In addition, the project would include a fire station equipped with trained firefighters that would be able to respond quickly to reported fires.

Fires originating off site would not have continuous fuels across the development footprint. Once fires reach the FMZs, they would be expected to progressively reduce in intensity until starved of fuels, which would occur well away from the site's structures. Burning vegetation embers may land on project structures, but are not likely to result in ignition based on ember decay rates and the types of non-combustible and ignition-resistant construction materials that would comprise project buildings. Ember-resistant venting would be used on all structures within the proposed project, addressing one of the biggest causes of wildfire structure losses. Ongoing inspections and maintenance that would occur in the proposed project's landscape and fuel modification areas would assure that the FMZs continually meet the requirements of the SFD and the proposed project's FPP (Appendix P1).



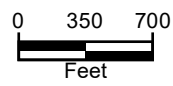
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Source: Dudek 2022.



Harris & Associates



**Figure 4.18-2**

Fire Management Zones Plan



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### Fire Protection Features that Lower Wildfire Ignition Risk

Each of the fire protection features provided as part of Code requirements or customized for the proposed project are based on the FPP's evaluation work to protect the site, its structures, and its occupants from wildfires. These features have a similar positive impact on the potential for wildfire ignitions caused by the proposed project and its inhabitants.

The ignition-resistant landscapes and structures and the numerous specific requirements would minimize the ability for an on-site fire to spread to off-site fuels, as follows:

- **Ignition-resistant, planned, and maintained landscape.** Site landscaping of common areas and FMZs would be subject to strict plant types that are lower-ignition plants, with those closest to structures requiring irrigation to maintain high plant moistures that equate to difficult ignition. These areas would be closest to structures, where ignitions would be expected to be highest, but would be prevented through these ongoing maintenance efforts.
- **Wide FMZs around perimeter of proposed project.** The wide FMZs, between 115 and 165 feet wide, include specifically selected plant species, very low-fuel densities (only 30 percent retention of native plants in outer zones and irrigated inner zones), and ongoing HOA-funded and applied maintenance, resulting in a wide buffer between the developed areas and the off-site native fuels.
- **Twice-annual FMZ inspections.** The HOA would have a contracted, third-party, SFD-approved FMZ inspector perform two inspections per year to ensure that FMZs are maintained in a condition that is consistent with the City's and FPP's requirements and would provide a benefit of a wide barrier separating wildland fuels from on-site ignitions.
- **Ignition-resistant structures.** Structures would be built to the California Building Code, Chapter 7A, ignition-resistant requirements that have been developed and codified as a direct result of after-fire save and loss assessments. These measures would result in homes that are designed, built, and maintained to withstand fire and embers associated with wildfires. The wide FMZs would not result in wildfire directly next to these structures. Homes and buildings can be built in the VHFHSZs and WUI areas when they are part of an overall approach that considers wildfire and provides design features that address the related risks. A structure in a VHFHSZ that is built to these specifications can be at lower risk than an older structure in a non-FHSZ. The ignition resistance of on-site structures would result in a low incidence of structural fires, further minimizing the potential for project-related wildfires.
- **Interior fire sprinklers.** Sprinklers in residences would be designed to provide additional time for occupants to escape the residence. Sprinklers in multi-family and commercial structures would be designed to provide structural protection. The common benefit of fire sprinklers is that they are successful at assisting responding firefighters by either

- extinguishing a structural fire or containing the fire to the room of origin and delaying flash over. This benefit also reduces the potential for an open space vegetation ignition by minimizing the possibility for structure fires to grow large and uncontrollable, resulting in embers that are blown into wildland areas.
- **Fire access roads.** Streets provide access for firefighting apparatus. Proposed project streets would provide code-consistent access throughout the community, including access from existing dead-end streets south of the proposed project. Better access to wildland areas may result in faster wildfire response and continuation of the fire agencies' successful control of wildfires at small sizes.
  - **On-site fire station.** The on-site fire station would result in fast response and additional resources for the SFD. Fires, whether on site or in the open space, would receive fast response, which is important for successful containment and, in the case of fires occurring during extreme fire weather, for fast size up and additional resource requests.
  - **Water.** Providing firefighting water throughout the proposed project with hundreds of fire hydrants accessible by fire engines is a critical component of both structural and vegetation fires. The proposed project would provide firefighting water volume, availability, and sustained pressures to the satisfaction of the SFD. Water accessibility helps firefighters control structural fires and helps protect structures from and extinguish wildfires.

The proposed project would comply with and, in some cases, exceed the applicable fire and building codes (2019 California Fire and Building Codes and Santee Municipal Code and Ordinances) and include a layered fire protection system inclusive of site-specific measures that would result in a community that is less susceptible to wildfire than surrounding landscapes and that would facilitate firefighter and medical aid response. Tables within the FPP (Appendix P1) summarize the Code-required safety measures as well as proposed measures that exceed Code requirements. These project features, combined with the proposed ignition-resistant construction materials, would be consistent with the adopted the SFD Fire and Building Codes and would not exacerbate or expose project occupants to unacceptable wildfire risk.

### Occupant Exposure

The proposed project has identified a population of approximately 7,974 residents under the preferred land use plan with school and 8,145 residents under the land use plan without school. Given the project site's location in a VHFHSZ, several fire protection systems have been included in the proposed project design, or are otherwise required by relevant codes and standards. Fire protection systems for the project that serve to minimize occupant exposure to wildfire impacts are described below and detailed further in Section 6 of the FPP (Appendix P1).



A public water system would be installed with a redundant or looped water supply for fire protection and system reliability in the event of a large-water-demand fire. The public water system would provide a minimum fire flow of 2,500 gallons per minute for 3 hours of fire flow for single-family and multi-family residential and 3,500 gallons per minute for 4 hours of fire flow for commercial areas with 300-foot spacing between hydrants, a dedicated fire water pipeline system, and appropriate hose connections.

Construction of proposed project structures would comply with the latest ignition-resistant building codes found in Chapter 7A of the California Building Code, as adopted by City, and any additional restrictions or requirements adopted locally by the SFD.

Sprinklers designed by a licensed fire protection engineer or fire sprinkler contractor would be installed in all structures for each occupancy type. A private booster pump and secondary power source would be installed for approximately 21 single-family residences in Vineyard Village where the area experiences residual pressures of less than 40 pounds per square inch during peak-hour demand conditions.

Defensible space areas (FMZs) would be installed and maintained along the southern edge of the project site and interior open space areas of 115 feet wide. The proposed project's FMZs on the northern and eastern edges of the project site would be extended to 165 feet in width because these areas are adjacent to native landscapes in the Habitat Preserve that produce higher flame lengths. Both FMZs would reduce the potential for extreme fire behavior adjacent to developed areas and provide a working area for firefighters to conduct suppression activities.

Unobstructed travel lanes to the SFD's satisfaction would be installed for on-site access roads and vehicle turnarounds, meeting appropriate loading standards per the Fanita Ranch Development Plan. Roadways adjacent to natural areas would provide 50 feet of fuel modification area on each side of the street. The proposed project would further provide at least two routes that lead to at least three main arteries for evacuation. If evacuation is not considered the preferred approach, such as during a short-notice evacuation, the proposed project would offer a contingency option of temporarily sheltering on site.

As described throughout this section, the proposed project has been designed to adhere to the most recent ignition-resistant building codes applicable to developments in VHFHSZs, including defensibility features, and would not result in the exposure of project occupants to pollutant concentrations from a wildfire or uncontrolled spread of wildfire due to slope, prevailing winds, or other factors. Therefore, impacts from operation of the proposed project would be less than significant.

#### **Risk from Adding New Residents**

In addition, the FPP for the proposed project (Appendix P1) analyzed the wildfire risk associated with adding new residents to a previously undeveloped area. Human-related activities are

responsible for the majority of California wildfires (Appendix P1). Certain human activities can result in sparks, flames, or heat that may ignite vegetative fuels without proper prevention measures in place. These ignitions predominantly occur as accidents but may also be purposeful, such as arson. Roadways are a particularly high source for wildfire ignitions due to high usage and vehicle-caused fires (catalytic converter failure, overheated brakes, dragging chains, tossed cigarette, and others). In Southern California and the County, the population living at, working in, or traveling through the WUI is vast and provides a significant opportunity for ignitions every day. However, it is a relatively rare event when a wildfire occurs and an even rarer event when a wildfire escapes initial containment efforts. Approximately 90 to 95 percent of wildfires are controlled below 10 acres (Appendix P1).

Research indicates that the type of dense, master-planned developments, like the proposed project, are not associated with increased vegetation ignitions. During preparation of the FPP (Appendix P1), a summary of the wildfire ignitions included in the CAL FIRE FRAP database was reviewed, dating back over 100 years. It found that, in the County, equipment-caused fires were the most numerous, and these also accounted for most of the area burned, followed closely by the area burned by power line fires. Ignitions classified as equipment-caused frequently resulted from exhaust or sparks from power saws or other equipment with gas or electrical motors, such as lawn mowers, trimmers, or tractors and associated with lower density housing. In the County, ignitions were more likely to occur close to streets and structures and at intermediate structure densities.

Housing density directly influences susceptibility to fire because, in higher density developments, there is one interface (the community perimeter) with the wildlands. Lower density development creates more structural exposure to wildlands, less or no ongoing landscape maintenance (an intermix rather than interface), and consequently, more difficulty for limited fire resources to protect well-spaced homes (refer to Figures 6 through 8 in Appendix P1). The intermix includes housing amidst the unmaintained fuels, whereas the proposed project would convert fuels within the footprint and provide a wide, managed FMZ separating homes from unmaintained fuel areas and creating a condition that makes defense easier.

The research reviewed during preparation of the FPP (Appendix P1) concludes that lower density housing poses a higher ignition risk than higher density communities. A vast WUI already exists in the area adjacent to the project site, dominated by older, more fire-vulnerable structures, constructed before stringent Fire Code requirements were imposed on residential development, with varying levels of maintained fuel modification buffers. As discussed in detail throughout the FPP, the proposed project is an ignition-resistant community designed to include professionally managed and maintained fire protection components, modern Fire Code-compliant safety features, and specific measures provided where ignitions are most likely to occur (such as roadways). Therefore, the development of the proposed project would not be expected to materially increase the risk of vegetation ignitions.

Moreover, frequent fires and lower density housing growth may lead to the expansion of highly flammable exotic grasses that can further increase the probability of ignitions. This is not the case with the proposed project because the landscapes would be managed and maintained to remove exotic fuels that may establish over time.

As discussed previously, research indicates that it is less likely for higher density developments to be impacted by wildfires than lower density developments. The same protections that starve wildfires of fuels and minimize or prevent wildfires from transitioning into a higher density community such as the proposed project also serve to minimize or prevent on-site fires from transitioning into wildlands. Further, the proposed project's requirement that structures include interior fire sprinklers would significantly reduce the likelihood that a building fire would spread to the point of flashover, where a structure burns beyond control and produces embers. Interior sprinklers are very efficient, keeping fires to the room of origin or extinguishing the fire before the responding firefighters arrive. Similarly, the irrigated FMZs are positioned throughout the development areas and the first zones on the perimeter of the proposed project. Irrigated zones include plants with high internal moisture and spacing between plants and plant groups that make it difficult to ignite and spread from plant to plant. Lastly, the proposed on-site fire station and additional humans on the site would result in fast detection of fires and firefighter response, a key in limiting the growth of fires beyond the incipient stage.

Currently, trails exist in and around the proposed project's development footprint and are frequented by a myriad of locals for hiking, mountain biking, horseback riding, and motorcycle and all-terrain vehicle use. If a wildfire were to ignite from human activity on these trails today, fire detection and response could be delayed due to the remoteness of the area, which is not directly visible from populated areas. Delayed detection would contribute to delayed response to the scene due to the lack of site access. Fire size up (determining the needed firefighting resources) and requests for additional resources, including aerial support, would also be delayed in comparison to post-construction of the proposed project. With the proposed project, motorized activities on the trails would be prohibited and enforced. If a hiker or mountain biker were to start a fire, detection and response would be anticipated on a fast timeline due to the residents living in the proposed community who would have the ability to detect fires throughout the property. The quick detection and call to 911 would result in a fast response from the on-site fire station, which would be located, staffed, and equipped to reach anywhere on the project site in 6 minutes or less travel time. If a fire is detected and cannot be accessed by a responding fire engine, it would be sized up, and additional aerial and other support would be requested quickly.

Therefore, based on the factors discussed previously, the addition of new residents on the previously undeveloped project site would not exacerbate the spread of wildfire. Impacts would be less than significant.

## Mitigation Measures

The proposed project would have a less than significant impact related to exacerbating wildfire risks and exposing project occupants to pollutant concentrations from a wildfire or uncontrolled spread of wildfire; therefore, no mitigation is required.

### 4.18.5.3 Threshold 3: Installation or Maintenance of Associated Infrastructure

***Would the proposed project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

**Impact:** The proposed project would require the installation and maintenance of infrastructure (such as streets, fuel breaks, emergency water sources, power lines, or other utilities) and would implement fire prevention construction and maintenance measures outlined in the CFPP and FPP such that it would not exacerbate fire risk or result in temporary or ongoing impacts to the environment.

**Mitigation:** No mitigation is required.

**Significance Before Mitigation:** Less than significant.

**Significance After Mitigation:** Less than significant.

## Impact Analysis

Infrastructure required for development of the proposed project, including water, sewer, stormwater, electrical power and natural gas, fire protection, fuel management zones, and roadways, is discussed in detail in Chapter 3, Project Description, and environmental impacts from construction and operation of this infrastructure are analyzed in Sections 4.1 through 4.17 of the EIR. The following discussion identifies proposed project infrastructure and its contribution to wildfire risk.

### ***Potable Water Supply***

The proposed project would be provided water by Padre Dam Municipal Water District (PDMWD) and sufficient water supplies would be available to serve the proposed project (Appendix O3, Water Supply Assessment). The potable water system for the proposed project would include transmission and distribution pipelines, two storage reservoirs, and two pump stations. The proposed water system would be designed to provide a minimum of 2,500 gallons per minute for 3 hours of fire flow for single-family and multi-family residential and 3,500 gallons per minute for 4 hours of fire flow for commercial areas with fire hydrants spaced on average every 300 feet, consistent with the SFD hydrant spacing requirements (City of Santee 1991). For more detail regarding the fire flow requirements for the proposed project, refer to Section 4.17, Utilities and Service Systems. The proposed water system would be a public water system throughout the project site, designed and installed per PDMWD and SFD requirements. PDMWD provided a water availability/will serve form to the proposed project (Appendix P1).



As discussed in Section 4.18.5.2, the proposed project would implement construction measures outlined in the CFPP to avoid construction-related wildfire impacts from installation of potable water supply infrastructure. These measures would include but not be limited to having adequate water available to serve construction activities and providing proper wildfire awareness, reporting, and suppression training to construction personnel. Maintenance of potable water supply infrastructure would adhere to policies proposed in the FPP, including implementation of fuel treatment areas along project streets and fire-safe maintenance practices (Appendix P1). In addition, water storage reservoirs and access roads would have minimum 3-foot-wide FMZs on either side. The potable water storage reservoirs would also serve as emergency water storage facilities. Fire hydrants would be spaced along Fanita Parkway, Cuyamaca Street, and Magnolia Avenue per the SFD design standards. Fire hydrant spacing on neighborhood streets would be 300 feet apart. Therefore, installation and maintenance of the proposed potable water supply system would not exacerbate wildfire risk. Impacts would be less than significant.

### ***Sanitary Sewer System Management***

PDMWD would provide sanitary sewer service for the proposed project. A new gravity sewer system, consisting of 8-inch, 10-inch, and 12-inch pipes, would be constructed on the site to collect and convey wastewater to a 15-inch trunk sewer. Ultimately, the wastewater would be conveyed by a gravity system west of Orchard Village on PDMWD property through a 15-inch diameter pipe to a headworks facility that would provide screening and grit removal for the proposed project's sanitary flows or would be conveyed by gravity to the existing 18-inch and 24-inch City of San Diego Metropolitan Wastewater Interceptor. The new gravity sewer system would be installed to existing code standards and PDMWD requirements. The proposed project would implement construction measures outlined in the CFPP to avoid construction-related wildfire impacts from installation of sanitary sewer system infrastructure. These measures would include having adequate water available to serve construction activities and providing proper wildfire awareness, reporting, and suppression training to construction personnel. Maintenance of sanitary sewer system infrastructure would adhere to policies proposed in the FPP, including implementation of fuel treatment areas along project streets and fire-safe maintenance practices (Appendix P1). Therefore, with implementation of the measures described previously, the installation and maintenance of the proposed sanitary sewer system would not exacerbate wildfire risk. Impacts would be less than significant.

### ***Stormwater Management***

The proposed project would install a series of swales, catch basins and culverts that direct stormwater to hydromodification/water quality basins. Operation of these stormwater features are static, do not generate heat/sparks, and would not impede site access or otherwise hinder evacuation or emergency response efforts. The proposed project would implement construction measures outlined in the CFPP to avoid construction-related wildfire impacts from installation of stormwater management

infrastructure. These measures would include having adequate water available to serve construction activities and providing proper wildfire awareness, reporting, and suppression training to construction personnel. Maintenance of stormwater management infrastructure would adhere to policies proposed in the FPP, including implementation of fuel treatment areas along project streets and fire-safe maintenance practices (Appendix P1). Therefore, with implementation of the measures listed above, installation and maintenance of the proposed stormwater management features would not exacerbate wildfire risk. Impacts would be less than significant.

### ***Electrical Power and Natural Gas Infrastructure***

The proposed project powerlines and natural gas lines would be installed below ground. During construction activities associated with electrical power and natural gas line undergrounding, the project would implement construction measures outlined in the CFPP to avoid construction-related wildfire impacts from installation of underground power and natural gas line infrastructure. These measures would include having adequate water available to serve construction activities and providing proper wildfire awareness, reporting, and suppression training to construction personnel. Maintenance of underground power and natural gas line infrastructure would adhere to policies proposed in the FPP, including implementation of fuel treatment areas along project streets and fire-safe maintenance practices (Appendix P1). Because the project power and natural gas lines would be below ground, operation of the power lines would not exacerbate wildfire risk. Therefore, with implementation of the mitigation measures listed previously, the installation and maintenance of the proposed electrical and natural gas infrastructure would not exacerbate wildfire risk. Impacts would be less than significant.

### ***Fire Protection Infrastructure***

The proposed project would designate a 1.5-acre site for a new fire station, apparatus, and trained firefighters in Fanita Commons to serve the project site and ensure adequate emergency response times. A temporary or permanent on-site fire station would be operational prior to the first residential occupancy, and a permanent station would be operational in accordance with City conditions. Additional fire protection infrastructure would include installation of a fire hydrant network, a dedicated fire water pipeline system to provide adequate fire flow to the project site, and Fire Department hose connections throughout the project site. Water reservoirs would also serve as emergency water storage. These features are static, do not generate heat or sparks, and would not impede site access or otherwise hinder evacuation or emergency response efforts. The availability of the on-site fire suppression network and water supply would reduce potential wildfire impacts.

The proposed project would implement construction measures outlined in the CFPP to avoid construction-related wildfire impacts from installation of fire protection infrastructure. These measures would include having adequate water available to service construction activities and providing proper wildfire awareness, reporting, and suppression training to construction personnel.

Maintenance of fire protection infrastructure would adhere to policies proposed in the FPP, including implementation of fuel treatment areas along project streets and fire-safe maintenance practices (Appendix P1). Therefore, installation and maintenance of the proposed fire protection infrastructure would not exacerbate wildfire risk. Impacts would be less than significant.

### ***Fuel Modification Zones***

Fuel modification for the proposed project would be implemented along the entire exterior perimeter, roadways, and interior landscaped areas adjacent to natural open space. FMZs are passive measures and would not impede site access or otherwise hinder evacuation or emergency response efforts. Presence of FMZs would reduce fuel volumes, moderate fire behavior near structures, and reduce potential wildfire impacts. Fuel modification in the proposed project would be governed by the FPP (Appendix P1). FMZs would be designated depending on location. Vegetation management would be completed twice per year. Property owners and private lot owners would be responsible for vegetation management on their lots. Open Space would be owned, maintained and managed by the HOA in compliance with the FPP.

Installation of FMZs would not result in additional temporary or permanent impacts beyond those identified in this EIR. Vegetation management requirements during construction would be implemented at commencement and throughout each construction phase. Vegetation management would be performed pursuant to the FPP and the SFD requirements on building locations prior to the start of work and prior to any import of combustible construction materials. Adequate fuel breaks, as approved by the SFD, would be created around grading, site work, and other construction activities in areas where there is flammable vegetation. Fuel breaks would range between 50 and 150 feet around grading activities, depending on available space.

Maintenance of FMZs may require heat- or spark-generating equipment; however, the proposed project would implement fire-safe maintenance practices and fuel treatment areas detailed in the CFPP and FPP to avoid wildfire impacts (Appendix P1). These measures would include but not be limited to having adequate water available to service construction activities and providing proper wildfire awareness, reporting, and suppression training to construction personnel. Additionally, the proposed project would exceed fire prevention regulations by providing a CFPP, code-exceeding FMZs, FMZ inspections, fire-resistant landscaping plan, and HOA wildfire education and outreach. Refer to tables within the FPP (Appendix P1) for a full list of project fire safety features (Appendix P1). Therefore, installation and maintenance of the proposed FMZs would not exacerbate wildfire risk. Impacts would be less than significant.

### ***On- and Off-Site Roadway Improvements***

The proposed project would improve and construct new segments of three of the Santee General Plan Mobility Element streets: Fanita Parkway, Cuyamaca Street, and Magnolia Avenue.

Improvements would also occur at the terminus of Carlton Hills Boulevard and at existing dead-end streets that terminate at the project site boundary.

Roadway improvements would also include construction of new internal systems of public and private streets. Residential collector streets of various types would connect the three villages. East of Cuyamaca Street, two residential collectors (Street “V” and Street “W”) would provide access to Vineyard Village. Residential streets would include conventional two-way streets with parallel parking and 5-foot-wide sidewalks on both sides. In certain areas of the proposed development, split residential streets would occur. Split residential streets would be one-way streets separated by a median or park with parallel parking and 5-foot-wide sidewalks on both sides. Private streets would be composed of local two-way streets with parallel parking and a 5-foot-wide sidewalk on one side and a 5-foot-wide street tree easement on the other side. Private driveways are anticipated in Orchard Village.

All on- and off-site roadway improvements would adhere to the construction measures outlined in the CFPP and FPP to reduce risk of ignition from construction activities (Appendix P1). These measures would include having adequate water available to service construction activities and providing proper wildfire awareness, reporting, and suppression training to construction personnel. Maintenance of on- and off-site roadways would adhere to policies proposed in the FPP, including implementation of fuel treatment areas along project streets and fire-safe maintenance practices (Appendix P1). Therefore, installation and maintenance of proposed on- and off-site roadway improvements would not exacerbate wildfire risk. Impacts would be less than significant.

## Mitigation Measures

The proposed project would have a less than significant impact; and therefore, no mitigation is required.

### 4.18.5.4 Threshold 4: Flooding or Landslides

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

**Impact:** The proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes.

**Mitigation:** No mitigation is required.

**Significance Before Mitigation:** Less than significant.

**Significance After Mitigation:** Less than significant.

## Impact Analysis

Wildfires can greatly reduce the amount of vegetation from hillsides. Plant roots stabilize the soil and aboveground plant structures slow water, allowing it to percolate into the soil. Removal of surface vegetation as a result of a wildfire reduces the ability of the soil surface to absorb rainwater and can allow for increased runoff that may include large amounts of debris. If burned or exposed



soil conditions exist post-fire, the rate of surface water runoff is increased as water percolation into the soil is reduced. The potential for surface runoff and debris flows increases significantly for areas recently burned by large wildfires (Moench and Fusaro 2012).

Slope failures, mudflows, and landslides are common in areas where steep hillsides and embankments are present, and such conditions would be exacerbated in a post-fire environment where vegetative cover has been removed. The proposed project's hillsides are moderately steep in many areas and may be susceptible to erosion, landslides, and debris flow, particularly following wildfire. However, CAL FIRE mapping data indicates low-to-moderate erosion potential on the proposed project's hillside areas (Appendix P1). Areas of low erosion potential on the proposed project site are associated with lower elevations where proposed development is concentrated. Erosion potential increases on the slopes surrounding the proposed development area.

However, the irrigated and maintained landscaping in the proposed project would be ignition resistant and not expected to be burned or removed entirely should a fire occur on the project site, unlike post-fire conditions in native vegetation where complete removal is common. Considering these project site features and characteristics, post-fire conditions are not expected to increase risks associated with runoff and erosion. As discussed in Section 4.9, Hydrology and Water Quality, the proposed project 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 (BMPs). During construction, BMPs would be implemented throughout work areas in quantities and design as necessitated by grade and conditions. Areas of non-native vegetation and unvegetated areas within the construction footprint would receive erosion control BMPs. Construction BMPs (e.g., fiber rolls, gravel bags) would be used on and around the grading operations as specified in the stormwater pollution prevention plan to stabilize graded slopes. In addition, the proposed project does not propose development in areas adjacent to existing structures or people. The proposed development would not occur below slopes that are not stabilized or manufactured; therefore, the risk of a landslide would be low.

The proposed project's slopes would manage runoff through various required measures and BMPs designed specifically to shed water from slopes in a controlled manner. The project would install interceptor drainage ditches on hillsides throughout the developed areas to deliver upland surface runoff around buildings, retaining walls, roadways, and other built structures. To manage potential debris flows and landslide impacts, water quality and detention basins are also proposed at locations adjacent to proposed development sites. The water quality and detention basins would be constructed adjacent to proposed roadways, parking lots, or maintenance paths to facilitate inspection and maintenance. Implementation of these project features would minimize potential flooding, runoff, or slope instability impacts that may occur post-fire. Therefore, potential impacts associated with post-fire flooding, runoff, or slope instability would be less than significant.

## Mitigation Measures

The proposed project would have a less than significant impact; therefore, no mitigation is required.

### 4.18.5.5 Threshold 5: Emergency Response and Evacuation Plans

*Would implementation of the proposed project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

**Impact:** The proposed project would not impair or interfere with an adopted emergency response or evacuation plan.

**Mitigation:** No mitigation is required.

**Significance Before Mitigation:** Less than significant.

**Significance After Mitigation:** Less than significant.

## Impact Analysis

The proposed project would have a significant impact if it were to interfere with the City’s adopted EOP (2020). The City’s EOP addresses the planned response to extraordinary emergency situations associated with natural and human-caused disasters. The plan describes the overall responsibilities of government entities, as well as the Santee Emergency Management Organization for protecting life and property in the City. In addition, the Unified San Diego County Emergency Services Organization and County Operational Area EOP – Evacuation Annex was formed in the 1960s to assist the cities and the County in developing emergency plans by providing strategies, procedures, recommendations, and organizational structures that can be used to implement a coordinated evacuation effort in the County Operational Area (County of San Diego 2018).

The project’s Wildland Fire Evacuation Plan (Appendix P2) is based on the City’s EOP. According to the SFD, the project would not interfere with current evacuation and emergency plans (Appendix M). Additionally, the project has developed new project-specific evacuation and emergency responses plans, including the FPP (Appendix P1) and Wildland Fire Evacuation Plan (Appendix P2).

The project’s interior street network and the existing regional street system that it connects with would provide multi-directional primary and secondary emergency evacuation routes consistent with, or exceeding, most communities in this area (Appendix P2, Wildland Fire Evacuation Plan). Further, the only proposed through routes on the project site would loop between Fanita Parkway and Cuyamaca Street on site and would not affect emergency response and evacuation plans elsewhere in Santee. Consistent with County Operational Area EOP – Evacuation Annex (County of San Diego 2018), major ground transportation corridors in the area would be used as primary evacuation routes during an evacuation effort. The street systems were evaluated to determine the best routes for fire response equipment and “probable” evacuation routes for relocating people to designated safety areas.

The primary roadways that would be used for evacuation from the project site are Fanita Parkway and Cuyamaca Street, the latter of which would connect to the proposed extension of Magnolia Avenue. Note that the Magnolia Avenue extension would be constructed by the certificate of occupancy for the 1,500th equivalent dwelling unit. The available evacuation routes prior to the Magnolia Avenue extension (Fanita Parkway and Cuyamaca Street) would meet the 2019 California Fire Code, Appendix D, and the Santee Municipal Code and Ordinances for multiple access points; and, therefore, are considered adequate for emergency purposes for the interim period until the certificate of occupancy of the 1,500th equivalent dwelling unit. These streets provide access to major traffic corridors, including directly or indirectly to State Route (SR-) 52 to the south, SR-67 to the east, Interstate (I-) 8 to the south, I-125 to the south, and I-15 to the west (Appendix P2). Refer to Figure 4.18-1 for a depiction of the Wildland Fire Evacuation Plan from the project site.

During an emergency evacuation from the project site, the primary and secondary roadways may serve as egress for those leaving the project site and as ingress for responding emergency vehicles. Because the roadways are designed to meet or exceed the County's Consolidated Fire Code requirements, including unobstructed travel lane widths consistent with the Fanita Ranch Development Plan standards, unobstructed travel lanes, adequate parking, 28-foot inside radius, grade maximums, signals at intersections, and extremely wide roadside FMZs, potential conflicts that could reduce the roadway efficiency are minimized, allowing for smooth evacuations. Additionally, the streets would provide residents the option to evacuate from at least two points in two different directions from each neighborhood.

The project site's primary evacuation routes would be accessed through a series of internal neighborhood roadways, which connect with the primary ingress/egress streets that intersect off-site primary and major evacuation routes. Based on the existing street network, the community would evacuate to the north (once off site), south, east, and west depending on the nature of the emergency.

There are at least two ingress/egress routes for the proposed project (see Figure 3-7, Vehicular Circulation Plan, in Chapter 3):

- **Southwest corner of the community:** Fanita Parkway provides access to Mast Boulevard and Carlton Oaks Road, both of which would offer travel options west and east in the City or onto the SR-52 or SR-67 on-ramps.
- **South central portion of the community:** Cuyamaca Street, the proposed project's primary access, provides access to Mast Boulevard, Mission Gorge Road, and the SR-52 on-ramp.
  - **East/southeastern portion of the community:** Magnolia Avenue provides access to Mast Boulevard, Mission Gorge Road, SR-52 on-ramp, and SR-67 on-ramp. Both Mast Boulevard and Mission Gorge Road connect to SR-52 to the west.

Depending on the nature of the emergency requiring evacuation, the majority of the community traffic would exit the proposed project via Cuyamaca Street or Magnolia Avenue via Cuyamaca Street. These are the most direct routes for the project site. Fanita Parkway may be used by the western portion of the project site, depending on the time available for evacuation and the need for additional movement via the southerly route. In a typical evacuation that allows several hours or more time (as experienced for most areas during the 2003, 2007, 2014, 2016, and 2017 wildfires), all traffic may be directed to the south and out Cuyamaca Street and/or Magnolia Avenue. If less time is available, fire and law enforcement officials may direct some neighborhoods to temporarily shelter in their residences. For further information, please refer to the project's Wildland Fire Evacuation Plan (Appendix P2).

An evacuation of any area requires significant coordination among numerous public, private, and community/nonprofit organizations. Among the most important factors for successful evacuations in urban settings is control of intersections downstream of the evacuation area. If intersections are controlled by law enforcement, barricades, signal control, or other means, potential backups and slowed evacuations can be minimized. Another important aspect of successful evacuation is a managed and phased evacuation declaration. Evacuating in phases, based on vulnerability, location, or other factors, enables subsequent traffic surges on major roadways to be smoothed over a longer time frame and result in traffic levels that flow better than when mass evacuations include large evacuation areas at the same time (Appendix P2).

The following emergency response operations could occur under an evacuation order:

**Evacuation Points and Shelters.** When the SDCSD implements an evacuation order, they coordinate with the responding fire agency, the Emergency Operation Center, and others to decide on a location to use as a temporary evacuation point. The SDCSD Office Dispatch Center would use the AlertSanDiego system to direct evacuees to the established temporary evacuation point or shelter. These evacuation points would serve as temporary safe zones for evacuees and would provide basic needs such as food, water, and restrooms. If residents are unable to evacuate and need transportation assistance to get to a temporary evacuation point or shelter, the SDCSD may establish transportation points to collect and transport people without transportation resources to evacuation points. These points would be large, well known sites such as shopping centers, libraries, and schools. Transportation would be accessible to all populations, including people with disabilities and other access and functional needs.

**Shelter-in-Place.** Sheltering-in-place is the practice of going or remaining indoors during or following an emergency event. This procedure is recommended if there is little time for the public to react to an incident and it is safer for the public to stay indoors for a short time rather than travel outdoors. Sheltering-in-place also has many advantages because it can be implemented immediately, allowing people to remain in their familiar surroundings and providing individuals



with everyday necessities such as telephones, radios, televisions, food, and clothing. However, the amount of time people can stay sheltered-in-place is dependent upon availability of food, water, medical care, utilities, and access to accurate and reliable information.

The decision on whether to evacuate or shelter-in-place is carefully considered with the timing and nature of the incident. Sheltering-in-place is the preferred method of protection for people who are not directly impacted or in the direct path of a hazard. This would reduce congestion and transportation demand on the major transportation routes for those who have been directed to evacuate by law enforcement or fire personnel. The proposed project would incorporate ignition-resistant construction and wide FMZs and provide defensibility throughout the site. Therefore, responding fire and law enforcement personnel would be able to direct project residents to temporarily refuge in their homes in the rare situation where that alternative is determined to be safer than evacuating.

As discussed, the proposed project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts are considered less than significant.

### **Mitigation Measures**

The proposed project would have a less than significant impact associated with the impairment of an adopted emergency response plan or emergency evacuation plan. Therefore, no mitigation measures are required.

#### **4.18.5.6 Threshold 6: Wildland Fires**

***Would implementation of the proposed project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fire?***

**Impact:** Implementation of the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fire.

**Mitigation:** No mitigation is required.

**Significance Before Mitigation:** Less than significant.

**Significance After Mitigation:** Less than significant.

### **Impact Analysis**

The wildland fire risk and features prescribed in the FPP (Appendix P1) have been analyzed and developed to reduce risk to acceptable levels at Fanita Ranch by applying comprehensive guidelines developed by a technical panel of 17 professional fire prevention officers and fire protection specialists and planners. These guidelines are referred to as the San Diego County Guidelines for Determining Significance – Wildland Fire and Fire Protection (County of San Diego 2010). These guidelines have become a standard for FPPs in numerous fire agency jurisdictions because they use a holistic approach to understanding a site's fire hazards,

understanding how a project complies with safety requirements, and understanding where additional fire protection is needed, allowing the FPP to require more robust or equivalent alternative protections to Code requirements.

Wildfires may occur in undeveloped landscapes that surround the proposed project, but the number of fires would not be significantly increased in frequency, duration, or size with construction of the project due to implementation of many fire protection and prevention features. Construction activities can lead to increased potential for vegetation ignitions; however, the project addresses this potential risk through its focused CFPP (Appendix P1). The CFPP's fire prevention and safety measures, along with its limitations on work activities during fire weather, address the potential for ignitions and would not expose people to increased fire risk during the construction period. The project would include conversion of fuels from existing flammable fuels to highly ignition-resistant structures and maintained urbanized landscapes with designated SFD review. It would also include substantial FMZs, a funded entity to manage and maintain the FMZ, and third-party FMZ inspections twice per year to confirm the FMZ areas are maintained as designed and, therefore, would function as intended. As such, the development footprint would be largely converted from ignitable fuels to ignition-resistant landscape and structures that are provided with defensible space consistent with and exceeding the strictest Code standards. A 100-foot FMZ at the site perimeter adjacent to the existing neighborhood to the south would also be provided, monitored, and maintained as part of the proposed project to further reduce fire risk to those older homes. In addition, the project would provide for fast firefighter response on and off site (4-minute travel time to anywhere on site), would include an on-site fire station, and access for firefighters, early evacuations, water and fire flow to code, and other fire protection features described throughout this FPP.

In addition, as shown in the Wildland Fire Evacuation Plan (Appendix P2), the project would provide two major routes for ingress and egress during an emergency (Fanita Parkway and Cuyamaca Street), would not cut off or modify existing evacuation routes, and provide numerous roadway improvements in the City that would improve evacuation over existing conditions (including the Magnolia Avenue extension). Evacuation modeling shows that, under the most likely wildfire evacuation scenario, it would take approximately 19 minutes to perform a surgical evacuation of the project and targeted, existing communities. Under a much less likely and conservative scenario, assuming all the project's residences would be occupied and evacuated, it would take approximately 53 minutes to 1.5 hours. First responders would account for evacuation timing to adjust the lead time given in issuing evacuation orders, to better phase evacuation orders, and to adjust evacuation traffic control methods (such as controlling downstream traffic lights or officers directing traffic) to ensure project occupants and the surrounding community are able to safely evacuate.

In the event evacuation is not recommended as a result of the increased risk of evacuating, the project's fire prevention features and shelter-in-place contingency would further mitigate risks to public safety. The project's fire protection features would result in a redundant and layered fire protection system consistent with fire agency-designated shelter-in-place communities (e.g., Rancho Santa Fe shelter-in-place communities of (1) The Bridges, (2) The Crosby, (3) Cielo, (4) 4S Ranch, and (5) The Lakes; and the Santa Clarita Valley's Stevenson Ranch community). Because of these fire protection features, maintenance, and enforcement requirements, it would be an option, and in some scenarios, the preferred option, for emergency managers to direct residents and visitors to temporarily shelter in their homes or designated shelter sites. This is based on the project's ability to buffer wildfire and related heat away from the community's structures and infrastructure, and protect against burning ember intrusion, while providing firefighters with safe areas and defensible space on site. The project's redundant fire protection features, quick emergency response, evacuation routes and plans, and the contingency option of sheltering on site in protected spaces would ensure that people and structures would not be exposed to a significant risk of loss, injury or death involving wildland fires.

### ***Ignition-Resistant Structures***

The best mitigation to reduce a project's potential to start on-site and off-site fires is to reduce the likelihood that the project's structural elements would ignite (Gorte 2011; Maranghides & Mell 2012; Zhou 2013; Calkin et al. 2014; Mockrin et al. 2020). Incorporation of the latest structural ignition-resistant features and construction methods minimize the possibility that structures would ignite. Each facet of a building's exterior construction and appendages are addressed within Chapter 7A of the California Building Code, with a primary focus on requiring homes that can withstand heat, flame, and embers.

For example, the 2007 Witch Creek Fire was one of the most destructive fires in California's history and destroyed thousands of homes in San Diego County. Years before the fire, Rancho Santa Fe was a community vulnerable to wildfire damage, as it was set into steep rolling hills covered in chaparral and at one point considered unsafe. However, in 1996, the community made strides to adapt to a very high fire hazard environment. The community implemented modern fire codes, developed defensible space rules, required home hardening measures, and imposed vegetation restrictions. Through this system-based approach, Rancho Santa Fe was able to transform into a fire-adapted community. As a result, when the Witch Creek fire spread to Rancho Santa Fe, no fire-hardened home was lost (Sommer 2019). San Diego County's "after-action" investigation of the Witch Creek Fire concluded that "the fires demonstrated unequivocally that defensible space around homes works" and that "newer homes, built in accordance with new fire-safe building codes, withstood the fire better than older homes built to less stringent codes" (Appendix P1). These findings support the success of fire-hardening buildings and use of FMZs.

They also support the available option of hardened communities to offer temporary sheltering as a contingency plan when evacuation is considered undesirable, as discussed further below.

Newer master-planned communities constructed in accordance with modern fire-safe development standards also survived the 2003 Simi Fire, the 2008 Freeway Complex Fire, and the 2020 Silverado Fire, with no homes lost (Appendix P1).

These recent examples demonstrate the protective value of ignition-resistant structures and modern fuel management techniques, both of which are discussed in greater detail below. Once a fire-hardened community is planned and built with fire- and ignition-resistant materials and infrastructure, long-term protection of the community and surrounding areas is dependent on ongoing maintenance (Sommer 2019). In addition to its numerous wildfire prevention measures, the project would include a homeowners association (HOA) responsible for long-term funding and maintenance of private roads and fire protection systems. This includes responsibility for fuel modification and vegetation management for all common areas of the project site, including roadside clearance areas and FMZs. HOAs are an effective fire protection feature as they can enforce defensible space compliance and increase wildfire risk awareness through education. In comparison, many non-HOA communities have lower wildfire risk awareness and are less likely to implement defensible space and fire hazard reduction techniques on private properties or through the community (Steffey et al. 2020). The project's HOA would also enforce homeowner compliance with the project's fuel management plan on an ongoing basis. In addition, the HOA would provide project residents and occupants with ongoing education regarding wildfires so they may maintain an increased awareness of wildfire risk and the possibility that they may be directed to remain in their homes or moved to another on-site location during a wildfire. These educational materials would include information on the need to timely maintain the landscape and structural components according to the applicable fire-safe standards. Moreover, the SFD would review and approve all HOA wildfire educational material and programs before printing and distribution. HOA oversight and community engagement were credited as one of the reasons why Rancho Santa Fe was able to survive the Witch Creek fire in 2007 (Sommer 2019).

### ***Code-Required Fire Safety Features that Facilitate Sheltering in Place***

Most of the primary components of the proposed project's layered fire protection system are required by Santee Fire and Building Codes, because they have been tested in the lab and in real-time wildfires and found to result in saved structures. They have been proven effective for minimizing structural vulnerability to wildfire. They also make shelter-in-place possible as an evacuation contingency option when evacuation is not possible.

Even though current Building and Fire Codes require these measures, at one time, many of them were used as mitigation measures for buildings in fire hazard areas, because they were known to reduce structure vulnerability to wildfire. These measures were adopted into the 2007 California



Building Code and have been retained and enhanced in code updates since then. The following project features are required for new development in fire hazard areas and form the basis of the system to provide adequate access by emergency responders and provide the protection necessary to minimize structural ignitions:

- Application of the latest adopted ignition-resistant building codes.
- Nonflammable roofs, which would be Class “A” listed and fire-rated roof assembly, installed per manufacturer’s instructions, to approval of the City. Roofs would be made tight with no gaps or openings on ends or in valleys, or elsewhere between roof covering and decking, in order to prevent intrusion of flame and embers. Any openings on ends of roof tiles would be enclosed to prevent intrusion of burning debris. When provided, roof valley flashings would not be less than 0.019 inch (No. 26 gage galvanized sheet) corrosion-resistant metal installed over a minimum 36-inch-wide underlayment consisting of one layer of 72 pound ASTM 3909 cap sheet running the full length of the valley.
- Exterior wall coverings are to be non-combustible or ignition resistant.
- Multi-pane glazing with a minimum of one tempered pane.
- Ember-resistant vents (recommend BrandGuard, O’Hagin, or similar vents).
  - No vents in soffits, cornices, rakes, eaves, eave overhangs or between rafters at eaves or in other overhang areas. Gable end and dormer vents to be at least 10 feet from property line or provided alternative design resistant to ember penetration. Vents in allowed locations to be protected with wire mesh having no openings greater than 0.125 inch. Vent openings would not exceed 144 square inches. Vents would be designed to resist the intrusion of any burning embers or debris.
  - Vents would not be placed on roofs unless they are approved for Class “A” roof assemblies (and contain an approved baffle system (such as Brandguard or O’Hagin vents) to stop intrusion of burning material) or are otherwise approved.
  - Turbine vents would be prohibited.
- Interior, automatic fire sprinklers to code for occupancy type.
- Eaves and soffits would meet the requirements of SFM 12-7A-3 or be protected by ignition-resistant materials or non-combustible construction on the exposed underside, per City Building Code.
- There would be no use of paper-faced insulation or combustible installation in attics or other ventilated areas.
- There would be no use of plastic, vinyl (with the exception of vinyl windows with metal reinforcement and welded corners), or light wood on the exterior.

- Any vinyl frames to have welded corners and metal reinforcement in the interlock area to maintain integrity of the frame certified to ANSI/AAMA/NWWDA 101/I.S 2 97 requirements.
- Skylights to be tempered glass.
- Rain gutters and downspouts to be non-combustible. They would be designed to prevent the accumulation of leaf litter or debris, which can ignite roof edges.
- Doors to conform to SFM standard 12-7A-1, or would be of approved non-combustible construction or would be solid core wood having stiles and rails not less than 1 3/8 inches thick or have a 20-minute fire rating. Doors to comply with City Building Code, Chapter 7-A. Garage doors to be solid core 1.75-inch-thick wood or metal, to comply with code.
- Decks and their surfaces, stair treads, landings, risers, porches, balconies to comply with language in City Building Code, Chapter 7-A and be ignition-resistant construction, heavy timber, exterior approved fire retardant wood, or approved non-combustible materials.
- Decks or overhangs projecting over vegetated slopes are not permitted. Decks to be designed to resist failing due to the weight of a firefighter during fire conditions. There would be no plastic or vinyl decking or railings. The ends of decks to be enclosed with the same type of material as the remainder of the deck.
- There would be no combustible awnings, canopies, or similar combustible overhangs.
- No combustible fences to be allowed within 5 feet of structures on any lots. The first 5 feet from a structure would be non-combustible or meet the same fire-resistive standards as walls.
- All chimneys and other vents on heating appliances using solid or liquid fuel, including outdoor fireplaces and permanent barbecues and grills, to have spark arrestors that comply with the City Fire Code. The code requires that openings would not exceed 1/4-inch. Arrestors would be visible from the ground.
- Any liquid propane gas (LPG) tanks (except small barbecue and outdoor heater tanks), firewood, hay storage, storage sheds, barns, and other combustibles would be located at least 30 feet from structures, and, within the FMZ, 30 feet from flammable vegetation. There would be no flammable vegetation under or within 30 feet of LPG tanks, or tanks would be enclosed in an approved ignition-resistant enclosure with 10 feet clearance of flammable vegetation around it. In no case would a tank be closer than 10 feet from the structure. City Fire Code requires 10 feet of clearance of native vegetation, weeds, and brush from under and around LPG tanks.
- Storage sheds, barns, and outbuildings to be constructed of approved non-combustible materials, including non-combustible Class A roofs and would be subject to the same restrictions as the main structure on lot.

- Modern infrastructure, access roads, and water delivery system.
- Maintained FMZs.
- Fire apparatus access roads throughout the project's developed areas.

Notably, interior fire sprinklers, which would be provided in all structures (required by code since 2010), have an extremely high reliability track record (Appendix P1) of controlling fire in 96 percent of reported fires, and statistics indicate that fires in homes with sprinklers resulted in 82 percent lower property damage and 68 percent lower loss of life (Hall 2013). Although not designed for wildland fire defense, should embers succeed in entering a structure, sprinklers provide an additional layer of life safety and structure protection.

### ***Effective Fuel Modification Zones***

Provisions for modified fuel areas of at least 100 feet separating wildland fuels from structures have reduced the number of fuel-related structure losses by providing separation between structures and radiant heat generated by wildland fuels. FMZs of 100 feet in width that are correctly designed, installed, and maintained over time have been shown to provide effective defensible space. The project's FMZs have been customized dependent on the anticipated adjacent fire behavior to exceed this 100-foot standard. The project provides FMZs of a minimum of 115 feet and, in areas where the potential wildfire hazard was determined to be higher, the FMZs around the project have been extended to 165 feet wide. A 100-foot FMZ at the site perimeter adjacent to the existing neighborhood to the south would also be provided, monitored, and maintained as part of the project to further reduce fire risk to those older homes.

The FMZs are designed to minimize wildfire encroaching upon the community and minimize the likelihood that an ignition from the developed area spreads into the open space by separating the natural vegetation occurring outside the FMZs from the development. FMZs include reduced fuel densities, lack of fuel continuity, and a reduction in the receptiveness of the landscape to ignition and fire spread. Vegetation within the FMZs would be maintained as required by SFD and Development Plan. Irrigated zones provide a high plant/fuel moisture, making it more difficult to ignite (USFS 2015). Positioning the low plant density, irrigated zone directly adjacent to structures provides a significant buffer between a house or other landscape fire and native vegetation. This type of green barrier can have the same benefit of buffering preserved open space areas (and adjacent communities) from accidental on-site ignitions, while also providing positive ecological impacts by preventing/blocking surface fire and crown fires, serving as green ember catchers, and reducing overall erosion impacts (Wang et al. 2021).

The entire project site would represent a large fire break. Fires from off site would not have continuous fuels across the development footprint and, therefore, would be expected to burn around and/or over the developed landscape via spotting. Burning vegetation embers may land on project structures but are not likely to result in ignition based on ember decay rates and the types

of non-combustible and ignition-resistant materials and venting that would be used within the project, and the ongoing inspections and maintenance that would occur in the project's landscaped areas and FMZs. Fuel treatments and landscape design protect homes and also serve as a buffer for natural areas and surrounding communities. FMZs were originally implemented by CAL FIRE to protect natural resources from urban area ignition sources. Over the years, FMZs have become essential to setting urban areas back from wildland areas serving the dual purpose of protecting structures and people while buffering natural areas from urban ignitions, thus reducing the potential for urban fires to spread into wildland areas. Research shows reducing structural exposure to wildland vegetation through the implementation of defensible space practices can address a wide range of highly valued resources, including critical habitat, vegetation conditions, and watershed health (Scott et al. 2016.) As a result, master-planned communities can be hardened against fire and reduce off-site impacts to wildfire, including existing communities.

Research has indicated that the closer a fire is to a structure, the higher the level of heat exposure (Cohen 2000). However, studies indicate that given certain assumptions (e.g., 10 meters of low-fuel landscape, no open windows), wildfire does not spread to homes unless the fuel and heat requirements (of the home) are sufficient for ignition and continued combustion (Cohen 1995; Alexander 1998). Construction materials and methods can prevent or minimize ignitions. Similar case studies indicate that with nonflammable roofs and vegetation modification from 10–18 meters (roughly 32–60 feet) in Southern California fires, 85–95 percent of the homes survived (Appendix P1; Foote and Gilless 1996).

These results support Cohen's (2000) findings that if a community's homes have a sufficiently low home ignitability (i.e., Santee Municipal Code, City Ordinance No. 570), the community can survive exposure to wildfire with minor fire impacts. This provides the option of addressing the wildland fire threat to structures at the residential location without excessive wildland fuel reduction, including within adjacent open space areas. Rather, focusing the effort in the landscapes nearest the project footprint would provide the best fire protection. Cohen's (1995) studies suggest, as a rule-of-thumb, larger flame lengths and widths require wider FMZs to reduce structure ignition. For example, valid structure ignition assessment modeling (SIAM) results indicate that a 20-foot-high flame has minimal radiant heat to ignite a structure (bare wood) beyond 33 feet (horizontal distance). By contrast, a 70-foot-high flame may require about 130 feet of clearance to prevent structure ignitions from radiant heat (Cohen and Butler 1996). This study utilized bare wood, which is far more combustible than the ignition-resistant exterior walls that would be used for the project.

Based on scientifically modeled fire behavior calculations for the site, flame lengths under the most extreme fire weather conditions within the natural open space areas to the north and east of the project could approach 66 feet in height. Under normal summer weather conditions, flame lengths could approach 19 to 28 feet in height along the southern and western edges of the project site, respectively. As such, FMZs along the southern edge and interior open space areas are

typically 115 feet wide, whereas the project's FMZs on the northern and eastern edges in areas adjacent to the higher flame length producing native landscapes were extended to 165 feet in width. This results in fire buffers that are between 3 and 5 times the predicted longest flame lengths directly adjacent the fuel modification area under typical weather conditions and approximately 2 to 3 times as wide as predicted adjacent flame lengths under extreme weather conditions.

Based on the studies referenced above, the proposed FMZ distances would be sufficient to prevent structure ignitions at the project even under the most extreme fire weather conditions (Appendix P1).

In addition, internal roadways and off-site travel routes (Fanita Parkway, Cuyamaca Street, and the Magnolia Avenue extension) would be fuel-modified passageways. This means that proposed project access roads that traverse areas of natural vegetation would, in addition to consisting of inflammable asphalt/hardscape with ignition-resistant landscaping, provide a minimum of 50-foot buffer of modified fuel areas along both sides of the road. These 50-foot FMZ adjacent to roadways would further reduce ignitions from vehicle-related causes (catalytic converter, brake-related, tossed cigarette, etc.), provide a setback from wildland fuels, improve evacuation safety, and act as a further fire break in a wildfire event.

### ***Ember Protection***

Embers are frequently formed from burning vegetation and become lofted in the air through convective columns and wind. As wildfire fronts advance through landscapes or communities on the ground, the embers also are thrown ahead of the flaming front, launching thousands of glowing embers into the air. Also known as firebrands, these specks of burning debris can glide for up to 40 kilometers (approximately 24 miles) before landing and can cause up to 90 percent of home and business fires during wildfires (Bouvet et al. 2021).

Embers have been the focus of some local building codes since the 1990s; but, became a statewide focus when Chapter 7A of the building code was adopted, which focuses on building ignition resistance, including protecting against embers. Embers can ignite new fires when they land in favorable fuel beds. Urbanized landscapes that are hardened against fire through careful plant selection, irrigation and maintenance along with roads, ignition-resistant buildings, and other hardscape do not provide embers with readily ignitable fuel.

The project's fire hazard assessment includes the potential exposure to airborne embers. Proposed fire protection features would include requirements to address embers and minimize the potential for ember-caused structure damage or loss. Specifically, (1) ember-resistant vents would be included in all structures; (2) all structures would include interior fire sprinklers, which are highly successful and provide an additional layer of protection should embers succeed in entering a structure; and (3) landscaping would be planted and maintained as ember-resistant. With



implementation of these fire protection features, the proposed project would not be vulnerable to embers, and structures would resist ember penetration and ignition.

### **Evacuation**

Mass evacuation during wildfires is no longer used in Santee or San Diego County. Instead, populated areas are evacuated in phases based on proximity to the event and risk levels. For example, the project's wildfire evacuations would likely include the relocation of perimeter residents, either to on-site shelter sites or off site rather than mass evacuating the entire community (Appendix P1).

The wildfire evacuation scenarios selected for analysis were based on a comprehensive approach that included consultation with the SFD, review of fire history, analysis of Cedar Fire evacuations in Santee, fire behavior science, area topography, fuel types and the evolved approach to evacuations, which is targeted/surgical instead of areawide. Accordingly, given the highest probability wildfire scenarios that would result in evacuation, the perimeter populations in certain locations may be targeted for evacuation. The entire project would provide significant protection against exposure to wildfire. However, some perimeter units, based solely on their closer proximity to native fuels, may be selected for occupant relocation as a precautionary measure. This may be combined with targeted evacuations of perimeter populations within existing communities to the south of the project, as indicated in the evacuation modeling analysis (Appendix P2).

Targeted evacuation is consistent with County/City Annex Q (Evacuation) and with management of recent San Diego County wildfires (for example, the 2017 Lilac Fire) where the phased/surgical evacuation practice was implemented with success. The result of this type of evacuation is that residents in locations closest to a wildfire burning in open space areas are temporarily moved from the vicinity and vehicle congestion on evacuation routes is minimized, enabling a more efficient evacuation. Under the most probable evacuation scenario, the project evacuees, along with neighboring community residents could be evacuated to designated safety areas within 19 minutes (Appendix P2). If they were relocated to other internal project areas, the evacuation time would be even lower and have no impact on existing off-site communities, except for up to approximately 25 percent of evacuees who decided to leave the area despite not being asked to evacuate off site, known as shadow evacuees (Sorenson and Vogt 2006).

The evacuation modeling conducted for the project site and Santee vicinity utilizes larger, mass evacuation scenarios as well as more realistic, targeted or phased evacuation scenarios. San Diego County experienced large wildfires in 2003, 2007, and 2010. The experience gained from these large wildfire evacuations resulted in hundreds of millions of dollars in investment into better technology, communication, predictive modeling, coordination, and response resources. The County and jurisdictions within the County now benefit from all of these investments, and the most relevant to the project modeling is the investment in evacuation technologies. The 2007

Witch Fire resulted in a mass evacuation of nearly 500,000 people due to the approach used at that time (San Diego County Grand Jury 2007–2008). It was realized afterward that a more accurate system was needed that relied on real-time fire behavior information along with area pre-plans. San Diego County’s EOP Evacuation Annex (Annex Q) specifically addresses new capabilities for phased evacuations.

### ***Phased Evacuation***

The purpose of a phased evacuation is to reduce congestion and transportation demand on designated evacuation routes by controlling access to evacuation routes in stages and sections. This strategy can also be used to prioritize the evacuation of certain communities in proximity to the immediate danger. A phased evacuation effort would need to be enforced by law enforcement agencies and coordinated with the Operational Area Emergency Operations Center and affected jurisdictions.

Evacuations in Santee and throughout San Diego County are now managed by a system that enables emergency managers to designate small areas in a surgical approach that can target neighborhoods, blocks, or streets for alert messaging. This system was utilized with success in the 2017 Lilac Fire in northern San Diego County. In this evacuation, a larger area of approximately 44,000 households, was given a message via the wireless emergency alert system that evacuations may be declared and residents should be prepared to leave when notified. Following this mass notification, numerous targeted evacuation notices were sent via the AlertSanDiego system, in a staggered approach and based on real-time fire behavior and spread rates, road congestion, and other factors. This phased approach to evacuation notices resulted in a successful evacuation and use of available resources (CAL FIRE/San Diego County Fire 2017).

The Department of Homeland Security (Appendix P1) provides supporting data for why jurisdictions have moved to the targeted/surgical evacuation approach that leverages the power of situational awareness to support decision-making. According to its “Planning Considerations: Evacuation and Shelter in Place” document, the Department indicated that delineated zones provide benefits to the agencies and community members. Evacuation and shelter-in-place zones promote phased, zone-based evacuation targeted to the most vulnerable areas, which allows jurisdictions to prioritize evacuation orders to the most vulnerable zones first and limit the need to evacuate large areas not under the threat. The zones help:

- Jurisdictions to understand transportation network throughput and capacity, critical transportation and resource needs, estimated evacuation clearance times, and shelter demand.
- Planners to develop planning factors and assumptions to inform goals and objectives.
- Community members to understand protective actions to take during an emergency.
- Shelters to limit traffic congestion and select locations suitable for the evacuated population.

As shown in the Wildland Fire Evacuation Plan (Appendix P2), the project would provide two major routes for ingress and egress during an emergency (Fanita Parkway and Cuyamaca Street), would not cut off or modify existing evacuation routes, and provide numerous roadway improvements in the City that would improve evacuation over existing conditions (including the Magnolia Avenue extension). Further, internal roadways and off-site travel routes (Fanita Parkway, Cuyamaca Street, and the Magnolia Avenue extension) would be fuel-modified passageways, consisting of inflammable asphalt/hardscape with ignition-resistant irrigated landscaping with an additional minimum 50-foot buffer of modified fuel areas along both sides of the road. These fuel-modified passageways would improve evacuation safety and act as a further fire break in a wildfire event.

In addition, evacuation modeling conducted by Chen Ryan Associates (Appendix P2) shows that, conservatively assuming all the project's residences would be occupied and evacuated, it would take approximately 53 minutes to 1.5 hours for all vehicles to exit the site. In a more realistic evacuation event where a portion of the project site and a portion of the existing area residents are evacuated, which would focus on those within approximately ¼ mile of unmaintained open space areas, the evacuation time would be up to approximately 1.3 hours, which is considered a reasonable time frame (Rohde & Associates 2019–2021; SFD 2022; Appendix P1).

Further, the most probable wildfire evacuation scenario, which would follow the latest evacuation strategies of targeted/surgical evacuations, would move certain perimeter residents from the project and the existing community and is modeled to be accomplished within 19 minutes (Appendix P2). First responders would account for evacuation timing to adjust the lead time given when issuing evacuation orders, to better phase evacuation orders, and to adjust evacuation traffic control methods (such as controlling downstream traffic lights or officers directing traffic) to ensure proposed project occupants and the surrounding community are able to safely evacuate in the primary evacuation scenario.

In the event evacuation off site is not recommended because of the increased risk of evacuating, the project's fire prevention features and shelter-in-place contingency would further mitigate risks to public safety.

### ***Temporary Refuge and Shelter-in-Place***

The fire protection features detailed in the preceding sections that would be incorporated into the project make it a shelter-in-place-capable community. Wildfire would not be able to burn into the community due to perimeter FMZs and interior fire-resistant landscapes and hardscape, which would not readily facilitate fire ignitions or spread. Structures would be setback from unmaintained native fuels such that there would not be exposure to heat or flames. The structures would also include special vents that are ember resistant. Embers are the primary reason structures are lost in wildfires. Ember penetration into home attics or crawl spaces, for example, can ignite materials inside the home and go unnoticed for considerable periods of time until the structure is fully involved. Project

structures would meet the most stringent ember-resistant requirements established in the California Building Code. Further, all structures would include interior fire sprinklers to provide an additional layer of protection should embers succeed in entering a structure.

Structures that are built to withstand the impact of wildfire are buildings that can be used for temporary shelter-in-place. Sheltering in place or taking temporary refuge when evacuation is considered undesirable is not a new idea. Sheltering in place has been a useful tool in the emergency management toolbox since the 1950s. In some wildfire scenarios, temporarily sheltering in a protected structure is safer than evacuating. Huntzinger (2010) states that: “If sheltering in place can provide the community with the same level of protection from an emergency incident as mass evacuation, this will be the recommended practice to use.” By contrast, many civilian deaths have occurred when residents evacuated late and were exposed to wildfire on unprotected roadways (Braun 2002; CFA 2004).

For example, the SDCSD indicated in multiple public hearings (Harmony Grove Village South Planning Commission Hearing, May 24 2018) that the reason people lost their lives on Highland Valley Road during the 2003 Cedar Fire, was that they initially ignored evacuation declarations and then decided to leave when the fire was too close (late evacuation). There are two primary ways to avoid this outcome: 1) the Ready, Set, Go! Evacuation model that results in prepared residents who are ready to go when given the message to leave; and 2) a shelter-in-place contingency which provides another option to a late evacuation where the evacuees risk being exposed to wildfires on roadways, project residents will be provided ongoing education and public outreach on Ready, Set, Go! and could temporarily shelter on site, if directed.

One example of a fire-hardened community performing extremely well and not requiring evacuation includes the 3,500 home Stevenson Ranch in Santa Clarita Valley, California. A 2003 wildfire threatened the community under extreme weather conditions. However, due to community fire-hardening efforts, including FMZs, the fire burned around the community and did not require evacuation. There was no loss of life or property damage, and little fire service intervention (Foote 2004). The project has been designed with the same types of fire hardening to provide a shelter-in-place contingency and would perform similarly under wildfire conditions.

If all communities focused on shelter-in-place capability, similar to Stevenson Ranch and the project, most or all fire resources could focus on fire control instead of structure defense (Foote 2004). Thus, not only could project residents shelter-in-place safely while fire burns around the community, fire resources could be directed toward better controlling and fighting the fire as the community acts as a “fire break.” Further, first responders could utilize resources to focus efforts on defense of less fire-resistant communities. Nasiatke (2003) points out that another advantage to sheltering in place is a substantial reduction in the number of evacuees that would need to be managed, which is a serious problem experienced in large or mass evacuations.

Shelter-in-place may be implemented in a manner where residents are instructed to remain in their homes while firefighters perform their structure protection function; or it would allow for partial relocation, whereby residents in perimeter homes on the north/west/east edges or within certain individual neighborhoods on site are temporarily relocated to internal areas or to the Fanita Commons Village Center. These areas represent the most fire-protected areas of the site in the event future residents are instructed not to evacuate.

The evidence shows that if emergency managers determine shelter-in-place is preferred for the proposed project, project residents would not be exposed to a significant risk of loss, injury or death from a wildland fire. The fire-safe site would act as a fire break within more ignition-prone fuels. The project's property/structures would likely survive, providing an opportunity for residents to shelter-in-place. Safety would also be improved by the project providing a contingency shelter-in-place option to late, unsafe evacuation practices. And the contingency for project residents to shelter-in-place may improve safety to off-site residences by freeing up fire resources elsewhere.

### ***Summary and Expert Review***

The project has been designed and planned by fire protection experts with over 100 years of fire protection and evacuation experience to meet or exceed the most stringent applicable fire protection requirements and provide for a highly defensible community. The planned approach incorporates redundant measures that would improve fire prevention and defensibility at the project site and adjacent properties including ignition-resistant structures, proven fire safety features, project-specific FMZs, and ember protection. The project would provide two major routes out of the site for ingress and egress during an emergency (Fanita Parkway and Cuyamaca Street), would not cut off or modify existing evacuation routes, and would provide numerous roadway improvements in the City that would improve evacuation over existing conditions (including the Magnolia Avenue extension). In addition, evacuation modeling by Chen Ryan Associates (Appendix P2) shows that under the most probable wildfire evacuation scenario, it would require approximately 19 minutes to evacuate the targeted areas of the project and the existing community. Under a more conservative scenario assuming all the project's residences would be occupied and evacuated, it would take approximately 53 minutes to 1.5 hours to safely evacuate all vehicles. In the event evacuation is not recommended for residents of the project during a wildfire event (i.e., because of inadequate lead time), the fire protection features detailed above describe why the project would be considered a shelter-in-place-capable community, which would safely provide homes and public spaces in which people may take temporary refuge.

The input of fire protection experts was integrated into the FPP (Appendix P1). The SFD has accepted the FPP and recognizes that the features incorporated into the project would result in a defensible community that does not substantially increase fire safety risks to life or property. For all these reasons, the proposed project would not increase exposure of people or structures to a significant risk of loss, injury or death from a wildland fire.



## Mitigation Measures

Implementation of the proposed project would not increase exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury, or death from a wildland fire. No mitigation is required.

### 4.18.5.7 Threshold 7: Fire Protection Facilities

***Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, or the need for new or physically altered government facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection?***

**Impact:** Implementation of the proposed project would include the development of a new fire station to offset its increase in demand for fire services and would not require additional new or physically altered facilities that could result in a significant physical impact to the environment other than what is already addressed in Sections 4.1 through 4.18.

**Mitigation:** No mitigation is required.

**Significance Before Mitigation:** Less than significant.

**Significance After Mitigation:** Less than significant.

## Impact Analysis

Under the preferred land use plan with school, the proposed project would develop 2,949 new residential units, which would generate approximately 7,974 residents. Under the land use plan without school, the proposed project would develop 3,008 residential units, and generate approximately 8,145 residents. Using the City's current per capita call generation factor of 100 calls per 1,000 persons, the project site is projected to add approximately 950 calls per year to the SFD's existing call load. Under the land use plan without school, the additional population would increase the annual calculated call volume to 889 calls per year.

Due to increased demand and larger service area, response times to emergencies may exceed established response time goals. The primary standard used in the City to determine adequate levels of service is response time. The Santee General Plan (City of Santee 2003) states the goal is to provide an average maximum initial response time of no more than 6 minutes for fire, rescue and emergency medical services with an average maximum response time of no more than 10 minutes for supporting paramedic transport units 90 percent of the time. Secondary to response time is the number of personnel necessary to perform critical tasks required to safely mitigate emergencies.

According to the Fire Service Letter prepared for the proposed project (Appendix M), fire stations and personnel within the City are currently operating at capacity. To accommodate the increased demand and larger service area, the proposed project designates a 1.5-acre site for a new fire station and requires firefighting apparatus and trained firefighters in Fanita Commons to serve the project site and ensure adequate response times. The new station specifications regarding size, staffing,

and layout would be determined through coordination between the applicant and the City (Appendix P1).

The SFD has indicated it can and would serve the project site with the addition of an adequately staffed and equipped fire station (Appendix M). The station design would comply with City building and design standards, including City Ordinance No. 457, Article 86, Amended – Fire Protection Plan Wildland-Urban Interface Areas. Either a permanent or a temporary fire station must be constructed prior to the occupancy of any residential units in the proposed project.

The project would provide a fully constructed and staffed permanent fire station. In addition, a temporary fire station site equipped with apparatus and personnel may be provided on site until a permanent fire station is complete. The temporary fire station must be in an area that would meet a response time maximum of no more than 6 minutes to all areas of the proposed project. The temporary fire station would be fully equipped and staffed 24 hours per day, 7 days per week. The final location must be approved by the Santee Fire Chief. The applicant may choose to provide a permanent fire station in lieu of a temporary station. The Santee Fire Chief confirmed the addition of the new fire station, equipment, and staff on the project site would adequately serve the project site while maintaining current response standards (Appendix M). Travel time from the new permanent station to the most remote (distant) lot on the project site is calculated at 3 minutes and 26 seconds. This would allow just under 2 minutes for dispatch and turnout and would meet the Santee General Plan response time goal of no more than 6 minutes (Appendix P1).

As discussed in Section 4.17, Utilities and Service Systems, fire flow pressure would be required to be a minimum of 2,500 gallons per minute for 3 hours of fire flow for single-family and multi-family residential and 3,500 gallons per minute for 4 hours of fire flow for commercial areas. New construction in the City requires the installation of fire sprinklers, which would further reduce the potential for fire loss on the project site. Other fire protection mechanisms are discussed in Section 4.18, Wildfire. To address fire and life safety issues on new development, the City's Fire Marshal reviews proposed residential, commercial, and industrial projects through the City's Development Review process to ensure that adequate fire hydrant locations, water flow pressures, access for emergency vehicles, and other requirements are met, which would also reduce the need for fire protection services (City of Santee 2003).

The on-site fire station would be constructed to serve the increased development and population associated with the proposed project and would be a project component located within the boundaries of the project site. The physical environmental impacts associated with the proposed project's construction and operational activities are analyzed in Sections 4.1 through 4.18 of this EIR. Because the proposed project would provide an on-site fire station to serve the anticipated increase in development and population, it would not require construction or expansion of additional new fire protection facilities off site. Therefore, impacts associated with the need for

new or expanded fire facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection would not result in a new significant impact.

## Mitigation Measures

The proposed project would not result in a new significant impact related to fire protection services; therefore, no additional mitigation is required.

### 4.18.5.8 Threshold 8: Inadequate Emergency Access

#### *Would the proposed project result in inadequate emergency access?*

**Impact:** The proposed project would not result in inadequate emergency access.      **Mitigation:** No mitigation required.

**Significance Before Mitigation:** Less than significant.      **Significance After Mitigation:** Less than significant.

## Impact Analysis

This impact is adequately addressed in Section 4.8, Hazards and Hazardous Materials, under Section 4.8.5.6. As discussed previously, the project site is currently undeveloped and there is no existing roadway infrastructure on site. The project proposes the extension of Fanita Parkway, Cuyamaca Street, and Magnolia Avenue to allow access to and from the project site with planned improvements on the existing segments and intersections to accommodate additional project traffic.

The project's FPP (Appendix P1) and Wildland Fire Evacuation Plan (Appendix P2) were prepared for the proposed project to address emergency access and evacuation in the case of a wildfire. The project would provide emergency access that would meet current City requirements throughout the proposed development areas. The proposed internal looped roadways would be built to the currently adopted California Fire Code and City Ordinance 545 (Sections 503.2.1, 503.2.3) requirements and provide travel lane widths consistent with the Fanita Ranch Development Plan standards, adequate parking, 28-foot inside radius, grade maximums, signals at intersections, and extremely wide roadside FMZs. Interior residential streets would be designed to accommodate a minimum of a 77,000-pound fire truck. All dead-end streets would meet SFD requirements. Additionally, the streets would provide residents the option to evacuate from at least two routes that lead to three main arteries.

The project site would have two points of primary access for emergency response and evacuation. Depending on the nature of the emergency, future residents would exit to the south on Fanita Parkway or Cuyamaca Street.

It is anticipated that the majority of the community traffic would exit the project site via Cuyamaca Street, which would also connect to the extension of Magnolia Avenue. These are the most direct routes to the project site. Both streets would include bike lanes that could be used as an additional emergency lane for first responders. These streets would provide access to major traffic corridors

including directly or indirectly to SR-52 to the south, SR-67 to the east, I-8 to the south, I-125 to the south, and I-15 to the west.

Fanita Parkway would be used for emergency access by the western portion of the proposed project development. The planned extension and improvements to Fanita Parkway, Cuyamaca Street, and Magnolia Avenue south of the project site would be sized to provide adequate access for fire equipment and personnel. The proposed project would not result in inadequate emergency access. Therefore, impacts would be less than significant.

## Mitigation Measures

The proposed project would have a less than significant impact associated with inadequate emergency access. No mitigation measures are required.

### 4.18.6 Cumulative Impacts and Mitigation Measures

*Would implementation of the proposed project have a cumulatively considerable contribution to a cumulative wildfire impact considering past, present, and probable future projects?*

Cumulative Impact	Significance	Proposed Project Contribution
<b>Threshold 1:</b> Emergency Response Plan or Evacuation Plan	Less than significant	Not cumulatively considerable
<b>Threshold 2:</b> Pollutant Concentrations	Less than significant	Not cumulatively considerable
<b>Threshold 3:</b> Installation or Maintenance of Associated Infrastructure	Less than significant	Not cumulatively considerable
<b>Threshold 4:</b> Flooding or Landslides	Less than significant	Not cumulatively considerable
<b>Threshold 5:</b> Emergency Response and Evacuation Plans	Less than significant	Not cumulatively considerable
<b>Threshold 6:</b> Wildland Fires	Less than significant	Not cumulatively considerable
<b>Threshold 7:</b> Fire Protection Services	Less than significant	Not cumulatively considerable
<b>Threshold 8:</b> Inadequate Emergency Access	Less than significant	Not cumulatively considerable

#### 4.18.6.1 Cumulative Threshold 1: Emergency Response Plan or Evacuation Plan

This cumulative impact has been adequately addressed in Section 4.8 under Section 4.8.6.6. The geographic context for the analysis of cumulative impacts regarding impairing an emergency response plan or evacuation plan is the areas in the City surrounding the project site, where these plans would apply. Cumulative impacts from multiple projects within the SFD's jurisdiction can cause fire response service decline and impede emergency evacuation plans. For example, several cumulative projects presented in Table 4-2, Cumulative Projects, in Chapter 4 are projects within

the SFD's jurisdiction that would have the potential to result in impacts to emergency response and evacuation plans. These projects include the GA Development subdivision, Carlton Oaks Country Club, Walker Trails, and others. Development of the proposed project, in combination with these cumulative projects, would result in a potentially significant cumulative impact if it is not consistent with the County's Emergency Operations Center emergency response plans and evacuation plans, including the City's EOP.

The project's FPP, CFPP, and Wildland Fire Evacuation Plan were prepared to ensure the community would be built to withstand significant fire, provide residents with at least two evacuation routes that lead to at least three major arteries, and offer the contingency option to emergency planners and responders of temporarily refuging persons on site if considered safer than evacuating (see Appendices P1 and P2). The project's Wildland Fire Evacuation Plan was developed to meet City and County requirements and prevent any conflicts with current evacuation plans. Details of the emergency access routes are described in the Wildland Fire Evacuation Plan (Appendix P2) and were designed to comply with current and future population growth, roadway conditions, and access availability.

Furthermore, the only proposed through routes on the project site would loop between Fanita Parkway and Cuyamaca Street and would not, in combination with other projects, affect emergency response and evacuation plans elsewhere in the City. The project streets configuration and evacuation plan described in the project's Wildland Fire Evacuation Plan (Appendix P2) provides evacuation routes to the north (once off site), south, east, and west depending on the nature of the emergency. The roadways and evacuation routes designed for the proposed project would provide connections to major regional transportation corridors, including indirectly to SR-52 to the south, southwest, and southeast; SR-67 to the east and northeast; I-125 to the south; and I-15 to the west, to move residents out of the City, avoiding conflicts with emergency response or evacuation efforts in other areas of the City.

Additionally, it is anticipated that future development projects would undergo CEQA review of potential impacts on adopted emergency response or evacuation plans and be required to implement measures necessary to mitigate potential impacts. As a result, cumulative impacts related to interference with adopted emergency response or evacuation plans would be less than significant. Therefore, the proposed project would not contribute to a significant cumulative impact associated with a conflict with an adopted emergency response or evacuation plan.

#### **4.18.6.2 Cumulative Threshold 2: Pollutant Concentrations**

The geographic context for the analysis of cumulative impacts in regard to exacerbating wildfire risks and exposing project occupants to pollutant concentrations from a wildfire or uncontrolled spread of wildfire is the project site and immediately surrounding area where the effects of potential pollutant exposure could occur. Cumulative impacts from multiple projects or large projects within the immediate area could exacerbate wildfire risk by exposing occupants to harmful



pollutants, primarily during construction. For example, several cumulative projects presented in Table 4-2, Cumulative Projects, in Chapter 4 are immediately adjacent to the project site that would have the potential to result in impacts to occupants from exposure to pollutant concentrations from a wildfire as a result of exacerbated fire risk. These projects include the GA Development subdivision, Santee View Estates, Calvary Chapel, and others. Similar to the proposed project, these cumulative projects would be required to comply with the latest ignition-resistant building codes found in Chapter 7A of the California Building Code, as adopted by City, and any additional restrictions or requirements adopted locally by the SFD.

The project's FPP (Appendix P1) contemplated the slope and wind conditions of the project site and designed fire protection features that are site specific and focused on protecting the proposed project's buildings and residents while simultaneously minimizing the likelihood for on-site fire to burn off site into open space. As discussed in Section 4.18.5.2, the proposed project's fire protection features identified in the FPP would reduce potential impacts related to project occupant wildfire exposure due to slope, prevailing winds, and other factors.

The proposed project would use pre-planning techniques and construction measures, including implementing the project's CFPP (Appendix P1), providing proper wildfire awareness, reporting, and suppression training to construction personnel, which would avoid any construction-related wildfire impacts. In addition, the proposed project would be designed to adhere to the most recent ignition-resistant building codes applicable to developments in VHFHSZs, including defensibility features, fire protection systems, and emergency access routes. Therefore, cumulative projects, including the proposed project, would be constructed and designed to minimize wildfire risk and would not exacerbate wildfire risk resulting in the exposure of project occupants to pollutant concentrations from a wildfire or uncontrolled spread of wildfire. As a result, no significant cumulative impact would occur, and the proposed project's contribution would not be cumulatively considerable under CEQA.

#### **4.18.6.3 Cumulative Threshold 3: Installation or Maintenance of Associated Infrastructure**

The geographic context for the analysis of cumulative impacts from the project requiring the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment is the project site and immediately surrounding area. Cumulative impacts from multiple projects or large projects within the immediate area could exacerbate wildfire risk and expose occupants to environmental impacts from the infrastructure required to serve these projects. For example, several cumulative projects presented in Table 4-2, Cumulative Projects, in Chapter 4 are projects located immediately adjacent to the project site that would have the potential to result in impacts from installation or maintenance of infrastructure that may exacerbated fire risk. These projects include the GA Development subdivision, Santee View Estates, Calvary Chapel, and others. Due to their

proximity, an impact could occur if all of these projects were to install infrastructure that would exacerbate fire risk.

New infrastructure associated with the proposed project and other cumulative projects would be required to comply with the necessary regulations to minimize fire risks. These regulations include the Santee Municipal Code (Ordinance No. 570, Chapter 11.18, California Fire Code) or the current fire and building codes at the time of Vesting Tentative Map approval; the 2019 California Building Code, Chapter 7A; 2019 California Fire Code, Chapter 49; 2019 California Referenced Standards Code Chapter 1-7A; and 2019 California Residential Code, Section R327, as adopted by the City. These regulations require projects to construct ignition-resistant structures and provide FMZs, fire apparatus access, water availability, and other requirements. In addition, the proposed project would exceed fire prevention regulations by providing a CFPP, code-exceeding FMZs, FMZ inspections, fire-resistant landscaping plan, and HOA wildfire education and outreach. Refer to the FPP for a full list of project fire safety features (Appendix P1). Therefore, cumulative projects, including the proposed project, would not result in a significant cumulative impact associated with exacerbated fire risk from the installation or maintenance of infrastructure. The proposed project's contribution would not be cumulatively considerable under CEQA.

#### **4.18.6.4 Cumulative Threshold 4: Flooding or Landslides**

The geographic context for the analysis of cumulative impacts that would 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, is the proposed project site and immediate surrounding area. Several cumulative projects in Table 4-2, Cumulative Projects, in Chapter 4 are projects in the areas immediately surrounding the project site, such as the GA Development subdivision, Santee View Estates, Calvary Chapel, and others. Due to their proximity, a cumulative impact could occur if post-fire conditions, such as hillside instability on the project site or surrounding areas, caused a landslide or flooding to occur.

Construction of projects considered in the cumulative analysis would involve grading and other earthmoving activities that could result in temporary and short-term localized soil erosion or landslides. However, these site-specific impacts are not expected to combine with the effects of other surrounding project activities because cumulative projects would be required to comply with existing regulations, including adherence to stormwater management requirements, and associated BMPs. These required measures would control erosion and construction-related contaminants at each construction site.

After buildout, the irrigated and maintained landscaping in the proposed project would be ignition resistant and not expected to be burned or removed entirely should a fire occur on the proposed project site. Project development and associated design features would reduce the likelihood of flooding or landslides prior to or following a fire event because complete removal and exposure of

erodible soils would be unlikely to occur. Considering these project site features and characteristics in combination with adherence to existing regulations, compliance with stormwater management requirements, and associated BMPs, post-fire conditions on the project site are not expected to combine with other cumulative projects and increase risks associated with runoff and erosion. Therefore, the proposed project impacts related to flooding or landslides as a result of fire would not be cumulatively considerable under CEQA.

#### **4.18.6.5 Cumulative Threshold 5: Emergency Response and Evacuation Plans**

The geographic context for the analysis of cumulative impacts to emergency response plans or emergency evacuation plan is the City. Construction and operation associated with cumulative development could result in activities that could interfere with adopted emergency response or evacuation plans, such as temporary construction barricades or other obstructions that could impede emergency access. Cumulative impacts from multiple projects within the SFD's jurisdiction listed in Table 4-2, Cumulative Projects, in Chapter 4 can cause fire response service decline and impede emergency evacuation plans. These projects may include the GA Development subdivision, Carlton Oaks Country Club, Walker Trails, and others. Development of the proposed project, in combination with these cumulative projects, would potentially impact and conflict with adopted emergency response plans and emergency evacuation plans.

The project's FPP, CFPP, and Wildland Fire Evacuation Plan were prepared to ensure the community would be built to withstand significant fire, provide residents multiple evacuation routes, and offer the contingency option to emergency planners and responders of temporarily refuging persons on site, if considered safer than evacuating (Appendices P1 and P2). The project's Wildland Fire Evacuation Plan was developed to meet City and County requirements and prevent any conflicts with current evacuation plans. Details of the emergency access routes are described in Appendix P2 and were designed to comply with current and future population growth, roadway conditions, and access availability.

Further, the only proposed through routes on the project site would loop between Fanita Parkway and Cuyamaca Street on site and would not, in combination with other projects, affect emergency response and evacuation plans elsewhere in the City. The project street configuration and evacuation plan outlined in the project's Wildland Fire Evacuation Plan (Appendix P2) provides evacuation routes to the north (once off site), south, east, and west depending on the nature of the emergency. The roadways and evacuation routes designed for the proposed project provide connections to major regional traffic corridors including indirectly to SR-52 to the south, southwest, and southeast; SR-67 to the east and northeast; I-125 to the south; and I-15 to the west to move residents out of the City, thereby avoiding conflicts with emergency response or evacuation efforts in other areas of the City. Additionally, it is anticipated that future development projects would undergo CEQA review of potential impacts on adopted emergency response or

evacuation plans and be required to implement measures necessary to mitigate potential impacts. As a result, cumulative impacts related to interference with adopted emergency response or evacuation plans would be less than significant. Therefore, the proposed project's contribution would not be cumulatively considerable under CEQA.

#### **4.18.6.6 Cumulative Threshold 6: Wildland Fires**

The geographic context for the analysis of cumulative impacts to wildland fire risk is the City near the project site. Throughout the City, projects are required to comply with the California Fire Code and the California Building Code. These regulations help reduce the spread of wildfires in the City by providing for ignition-resistant construction of new buildings. New structures incorporate ignition-resistant features and construction methods to minimize the possibility that they ignite. Further, new development projects result in the removal of available flammable fuels for wildfire to consume and break up fuel continuity. The fire protection features of new projects render them less vulnerable to wildfire damage and give fire suppression resources greater opportunity to contain and control a wildfire than older unprotected structures. Evacuation of cumulative projects within the City would occur consistent with City and County evacuation practices, including County EOP Annex Q, which coordinate evacuation response and provide for targeted evacuation to minimize vehicle congestion.

The project has prepared an FPP (Appendix P1) that addresses the project's specific risk for wildfire impacts. The FPP describes that the project incorporates numerous features to reduce wildfire impacts through extensive FMZs, design features, ignition-resistant building construction, ember protection, landscaping standards, and operational evacuation and temporary refuge procedures. Additionally, the project is required to adhere to California and City Fire Code standards for construction and land development. Based on the FPP (Appendix P1), associated landscaping plans, and implementation FMZs, the project's contribution to a potential cumulative impact would be less than cumulatively considerable under CEQA.

#### **4.18.6.7 Cumulative Threshold 7: Fire Protection Services**

The geographic context for the analysis of cumulative impacts in regard to fire protection services is the City near the project site, where facilities that may serve the project site are located. A significant cumulative impact would occur if growth associated with cumulative projects would outpace the SFD's ability to expand and serve new development, resulting in adverse effects from increased response times, physical deterioration of existing facilities, or lack of funding for the development of future facilities. Population increases in the City can be anticipated to continue, even without the proposed project. The City's population increased over 8 percent from 2010 through 2019 (DOF 2019). Continued population increases are anticipated from cumulative project development and could, over time, impact the SFD's capacity to provide response within the City's response time standard. As the City continues to grow, additional fire response resources would become necessary.

As additional development occurs in the City, increases in the demand for fire protection would likely require improvements to fire protection services. However, these and other cumulative projects would undergo discretionary review by local agencies and would be required to conform with applicable adopted land use plans, which are used as the basis to plan for adequate fire protection services. In addition, fire protection facilities would be provided for new development through property taxes, developer agreements, and other general fund revenue sources. Therefore, cumulative projects would not result in a significant cumulative impact.

The project would provide a fully staffed and equipped fire station on site to serve the proposed project and neighboring areas of the City. The project would not result in the need for additional fire protection facilities off site. Therefore, the proposed project's contribution would not be cumulatively considerable under CEQA.

#### **4.18.6.8 Cumulative Threshold 8: Inadequate Emergency Access**

The geographic context for the analysis of cumulative impacts in regard to inadequate emergency access is the City and list of projects provided in Table 4-2, Cumulative Projects, in Chapter 4. This impact is adequately addressed in Section 4.18.6.5. As discussed in this section, cumulative projects would be required to undergo separate CEQA review to implement measures necessary to mitigate any potential impacts to emergency access. Therefore, a significant cumulative impact would not occur. In addition, the proposed project would provide adequate emergency access that meets the City's and County's requirements and standards. Therefore, the proposed project's contribution would not be cumulatively considerable under CEQA.

#### **4.18.7 Comparison of Proposed Project to 2007 Project**

The previously approved project (Barratt American Project) prepared an FPP in 2007. As part of the preparation of the currently proposed project's FPP, the 2007 FPP and subsequent court rulings were reviewed. The currently proposed project's FPP evaluated the site's fire behavior and made important project design changes to address the identified hazards. Table 4.18-1 identifies the currently proposed project's fire protection features compared to the 2007 Barratt American Project. The currently proposed project's FPP requires customized, enhanced fire protection features that are more robust than the 2007 FPP. The result is a fire protection system that includes redundancies so that no single feature is relied on for fire protection and all features work together to provide a fire-adapted community. For more detailed information, refer to the FPP (Appendix P1).



**Table 4.18-1. Proposed Project Fire Protection Features Compared to 2007 Fire Protection Plan**

Fire Protection Features	Proposed Project	2007 FPP
FMZs	115 to 165 feet	100 to 130 feet
Roadside Fuel Modification	30 to 50 feet	Up to 20 feet
Fuel Modification for Existing Residences	100 feet required along project boundary with existing neighborhoods	Not required
Site Landscaping	Site-wide restrictions on flammable species	Fire-resistive landscaping
Fire-Resistive Landscape Plans	Plan check by qualified landscape plan checker required	No plan check required
FMZ Inspections	Two inspections annually	No inspections required
Preserve Area Fuels Management	Not proposed/necessary	Proposed
Ignition-Resistant Construction	Required with additional enhancements	Required
Interior Automatic Sprinklers	Required	Required
Evacuation Plan	Provided	Not provided

**Source:** Appendix P1.

**Notes:** FMZ = Fuel Modification Zones; FPP = Fire Protection Plan

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