

## **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.

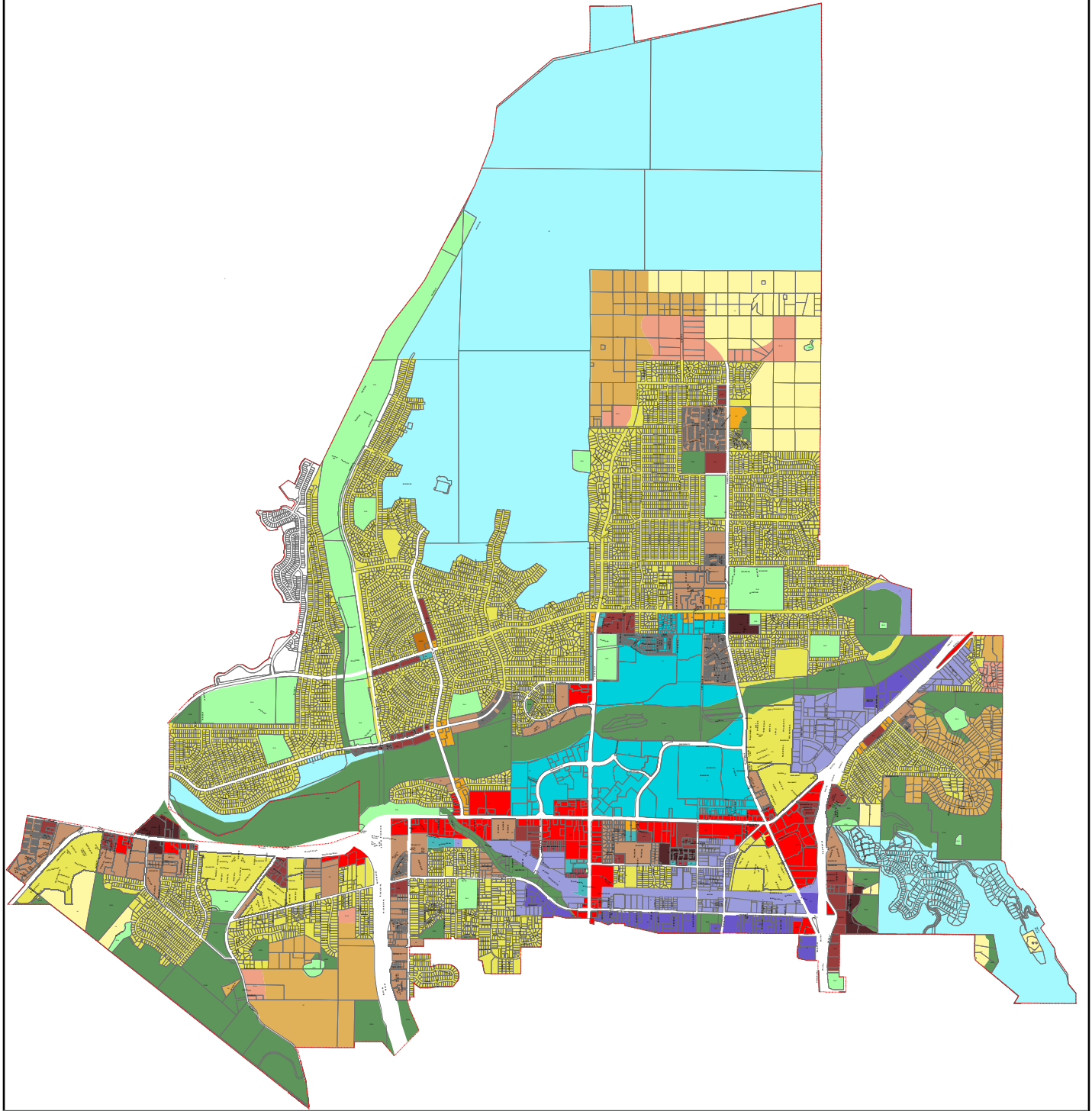
Surrounding the southern portion of the project site is a network of existing roads in the City. Fanita Parkway and Cuyamaca Street travel in a north–south direction south of the project site on the western side and toward the middle of the project site, respectively. Magnolia Avenue runs in a north–south 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**

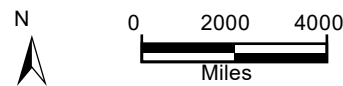
Lands adjacent to the northern and northeastern boundaries of the project site fall within the County of San Diego's (County's) Lakeside Community Plan area. The community of Lakeside is generally located in the western foothills of the Cuyamaca Mountains on the San Diego River and has a rural residential 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 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 (Table C-1 of the Santee General Plan Housing Element) as providing capacity for 1,395 units, in accordance with Guiding Principles 1–3 (City of Santee 2013).

### ***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.

### 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 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 Planned Development (PD) designation 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.

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
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.	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.
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.	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.
3. The plan shall allow for a diversified mix of housing types and sizes.	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.
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.	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.
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.	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.

**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
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.	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.
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.	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.
8. The plan shall contain a small working farm that demonstrates the use of permaculture techniques.	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.
9. The Specific Plan shall include the extension of Fanita Parkway along the western boundary of the property.	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.
10. The Specific Plan shall include the extension of Cuyamaca Street into the site, ultimately connecting with Fanita Parkway consistent with the General Plan.	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.

**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
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.	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.
12. The Fanita Ranch area shall not be subdivided until a Specific Plan is adopted by the City of Santee.	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.
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.	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.

The Santee General Plan provides goals, objectives, and policies relevant to the proposed project. Table 4.10-2 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 4.10-2. 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 Specific Plan to ensure that adequate off-street parking would be provided throughout the community. The Fanita Ranch Specific Plan identifies an appropriate mix of building typologies under each land use designation. The Fanita Ranch Specific 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 Specific 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. They may also be broken down into smaller sub-phases. Each</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 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
	<p>phase would likely take 2 to 4 years to complete. Construction is anticipated to begin in summer 2021 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 City. If a comprehensive planning process involves multiple</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 facilities, utilities, and services necessary to serve the</p>

**Table 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p>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>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 Fanita Ranch Specific Plan. The Fanita Ranch Specific Plan 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 4.10-2. 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 land use designation of the project site as Planned Development (PD), and the identification of the site to provide 1,395 units, demonstrates 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.</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 to complete. Construction is anticipated to begin in summer 2021 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</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 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
	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 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</p>
<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,</p>	

**Table 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p>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>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.</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>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 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</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>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 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</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 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</p>
<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>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 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</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</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 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</p>

**Table 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p>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>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>Objective 4:</b> Maximize the utilization of site planning techniques to improve traffic safety.</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>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 Specific Plan. Setback and off-street parking requirements would be included in Chapter 3 of the Fanita Ranch Specific Plan. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Objective 5.0:</b> Allow parking reductions around transit and affordable housing.</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>	<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 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</p>

**Table 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
	project would be consistent with this objective and these policies.
<p><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.</p>	<p>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 Specific Plan. 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.</p>
<p><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.</p>	
<p><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.</p>	
<p><b>Policy 7.4:</b> The City should require new development and redevelopment to provide connections to existing and proposed bicycle routes, where appropriate.</p>	
<p><b>Objective 8.0:</b> Develop and maintain an accessible, safe, complete and convenient pedestrian system that encourages walking.</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 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 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.</p>
<p><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.</p>	
<p><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.</p>	
<p><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 California Code of Regulations and the federal Americans with Disabilities Act (ADA).</p>	
<p><b>Policy 8.4:</b> The City shall require non-contiguous sidewalks on all streets with a residential collector classification or higher, as appropriate.</p>	
<p><b>Policy 8.5:</b> The City should identify and implement pedestrian improvements with special emphasis on</p>	

**Table 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p>providing safe access to schools, parks, community and recreation centers, and shopping districts.</p> <p><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.</p> <p><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.</p> <p><b>Policy 8.8:</b> The City should improve pedestrian safety at intersections and mid-block crossings, where appropriate.</p> <p><b>Policy 8.10:</b> The City should provide connected network of safe pedestrian crossings throughout the City.</p>	
<p><b>Objective 9.0:</b> Increased use of alternative modes of travel to reduce peak hour vehicular trips, save energy, and improve air quality.</p> <p><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.</p> <p><b>Policy 9.3:</b> The City should encourage employers to offer shared commute programs and/or incentives for employees to use transit.</p> <p><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.</p> <p><b>Policy 9.5:</b> The City should improve safety of walking and biking environment around schools to reduce school-related vehicle trips.</p>	<p>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.</p>
<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><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,</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 2020). Santee Municipal Code,</p>



**Table 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
trails, school playgrounds, and other public facilities that meet part of the need for local recreational facilities.	Section 12.40.070, requires the parkland dedication ratio of 5 acres per 1,000 population.
<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.	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.
<b>Policy 1.5:</b> The City shall promote the compatibility of land uses adjacent to parks.	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.
<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.	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.  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 Specific 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.
<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.	
<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.	
<b>Objective 2.0:</b> Provide adequate recreational acreage and facilities in all areas of the City.	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
<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.	

**Table 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p><b>Policy 2.5:</b> The City should require the inclusion of private recreation areas in all Planned Residential Developments.</p>	<p>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.</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>	<p>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>
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, employment centers, schools, residential neighborhoods, parks and open space, and the San Diego River.</p>	
<p><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>	<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</p>

**Table 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<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.	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.  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.
<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.	
<b>Objective 3:</b> Provide accommodations for the trail user wherever possible.	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.  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.
<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.	
<b>Objective 5:</b> To provide paved trails which are safe.	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
<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: <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</li> </ol>	

**Table 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p>possible for regional and community trails, but not for those designated on small local streets where traffic volume is minimal.</p> <p>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.</p> <p>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.</p>	<p>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>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><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>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>
<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><b>Policy 6.6:</b> Trails should be designed in loops to prevent having to repeat the same route.</p>	
<p><b>Policy 6.7:</b> Encourage trail connections with planned trails on the Santee Lakes property and future development of Fanita Ranch.</p>	

**Table 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p><b>Objective 7:</b> Provide trails which are safe.</p> <p><b>Policy 7.1:</b> The determination of appropriate types of trails should primarily be based on safety requirements.</p> <p><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.</p> <p><b>Policy 7.3:</b> For new trails, switchbacks should be utilized in areas of steep terrain.</p> <p><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.</p>	<p>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.</p>
<p><b>Objective 8:</b> Provide community trails that link with regional trail systems and facilities.</p> <p><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.</p> <p><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.</p> <p><b>Policy 8.3:</b> Encourage trail connections which take advantage of trailhead and support facilities planned or existing within neighboring regional parks.</p>	<p>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.</p>
<p><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.</p> <p><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.</p> <p><b>Policy 9.2:</b> Avoid placing new trails between different habitat types where resource sensitivities and values are high.</p> <p><b>Policy 9.3:</b> The width of new trails should be minimized to the extent possible to avoid impacting critical resources.</p> <p><b>Policy 9.4:</b> Fencing should be considered in strategic locations to limit off-trail use in sensitive resource areas.</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</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 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 education. Therefore, the proposed project would be consistent with this objective and these policies.</p>

**Table 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p>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>	
<b>Conservation Element</b>	
<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 Specific Plan, 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 Specific Plan. 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 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</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>	
<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>	

**Table 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p><b>Policy 2.6:</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>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 2.7:</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><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>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 3.2:</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 Specific 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>
<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>	<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> <li>• Ensure the long-term viability and sustainability of native ecosystems on the project site through long-term funded open space management.</li> </ul>
<p><b>Policy 7.2:</b> The City shall require that all development proposals provide appropriate mitigation for identified significant biological resources including selective preservation, sensitive site planning techniques and in-kind mitigation for identified impacts.</p>	

**Table 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<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>• 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><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>Stormwater would be collected using low-impact development techniques and BMPs to treat stormwater near the source and 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</p>



**Table 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p><b>Policy 9.2:</b> The City shall enforce the implementation of appropriate best management practices (BMPs) during construction projects.</p>	<p>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 9.3:</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 4.10-2. 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 4.10-2. 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 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
specific area in question or that they may be avoided or mitigated through proper site planning, design and construction.	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.
<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.	
<b>Objective 3:</b> Minimize the risk of damage to persons, property and the environment cause by hazardous materials.	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.
<b>Policy 3.7:</b> Encourage safe and proper disposal of household hazardous waste.	
<b>Policy 3.8:</b> Promote safe, environmentally sound means of solid waste disposal for the community.	
<b>Policy 3.9:</b> Investigate ways to encourage businesses to recycle their waste.	
<b>Objective 4:</b> Minimize injuries, loss of life and property damage resulting from fire hazards.	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. 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 100 and 150 feet wide based on the potential wildfire hazard from adjacent fuels. The proposed project includes multiple ingress/egress points and wide roads that allow traffic circulation and emergency vehicles to all portions of the developed areas. The proposed project would comply with water pressure and fire flow code requirements 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
<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.	
<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.	
<b>Policy 4.10:</b> Encourage the continued development, implementation and public awareness of fire prevention programs.	
<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.	

**Table 4.10-2. 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>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 Specific Plan 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. 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><b>Policy 5.5:</b> All structures should be adequately identified by street address and be lighted sufficiently to deter criminal activity.</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>Objective 6:</b> Minimize injuries, loss of life, and property damage resulting from traffic hazards.</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>	<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 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.</p>
<p><b>Objective 7:</b> Minimize injuries, loss of life, and property damage resulting from airport hazards.</p>	<p>Only a small southerly portion of the project site falls within Review Area 2 of the Gillespie Field AIA. Since the portion of</p>

**Table 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p><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.</p>	<p>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.</p>
<p align="center"><b>Community Enhancement Element</b></p>	
<p><b>Objective 2.0:</b> Strengthen neighborhood identity.</p>	<p>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.</p>
<p><b>Policy 2.1:</b> The City shall promote introduction of distinctive landscape treatments, signage, entry statements, etc., in residential areas.</p>	
<p><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.</p>	
<p><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.</p>	
<p><b>Policy 2.5:</b> The City shall encourage the formation of a focal point/activity center for neighborhoods when feasible and practical.</p>	
<p><b>Objective 3:</b> Improve the diversity and quality of housing in the City.</p>	<p>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 urban lifestyle. Therefore, the proposed project would be consistent with this objective and these policies.</p>
<p><b>Policy 3.1:</b> The City shall encourage innovative site planning and housing product designs.</p>	
<p><b>Policy 3.2:</b> The City shall promote the mix of housing product types and site planning features within larger residential developments.</p>	
<p><b>Policy 3.3:</b> The City shall encourage use of varied setbacks, lot orientations and placement of dwelling units.</p>	
<p><b>Policy 3.4:</b> The City shall discourage the overuse of repetitious dwelling unit designs and site planning features.</p>	
<p><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.</p>	
<p><b>Policy 3.6:</b> The City shall support housing in mixed use projects that offer a desirable urban lifestyle.</p>	

**Table 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<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 Specific Plan. 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 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. 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
<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.	
<b>Policy 9.3:</b> The City shall ensure adequate landscaped buffers are provided between traffic ways and sidewalks.	
<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	

**Table 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<p>plantings and thematic signage to reinforce their importance.</p>	<p>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 9.5:</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 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 14.1:</b> The City shall encourage and work with developers to minimize the impacts of grading for new development throughout the City.</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>	



**Table 4.10-2. Project Consistency with Relevant City of Santee Goals, Objectives, and Policies**

Santee General Plan Goal, Objective, or Policy	Project Consistency Evaluation
<b>Policy 14.4:</b> The City shall require the use of hillside development techniques in areas of steeper slopes.	
<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.	
<b>Objective 15:</b> Maintain and enhance existing scenic views.	Slopes that are highly visible from public rights-of-way, referred to as “public interest” slopes in the Fanita Ranch Specific Plan, 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.
<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.	
<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.	
<b>Objective 17:</b> Balance development with natural resource protection needs.	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.
<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.	
<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.	

As identified in Table 4.10-2, 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 Fanita Ranch Specific Plan provides a unique set of development standards that allow for creative housing types and use configurations not currently addressed in the City’s existing Zoning Ordinance. The proposed project would include detailed 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.

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