Draft
Initial Study/Environmental Checklist Form for the Rockvill Street Warehouse Project Development Review Application DR2022-1 Santee, California

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

Prepared by
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RECON Number 9972
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CITY OF SANTEE
INITIAL STUDY/ENVIRONMENTAL CHECKLIST FORM

1. Project Title

Rockvill Street Warehouse Project

2. Lead Agency Name and Address

City of Santee
10601 Magnolia Avenue
Santee, CA 92071

3. Contact Person and Phone Number

Mr. Michael Coyne
Principal Planner
City of Santee
(619) 258-4100 x160

4. Project Location

10756 Rockvill Street, Santee CA
Assessor's Parcel Number (APN): 384-470-09

5. Project Applicant/Sponsor's Name and Address

Mr. Ryan Clark
Southwest Signal
6498 Weathers Place, Suite 100
San Diego, CA 92121
(858) 558-1509

6. General Plan Designation

Existing: Light Industrial (IL) with Commercial Overlay (IL/GC)
Proposed: Light Industrial (IL) with Commercial Overlay (IL/GC)

7. Zoning

Existing: Light Industrial (IL)/General Commercial (GC)
Proposed: Light Industrial (IL)/General Commercial (GC)

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

8. Project Description

The Rockvill Street Warehouse Project (project) site is located on 10756 Rockvill Street on 2.08-acre parcel (Assessor's Parcel Number 384-470-09), located in the city of Santee, California. The project site is accessed via Rockvill Street. Major roadways which lead to Rockvill Street include Mission Gorge Road and North Magnolia Avenue. Figure 1 shows the project's regional location. Figure 2 shows the project's specific location on U.S. Geological Survey map. Figure 3 shows an aerial photograph of the project site and vicinity.

The proposed project involves the construction of an approximately 24,631-square-foot building for general commercial/light industrial uses (Figure 4). Proposed project construction would include a parking lot, staging and loading area, drive lanes, and an approximately 15-foot-high crib wall along the east side of the lot that will require cutting into an existing manufactured slope. Grading would consist of excavating 3,150 cubic yards and importing 790 cubic yards.

The project proposes 51 parking spaces, which meets the required standards specified in 13.24.040 of the Santee Municipal Code (warehouse use: 1 space/500 square feet gross floor area = 49 spaces). In addition, parking lot screening would be constructed in accordance with Santee Municipal Code 13.24.030.A.8. and the project would provide two clean air vehicle space per Table 13.24.040.A. of the Santee Municipal Code. Access to the project site would be via a 29-foot, 8-inch-wide driveway located on Rockvill Street. Construction of the proposed project is anticipated to take approximately 12 months.

9. Project Site Existing Conditions and Surrounding Land Use(s)

The 2.08-acre project site consists of a relatively flat building pad, a 2:1 manufactured cut slope on the east side along State Route 67 (SR-67), and a variable height fill slope on the west side. The lot was graded in the early 1980s and has never been developed. Land uses surrounding the project site include commercial businesses to the north and northwest, multi-family residential homes to the northeast, SR-67 approximately 445 feet to the east, light-industrial to the south, and the Sonrise Community Church to the southwest.

10. Other Required Agency Approvals or Permits Required

General Construction Permit (San Diego Regional Water Quality Control Board)

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In accordance with Assembly Bill (AB) 52, appropriate local tribes were notified of the project on November 2, 2022. The City did not receive any requests for consultation.

12. Statement of Environmental Findings

An Initial Study was prepared by the City of Santee (City) to evaluate the potential effects of the project on the environment. As Lead Agency under the California Environmental Quality Act (CEQA) and based on the finding contained in the attached Initial Study, the City has determined that the project would not have a significant effect upon the environment with implementation of the proposed mitigation measures.

The City also finds that the Initial Study reflects the City's independent judgement.

The location and custodian of the documents and any other materials which constitute the record of proceedings upon which the City bases its determination to adopt this Mitigated Negative Declaration are as follows: City of Santee, Department of Development Services, 10601 Magnolia Avenue, Santee, California.

13. Summary of Environmental Factors Potentially Affected

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

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

14. Determination

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

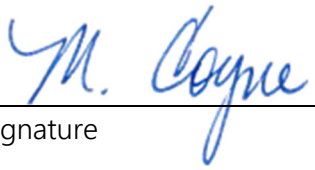
Reasons to Support Findings of Mitigated Negative Declaration

1. The project would be consistent with the General Plan Land Use Element Goal to promote development of a well-balanced and functional mix of residential, commercial, industrial, open space, recreation, and civic uses that will create and maintain a high-quality environment. The project would meet this goal by providing a commercial use within an area that currently consists of a mix of commercial/industrial, and residential uses.

2. All potentially significant environmental impacts can be mitigated to less than significant levels. Therefore, the project would not result in significant impacts upon the environment.

3. The project would be appropriately located with access from a major roadway and no significant traffic impacts would result from the project. All utilities are readily available.

4. The project would not contribute significantly to greenhouse gas emissions, nor would the project frustrate the intent of state policy relative to greenhouse gas emissions.



Signature	July 14, 2023 Date
Michael Coyne, Principal Planner Printed Name and Title	City of Santee For

Project Location

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FIGURE 1
Regional Location

Map Source: USGS 7.5 minute topographic map series, El Cajon quadrangle, 1996, El Cajon Land Grant

Project Boundary

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FIGURE 2
Project Location on USGS Map

Image Source: NearMap (flown April 2021)

Project Boundary

FIGURE 3
Aerial Photograph

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Map Source: Mansour Architecture

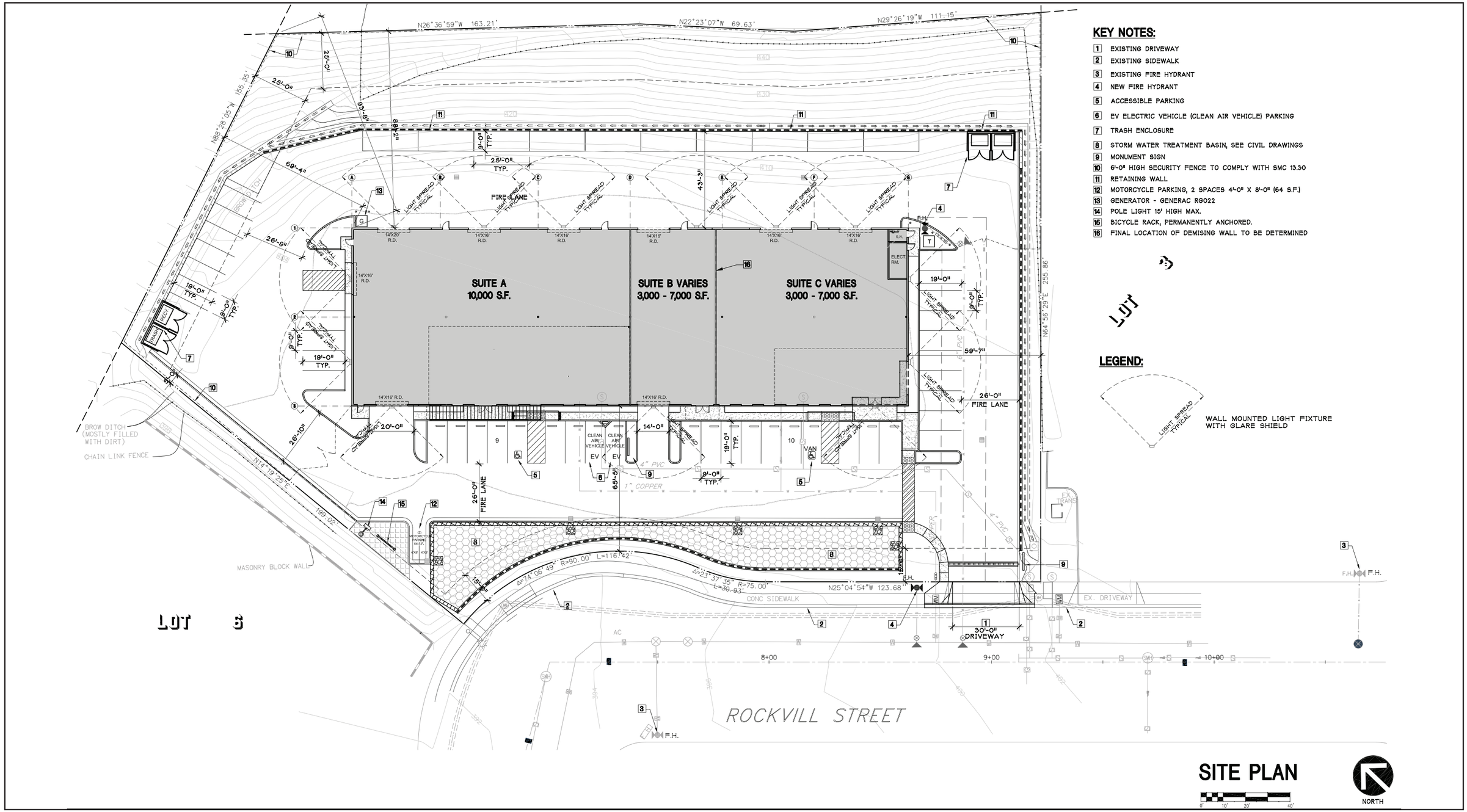

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FIGURE 4
Site Plan

15. Environmental Checklist Form

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program Environmental Impact Report, or other CEQA process, an effect has been adequately analyzed in an earlier Environmental Impact Report or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a. Earlier Analysis Used. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

    a. the significance criteria or threshold, if any, used to evaluate each question; and

    b. the mitigation measure identified, if any, to reduce the impact to less than significance.

15.1 Aesthetics

Would the project:

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

Sources: Project Plans; City of Santee General Plan (Conservation, Community Enhancement, and Circulation Elements); Santee Municipal Code.

a. No Impact. The City General Plan identifies existing visual resources as the San Diego River and other waterway corridors, undeveloped hillsides and ridgelines, the Santee Town Center, Santee Lakes and Mission Trails Regional Parks, and the San Diego Trolley. The project site is not located adjacent to any of these visual resources, nor would the project affect views of any of these sites from the property. The project site is located within an urbanized environment and is surrounded by light industrial, commercial, residential, and roadway/freeway uses. Additionally, the project site is not designated as open space, nor does it possess substantial views of any areas designated as open space. Therefore, the project would not have a substantial adverse effect on a scenic vista. No impact would occur.

b. No Impact. There are no designated state scenic highways within Santee. The segment of SR-52 that is designated as a state scenic highway (Santo Road to Mast Boulevard) is located in the city of San Diego, approximately 5 miles to the northwest, and is not visible from the property. The project site does not possess any scenic resources such as trees and rock outcroppings and is unremarkable in character. As described in Section 15.5.a below, there are no historic resources located on the

project site. Therefore, the project would not substantially damage any scenic resources within a state scenic highway. No impact would occur.

c. Less than Significant Impact. The project site is located within an urbanized environment consisting of light industrial, commercial, and residential uses located adjacent to SR-67. The project site is vacant and undeveloped. The project would be consistent with the existing visual character because it would construct a light industrial use within an area that currently consists of a mix of light industrial, commercial, and residential uses. The project has also been designed with and will comply with applicable zoning regulations pertaining to scenic quality and would include landscaping to enhance the visual quality of the project site. Therefore, the project would not substantially degrade the existing visual character or quality of the site and its surroundings, and impacts would be less than significant.

d. Less than Significant Impact. Project construction would be limited to the City's allowable construction hours of 7:00 a.m. and 7:00 p.m. and is not anticipated to require lighting. In the event that construction lighting is required, it would be properly shielded to avoid spillover effects. Also, the project would not include large uninterrupted expanses of glass or any other highly reflective material that could generate glare during the daytime.

The project would include outdoor lighting typical of light industrial uses. The project would utilize light-emitting diode (LED) shielded lighting on the buildings to provide both security and path of travel lighting. Light spillover, trespass, and potential glare from project lighting are regulated by Section 13.30.030(B) of the Santee Municipal Code. The code requires that all lights and illuminated signs must be designed and adjusted to reflect light away from any road or street, away from any adjoining premises, and shall be shielded or directed to not cause glare on adjacent properties or motorists. Project lighting would be designed consistent with the requirements of the Santee Municipal Code. Light associated with additional vehicle trips generated by the project would be similar in character to what is currently generated by vehicles traveling along the existing roadway network after dark. Therefore, the project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and impacts would be less than significant.

15.2 Agriculture Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and City Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural land and farmland. Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Sources: City of Santee General Plan–Land Use Element; City of Santee Zoning Ordinance; Department of Conservation–Farmland Mapping and Monitoring Program, 2016.

a. No Impact. The project site is a graded pad and surrounding properties are not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Farmland Mapping and Monitoring Program classifies the project site and surrounding properties as "Urban and Built Up Land" (California Department of Conservation 2016). No impact would occur.

b. No Impact. The project site and surrounding properties are not zoned for agricultural uses and are not subject to a Williamson Act contract. No impact would occur.

c. No Impact. The project site does not contain any forest or timberland as defined by Public Resources Code Section 12220(g), Public Resources Code Section 4526, or Government Code Section 51104(g) and is not zoned as forest or timberland. No impact would occur.

d. No Impact. The project site does not contain any forest or timberland as defined by Public Resources Code Section 12220(g), Public Resources Code Section 4526, or Government Code Section 51104(g). No impact would occur.

e. No Impact. Land uses surrounding the project site include commercial businesses to the north and northwest, multi-family residential homes to the northeast, SR-67 to the east, light-industrial to the south, and the Sonrise Community Church to the southwest. There are no agricultural uses or forestlands on-site or in the vicinity of the project site. Therefore, the project would not result in conversion of farmland or forest land. No impact would occur.

15.3 Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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

Sources: Project Description, City of Santee General Plan–Land Use Element; Air Quality Model Results (California Emissions Estimator Model [CalEEMod] Output Files) prepared by RECON Environmental, Inc. (Appendix A); San Diego Air Pollution Control District (SDAPCD) Rules 20.1, 20.2, 20.3 (SDAPCD 2016); San Diego Association of Governments (SANDAG) Not So Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (SANDAG 2002), Office of Environmental

Health Hazard Assessment (OEHHA) Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (OEHHA 2015); and SANDAG Transportation Forecast Information Center Series 14 Forecast (SANDAG 2021).

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

Air districts are tasked with regulating emissions such that air quality in the basin does not exceed national or California ambient air quality standards (NAAQS and CAAQS); where NAAQS and CAAQS represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. NAAQS and CAAQS have been established for six common pollutants of concern known as criteria pollutants, which include ozone (O_3), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), lead (Pb), and respirable particulate matter (particulate matter less than 10 microns [PM_{10}] and less than 2.5 microns [$PM_{2.5}$]).

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

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

The project site is currently designated and zoned as Light Industrial (IL). The project would be consistent with the existing land use and zoning designations for the project site, and therefore would be consistent with the growth assumptions of the General Plan. Additionally, as discussed in Section 15.3.b, below, project emissions would not exceed the project-level significance thresholds. Therefore, the project would not result in an increase in emissions that are not already accounted for in the RAQS, and impacts would be less than significant.

b. Less than Significant Impact. As discussed in Section 15.3.a above, NAAQS and CAAQS have been established for six criteria pollutants (ozone, CO, SO_2, NO_2, lead, and particulate matter). The City has not adopted air quality significance thresholds for these pollutants, and the SDAPCD does not provide specific numeric thresholds for determining the significance of air quality impacts under the CEQA Guidelines. However, the SDAPCD does specify air quality impact analysis "trigger" levels for criteria pollutant emissions associated with new or modified stationary sources (SDAPCD Rules 20.1,

20.2, and 20.3). The SDAPCD does not consider these trigger levels to represent adverse air quality impacts; rather, if these trigger levels are exceeded by stationary sources associated with a project, the SDAPCD requires an air quality analysis to determine if a significant air quality impact would occur. This analysis uses SDAPCD trigger levels shown in Table 1 as air quality impact screening levels.

Table 1
Air Quality Impact Analysis Trigger Levels

Pollutant	Emission Rate (pounds per hour)	Emission Rate (pounds per day)	Emission Rate (tons per year)
NO_X	25	250	40
SO_X	25	250	40
CO	100	550	100
PM_{10}	--	100	15
Lead	--	3.2	0.6
ROG[1]	--	250	--
$PM_{2.5}$	--	67	10

SOURCE: SDAPCD, Rules 20.1, 20.2, 20.3 (SDAPCD 2016).
[1] The reactive organic gases threshold is based on federal General Conformity de minimis levels for ozone precursors.

The project would result in short-term emissions from construction and long-term emissions associated with project operation. Construction and operational emissions associated with the project were modeled using CalEEMod version 2020.4.0 (see Appendix A), which incorporates current air emission data. Planning methods, protocol, modeling methodology, and assumptions are summarized below.

Construction Emissions

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

- fugitive dust from grading activities;
- equipment exhaust;
- off-gassing from architectural coatings (paints, etc.) and paving; and
- vehicle trips by workers, delivery trucks, and material-hauling trucks.

Construction emissions were calculated using CalEEMod default phasing, duration, and equipment for the given land use, project site size, and building size. Construction is anticipated to begin in 2022 and last for 12 months. Default construction equipment and phasing was modeled.

Table 2 shows the total projected construction maximum daily emission levels for each criteria pollutant. The CalEEMod output files for construction emissions for the project are contained in Appendix A.

Table 2 Summary of Maximum Build-out Construction Emissions (pounds per day)						
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Site Preparation	1	16	10	<1	2	1
Grading	2	17	9	<1	8	4
Building Construction	2	15	15	<1	1	1
Paving	1	9	12	<1	1	<1
Architectural Coatings	26	1	2	<1	<1	<1
Maximum Daily Emissions	**26**	**17**	**15**	**<1**	**8**	**4**
Significance Threshold	*250*	*250*	*550*	*250*	*100*	*67*
SOURCE: Appendix A						

Standard dust control measures would be implemented as a part of project construction in accordance with mandatory SDAPCD rules and regulations. Fugitive dust emissions were calculated using CalEEMod default values and did not consider the required SDAPCD dust control measures. Thus, the emissions shown in Table 2 are conservative.

To assess the significance of the air quality emissions resulting from construction of the project, construction emissions were compared to the significance thresholds. As shown, maximum daily construction emissions associated with the project are projected to be less than the applicable thresholds for all criteria pollutants. These thresholds are designed to provide limits below which project emissions would not significantly change regional air quality. In addition, construction best management practices (BMPs) would be implemented in order to comply with mandatory SDAPCD rules and regulations (Rules 50, 51, 52, 54, and 55) for controlling emissions from fugitive dust and fumes.

Further, all construction equipment is subject to the California Air Resources Board (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation. This regulation, which applies to all off-road diesel vehicles 25 horsepower or greater, limits unnecessary idling to 5 minutes, requires all construction fleets to be labeled and report to CARB, bans Tier 0 equipment and phases out Tier 1 and 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements.

Therefore, as project construction emissions would be well below these limits and the project would implement standard construction BMPs in order to comply with SDAPCD rules and regulations and CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation, construction emissions would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Therefore, construction of the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, and impacts would be less than significant.

Operational Emissions

Operation of the project would result in long-term emissions from mobile, energy, and area sources. Mobile emissions were calculated using a SANDAG trip generation rate of five trips per 1,000 square

feet for warehouse land uses (SANDAG 2002) and CalEEMod default trip lengths and vehicle emission factors for the soonest operational year 2023.

Energy sources include emissions from the combustion of natural gas used for water heating, and area sources include emissions from the use of landscaping equipment, consumer products (aerosols, cleansers, etc.), and architectural coatings (e.g., building and parking lot paint). These energy and area sources were calculated based on default CalEEMod regional use factors.

Table 3 provides a summary of the total operational emissions generated by the project. CalEEMod output files for operation of the project are contained in Appendix A.

Table 3
Summary of Maximum Build-out Operational Emissions
(pounds per day)

Emission Source	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	1	<1	<1	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	<1	<1	3	<1	1	<1
Total	**1**	**<1**	**4**	**<1**	**1**	**<1**
Significance Threshold	*250*	*250*	*550*	*250*	*100*	*67*

SOURCE: Appendix A
NOTE: Totals may vary due to independent rounding.

As shown in Table 3, operation of the project would not generate regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Therefore, operation of the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, and impacts would be less than significant.

c. Less than Significant Impact. A sensitive receptor is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than is the population at large. Examples of sensitive receptor locations in the community include residences, schools, playgrounds, childcare centers, churches, athletic facilities, retirement homes, and long-term health care facilities. Residential uses are located northeast of the project site and east of the project site on the opposite side of SR-67, and a church is located southwest of the project site.

Diesel Particulate Matter–Construction

Construction of the project would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Construction of the project would result in the generation of diesel exhaust diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities and on-road diesel equipment used to bring materials to and from the project site.

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

(OEHHA 2015). Thus, if the duration of proposed construction activities near any specific sensitive receptor were a year, the exposure would be three percent of the total exposure period used for health risk calculation.

Based on the size of the project and the short duration of construction (12 months), DPM generated by project construction is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer for the maximally exposed individual or to generate ground-level concentrations of non-carcinogenic toxic air contaminants that exceed a hazard index greater than 1 for the maximally exposed individual. Additionally, with on-going implementation of U.S. Environmental Protection Agency (EPA) and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types, the DPM emissions of individual equipment would be substantially reduced over time. Further, the project would implement the following standard construction BMPs in order to comply with mandatory SDAPCD rules and regulations and CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation:

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

Because construction would be short-term, construction emissions would be well less than applicable thresholds (see Table 2), and BMPs would be implemented, project construction would not expose sensitive receptors to substantial pollutant concentration, and impacts would be less than significant.

Diesel Particulate Matter–Operation

Once operational, the project would not be a significant source of toxic air contaminants. The project would not include any stationary sources of emissions. Trips by individuals traveling to and from the project site would result from use of passenger vehicles and work trucks. Vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. Based on a trip generation rate of five trips per 1,000 square feet for industrial warehousing land uses (SANDAG 2002), the project would generate 123 daily trips. Based on CalEEMod calculations, approximately 4.5 percent of these trips (or 6 trips) would consist of light-heavy-duty trucks, medium-heavy-duty trucks, and heavy-heavy-duty trucks. This number of truck trips would not result in substantial generation of DPM. Further, per CARB's Airborne Toxic Control Measure 13 (California Code of Regulations Chapter 10 Section 2485), idling time on-site would not exceed 5 minutes. Thus, operation of the project would not expose sensitive receptors to substantial pollutant concentration, and impacts would be less than significant.

Carbon Monoxide Hot Spots

Localized CO concentration is a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and meteorological conditions. The SDAB is a CO maintenance area under the federal Clean Air Act. This means that SDAB was previously a non-attainment area and is currently implementing a 10-year plan for continuing to meet and maintain air quality standards.

Due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO. Therefore, more recent screening procedures based on more current methodologies have been developed. The Sacramento Metropolitan Air Quality Management District developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed a screening threshold in 2010 which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. The two major roadways in the vicinity of the project site are Magnolia Avenue and Woodside Avenue. Based on the traffic volumes on roadways in the vicinity of the project (SANDAG 2021), year 2025 daily traffic volumes in the vicinity of the project site would range from 17,700 to 39,600 average daily traffic (ADT) on Magnolia Avenue and 18,000 to 27,500 ADT on Woodside Avenue. Based on Caltrans peak hour traffic counts on SR-52 and SR-67 in the City, the peak hour traffic volumes are less than 10 percent of the daily traffic volume (Caltrans 2020). Thus, peak hour volumes on Magnolia Avenue and Woodside Avenue would be less than 3,960 and 2,750, respectively. The peak hour intersection traffic volumes would be significantly less than 31,600 vehicles per hour. Therefore, the project is not anticipated to result in a CO hot spot.

d. Less than Significant Impact. During construction, the use of fuels, including diesel, would generate some nuisance odors. However, these odors generated during construction would be temporary, intermittent, disperse quickly, and would not affect a substantial number of people. The project does not include heavy industrial or agricultural uses that are typically associated with objectionable odors. Therefore, the project would not generate odors adversely affecting a substantial number of people, and impacts would be less than significant.

15.4 Biological Resources

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of	☐	☒	☐	☐

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?				
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS?	☐	☒	☐	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Sources: 2018 City of Santee Draft Multiple Species Conservation Program Subarea Plan; City of Santee, General Plan, Conservation Element; City of San Diego, Multiple Species Conservation Program (MSCP); Biological Resources Letter Report (Appendix B).

a. Less than Significant Impact with Mitigation. A total of 27 plant species were observed within these vegetation communities, including 20 species (74 percent) that are considered non-native and/or naturalized into the area, and 7 species (26 percent) that are considered native. None of the plants observed are considered sensitive plant species. As described in detail in the Biological Resources Letter Report (see Appendix B), the vegetation on the site consists of three vegetation communities/land cover types: Diegan coastal sage scrub, disturbed habitat, and urban/developed land. The only sensitive vegetation community on-site is the 0.57 acre of disturbed Diegan coastal sage scrub which mainly consists of low sub-shrubs (approximately 3 feet high). This vegetation

community occurs on a steep slope along the eastern boundary of the proposed project area and is characterized by a scattered covering of native species, such as California sagebrush. No other sensitive vegetation communities exist on the site.

The proposed project site has potential to support nesting migratory birds protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC) Section 3503. To prevent potentially significant impacts to migratory birds protected by the MBTA and CFGC Section 3503 to the maximum extent feasible, mitigation measure BIO-1 would require the start of construction activities (e.g., fence installation, equipment staging, clearing or grubbing of vegetation, grading) to occur outside the migratory bird breeding season (February 15 to August 31). Through implementation of the Mitigation Monitoring and Reporting Program (MMRP), mitigation measure BIO-1 would reduce impacts to a level less than significant.

b. Less than Significant Impact with Mitigation. The Biological Resources Letter Report observed three vegetation communities/land cover types within the project site: disturbed Diegan coastal sage scrub, disturbed habitat, and urban/developed land. The proposed project would result in impacts to the 1.63 acres of the entire 2.08-acre proposed project area (Table 4; Figure 5). The remaining habitat on the eastern slope would be revegetated and is not considered impacted.

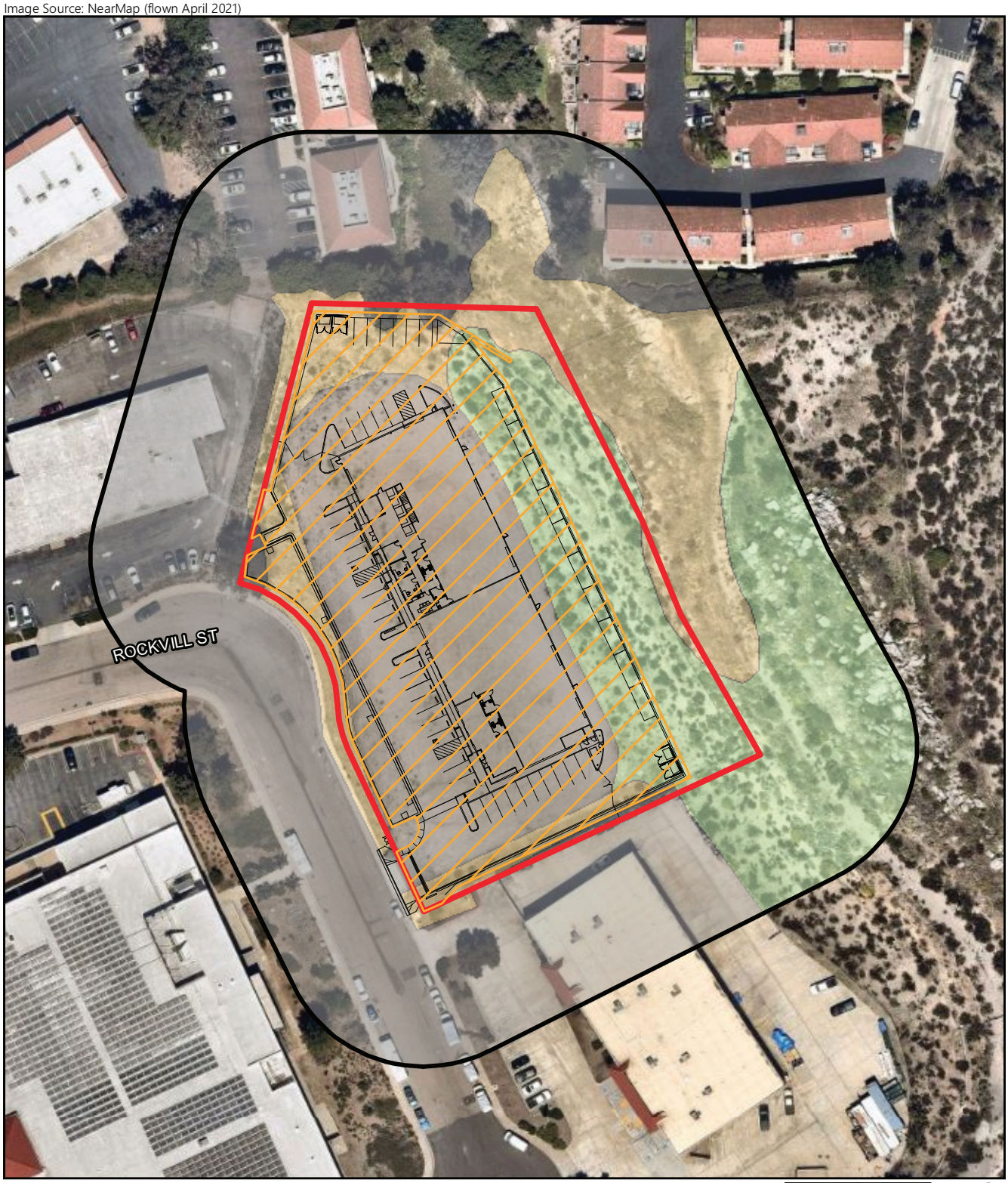
Table 4
Impacts to Vegetation Communities and Land Cover Types
(acres)

Vegetation Community/Land Cover Type	Total in Proposed Project Area	Impacts
Disturbed Diegan Coastal Sage Scrub	0.57	0.27
Disturbed Habitat	0.34	0.23
Urban/Developed Land	1.17	1.13
Total	**2.08**	**1.63**

The proposed impact to 0.27 acre of disturbed Diegan coastal sage scrub would be considered significant and would require mitigation. In accordance with the draft Subarea Plan, impacts to less than 1 acre of Diegan coastal sage scrub require mitigation at a 1:1 ratio. Therefore, mitigation measure BIO-2 would require mitigation for the proposed project to be 0.27 acre. Mitigation of the 0.27 acre would occur through either acquisition of 0.27 acre of Diegan coastal sage scrub credits to a mitigation bank approved by the City and Wildlife Agencies (i.e., CDFW, USFWS), or on preservation of land supporting a minimum of 0.27 acre of Diegan coastal sage scrub at a location to be approved by the City and Wildlife Agencies. Through implementation of the MMRP, mitigation measure BIO-2 would reduce impacts to disturbed Diegan coastal sage scrub to a level less than significant.

c. No Impact. Jurisdictional resources are considered sensitive biological resources and are regulated by the U.S. Army Corps of Engineers (USACE), CDFW, Regional Water Quality Control Board (RWQCB), and/or the City pursuant to several federal, state, and local laws and regulations. No potentially jurisdictional drainages, wetlands, or wetland indicators (i.e., wetland vegetation, ordinary high water mark, streambed, stream bank, channel) were observed within the project survey area. Therefore, there are no state or federally protected wetlands located on the project site. No impact would occur.

Image Source: NearMap (flown April 2021)



Project Boundary
Survey Area
Site Plan
Project Grading/Impacts

Vegetation Community
Diegan Coastal Sage Scrub (disturbed)
Disturbed Land
Urban/Developed Land

RECON

M:\JOBS5\9972\common_gis\fig5_impacts.mxd 3/17/2023 fmm

FIGURE 5
Proposed Project Impacts

d. No Impact. The proposed project has been historically graded and is dominated by disturbed habitat and urban/developed land. The native Diegan coastal sage scrub habitat on site is highly disturbed and provides only marginal quality habitat for native wildlife. In addition, the proposed project area is bounded to the north, west, and south by developed areas and to the east by SR-67. Consequently, wildlife species are not anticipated to use the proposed project area or adjacent areas for regional movement. In addition, the proposed project area and surrounding survey buffer do not occur in a Core Biological Resource Area or Linkage (City of San Diego 1998), and they do not serve as a regional or local wildlife movement corridor since the survey area is almost entirely surrounded by disturbed and development land.

Wildlife nursery sites are areas where wildlife species regularly breed or rear young. Nursery sites may include rookeries, where large numbers of aquatic birds congregate to nest, or areas where large mammals such as deer give birth and breed. There are no known rookeries located within or near the proposed project site. Additionally, the proposed project site is highly disturbed and does not provide sufficient vegetation cover for large wildlife species to use for birthing or rearing young. Therefore, the project does not function as a wildlife corridor, or impede the use of native wildlife nursery sites. No impact would occur.

e. No Impact. The City's Urban Forestry Ordinance "sets forth tree-related policies, regulations, and generally accepted standards for planting, trimming, and removing trees on public property and public rights-of-way" (Ord. 561 § 3, 2019). The ordinance identifies native tree species such as Coast live oak (*Quercus agrifolia*), Canyon live oak (*Quercus chrysolepis*), Englemann oak (*Quercus engelmannii*), and western sycamore (*Platanus racemosa*) as "protected trees." However, there are no native trees located on the project site that would require protection under the City's Urban Forestry Ordinance. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance. No impact would occur.

f. No Impact. The City is currently participating in the MSCP and has prepared an administrative draft Subarea Plan (Subarea Plan; City 2002). The draft Subarea Plan seeks coverage for 22 species (8 plants and 14 wildlife species). Implementation of the draft Subarea Plan proposes to conserve approximately 3,060 acres (67.8 percent) of the remaining natural habitat within the jurisdictional boundaries of the City. The draft Subarea Plan has not been adopted by the City and implementing agreements with CDFW and USFWS have not been signed. Consequently, incidental take permits currently cannot be issued under the draft Subarea Plan; however, it is used by the City to guide impact analysis and identification of mitigation programs to reduce proposed project impacts to below a level of significance. Until the draft Subarea Plan is officially adopted, proposed projects must comply with other state and federal regulations, and project proponents must coordinate with CDFW and/or USFWS to obtain incidental take permits for their projects. The proposed project site is not located within any preserve area identified in the draft Subarea Plan nor is it in a Core Biological Resources Area or Linkage identified in the MSCP Plan. Therefore, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact would occur.

Mitigation Measures

BIO-1 To prevent potentially significant impacts to migratory birds protected by the MBTA and CFGC Section 3503, the start of construction activities (e.g., fence installation, equipment staging, clearing or grubbing of vegetation, grading) shall occur outside the migratory bird breeding season (February 15 to August 31).

If construction activities must start during the breeding season, a qualified biologist shall conduct a pre-construction nesting bird survey to determine the presence or absence of nesting birds within the proposed area of disturbance. The pre-construction survey shall be conducted no more than 7 calendar days prior to the start of construction activities.

If no nesting birds are detected in the proposed area of disturbance, no further measures shall be required. However, if nesting birds are detected within the proposed area of disturbance, a construction avoidance buffer around the nests shall be required to prevent potential impacts to the nest. The buffer distance would be determined based on the species nesting. No removal of vegetation within the avoidance buffer shall occur until the end of the breeding season or the nest is no longer active, whichever comes first.

BIO-2 The proposed impact to 0.27 acre of disturbed Diegan coastal sage scrub would be considered significant and would require mitigation. In accordance with the draft Subarea Plan, impacts to less than 1 acre of Diegan coastal sage scrub require mitigation at a 1:1 ratio. Therefore, the mitigation requirement for the proposed project is 0.27 acre. Mitigation may occur through one of the following options:

1. Acquisition of 0.27 acre of Diegan coastal sage scrub credits to a mitigation bank approved by the City and Wildlife Agencies (i.e., CDFW, USFWS), or

2. Purchase and preservation of land supporting a minimum of 0.27 acre of Diegan coastal sage scrub at a location to be approved by the City and Wildlife Agencies. This land would then be established as a preserve within the City's Subarea Plan Preserve System and managed in perpetuity, which would likely require preparation of a long-term management plan and establishment of a non-wasting endowment to fund the long-term management. As there are no conservation banks with coastal sage scrub credits within the City, it may be necessary to acquire credits outside the City limits. Coastal sage scrub credits are available at the San Miguel Conservation Bank, approximately 10 miles to the south and Willow Road Conservation Bank, approximately 5 miles to the northeast of the project site.

15.5 Cultural Resources

Would the project:

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

Sources: City of Santee General Plan-Conservation Element.

a. No Impact. The term "historic resources" applies to any such resource that is at least 50 years old and is listed or determined eligible for listing in the California Register of Historical Resources. The project site was graded in the past and is vacant and undeveloped. Therefore, the project would not affect a known historical resource pursuant to CEQA Guidelines Section 15064.5. No impact would occur.

b. Less than Significant Impact. Figure 6-2 of the General Plan Conservation Element determined that the project site is not located within an area identified as having moderate potential for register eligible archaeological sites or register eligible buried archeological sites. In addition, the City initiated consultation with Native American Tribes pursuant to AB 52 on November 2, 2022 and did not receive any requests for consultation.

c. Less than Significant Impact. There are no dedicated cemeteries or recorded burials within the project footprint or surrounding vicinity. In the unlikely event that unknown human burials are encountered during project grading and construction, they would be handled in accordance with procedures of the Public Resources Code Section 5097.98, the California Government Code Section 27491, and the Health and Safety Code Section 7050.5. These regulations detail specific procedures to follow in the event of a discovery of human remains. Therefore, the project would not disturb any human remains, including those interred outside of dedicated cemeteries, and impacts would be less than significant.

15.6 Energy

Would the project:

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

Sources: Project Description, California Green Building Standards Code (CALGreen) and the California Energy Code (Title 24, Part 6 of the California Code of Regulations).

a. Less than Significant Impact. Energy use associated with a project typically includes fuel (gasoline and diesel), electricity, and natural gas, and sources include the following:

- Construction-related vehicle and equipment energy use
- Transportation energy use from people traveling to and from the project area during operation
- Building and facility energy use of the proposed project during operation

Construction-Related Energy Use

Energy use during construction would occur within two general categories: fuel use from vehicles used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to conduct construction activities. Project construction is anticipated to last 12 months. The project would not require mass grading or other large construction activities that could consume substantial amounts of fuel or other forms of energy. Based on CalEEMod calculations, project construction would require a maximum of 19 worker vehicle trips per day and 7 vendor trips per day during building construction activities. All other construction activities would require fewer worker and vendor vehicle trips. CalEEMod output files are presented in Appendix A. Fuel consumption associated with construction worker commute would be similar of any other typical commute in San Diego County, and would not result in a wasteful, inefficient, or unnecessary consumption of gasoline or diesel fuel. Consistent with state requirements, all construction equipment would meet CARB Tier 3 In-Use Off-Road Diesel Engine Standards. Engines are required to meet certain emission standards, and groups of standards are referred to as Tiers. A Tier 0 engine is unregulated with no emission controls, and each progression of standard level (i.e., Tier 1, Tier 2, Tier 3, etc.) generate lower emissions, use less energy, and are more advanced technologically than the previous tier. CARB's Tier 3 In-Use Off-Road Diesel Engine Standards requires that construction equipment fleets become cleaner and use less energy over time. There are no known conditions in the project area that would require nonstandard equipment or construction practices that would increase fuel-energy

consumption above typical equipment fuel consumption rates. Additionally, construction activities would be temporary and short-term (12 months) and would adhere to all construction BMPs. Therefore, project construction would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant.

Operation-Related Energy Use

During operation, energy use would be associated with transportation-related fuel use (gasoline, diesel fuel, and electric vehicles), and building-related energy use (electricity and natural gas).

Transportation-Related Energy Use

Buildout of the project and vehicle trips associated with the project would result in transportation energy use. Trips by individuals traveling to and from the project site would result from use of passenger vehicles and work trucks. Vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. Based on a trip generation rate of five trips per 1,000 square feet for warehouse land uses (SANDAG 2002), the project would generate 123 daily trips. Compared to the number of trips generated in the city, this amount of vehicle traffic would be negligible.

Project fuel consumption would decline over time beyond initial operational year of the project as a result of continued implementation of increased federal and state vehicle efficiency standards. There is no component of the project that would result in unusually high vehicle fuel use during operation. Therefore, operation of the project would not create a land use pattern that would result in wasteful, inefficient, or unnecessary use of energy, and impacts would be less than significant.

Non-Transportation-Related Energy Use

Non-transportation energy use would be associated with electricity and natural gas. The Renewables Portfolio Standard (RPS) promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by Executive Orders (EO) S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, Senate Bill (SB) 2 (1X) codified California's 33 percent RPS goal. SB 350 (2015) increased California's renewable energy mix goal to 50 percent by year 2030. SB 100 (2018) further increased the standard set by SB 350 establishing the RPS goal of 44 percent by the end of 2024, 52 percent by the end of 2027, and 60 percent by 2030. Once operational, the project would be served by San Diego Gas & Electric (SDG&E). Based on the most recent annual report, SDG&E has already procured 39 percent (California Public Utilities Commission 2021) renewable energy and is on track to procure 60 percent by 2030 as outlined in SDG&E's 2019 RPS Procurement Plan.

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

Title 24, Part 11 of the California Code of Regulations is CALGreen. Beginning in 2011, CALGreen instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial and low-rise residential buildings, state-owned buildings, schools, and hospitals. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory requirements and may adopt CALGreen with amendments for stricter requirements.

The project would, at a minimum, be required to comply with the mandatory measures included in the current 2019 Energy Code (California Code of Regulations, Title 24, Part 6) and the 2019 CALGreen standards. The mandatory standards require the following:

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

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

Electricity and natural gas service to the project site is provided by SDG&E. Once operational, the proposed building would use electricity and natural gas to run various appliances and equipment, including space and water heaters, air conditioners, ventilation equipment, lights, and numerous other devices. Generally, electricity use is higher in the warmer months due to increased air conditioning needs, and natural gas use is highest when the weather is colder as a result of high heating demand. As a part of the air quality modeling prepared for the project (see Appendix A), CalEEMod was used to estimate the total operational electricity and natural gas consumption associated with the project. Table 5 summarizes the anticipated operational energy and natural gas use.

Table 5
Operational Electricity and Natural Gas Use

	Total Use
Electricity	208,622 kWh/Year
Natural Gas	283,749 kBTU/Year

kwH = kilowatt hour; BTU = British thermal units

Buildout of the project would result in an increase of operational electricity and natural gas usage when compared to the existing condition. The project would be required to meet the mandatory

energy requirements of 2019 CALGreen and the California Energy Code (Title 24, Part 6 of the California Code of Regulations) and would benefit from the efficiencies associated with these regulations as they relate to building heating, ventilating, and air conditioning mechanical systems, water-heating systems, and lighting. Additionally, the project would implement all applicable GHG reduction measures related to energy efficiency and clean energy as required by the City's Sustainable Santee Plan (see Section 15.8). These measures include increasing energy efficiency through CALGreen mandatory and voluntary requirements, decreasing energy demand through reducing the urban heat island effect, and installing a solar photovoltaic system. Therefore, there are no project features that would support the use of excessive amounts of energy or would create unnecessary energy waste, or conflict with any adopted plan for renewable energy efficiency, and impacts would be less than significant.

b. Less than Significant Impact. The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and RPS, and the applicable local plan is the Sustainable Santee Plan. As discussed in Section 15.6.a, the project would be required to meet the mandatory energy requirements of 2019 CALGreen and the 2019 California Energy Code. The project would not conflict with or obstruct implementation of CALGreen and the California Energy Code, or with SDG&E's implementation of RPS. Additionally, as detailed in Section 15.8, the project would be consistent with the Sustainable Santee Plan. Impacts would be less than significant.

15.7 Geology and Soils

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☒	☐
(ii) Strong seismic ground shaking?	☐	☐	☒	☐
(iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
(iv) Landslides?	☐	☐	☒	☐

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Source(s): City of Santee General Plan-Conservation Element; California Department of Conservation, California Earthquake Hazards Zone Application; Geologic Investigation prepared by TerraPacific Consultants, Inc. (Appendix C).

a(i). Less than Significant Impact. The project site is located approximately 13.4 miles east of an "active" portion of the Rose Canyon fault zone. The site is not located within an Alquist-Priolo fault zone, and according to geologic literature, is not intersected by any faults., the risk from fault rupture is low, and impacts related to the exposure of people or structures to rupture of a known earthquake fault would be less than significant.

a(ii). Less than Significant Impact. The project site is located in the seismically active southern California region. Therefore, the site could be affected by seismic activity associated with these faults. However, the project would adhere to the City's grading guidelines and seismic design parameters of the 2019 CBC and all other geotechnical design recommendations provided in the Geologic Investigation (see Appendix C). These site preparation activities would remove any soils that would be seismically unstable. Therefore, the project would not expose people or structures to strong seismic shaking, and impacts would be less than significant.

a(iii). Less than Significant Impact. Liquefaction is a sudden loss of strength of saturated, cohesionless soil caused by cyclic loading (e.g., earthquake shaking). Generally, liquefaction occurs in predominantly poorly consolidated granular soils where the groundwater depth is less than 40 feet. Groundwater was not encountered in any of the onsite excavations for the geologic investigation prepared by TerraPacific Consultants, Inc. (see Appendix C). Due to the absence of shallow groundwater conditions, the potential for liquefaction on the project site is considered low and impacts would be less than significant.

a(iv). Less than Significant Impact. The site primarily consists of a relatively flat building pad with steeply sloping terrain on the east side and a variable height fill slope on the west side. The subsurface exploration revealed that the site is mantled by shallow fill soil underlain by Cretaceous-aged granitic bedrock. Therefore, the potential for landslides to occur on the property is low and would not expose people or structures to adverse effects related to landslides. Impacts would be less than significant.

b. Less than Significant Impact. Prior to construction, the project applicant shall prepare a site-specific stormwater pollution prevention plan (SWPPP) consistent with the State Water Resources Control Board (SWRCB) Construction General Permit as a condition of approval. The SWPPP shall describe BMPs to be used during construction to prevent discharge of sediment and other pollutants in storm water runoff from the project site. Typical construction BMPs include silt fencing, fiber rolls, and sweeping. Specific BMPs would be determined by the project contractor and engineer based on site-specific conditions. As part of the project, the contractor will monitor the construction BMPs, including conducting routine inspections of disturbed areas to ensure that the BMPs remain intact and effective. Adherence to these BMPs would ensure that the project would not result in substantial soil erosion or loss of topsoil, and impacts would be less than significant.

c. Less than Significant Impact. The Geotechnical Investigation states there was no evidence of land sliding observed at the site. Given the site geology consisting of granitic bedrock, the possibility for land sliding is believed to be remote. Furthermore, the geologic literature does not depict any known landslides within or near the site. Based on the presence of hard granitic bedrock underlying the site and the absence of shallow groundwater, the site is considered a negligible risk for liquefaction. As described under 15.7(ii), the project would adhere to the City's grading guidelines and seismic design parameters of the 2019 CBC and all other geotechnical design recommendations provided in the Geologic Investigation (see Appendix C). These site preparation activities would remove any soils that would be seismically unstable. Therefore, the project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and impacts would be less than significant.

d. Less than Significant Impact. As described in Section 15.7.a(ii) above, the project would adhere to the City's grading guidelines and seismic design parameters of the 2019 CBC and all other geotechnical design recommendations provided in the Geologic Investigation (see Appendix C). Therefore, the project would not be located on expansive soil, and impacts would be less than significant.

e. No Impact. Public Facility Availability Forms have been completed documenting that the project would connect to the Padre Dam Municipal Water District (PDMWD) sewer system and would not utilize a septic tank or alternative wastewater disposal system. No impact would occur.

f. Less than Significant Impact. The project site contains soils described as fill soil and bedrock (granite). Construction of the proposed project would excavate approximately 3,150 cubic yards and could unearth paleontological resources beneath the project site. The proposed depth of excavation would not affect any paleontological resources. Therefore, the project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and impacts would be less than significant.

15.8 Greenhouse Gas Emissions

Would the project:

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

Sources: Climate Change Scoping Plan (CARB 2008); CARB 2017 Scoping Plan Update; Sustainable Santee Plan Project Consistency Checklist (Appendix D); and Sustainable Santee Plan (2020).

a. Less than Significant Impact.

The City adopted the Sustainable Santee Plan on January 8, 2020, which provides guidance for the reduction of GHG emissions within the city. The Sustainable Santee Plan provides policy direction and identifies actions the City and community will take to reduce GHG emissions consistent with State goals and targets. State GHG emissions reduction targets proposed and/or codified by EO S-3-05, AB 32, EO B-30-15, and SB 32 include achieving 1990 emission levels by 2020 (which the state has achieved); 40 percent below 1990 levels by 2030; and 80 percent below 1990 levels by 2050. The Sustainable Santee Plan would also work to achieve a per-capita GHG emission level by 2030 in conformance with SB 32 and the CARB 2017 Scoping Plan.

The Sustainable Santee Plan Project Consistency Checklist (Checklist) is intended to be a tool for development projects to demonstrate consistency with the Sustainable Santee Plan, which is a qualified GHG emissions reduction plan in accordance with CEQA Guidelines Section 15183.5. The Checklist has been developed as part of the Sustainable Santee Plan implementation and monitoring process and supports the achievement of individual GHG reduction measures as well as the City's overall GHG reduction goals. Additionally, the Checklist supports the City's sustainability goals and policies that encourage sustainable development and aim to conserve and reduce the consumption of resources, such as energy and water, among others. Projects that meet the requirements of the Checklist are considered consistent with the Sustainable Santee Plan and would have a less than

significant contribution to cumulative GHG impacts (i.e., the project's incremental contribution to cumulative GHG effects is not cumulatively considerable), pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b).

The project-specific Checklist is included in Appendix D. The project would be consistent with the existing Light Industrial (IL) General Plan and land use zoning designations, and therefore would be consistent with the land use assumptions used in the Sustainable Santee Plan. As demonstrated in the Checklist, the project would implement all applicable GHG reduction measures related to energy efficiency, solid waste, and clean energy required by the City's Sustainable Santee Plan. Specifically, the project would be consistent with the following goals:

- Increase Energy Efficiency (Goal 4): The project would implement all feasible and applicable CALGreen Tier 2 Building Standards. The CALGreen Tier 2 measures that would be implemented by the project are related to planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. Refer to the Checklist in Appendix D.

- Decrease Energy Demand through Reducing Urban Heat Island Effect (Goal 5): To achieve this goal, projects are required to utilize tree planting for shade and energy efficiency, and to use light-reflecting surfaces. The project landscape plan includes planting shade trees along the western perimeter of the project site adjacent to the parking area as well as at the building façade. Additionally, the project would reduce energy demand by constructing cool roofs.

- Electric Vehicles (Goal 7): The electric vehicle requirements outlined in Goal 7 of the Sustainable Santee Plan are not applicable to the project because the project would not include 200 or more employees.

- Solid Waste (Goal 9): The project would reduce waste at landfills by providing on-site recycling storage per CALGreen. The project would also implement a construction waste management plan.

Based on the project's consistency with the City's Sustainable Santee Plan demonstrated in the Checklist, the project's contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable. Therefore, impacts associated with GHG emissions generated by the project would be less than significant.

b. Less than Significant Impact.

As described in Section 15.8(a) above, the project would be consistent with the existing General Plan and land use zoning designations, and therefore would be consistent with the land use assumptions used in the Sustainable Santee Plan. As demonstrated in the Checklist, the project would implement all applicable GHG reduction measures related to energy efficiency, solid waste, and clean energy required by the City's Sustainable Santee Plan. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant.

15.9 Hazards and Hazardous Materials

Would the project:

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

Sources: Project Description, City of Santee General Plan–Safety Element; California Department of Toxic Substances Control–EnviroStor Database; State Water Resources Control Board–Geotracker Database (2018); Gillespie Field Airport Land Use Compatibility Plan (ALUCP; Airport Land Use Commission [ALUC] 2010); Santee Municipal Code (Chapter 15.20.040); Santee Fire Department.

a. Less than Significant Impact. Potential tenants for the proposed industrial buildings would include uses permitted under the Light Industrial/General Commercial zoning district. The proposed buildings would not be used for heavy industrial uses in accordance with allowable use provisions of the General Commercial (GC) Zone and Light Industrial (IL) Zone pursuant to Chapters 13.12 and 13.14 of the Santee Municipal Code. This would reduce the potential for large quantities of hazardous materials to be stored and uses on-site during routine or regular operations of the project.

The transport, use, and storage of hazardous materials during operation of the project would be conducted pursuant to all applicable local, state, and federal laws, including but not limited to Title 49 of the Code of Federal Regulations implemented by Title 13 of the California Code of Regulations, which describes strict regulations for the safe transportation of hazardous materials. As required by California Health and Safety Code Section 25507, a business shall establish and implement a Hazardous Materials Business Emergency Plan for emergency response to a release or threatened release of a hazardous material. As required, the hazardous materials would be stored in locations according to compatibility and in storage enclosures (i.e., flammable material storage cabinets and biological safety cabinets) or in areas or rooms specially designed, protected, and contained for such storage, in accordance with applicable regulations.

Under the California Hazard Communication Regulation, chemical manufacturers, distributors, or importers must provide Safety Data Sheets (formerly Material Safety Data Sheets) for each hazardous chemical to downstream users to communicate information on these hazards. All businesses of more than ten employees must comply when employees may be exposed to hazardous substances found in the workplace under normal conditions of use as well as in reasonably foreseeable emergency conditions (i.e., a spill or release of a flammable chemical). Businesses are also required to train employees on protocols in the event of a chemical spill or a leak from a sealed container (California Department of Industrial Relations 20120.

Maintenance and upkeep of proposed buildings, landscaping, and operational equipment would occasionally require the use of various solvents, cleaners, paints, oils/fuels, and pesticides/herbicides. In addition, potential hazardous materials, such as fuel, paint products, lubricants, solvents, and cleaning products, could be used and/or stored on-site. However, due to the limited quantities of these materials to be used by the project, they would not be hazardous to the public at large.

Therefore, the proposed project would not routinely use, store, or dispose of hazardous materials such that a significant hazard would occur. Impacts would be less than significant.

b. Less than Significant Impact.

Construction

Project construction would require the use of heavy construction equipment, the operation of which could result in a spill or accidental release of hazardous materials, including fuel, engine oil, engine

coolant, and lubricants. Spilled construction fluids could infiltrate the ground surface or become mobilized in stormwater runoff, eventually impacting surface water, groundwater, or soils. However, because project construction would disturb more than one acre of land, implementation of SWPPP would be required pursuant to state regulations. In addition to measures to prevent soil erosion and sedimentation, the SWPPP also must include measures to implement in the event of accidental spills during construction, such as mandatory spill clean-up kits in equipment, as a possible example. Given that spill clean-up measures would be implemented, and that only normal operating amounts of construction fluids (e.g., diesel fuel, motor oil, etc.) would be on-site during construction, the operation of construction equipment would not create a significant hazard to the public or the environment. Implementation of the above regulations would ensure hazardous construction impacts to be less than significant.

Operation

Transport, use, and storage of hazardous materials during operation of the site and the buildings would be conducted pursuant to applicable local, state, and federal laws, including but not limited to Title 49 of the Code of Federal Regulations implemented by Title 13 of the California Code of Regulations, which describes strict regulations for the safe transportation of hazardous materials, and in cooperation with the County's Department of Environmental Health. As required by California Health and Safety Code Section 25507, a business shall establish and implement a Hazardous Materials Business Emergency Plan for emergency response to a release or threatened release of a hazardous material. As required, the hazardous materials would be stored in locations according to compatibility and in storage enclosures (i.e., flammable material storage cabinets and biological safety cabinets) or in areas or rooms specially designed, protected, and contained for such storage, in accordance with applicable regulations. Implementation of the above regulations would ensure hazardous operational impacts to be less than significant.

c. No Impact. The project site is not located within one-quarter mile of any schools. Therefore, the project would not result in hazardous emissions or include the handling of acutely hazardous materials, substances, or waste. No impact would occur.

d. Less than Significant Impact. The SWRCB GeoTracker database and the Department of Toxic Substances Control Envirostor Database did not identify clean-up sites on or adjacent to the project site. In addition, there are no permanent structures currently located on the project site. Therefore, asbestos-containing material is not an issue of concern. Should lead-based paint be present within the proposed building, the materials would be disposed of consistent with the requirements of the County Department of Environmental Health Hazardous Materials Division. Therefore, the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and impacts would be less than significant.

e. Less than Significant Impact. The project is partially within Safety Zone 4 and partially within Safety Zone 6 of the Gillespie Field Airport Land Use Compatibility Plan (ALUCP). On January 9, 2023, the San Diego County Airport Land Use Commission issued a Consistency Determination for the project determining that the project is consistent with the ALUCP. Based on the Safety Compatibility Criteria of the ALUCP, a nonresidential development within Safety Zone 6 does not require limits for people or maximum lot coverage. While Safety Zone 4 allows for a maximum intensity of 130 people/gross acre and 260 people/gross acre intensity with risk reduction policy objectives. The project site

consists of an approximately 2.08-acre parcel and would contain minimal employees on site. Additionally, Safety Zone 4 Compatibility Criteria requires a maximum lot coverage of 70 percent (building footprint/site size). The proposed building would cover less than 70 percent of the 2.08-acre parcel and therefore meet this criteria. Thus, the project would not result in a safety hazard or excessive noise for people residing or working in the project area, and impacts would be less than significant.

f. Less than Significant Impact. The project site is located in an existing developed area with access to major roadways that would allow for emergency evacuation both from the developed site and during construction. Road blockage during construction would not be required. In addition, the project would be consistent with the existing Light Industrial (IL) district. Therefore, the project would not impair implementation of, or physically interfere with emergency response, and impacts would be less than significant.

g. Less than Significant Impact. Wildland fires present a significant threat in the city, particularly in the summer months when temperatures are high and precipitation is limited. Areas in the city that are particularly susceptible to fires are designated as "very high hazard" or "high hazard" areas and are delineated on the Very High Fire Hazard Severity Zones for Local Responsibility Areas as recommended by the California Department of Forestry and Fire Protection. The project site is identified within an area considered a "non-very high fire hazard severity zone." Similarly, the project site is not located within a Wildland Urban Interface area. Additionally, the project would install fire prevention features consistent with comments provided by the Santee Fire Department, including an automatic fire sprinkler system. Therefore, the project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, and impacts would be less than significant.

15.10 Hydrology and Water Quality

Would the project:

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

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

Sources: Storm Water Quality Management Plan prepared by Kappa Surveying and Engineering, 2023 (Appendix E).

a. Less than Significant Impact. The project site is located in the San Diego Hydrologic Unit (907) and Lower San Diego River Watershed (907.12; see Appendix E). The project site has been graded in conjunction with a previous approval and consists of a relatively flat building pad with a steeply manufactured slope on the east side and a variable height fill slope on the west side. The existing drainage conveyance is natural rockpile and runoff from offsite is conveyed through the undeveloped graded site. The existing drainage conveyance network consists of natural topographic sheet flow conveyance. Runoff is discharged at the west property line which borders Rockvill Street. In addition, the project site is exempt from hydromodification because of its proximity to an exempt system city storm drain.

The proposed project would convey runoff to various catch basins throughout the developed site and eventually to a biofiltration BMP. From the biofiltration BMP, the runoff would flow to Forrester Creek and then to the San Diego River. Once reaching the San Diego River, it would lead into Mission Bay. Project compliance with the requirements of the City's BMP Design Manual would ensure the project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

b. Less than Significant Impact. The project would obtain its water supply from the PDMWD and would not use groundwater supply for any purpose. Additionally, the proposed land uses would not be associated with activities known to degrade groundwater. The project would increase the number of impervious surfaces on-site from zero acres to 1.57 acres. However, water would continue to infiltrate through 0.22 acre of the post-construction development footprint that would remain pervious. Furthermore, water would continue to infiltrate through undeveloped land throughout the groundwater basin. Therefore, the project would not substantially decrease groundwater supplies or interfere with groundwater recharge, and impacts would be less than significant.

c(i). Less than Significant Impact. Prior to construction, the project applicant shall prepare a site-specific SWPPP consistent with the SWRCB Construction General Permit as a condition of approval. The SWPPP shall describe BMPs to be used during construction to prevent discharge of sediment and other pollutants in storm water runoff from the project site. Typical construction BMPs include silt fencing, fiber rolls, and sweeping. Specific BMPs would be determined by the project contractor and engineer based on site-specific conditions. As part of the project, the contractor would monitor the construction BMPs, including conducting routine inspections of disturbed areas to ensure that the BMPs remain intact and effective. Adherence to these BMPs would ensure that project construction would not result in substantial soil erosion, and impacts would be less than significant.

c(ii). Less than Significant Impact. The proposed project would lead runoff to various catch basins throughout the developed site and eventually to a BMP stormwater treatment basin on the southern portion of the project site along Rockvill Street. From this BMP the runoff would flow to Forrester Creek and then to the San Diego River. Once hitting the San Diego River, it would lead into Mission Bay and then into the Pacific Ocean. The project is not within a 100-year flood hazard area as mapped within Figure 8-1 of the General Plan Safety Element. Therefore, the project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, and impacts would be less than significant.

c(iii). Less than Significant Impact. As described in Section 15.10.c(ii) above, the proposed project would lead runoff to various catch basins throughout the developed site and eventually to a BMP. From the BMP the runoff would flow to Forrester Creek and then to the San Diego River. Once hitting the San Diego River, it would lead into Mission Bay and then into the Pacific Ocean. The project site was originally part of a larger development plan that has been graded and developed. The storm drain system was designed to accommodate the project site. As such, additional improvements to the existing stormwater drainage system would not be required to accommodate the runoff from the developed site. Therefore, project runoff would not exceed the capacity of storm water drainage systems and would not provide substantial sources of polluted runoff, and impacts would be less than significant.

c(iv). Less than Significant Impact. Review of Figure 8-1 of the General Plan Safety Element determined that the project site is not located within the 100-year floodplain. As described in Section 15.10.c(ii) above, the developed runoff would lead to various catch basins throughout the developed site and eventually to a BMP. From the BMP the runoff would flow to Forrester Creek and then to the San Diego River. Therefore, the project would not impede or redirect flood flows, and impacts would be less than significant.

d. No Impact. Review of Figure 8-1 of the General Plan Safety Element determined that the project site is not located within the 100-year floodplain. The project site, along with the rest of the city, is located in the San Diego river valley. Reservoirs upstream of the project site include the San Vicente, El Capitan, and Lake Jennings. Review of Figure 8-2 of the General Plan Safety Element determined that project site is outside all these potential inundation areas. The project site is located approximately 20 miles inland from the Pacific Ocean, and therefore is not subject to risk associated with tsunami. There are no rivers, reservoirs, ponds, or lakes near the project site, and therefore is not at risk from seiches. The project site primarily consists of a relatively flat building pad with steeply sloping terrain on the east side and a variable height fill slope on the west side. There would be no risk from a seiche, as the site is not located near a large body of water, such as a lake. Therefore, the project would not risk the release of pollutants due to project inundation associated with flood hazards, tsunami, or seiche zones. No impacts would occur.

e. Less than Significant Impact. As described in Section 15.10.c(i) above, the project applicant shall prepare a site-specific SWPPP that would document construction BMPs that would prevent discharge of sediment and other pollutants in storm water runoff from the project site. Therefore, the project would not generate substantial amounts of runoff that would conflict with or obstruct implementation of a water quality control plan, and impacts would be less than significant. As described in Section 15.10.c(ii) above, the developed run-off would lead to various catch basins throughout the developed site and eventually to a stormwater treatment basin BMP on the southern portion of the project site along Rockvill Street. From this BMP the runoff would flow to Forrester Creek and then to the San Diego River. Once hitting the San Diego River, it would lead into Mission Bay and then into the Pacific Ocean. The project would not use groundwater and as such would have no affect or conflict with any sustainable groundwater management plan. Impacts would be less than significant.

15.11 Land Use and Planning

Would the project:

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

Sources: Project Description; City of Santee General Plan–Land Use Element.

a. No Impact. The project would construct a 24,631-square-foot, 32-foot-tall building for light industrial uses. The project site is a graded pad in an existing industrial park and is located within an urbanized environment. The land uses surrounding the project site include commercial businesses to the north and northwest, multi-family residential homes to the northeast, SR-67 to the east, light-industrial to the south, and the Sonrise Community Church to the southwest. Implementation of the project would not create any new land use barriers or otherwise divide or disrupt the physical arrangement of the surrounding established community. Therefore, the project would not physically divide an established community. No impact would occur.

b. Less than Significant Impact. The project site is zoned Light Industrial (IL)/General Commercial (GC). The proposed project is permitted in the Light Industrial (IL)/General Commercial (GC) zone. Therefore, the project would be consistent with the existing general plan and zoning designations for the property. As described in Section 15.8.a above, the project would be consistent with the Sustainable Santee Plan. As described in Section 15.9.e above, the project would be compatible within Safety Zone 4 and Safety Zone 6 of the Gillespie Field ALUP and would require an ALUC Consistency Determination as a condition of approval. Therefore, the project would not result in 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, and impacts would be less than significant.

15.12 Mineral Resources

Would the project:

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

Source: City of Santee General Plan–Conservation Element.

a. No Impact. The Conservation Element of the General Plan documents that known mineral resources within Santee include sand, gravel, and crushed rock, which are collectively referred to as aggregate. These resources have been identified within the floodplain of the San Diego River. The project site is not located in the floodplain of the San Diego River and therefore has no known mineral resources. Furthermore, the project site is surrounded by light industrial, residential, and roadway uses that would preclude the type of extraction operations typically associated with aggregate minerals (i.e., large-scale pits or quarries). Therefore, extraction of mineral resources is not a viable use of the site. No impact would occur.

b. No Impact. See response to 15.12.a. The project site is not delineated as a mineral resource recovery area on any land use plans. No impact would occur.

15.13 Noise

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b. Generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☒	☐

Sources: City of Santee General Plan–Noise Element; Santee Municipal Code; Technical Noise Supplement (Caltrans 2013a); Transportation and Construction Vibration Guidance Manual (Caltrans 2013b); Roadway Construction Noise Model (Federal Highway Administration 2006); Gillespie Field Airport Land Use Compatibility Plan (ALUC 2010); and Noise Model Results (SoundPLAN) prepared by RECON Environmental, Inc. (Appendix F).

a. Less than Significant Impact. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and, therefore, may cause general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment. Decibels (dB) are the standard unit of measurement of the sound pressure generated by noise sources and are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale for earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the noise energy would result in a 3 dB decrease.

The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-weighted scale, which approximates the frequency response of the average young ear when listening to most ordinary everyday sounds, was devised. Noise levels using A-weighted measurements are written as dB(A). It is widely accepted that the average healthy ear can barely perceive changes of 3 dB(A) (increase or decrease) and that a change of 5 dB(A) is readily perceptible. An increase of 10 dB(A) is perceived as twice as loud, and a decrease of 10 dB(A) is perceived as half as loud (Caltrans 2013a).

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used for this study are the equivalent noise level (L_{eq}) and the maximum noise level (L_{max}).

The L_{eq} is the equivalent steady-state noise level in a stated period of time that is calculated by averaging the acoustic energy over a time period; when no period is specified, a 1-hour period is assumed. The maximum noise level is the highest sound level occurring during a specific period.

Construction Noise

Noise level limits for construction activities are established in Section 5.04.090 of the Santee Municipal Code. These limits state that a notice must be provided to all owners and occupants within 300 feet of the project site if the construction equipment has a manufacturer's noise rating of 85 dB and operates at a specific location for 10 consecutive workdays.

In addition, Section 5.04.090 of the Santee Municipal Code states that no construction equipment is permitted before 7:00 a.m. or after 7:00 p.m. on Mondays through Saturdays and all times on Sundays and holidays.

Construction noise would be generated by diesel engine-driven construction equipment used for site preparation; loading, unloading, and placing materials; and paving. Diesel engine-driven trucks also would bring materials to the site and remove the spoils from excavation.

Construction equipment with a diesel engine typically generates maximum noise levels from 70 to 95 dB(A) L_{eq} at a distance of 50 feet (FHWA 2006). During construction activities, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non-equipment tasks, such as measurement. Although maximum noise levels may be 70 to 95 dB(A) at a distance of 50 feet during most construction activities, hourly average noise levels would be less. For this analysis, the simultaneous operation of an excavator, front end loader, and dump truck was modeled. This equipment would generate an average hourly noise level of approximately 84 dB(A) L_{eq} at 50 feet from the center of construction activity.

The project also includes areas of hard granite outcrop that would require rock breaking. These areas are identified in the Geologic Investigation prepared by TerraPacific Consultants, Inc. (see Appendix C) and are generally located near the northeastern project boundary. Rock breaking would include the use of pneumatic jack hammers, pneumatic attachments and drills for an excavator, handheld pneumatic rock drills, and chemical cracking agents. Noise levels due to this equipment range from 78 to 83 dB(A) L_{eq} at 50 feet. This is similar to the noise generated by the simultaneous use of an excavator, front end loader, and dump truck. Therefore, an average hourly noise level of 84 dB(A) L_{eq} at 50 feet was used to model noise levels from all construction activities.

Residential uses are located northeast of the project site and east of the project site on the opposite side of SR-67, and a church is located southwest of the project site. Other surrounding land uses include commercial and industrial uses. Noise associated with project construction would potentially result in short-term impacts to surrounding properties. Construction noise levels were modeled using the SoundPLAN model. Noise levels were modeled at a series of 10 receivers located at the adjacent uses. The results are summarized in Table 6. Modeled receiver locations and construction noise contours are shown in Figure 6.

Image Source: NearMap (flown April 2021)

Project Boundary
Receivers
Construction Noise Contours
60 dB(A) L_{eq}
65 dB(A) L_{eq}
70 dB(A) L_{eq}
75 dB(A) L_{eq}

0 Feet 100

RECON

M:\JOBS5\9972\common_gis\fig6_nos.mxd 9/27/2021 fmm

FIGURE 6
Construction Noise Contours

Table 6 Construction Noise Levels at Off-site Receivers		
Receiver	Land Use	Construction Noise Level [dB(A) L_{eq}]
1	Residential	47
2	Residential	59
3	Residential	69
4	Residential	65
5	Commercial	67
6	Commercial	73
7	Church	69
8	Church	66
9	Industrial	75
10	Industrial	75

The dominant source of noise in the vicinity of the project site is vehicle traffic on SR-67. As shown in Table 6, construction noise levels are anticipated to range from 47 to 75 dB(A) L_{eq} at the adjacent land uses. Although the adjacent residences would be exposed to construction noise levels that could be heard above ambient conditions, which are approximately 65 community noise equivalent level (City of Santee 2022), the exposure would be temporary. In accordance with Santee Municipal Code Section 5.04.090, construction activities would not occur before 7:00 a.m. or after 7:00 p.m. on Mondays through Saturdays and would not occur any time on Sundays and holidays. Additionally, as required by the Santee Municipal Code, a notice would be provided to all owners and occupants within 300 feet of the project site if the construction equipment has a manufacturer's noise rating of 85 dB and operates at a specific location for ten consecutive workdays. Although construction noise levels would exceed the existing ambient noise environment, construction noise impacts would be less than significant because construction activities would occur during the hours specified in the Santee Municipal Code and notice would be provided to nearby occupants. Therefore, project construction would not increase ambient noise levels in excess of standards established in the Santee Municipal Code, and impacts would be less than significant.

Operational Noise

On-site generated noise is regulated by the City's Municipal Code, Title 5 Health and Safety, Chapter 5.04 Noise Abatement and Control. The sections applicable to the project are as follows:

Section 5.04.040 General Noise Regulations

A. General Prohibitions. It is unlawful for any person to make, continue, or cause to be made or continued, within the limits of the City, any disturbing, excessive or offensive noise which causes discomfort or annoyance to reasonable persons of normal sensitivity residing in the area. The characteristics and conditions which should be considered in determining whether a violation of the provisions of this section exists, include, but are not limited to, the following:
   1. The level of the noise;
   2. Whether the nature of the noise is usual or unusual;
   3. Whether the origin of the noise is natural or unnatural;
   4. The level of the background noise;

5. The proximity of the noise to sleeping facilities;
6. The nature and zoning of the area within which the noise emanates;
7. The density of the inhabitation of the area within which the noise emanates;
8. The time of day or night the noise occurs;
9. The duration of the noise;
10. Whether the noise is recurrent, intermittent, or constant; and
11. Whether the noise is produced by a commercial or noncommercial activity.

B. Disturbing, Excessive or Offensive Noises. The following acts, among others, are declared to be disturbing, excessive and offensive noises in violation of this section:

4. Heating and Air Conditioning Equipment and Generators.

a. It is unlawful for any person to operate or allow the operation of any generator, air conditioning, refrigeration or heating equipment in such manner as to create a noise disturbance on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit.

b. All generators, heating, air conditioning, or refrigeration equipment are subject to the setback and screening requirements in this code.

Section 5.04.070 Motorized Equipment

It is unlawful to operate any lawn mower, backpack blower, lawn edger, leaf blower, riding tractor, or any other machinery, equipment, or other device, or any hand tool which creates a loud, raucous or impulsive sound, within or adjacent to any residential zone between the hours of 10:00 p.m. and 7:00 a.m. of the following day.

Section 5.04.130 Loading and Unloading Operations

a. It is unlawful for any person to engage in loading, unloading, opening, idling of trucks, closing or other handling of boxes, crates, containers, building materials, garbage cans, dumpsters or similar objects between the hours of 10:00 p.m. and 7:00 a.m. in such a manner as to cause a noise disturbance within or adjacent to a residential district.

Section 5.04.160 Limitations on sources of noise not otherwise addressed:

a. Between 10:00 p.m. and 7:00 a.m., it is unlawful for any person to generate any noise on the public way that is louder than average conversational level at a distance of 50 feet or more, vertically or horizontally, from the source.

b. Between 10:00 p.m. and 7:00 a.m., no person is permitted to generate any noise on any private open space that is louder than average conversational level at a distance of 50 feet or more, measured from the property line of the property from which the noise is being generated.

The noise sources on the project site after completion of construction are anticipated to be those that would be typical of warehouse/light industrial land uses and would be similar to the surrounding environment. The main sources of operational noise would include heating, ventilation, and air conditioning units and trucks.

The project would also include a roof-mounted heating, ventilation, and air conditioning (HVAC) unit to provide cooling and heating to the office areas of Suites A and B. A 10-ton HVAC unit was modeled on the roof above the Suite A office area and the Suite B office area. Based on review of manufacturer specifications, a 10-ton HVAC unit generates a sound power level of 79.0 dB(A) L_{pw}. The HVAC unit was modeled at 100 percent capacity during the daytime hours, and 50 percent capacity during the nighttime hours.

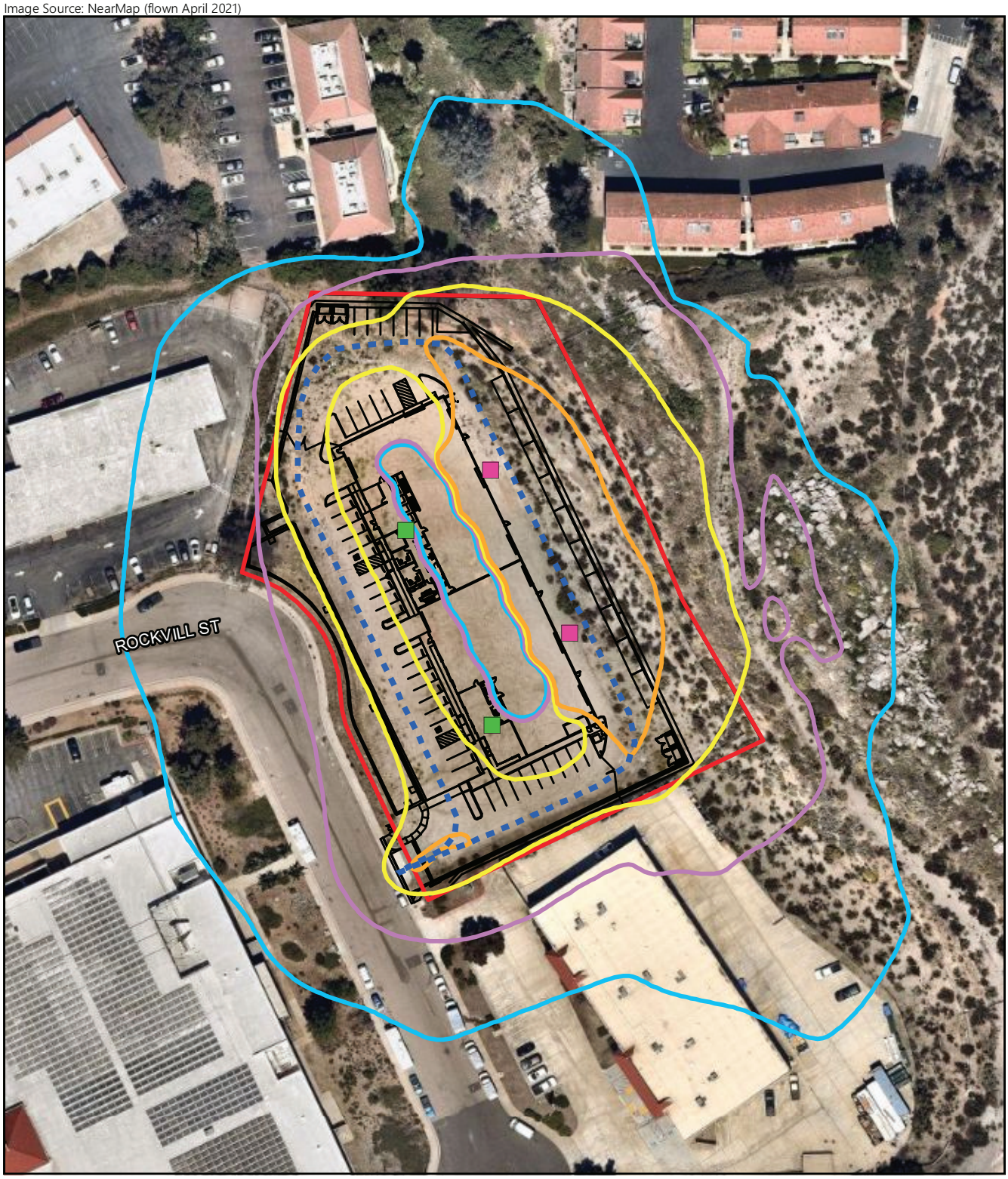
Project operation could include on-site trucks. In order to evaluate the truck noise impacts, the analysis utilized reference noise level measurements taken at a loading dock. The measurements include truck drive-by noise, truck loading/unloading, and truck engine noise. The unmitigated exterior noise levels for truck drive-by noise and truck engine noise were measured at 66.5 dB(A) L_{eq} at a distance of 25 feet from the loading dock. This is equivalent to a sound power level of 92.1 dB(A) per truck. Trucks were modeled as a line source while entering the site, circling the building, and leaving the site, and were modeled as a point source while idling at the back of the warehouse building. The exact amount of trucks that could access the site is not known at this time, however, as a conservative analysis, noise levels were modeled assuming that each suite would have one truck access the site per hour. Trucks were modeled at a speed of 5 miles per hour (mph) within the project site. During the loading/unloading of the truck, the engine can only idle for a maximum of 5 minutes in compliance with state regulations for air quality. Adherence to these mandatory state regulations by truck operators would limit idling.

Noise levels due to on-site operations were modeled at a series of 10 receivers located at the adjacent uses. The results are summarized in Table 7. Modeled receiver locations and daytime and nighttime operational noise contours are shown in Figures 7 and 8, respectively. Calculations are provided in Appendix F.

Table 7
Operational Noise Levels at Off-site Receivers

		Operational Noise Level [dB(A) L_{eq}]	
Receiver	Land Use	Daytime	Nighttime
1	Residential	19	10
2	Residential	31	24
3	Residential	42	32
4	Residential	37	29
5	Commercial	32	16
6	Commercial	39	26
7	Church	36	29
8	Church	34	28
9	Industrial	42	29
10	Industrial	42	28

Image Source: NearMap (flown April 2021)



0 Feet 100

Project Boundary
SitePlan
HVAC
Idling Truck
Truck Access

Daytime Operational Noise Contours
35 dB(A) L_{eq}
40 dB(A) L_{eq}
45 dB(A) L_{eq}
50 dB(A) L_{eq}

RECON

M:\JOBS5\9972\common_gis\fig7_nos.mxd 3/17/2023 fmm

FIGURE 7
Daytime Operational Noise Contours

Image Source: NearMap (flown April 2021)

Project Boundary
SitePlan
HVAC
Nighttime Operational Noise Contours
35 dB(A) L_{eq}

0 Feet 100

FIGURE 8
Nighttime Operational Noise Contours

RECON

M:\JOBS5\9972\common_gis\fig8_nos.mxd 3/17/2023 fmm

As shown, daytime noise levels would range from 19 to 42 dB(A) L_{eq} at the adjacent properties, and nighttime noise levels would range from 10 to 29 dB(A) L_{eq}. The project would be required to comply with all applicable regulations of the City's Noise Abatement and Control Ordinance. Therefore, the property line noise levels generated by the project are not considered "disturbing, excessive or offensive." No on-site activities would occur during the nighttime hours. Therefore, impacts associated with on-site generated noise would be less than significant.

b. Less than Significant Impact. Construction activities would have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and damage to nearby structures at the highest levels. Vibration perception would occur at structures, as people do not perceive vibrations without vibrating structures.

Human reaction to vibration is dependent on the environment the receiver is in as well as individual sensitivity. For example, vibration outdoors is rarely noticeable and generally not considered annoying. Typically, humans must be inside a structure for vibrations to become noticeable and/or annoying. Based on several federal studies, the threshold of perception is 0.035 inch per second (in/sec) peak particle velocity (PPV), with 0.24 in/sec PPV being a distinctly perceptible (Caltrans 2013b). Neither cosmetic nor structural damage of buildings occurs at levels below 0.1 in/sec PPV.

Construction equipment could include loaded trucks, an excavator, as well as a dozer or loader. Vibration levels from these pieces of equipment would generate vibration levels with a PPV ranging from 0.035 to 0.076 in/sec PPV at 25 feet. The closest structure is the industrial use to the south which is more than 25 feet from the property line. The residential and church structures are located more than 100 feet from the construction footprint. This range of construction vibration levels would be below the distinctly perceptible threshold of 0.24 in/sec PPV and below the cosmetic and structural damage of buildings threshold of 0.1 in/sec PPV. Therefore, project construction would not generate excessive groundborne vibration or groundborne noise levels, and impacts would be less than significant.

c. Less than Significant Impact. The property is located within the Airport Influence Area, Review Area 1 of the Gillespie Field Airport. However, the project site is located just outside the 60 community noise equivalent level contour for Gillespie Field; therefore, aircraft noise levels at the project site would be less than 60 community noise equivalent level. Therefore, the project would not expose people to excessive noise levels from airport noise, and impacts would be less than significant.

15.14 Population and Housing

Would the project:

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

Sources: Project Description; City of Santee General Plan–Land Use Element; SANDAG Data Surfer (SANDAG 2020).

a. Less than Significant Impact. Per the SANDAG Series 13 growth forecast, the population within the city was estimated to be 59,497 in 2020 and is estimated to increase by 4,315 people to 63,812 in 2035. The project does not propose residential uses and would not extend any existing roads or expand existing infrastructure facilities that could induce growth. The minimal number of employees would not impact population growth in the area. Therefore, the project would not induce substantial population growth, either directly or indirectly, and impacts would be less than significant.

b. No Impact. The project site is vacant. Therefore, the project would not displace any existing people or housing. No impact would occur.

15.15 Public Services

Would the project:

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

Sources: City of Santee General Plan; City of Santee Fire Department; San Diego County Sheriff's Department; and Fire and Rescue Mutual Aid Operations (County of San Diego 2014).

a(i). Less than Significant Impact. The City operates two fire stations: one located at 8950 Cottonwood Avenue and the other at 9130 Carlton Oaks Drive. The City's Fire Department response time goal is to provide an average maximum initial response time of no more than six minutes, with an average maximum response time of no more than ten minutes for supporting paramedic transport units 90 percent of the time. The project would be consistent with the existing land use and zoning designations for the project site, and therefore would be consistent with the growth assumptions utilized in the City's fire protection planning. Furthermore, the project site is located approximately 0.8 roadway mile southeast of the Fire Station 4, located on Cottonwood Avenue, which would be able to respond within the City's goal of six minutes. Based on the size of the project and proposed seven employees, no new facilities would be needed. Therefore, the project would not result in the need for new or altered fire protection facilities, and impacts would be less than significant.

a(ii). Less than Significant Impact. Police protection for the project area is provided by the San Diego County Sheriff's Department under contractual agreement with the City and operating out of the Santee Substation at 8811 Cuyamaca Street. The average priority call response time for general law enforcement within the city is 8.2 minutes and the average for traffic law enforcement is 7.5 minutes. Appropriate staffing levels for law enforcement personnel are evaluated at every contract renewal.

The project would be consistent with the existing land use and zoning designations for the project site. Consequently, the project would be consistent with growth projections that were utilized to forecast future police protection within the city. Therefore, the project would not result in the need for new or altered police facilities, and impacts would be less than significant.

a(iii). Less than Significant Impact. The project would be consistent with the existing Light Industrial (IL) district. Consequently, the project would be consistent with growth projections that were utilized to forecast future demand for school services. Pursuant to Government Code Section 65995 et seq., the project proponent would be required to pay applicable school fees before a construction permit is issued. Therefore, the project would not result in the need for new or altered school facilities, and impacts would be less than significant.

a(iv). No Impact. The project would be consistent with the existing Light Industrial (IL) district. Consequently, the project would be consistent with growth projections that were utilized to forecast future park demand within the city. Therefore, the project would not result in the need for new or altered park facilities, and no impact would occur.

a(v). No Impact. The County Library operates a Santee Branch at 9225 Carlton Hills Boulevard, Suite 17. The project would be consistent with the existing Light Industrial (IL) district. Consequently, the project would be consistent with growth projections that were utilized to forecast future library demand within the city. Therefore, the project would not result in the need for new or altered library facilities, and no impact would occur.

15.16 Recreation

Would the project:

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

Source: Project Description.

a. No Impact. The project would be consistent with the existing Light Industrial (IL) district. The project would not result in a substantial increase in the use of parks that would accelerate their physical

deterioration. The number of employees anticipated for the proposed use would be minimal and have no effect on existing park facilities. Thus, no impact would occur.

b. No Impact. The project does not include the provision of recreational facilities or require the construction or expansion of recreational facilities. No impact would occur.

15.17 Transportation/Traffic

Would the project:

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

Sources: City of Santee General Plan–Mobility Element; San Diego Traffic Engineering Council/Institute of Transportation Engineers (SANTEC/ITE) Guidelines for Traffic Impact Studies in the San Diego Region (2000); and ITE Guidelines for Traffic Impact Studies in the San Diego Region (2019).

a. Less than Significant Impact. Access to the project site would be provided via Rockvill Street. The City uses the 2000 *SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region* (SANTEC/ITE Guidelines) to evaluate potential impacts related to traffic. Per the SANTEC/ITE Guidelines, projects that would generate less than 1,000 average daily trips or less than 100 peak-hour trips, and would generate less than 20 peak-hour trips on any existing on- or off-ramp, do not require preparation of a traffic impact study. In addition, the project site is consistent with the existing general plan and zoning designations for the property.

Construction

Based on CalEEMod calculations, project construction would require a maximum of 19 worker vehicle trips per day and 7 vendor trips per day during building construction activities. Therefore, construction traffic volumes generated by the project would not conflict with an applicable plan,

ordinance or policy establishing measures of effectiveness for the performance of the circulation system, and impacts would be less than significant.

Operation

Trips by individuals traveling to and from the project site would result from use of passenger vehicles and work trucks. Vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. Based on a trip generation rate of five trips per 1,000 square feet for industrial warehousing land uses (SANDAG 2002), the project would generate 123 daily trips. Review of the project by the City's Traffic Engineer determined that the project's trip generation was negligible and did not warrant a traffic study. Therefore, operation of the project would not conflict with a program plan, ordinance or policy addressing the performance of the roadway circulation system, and impacts would be less than significant.

The nearest bus stops are located along Magnolia Avenues approximately 0.1 mile southwest of the project site. The nearest transit stop is the Santee Trolley Square located approximately 1.1 miles northwest of the project. Implementation of the project would not include any off-site improvements that would impact any of these facilities. Review of Figure 7-2 of the General Plan Mobility Element determined that a Class II Bike Lane exists along Woodside Avenue, north of the project site and Class II Bike Lane and Class IV Cycle Track are proposed along Mission Gorge Road and North Magnolia Avenue, north and northwest of the project site. However, the project would not result in any changes that could affect future development the Class II Bike Land and Class IV Cycle Track. Therefore, operation of the project would not conflict with a program plan, ordinance or policy addressing the performance of active transportation, and impacts would be less than significant.

b. Less than Significant Impact. The 2022 City of Santee VMT Analysis Guidelines provides guidance regarding the evaluation of impacts related to Vehicle Miles Traveled (VMT). The ITE Guidelines state that projects which are consistent with the existing designation and generate less than 500 or fewer net new daily vehicle trips can be presumed to have a less than significant impact related to VMT. Based on a trip generation rate of five trips per 1,000 square feet for industrial warehousing land uses (SANDAG 2002), the project would generate 123 daily trips. Furthermore, the project would be consistent with the existing Light Industrial (IL) zoning designation. Therefore, preparation of a Vehicle Miles Traveled Analysis per CEQA Guidelines Section 15064.3, subdivision (b) was not required, and impacts would be less than significant.

c. Less than Significant Impact. The implementation of the project would not alter or affect existing street and intersection networks or involve an incompatible use. The site is in an existing built industrial park and project would not result in changes to the existing traffic patterns or roadway design. Therefore, the project would not increase hazards associated with any new design feature or create an incompatible use, and impacts would be less than significant.

d. Less than Significant Impact. The project would not impact surrounding roadways which would result in impediments to emergency access. Therefore, impacts would be less than significant.

15.18 Tribal Cultural Resources

Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	☒	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☒	☐

Sources: City of Santee General Plan-Conservation Element

a.i. and a.ii. Less than Significant Impact

Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be

eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Public Resources Code Section 5020.1. Figure 6-2 of the General Plan Conservation Element determined that the project site is not located within an area identified as having moderate potential for register eligible archaeological sites or register eligible buried archaeological sites. In addition, the City initiated consultation with Native American Tribes pursuant to AB 52 on November 2, 2022 and did not receive any requests for consultation. Therefore, impacts regarding tribal cultural resources would be less than significant.

15.19 Utilities and Service Systems

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

Sources: City of Santee, General Plan, Conservation Element; Public Service Availability Forms from the Padre Dam Municipal Water District (Appendix G); Santee Municipal Code; Project Site Plan; County of San Diego Countywide Five-Year Review Report of the Countywide Integrated Waste Management Plan (2012); Padre Dam Municipal Water District website (http://www.padredam.org/).

a. Less than Significant Impact. Public Facility Availability Forms have been completed documenting that PDMWD has adequate water and sewer capacity available to serve the project (see Appendix G). Existing water and sewer facilities are available adjacent to the site, and improvements would be limited to extension of pipelines onto the project site. Consequently, potential impacts associated with these water and wastewater connections have been evaluated throughout this Draft Initial Study/Mitigated Negative Declaration. Therefore, the project would not require relocation or construction of new or expanded water or wastewater treatment facilities that would cause significant environmental effects, and impacts would be less than significant.

The project would be required to prepare a site-specific SWPPP consistent with the SWRCB Construction General Permit as a condition of approval. In addition, the developed run-off would flow into proposed bio-infiltration areas and then into detention basins and ultimately released at pre-project flow rates. Therefore, the project would not require relocation or construction of new or expanded storm water drainage facilities, and impacts would be less than significant.

The project would be consistent with the existing land use and zoning designations. Consequently, the project would not consume additional electric power, natural gas, or telecommunication services beyond what has been anticipated by regional growth projections. Existing energy and telecommunication facilities are available adjacent to the site, and improvements would be limited to extensions onto the project site. Potential impacts associated with these energy and telecommunication connections have been evaluated throughout this Draft Initial Study/Mitigated Negative Declaration. Therefore, the project would not require relocation or construction of new or expanded electric power, natural gas, or telecommunication services facilities, and impacts would be less than significant.

b. Less than Significant Impact. A Public Facility Availability Form has been completed documenting that PDMWD has adequate water supplies available to serve the project (see Appendix G). Therefore, impacts would be less than significant.

c. Less than Significant Impact. A Public Facility Availability Form has been completed documenting that PDMWD has adequate wastewater treatment capacity to serve the project (see Appendix G). Therefore, impacts would be less than significant.

d. Less than Significant Impact. City Municipal Code Section 13.38.060 requires that a minimum of 65 percent by weight of construction and demolition debris be diverted from landfills through recycling, reuse, and diversion programs. The project would develop a construction and demolition debris management plan demonstrating how the project would comply with the City Municipal Code diversion requirements prior to issuance of a building or demolition permit.

Solid waste generated during operation of the project that cannot be recycled would be sent to area landfills. Based on the Five-Year Review Report of the County Integrated Waste Management Plan for the County, remaining capacity at area landfills would be adequate to handle the project's solid waste disposal needs. Most solid waste collected in the City is disposed of at the Sycamore Sanitary

Landfill, which has remaining capacity through the year 2054. Other landfills that handle waste from San Diego and Santee include the Miramar Landfill and the Otay Landfill, which have remaining capacity. Therefore, the project would be served by landfill(s) with sufficient permitted capacity, and impacts would be less than significant.

e. Less than Significant Impact. The project would comply with the City's construction and demolition recycling ordinance (Santee Municipal Code Section 13.38.060) and Solid Waste Ordinance #3239-A, which are consistent with state solid waste and recycling regulations requiring a minimum of 65 percent of the project's construction and demolition be diverted from the landfills. Therefore, the proposed would comply with applicable management and reduction statutes and regulations related to solid waste, and impacts would be less than significant.

15.20 Wildfire

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

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

Sources: City of Santee General Plan–Safety Element; Santee Fire Department.

a. Less than Significant Impact. As described in Section 15.9.f, the project site is located in an existing developed area with access to major roadways that would allow for emergency evacuation. Therefore, the project would not impair implementation of, or physically interfere with emergency response and impacts would be less than significant.

b. Less than Significant Impact. As described in Section 15.9.g, the project site is identified within an area considered a "non-very high fire hazard severity zone" and is not located within a Wildland Urban Interface area. The project site is surrounded by developed land including commercial businesses to the north and northwest, multi-family residential homes to the northeast, SR-67 to the east, light-industrial to the south, and the Sonrise Community Church to the southwest. Therefore, there are no characteristics of the surrounding environment that would exacerbate wildfire risks, and impacts would be less than significant.

c. Less than Significant Impact. As described in Section 15.19.a, the project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. Additionally, the project would not require construction or maintenance of any other infrastructure facilities. Therefore, the project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk, and impacts would be less than significant.

d. No Impact. As described in Section 15.9.g, the project site is not within the 100-year floodplain, and is located outside the potential inundation areas delineated on Figure 8-2 of the General Plan Safety Element. The project site is surrounded by developed land including commercial businesses to the north and northwest, multi-family residential homes to the northeast, SR-67 to the east, light-industrial to the south, and the Sonrise Community Church to the southwest. Therefore, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No impacts would occur.

15.21 Mandatory Findings of Significance

Does the project:

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

a. Less than Significant Impact with Mitigation. As described in Section 15.4.a above, implementation of mitigation measure BIO-1 would reduce impacts to nesting migratory birds to a level less than significant. As described in Section 15.4.b above implementation of mitigation measure BIO-2 would reduce impacts to require the 0.27 acre of Diegan coastal sage scrub. Mitigation of the 0.27 acre would occur through either acquisition of 0.27 acre of Diegan coastal sage scrub credits to a mitigation bank approved by the City and Wildlife Agencies (i.e., CDFW, USFWS), or preservation of land supporting a minimum of 0.27 acre of Diegan coastal sage scrub at a location to be approved by the City and Wildlife Agencies. The project does not have the potential to result in any other

impacts that would substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community or substantially reduce the number or restrict the range of a rare or endangered plant or animal.

b. Less than Significant Impact. In addition to evaluation of potential project-specific effects, this evaluation considered the project's potential for incremental effects that may be cumulatively considerable when viewed in connection with the effects of past, current, or probable future projects in the area.

As discussed in this Initial Study, all impacts would be mitigated to a level less than significant. Air quality is a regional issue and the cumulative study area for air quality impacts encompasses the SDAB as a whole. Therefore, the cumulative analysis addresses regional air quality plans and policies, such as the RAQS, as well as the project's contribution to a net increase of any criteria pollutant for which the SDAB is listed as a non-attainment area. As described in Section 15.3.a, the project would not be significantly different from the growth projections of the General Plan and would not result in an increase in emissions that are already accounted for in the RAQS. Climate change is, by its nature, a cumulative issue. As described in Section 15.8.b, the project would not conflict with the applicable plans developed to reduce GHG emissions at the regional level. Due to the varied schedules and for construction of cumulative projects listed in the City's Active Projects Map, it is unlikely construction activities would overlap, thereby avoiding significant cumulative noise impacts on sensitive receptors. In the event of other future developments in the surrounding area, adherence to all applicable local, state, and federal regulations would be required to reduce potential impacts to a less than significant level. Therefore, the project is not anticipated to contribute to considerable environmental impacts, and impacts would be less than significant.

c. Less than Significant Impact. As discussed throughout this document, no hazardous conditions on the project site or in the surrounding area were identified that could adversely affect human beings. It is not anticipated that demolition or construction activities would create conditions that would significantly directly or indirectly impact human beings. Transport, use, and storage of hazardous materials during operation of the site and the buildings would be conducted pursuant to applicable local, State, and federal laws, including but not limited to Title 49 of the Code of Federal Regulations implemented by Title 13 of the California Code of Regulations, which describes strict regulations for the safe transportation of hazardous materials, and in cooperation with the County's Department of Environmental Health. As required by California Health and Safety Code Section 25507, a business shall establish and implement a Hazardous Materials Business Emergency Plan for emergency response to a release or threatened release of a hazardous material. Development of the project site would comply with all state and City regulations that would ensure the building is safe and designed to protect future occupants. The project would not result in any substantial adverse effects on human beings directly or indirectly. Thus, impacts would be less than significant.

16.0 Mitigation, Monitoring, and Reporting Program

Section 21081.6 of the CEQA Guidelines requires that a MMRP be adopted upon certification of an Environmental Impact Report or adoption of a Mitigated Negative Declaration to ensure that the mitigation measures are implemented. The MMRP specifies the mitigation for the project, when in

the process it should be accomplished, and the entity responsible for implementing and/or monitoring the mitigation. Public Resources Code Section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant.

17.0 Checklist References

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APPENDICES

(Under Separate Cover)