

RESOLUTION NO. 009 – 2006

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE,
CALIFORNIA AMENDING THE TOWN CENTER SPECIFIC PLAN (TCSPA04-01) TO
ADD SECTION H ENTITLED “RIVERVIEW MASTER PLAN”
(RYAN COMPANIES US., INC)**

(RELATED CASE FILE: TPM05-04)

WHEREAS, on August 23, 2000, the City Council, as designated Planning Agency for the City of Santee, adopted Resolution No. 145-2000 amending the Town Center Specific Plan to establish an “Office Park Overlay” on approximately 162 acres within Town Center; of which 154.05 acres are County-owned lands; and

WHEREAS, on August 23, 2000, the City Council also directed staff to work with the County of San Diego on a Request for Qualifications to identify a master developer of the site covered by the “Office Park Overlay” and a master developer was subsequently selected in 2002; and

WHEREAS, in August of 2003, the City of Santee adopted an updated General Plan in compliance with State Law, in which the “Town Center” land use designation “shall be developed in accordance with the Town Center Specific Plan”; and

WHEREAS, the City has prepared an Amendment to the Town Center Specific Plan to add a new Section H entitled the “RiverView Master Plan” to the Specific Plan (the Amendment”); and

WHEREAS, in accordance with Public Utilities Code Section 21670, the project was submitted to the San Diego County Regional Airport Authority for review and the Board adopted Resolution No. 2005-0033 determining consistency with the Gillespie Field Land Use Compatibility Plan on December 5, 2005; and

WHEREAS, Section 65402 of the Government Code requires the Planning Agency of the local agency to review the Amendment for conformance with the General Plan; and

WHEREAS, the Amendment provides a master planning framework for future development of a premier corporate office park on 104 acres, 8 acres of which is developed with the Hartford building, consistent with the General Plan and the Town Center Specific Plan; and

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WHEREAS, a Draft Master Environmental Impact Report (“MEIR”) was prepared for the Amendment and circulated for public review from September 29, 2005 through 5:00 p.m. on November 14, 2005 in accordance with the provisions of the California Environmental Quality Act (CEQA); and

WHEREAS, consistent with the requirements of the Public Resources Code Section 21081.6 (a) and State CEQA Guidelines Section 15091(d), City staff prepared a Mitigation and Monitoring Program (“MMP”) for monitoring the mitigation measures contained in the MEIR to ensure compliance with the mitigation measures during project implementation in accord with the Amendment; and

WHEREAS, the Director of Development Services set this item for public hearing in accordance with Section 17.04.100 of the City of Santee Municipal Code; and

WHEREAS, on February 8, 2006 the City Council held a duly advertised public hearing on the MEIR, the Amendment and Tentative Parcel Map (TPM05-04); and

WHEREAS, on February 8, 2006, the City Council certified the MEIR for the Amendment; and

WHEREAS, the City Council considered the Staff Report, the Final MEIR, all recommendations by staff and public testimony.

NOW, THEREFORE, BE IT RESOLVED by the City of Santee City Council, after considering the evidence presented at the public hearing, as follows.

Section 1: The City Council finds that the Amendment is consistent with both the Santee General Plan and Town Center Specific Plan, specifically in the implementation of Objective 1.0 of the Land Use Element to “Continue implementation of the Town Center Specific Plan which provides for retail, commercial, office, recreational and other appropriate uses to establish a focal point for the City” and its policies 1.1, 1.2 and 1.3 which respectively promote public/private development partnerships, promote residential development in the context of a master plan on lands south of the San Diego River, and promote the preservation of biological and visual resources associated with the San Diego River; the City Council further finds that development governed by the Office Park Overlay shall be in accordance with the Amendment, and hereby amends the Town Center Specific Plan to add Section H entitled the “RiverView Master Plan” to the Specific Plan, as set forth in Exhibit A to this Resolution which is incorporated into this Resolution by reference.

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Section 2: In adopting this Amendment, the City Council hereby adopts, approves, and makes the written findings set forth in the following documents, each of which is incorporated into this Resolution by this reference: (1) the Mitigation and Monitoring Program attached as Exhibit B; (2) the Findings of Fact attached as Exhibit C; and (3) the Statement of Overriding Considerations attached as Exhibit D.

ADOPTED at a REGULAR MEETING by the City Council of the City of Santee, California, thereof held this 8th day of February 2006, by the following roll call vote, to wit:

AYES: DALE, JONES, MINTO, VOEPEL

NOES: NONE

ABSENT: NONE

ABSTAIN: RYAN

APPROVED:


RANDY VOEPEL, MAYOR

ATTEST:


**LINDA A. TROYAN, MMC
CITY CLERK**

Attachments:

Exhibit A: Section H of the Town Center Specific Plan - RiverView Master Plan

Exhibit B: Mitigation and Monitoring Program

Exhibit C: Findings of Fact

Exhibit D: Statement of Overriding Considerations

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EXHIBIT A

Section H of the Town Center Specific Plan – RiverView Master Plan

RiverView Office Park

Amendment to the Town Center Specific Plan TCSPA04-01

February 8, 2006

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(Figures are intended for conceptual purposes only. The final dimensions, designs and improvements are subject to final City approval).

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I. Introduction

A. Background & Purpose

In August of 2000 the City Council of the City of Santee adopted Resolution No.145-2000 establishing an Office Park Overlay within the Town Center Specific Plan area. This Overlay provides for the development of a corporate office park and ancillary uses over County owned land in Town Center. The Overlay did not eliminate the underlying land use designations, but rather established a master planned corporate office park development option for the largest remaining undeveloped property remaining in Town Center.

The development of the office park is to occur under the guidance of a Master Plan to ensure that the highest quality development occurs in a comprehensive and coordinated fashion. This Town Center Specific Plan Amendment provides broad development guidelines. The Town Center Specific Plan, together with the City's Municipal Code, will be utilized in the development review process. The Amendment does not supercede existing design objectives set forth in the Town Center Specific Plan, but rather; it augments these standards within the RiverView Office Park. The Amendment is therefore incorporated in the Town Center Specific Plan as a distinct but internally consistent section.

B. Plan Concept and Goals

The 2000 amendment to the Town Center Specific Plan established the Office Park Overlay designation. As such, Section III.C of the Town Center Specific Plan states:

“The Office Park Overlay is intended to provide for a significant, high end, master planned office park development including, but not limited to, uses engaged in scientific, technical, communication or other related endeavors. While certain high tech assembly or clean room manufacturing uses may be considered in conjunction with research and development facilities, this designation is not intended for traditional light industrial or manufacturing uses, but rather, such uses may also be permitted, as ancillary to an office park development, and integrally designed into a master planned concept.”

As such, the overarching vision is to create a premier office park in a campus-like setting that will become a significant employment center for outstanding jobs for the City of Santee as well as the entire region.

In addition, RiverView has utilized smart growth principals through the inclusion of a “Mixed Use Area” that will include both high density residential as well as a regional entertainment complex. RiverView will take full advantage of the multi-modal transit station at Santee Trolley Square by strategically locating this mixed use development within easy walking distance of the station and by creating a network of pedestrian/bicycle paths throughout the project that will link uses to the station as well as to surrounding areas in Town Center. As such, RiverView is recognized as a Transit Oriented Development (TOD).

The "Office Campus Planning Area" is largely intended for office uses, supported by ancillary uses and amenities primarily for the use of on-site employees and firms. Typically office uses are placed over ground floor retail, personal services, and delicatessens/restaurants. However, in this planning area, ancillary uses may be either horizontal or vertical, and will depend on the type of ancillary use being included.

The following are additional features of the overall vision for the RiverView Office Park:

- Creation of a vibrant downtown for the Santee community.
- Creation of a more balanced community wherein Santee residents can live, work and play.
- Creation of high quality and high paying jobs for Santee residents and the surrounding region.
- Pedestrian and bicycle friendly environment throughout the Office Park that will serve to establish a connection between the campus, the San Diego River, and the remainder of Town Center.
- Creation of an interpretive nature center adjacent to the San Diego River.
- Architectural designs that emphasize quality, identity, and use of appropriate materials and design that will showcase its adjacency to the San Diego River and surrounding mountains.
- Ancillary commercial and residential uses that meet the needs of employees, residents and visitors and lessen reliance on the automobile.

C. Location and Setting

RiverView Office Park is located within the City of Santee, California, generally described as the area bounded by the San Diego River on the north, Cuyamaca Street and Santee Trolley Square on the west, Mission George Road on the south and Cottonwood Avenue and Magnolia Avenue on the east. This area is within the larger 706 acre Town Center Specific Plan area. The Santee Town Center Specific Plan, adopted on October 22, 1986, has enabled the creation of a diverse, mixed use downtown for Santee that has become the focal point for the community. It is intended that RiverView Office Park will be a key component of the downtown area.

II. Office Campus Planning Areas

A. Purpose and Intent

It is the purpose of the office campus planning area to provide areas for office/professional, research and development, and technology-based clean manufacturing uses in a comprehensively planned, cohesive environment, which will attract desirable corporate tenants. Development areas will be

flexible and range in size to accommodate the needs of a variety of potential tenants.

The large contiguous land areas provide an opportunity to establish the "campus" environment, preferred by many corporate users. The key to the success of the project is the overall integrity of the development, to which the project's theme, physical amenities, landscaping, CC&R's and quality of users all will contribute.

B. Permitted Uses

All permitted uses, conditionally permitted uses and accessory uses for the Office Campus Planning Areas will be pursuant to Appendix A.

C. Prohibited Uses

Any use not allowed under the Land Use Matrix in Appendix A for Office Campus Planning Areas is prohibited.

D. Development Intensity

The development intensity noted in Appendix B denotes the minimum and maximum building square footage contemplated in each planning area (i.e. building intensity/density). Greater than the maximum square footage shown for each planning area can be approved, so long as the total amount of square footage approved for the entire RiverView Office Park is not exceeded. The minimum amount of square footage designated for each planning area shall be met, unless otherwise specifically approved by the City.

E. Design Standards

1. Overall Design Concept

The overall design concept of RiverView Office Park is to create a state of the art, effective office campus that meets the needs of corporate users, while at the same time establishing a highly amenitized setting that emphasizes quality landscaping, water features, pedestrian and bicycling pathways, and outstanding architecture. It is not intended that a single architectural theme be used throughout the entire Office Park, but rather that a variety of complementary, but individual, designs be incorporated. Consistency within the Office Park shall be created by use of common themed public amenities and landscape motifs.

RiverView should strive to create a campus setting wherein two or more buildings are grouped in an excellent landscaped setting, and may include parking structures to de-emphasize surface parking and add to the development potential of the site. Individual development areas should share access by means of interior drives wherever possible rather than having multiple direct access points to the public street. Special consideration is given to project entries and identified "nodes" in the planning areas. The entry points and nodes function as "project windows" and should, therefore, project a prestigious corporate image for the anticipated users.

Additional design considerations include:

Emphasis on pedestrian access and circulation, especially between and around roads and buildings.

Encourage boundary-less and barrier-less lot perimeters, utilize low decorative walls and landscape materials where property demarcation is needed.

Encourage building clusters or nodes which are sited around courtyards and plazas.

Encourage employee amenities such as courtyards and outdoor eating areas. Encourage the location of service areas at the rear of buildings or concealed with adequate decorative walls and landscaping to minimize visibility from public streets.

3. Buffers and Setbacks

Landscaped buffers around the perimeter of the property shall be used to screen on site parking, while still ensuring necessary visibility for public safety.

All setbacks shall be determined with each individual entitlement permit. The Zoning Ordinance requirements for landscape buffers and building setbacks shall act as a guideline, but alternative site design standards may be approved. It is anticipated that, in general, all perimeter areas should include a landscape buffer.

The setbacks for buildings and parking from public streets shall incorporate the Town Center Open Space Corridor design found within the Specific Plan, which includes combined pedestrian\bicycle pathways, substantial landscaping and public amenities. The precise width of each Open Space Corridor, whether adjacent to a public street or located elsewhere within the Office Park, shall be established with each individual entitlement.

4. Building massing/scale/form

Long unbroken exterior walls should be avoided with articulation along the building. Where buildings are more than one story, staggered or stepped walls will be encouraged to create visual interest. Buildings should be designed to include curved or other alternative shaped facades to avoid over repetition of rectangular building exteriors and rooflines should be articulated with varying elements to reduce apparent building massiveness. Where applicable, buildings should allow vistas to the San Diego River area from the public right of way.

All buildings should incorporate "four-sided" architecture. Specifically, all building facades should include similar architectural treatment, detail and overall design quality as the building's primary entrance side, although it is recognized that areas of high importance or destination, such as a main entryway, may include unique architectural or other design features.

5. Building Materials and Color

While few materials are considered inherently undesirable, quality, creation of individual identity and simplicity in the use of materials is encouraged. The use of locally occurring stone or related surface treatments is encouraged.

There shall be a goal that at least 15% percent of the total vertical exterior surface of each building shall be decorative concrete, natural or cut stone, stone veneer, brick or cultured stone. However, this minimum should not be viewed as a limitation of design quality desired for each building, nor should building designs be visually repetitive as to the amount or percentage of decorative surface that occurs within different development phases.

Neither pre-engineered metal buildings nor metal-sided "Butler" type buildings are permitted.

In general, a wide variety of colors may be used ranging from neutral tones of white to deeper earth tones. More prominent colors should be kept to a minimum and should be primarily utilized as accent colors and to express corporate identity.

6. Screening of Mechanical Equipment

Any equipment, whether on the roof, on the side of a building, or on the ground, shall be screened from view. The method of screening shall be architecturally integrated with the building design in terms of material, color, shape and size. Consideration will be given specifically to viewsheds from adjacent developments, as well as adjacent public rights of way.

III. Mixed Use Planning Area

A. Purpose and Intent

The Mixed Use Area is envisioned to be a lively interaction of uses, which support one another. This is designed to create a sophisticated environment enhancing the experience to all users. It is envisioned that the potential theater complex would be adjacent to the residential units. The office component will share parking with the theater complex. The residential units are located to take advantage of natural vistas afforded by the San Diego River, and to provide a high quality of life environment.

B. Permitted Uses and Development Intensity

The Mixed Use Area is specifically intended to include a multi-screen, stadium seat movie theater complex, multiple family residential development ranging between 22 to 30 units per acre, and an office complex of up to 150,000 square feet. Additional uses, including support retail and live place / work place development is also permitted. It is anticipated that a parking structure will be included in order to achieve this development intensity.

If a movie complex cannot be secured for this site, then the City Council may approve in lieu office development within the entire Mixed Use Area pursuant to the same standards of development outlined for the Office Campus Area.

C. Design Standards – Mixed Use Area

1. Design Concepts

Theater Area

The architectural character of the theater complex is envisioned to consist of a lively, eclectic array of contemporary architectural styles intended to create high visual interest and energy. It is envisioned that the theater complex will have a strong signature statement towards its primary street frontage and Santee Trolley Square. Entry gateway features may be provided at the transitions between the adjacent mixed-use and retail developments, providing a strong address and identity for the theater area. Icon elements such as gateways, marquees, towers and banners will be essential elements of the theater area's overall character.

Residential Area

The residential area is envisioned as a high-density, urban environment that will include high quality architecture, site design, and recreational amenities and create an overall identity unique to this site. Specifically, it will include an orientation toward the San Diego River, provide access to the Town Center Open Space Corridor system and be designed in conjunction with both the office complex and theater portions of the mixed use development.

Office Area

The office complex is intended to be designed and utilized based on the same land use and design guidelines established for the Office Campus phases found elsewhere within the Office Park.

2. Site Design

All uses within the mixed-use area shall be integrally planned and designed. The theater should be sited to provide strong visual identification from Santee Trolley Square and the residential development shall be sited to take maximum advantage of the adjacent San Diego River. The edges of use between the residential/retail/theater components shall be designed seamlessly to the extent possible, while providing a sense of place and security for all residents, tenants and users.

A strong pedestrian connection shall be established between Santee Trolley Square, all three portions of the mixed use development and the San Diego River. This shall be accomplished through the use of a safe and pedestrian-friendly street crossing between Trolley Square and the theater, creative hardscape and significant, quality landscaping. Specialty water features are encouraged as well as opportunities for outdoor seating and use.

3. Buffers and Setbacks

Requirements for buffers and setbacks shall be the same as for the remainder of the Office Park.

4. Building Massing/Scale/Form

Theater Area

The theater complex is anticipated to be a single building and oriented to create an animated entertainment experience. The visual scale of the building will be broken up through use of a variety of architectural devices, such as arcades, that may be used to create pedestrian scale at both the street level and the upper level(s); building elevations that may incorporate stepped facades to create shadows and increase visual interest; and use of varying colors and materials.

Residential

The residential area is likely to be multi-story with numerous individual buildings. Design should accommodate vertical building articulation to lessen the mass of each unit, particularly where three story or higher units are proposed. Varied elements such as building heights, rooflines, garage doors, balconies, trellises and entry nodes will be encouraged.

Offices

The overall massing, scale and form of the offices within the mixed use area will be similar as to the remainder of the Office Park, other than that the office complex proposed herein will be comprehensively designed in conjunction with the theater and residential development and will address compatibility concerns and opportunities with these other uses.

5. Building Materials/Color – See Section II Item E-5

6. Roofs – See Section II Item E-6

IV. Common Design Standards (*All Planning Areas*)

A. Screening/ Storage

Storage, service, maintenance, loading areas and refuse collection areas must be constructed, maintained and used in accordance with the following conditions:

1. Each building site shall provide sufficient on-site vehicle loading, if needed by the respective tenants. No on-street loading shall be permitted.

2. Outdoor work areas or storage of materials will be discouraged on site. If such uses are critical to the function of a permitted or conditionally permitted use, they may be allowed inside or behind a decorative solid wall that is integrally incorporated into the design of the main building and which effectively screens such activities from adjacent lots. Storage areas may not be in the front of the building and should normally only be located to the rear or least visible side of a given building.
3. All loading areas will orient away from the primary street side elevations, and shall be screened from public streets through the use of decorative walls, landforms and landscaping.
4. Each building site shall provide sufficient on-site space for refuse and recycling containers, per City of Santee standards. All outdoor refuse and or recycling containers shall be visually screened with concrete/masonry wall and have a durable gate. The enclosures shall be of materials, finishes and colors that are harmonious with the overall architectural theme.
5. Fiberglass, chain link fences and corrugated metal work will not be permitted for use as an enclosure.
6. Any exterior components of plumbing, heating, cooling and ventilation systems which will be visible from adjacent buildings should be installed in a consolidated area where possible and effectively screened from public view.

B. Fences and walls

1. Walls and fences between buildings and frontage streets are discouraged. Security purposes may require walls or fences between buildings and their street frontage in some cases, pursuant to City approval.
2. All screening, storage or security walls or fences will be a minimum of six feet high. Maximum heights will vary, depending on screening needs, pursuant to City approval.
3. All fences and walls will be designed as an integrated part of the overall architectural and site design scheme.
 - a. All materials will be durable and finished in textures and colors complementary to the overall architectural design.
 - b. Fences and walls visible from the public right-of-way shall be visually buffered with landscape plantings.
4. No fence or wall, except retaining walls, seat, or water feature walls will be constructed within the approved landscape front yard setback.

C. Parking

Parking lots shall be reasonably screened from view by landscaping and/ or berms. These berms and/or landscaping or a combination of both should be placed to reasonably screen parking areas from street level views, as seen in recent adjacent developments of Santee Trolley Square and Hartford Insurance. They should be designed and constructed to requirement standards of the City of Santee and shall take into account the community oriented policing needs of the City.

1. Parking Standards

All parking standards, stall size aisle width, standard/compact ratio, etc. will follow those specified in the Off Street Parking Requirements of the City of Santee Zoning Ordinance.

Required number of parking spaces for each use will be determined using the City of Santee standards at the time of each project approval.

All landscape areas within parking areas shall meet or exceed City-wide landscape regulations.

All landscape and irrigation for permanent parking lots shall conform to the City of Santee Landscape Technical Manual and all other applicable City and Regional standards for landscape installation and maintenance.

No street parking shall be counted towards meeting an on-site parking requirement per the City of Santee Municipal Code.

Parking demands and requirements not clearly indicated in the City of Santee Municipal Code (Title 17) shall be determined by the City, based upon the particular use and it's particular off-street parking demand.

2. Parking Structures

As an alternative to surface parking, well-designed parking structures in close proximity to existing and proposed buildings are encouraged where appropriate. Parking structures should be designed as secondary elements of the built environment and not as focal points. This will be accomplished both in the design of the structure, and of building materials. However, such structures should incorporate quality design and materials and should not be visually plain or monotonous.

V. Circulation**A. Traffic circulation and roadway design**

This Town Center Specific Plan Amendment depicts the major road circulation system.

The backbone vehicular circulation through RiverView is provided through the extension and improvement of two primary roads. RiverView Parkway will be extended and improved from its current location (formerly designated Civic Center Drive), east to Magnolia Avenue and Town Center Parkway will be improved from Cuyamaca Street east to its intersection with RiverView Parkway. Project specific traffic studies will dictate roadway system phasing.

Improvements to roadway, pedestrian and bikeway systems should be consistent with the City's Town Center standards for streetscape improvements. Pedestrian crossings should include items such as curb extensions at Intersections, decorative crosswalk paving, complementary plant materials, pedestrian lighting and bus shelters and turnouts where appropriate.

B. Bicycle Circulation

The RiverView Office Park intends to provide a conducive environment for bicycle use. Bicycle pathways are provided along the perimeter of all properties as well as along all river walk areas and will connect to the existing bicycle system within Town Center and adjacent areas.

C. Pedestrian Circulation

Enhanced pedestrian movement is an important part of the Office Park. Pedestrian circulation both on and off site should be paved and well lit. Onsite private pedestrian circulation will be provided, which connects the river walk trails. Meandering walkways are preferred. See exhibits for pedestrian circulation design concepts.

D. Transit Circulation

The Santee Trolley and Transit Station, located within Trolley Square, is immediately adjacent to RiverView. The mixed use planning area, that is closest to the station, will include smart growth site design principals in order to take full advantage of the nearby transit opportunities. These designs will include higher density residential within walking distance to the station, employment center and shopping areas, as well as pedestrian and bicycle pathways connecting the station directly to the entire mixed use area. Additional bus stops may be added along primary roadways as needed.

VI Sensitive Lands and Open Spaces

San Diego River

The San Diego River is seen as a major thematic element throughout RiverView. The creation of viewsheds to this natural wetland should be taken into account with the design of buildings adjacent to the River. A major landscaped pedestrian and bicycle system and additional site amenities will be developed along the south boundary of the River that will provide access to the office park as well as the Town Center Open Space Corridor system.

VII Landscape Design

A. Landscape Plan

1. Landscape Design Standards

Landscape design standards contained herein are intended to apply primarily to public areas within the Santee Town Center and are intended to provide direction for design continuity of site elements. Landscaping and site improvements on private property will be determined at time of project review, but should be consistent with both the quality and design of public area improvements. Concepts and standards are presented for entry gateway areas, parkways, interior streets, river walk trail, interpretative nature area and other general walkways. Signage, lighting, and street furniture standards are also described under separate headings.

Generous landscaping and monumentation throughout the office park is intended to accomplish the following objectives:

- Enframe and articulate views of the RiverView developments
- Create an outstanding visual image of RiverView Office Park as well as the larger Santee Town Center planning area
- Articulate project entries by projecting the prestigious corporate image envisioned for RiverView Office Park.

2. Entry Gateways

The entry gateways to Santee Town Center will be the most identifiable design features as they are the first elements seen as one enters the project from Mission Gorge Road, Magnolia Avenue, Cottonwood Avenue and Cuyamaca Street. A combination of elements including raised planters, elevated water elements, enhanced hardscape and accentuated landscaping will set the tone for the design character of the office park.

The entry gateway landscape shall introduce the hard and soft elements that will be utilized in varying ways throughout the site. Informal plantings will add to the distinct character of the development and provide a visual connection to the river landscape and its more natural character.

Monument signs at entry gateways should be substantial sculptural elements, incorporating stone or rock, the element of water and/or art piece as the signature materials. The use of water as an entry element will provide a means of relating to the San Diego River and Santee's overall natural setting. This connection to the natural features that are in close proximity to the site can be achieved while also promoting a corporate image for the site.

Design elements used in the entry gateways should create a visual continuity for the office park. Where possible, utility conflicts and other components should be identified early in the design process to determine the most suitable locations and incorporation into the overall design scheme. Wherever possible, utility cabinets should be placed underground so as to not adversely affect the design continuity of the office park, not only near gateways, but anywhere within the Office Park.

3. Parkway

Landscape, signage, lighting, walkways and site furnishings will define the distinct character of the parkways and be usable to the public and clients of the office park. The use of these materials in a unified statement will support the design continuity of site elements along parkways. Specific standards for parkway signage, lighting, walkway paving, and street furniture are noted under separate headings within this chapter.

4. RiverView Parkway

RiverView Parkway, connecting Mission Gorge Road to Magnolia Avenue, is intended as the main entry point into the RiverView Office Park. A special median landscape treatment will reinforce that connection while introducing the selected planting palette, the RiverView Parkway Plant Palette, found in Appendix C.

It is important that the landscape theme in the section of RiverView Parkway from Mission Gorge Road to its intersection with Town Center Parkway interface with the existing Santee Trolley Square development to the west.

5. Town Center Parkway

Town Center Parkway, connecting RiverView Parkway to Cuyamaca Street, will serve as the primary connection of RiverView to the rest of Town Center. Landscaping in this area shall incorporate materials utilized in the Trolley Square development to provide a seamless visual continuation and blending of the two developments. The street crossing over Town Center Parkway from Trolley Square to the planned movie theater will encourage pedestrian use and safety through the use of an enhanced intersection, four-way stop, lower speed limit and reduced street width. Planting along this street and medians shall utilize the Town Center Parkway Plant Palette found in Appendix C.

6. River Walk Trail

Similar to other public areas of Santee Town Center, a uniform system of lighting, signage, site furniture and paving will provide design continuity within the River Walk Trail. Naturalized landscaping shall be utilized to provide a more rural and natural design within this area. The use of trees such as California Sycamore and White Alder will provide a shade canopy for users of the trail and create visual interest. Planting on and around the River Walk Trail shall utilize the River Walk Trail and Riparian Area Plant Palette found in Appendix C.

Minimum dimensions have been established for the River Walk Trail. However, varying the width and incorporating areas for public activity within individual projects is encouraged.

7. Pedestrian Paths / Walkways

All standard walkways in the public right of way shall be a 9'-0" wide combined sidewalk \ bike path per the City's pathways design. Walkways shall meander where possible and in all areas where additional landscape setbacks have been provided. Where setbacks do not allow for the meandering sidewalk a non-contiguous sidewalk shall be utilized. The primary paving material for walkways shall be concrete with exposed aggregate and medium broom finish where specified. Special decorative paving within public streets for crossing areas or entrance driveways shall be a combination of integral color concrete with stamped concrete or other complementary material, such as interlocking pavers. All materials within public streets shall be subject to final approval at time of project review.

8. Nature Interpretive Center

An area adjacent to the San Diego River is anticipated to be developed as a "Nature Interpretive Center". This facility is primarily intended to provide information about the San Diego River's flora and fauna. This area is envisioned to include a open-sided enclosure, designed with natural materials to reflect its surroundings, informational display signage, site furniture, lighting, and native landscaping. The Nature Interpretive Center will be accessed via the River Walk pathway system, as well as the pathway system along RiverView Parkway.

9. RiverView Linear Park Trail Corridor

A pedestrian \ bicycle trail connection has been established in the Master Plan to connect users from Mission Gorge Road through the various parcels to RiverView Parkway and the Nature Interpretive Area. Pathway dimensions shall be 9'-0" wide per the approved city bicycle/pedestrian path design. Lighting and benches shall be provided as per the approved guidelines. Walkways shall meander in all areas where sufficient landscape setbacks exist. A decorative paved area at the trail connection at Mission Gorge Road is shown on landscape exhibit L-15. Planting in this corridor shall utilize the RiverView Linear Park Trail Corridor Plant Palette found in Appendix C.

10. Signage

A complete system of signage for the overall area should clearly identify and direct individuals to and through the Santee Town Center and specific facilities. The system will be divided into signs for business identification, internal direction and traffic control.

All signs shall be designed to blend with the size, scale and character of the architecture and shall be consistent with the Santee Sign Ordinance. Monument signs shall be designed to enhance the office park and be architecturally related to the developments for they identify.

Notwithstanding other sign regulations, theater marquee sign(s) shall be permitted within RiverView Office Park and their location, design, size and number shall be determined at time of project approval for the theater development.

11. Site Furnishings

Site furniture includes elements such as benches, trash containers, bollards, tree grates and any other special elements introduced into the landscape. Specific products will be specified for use within RiverView Office Park per the approved materials list for Town Center or similar as approved by the City.

12. Plant Material

Planting schemes should vary throughout RiverView based on location and use. Gateway entries should incorporate a somewhat formal tree and shrub layout utilizing ornamental shrubs and groundcover to quickly establish the theme of the gateway. Plantings along streets and in medians should transition from the more formal arrangement at the Gateway entries to a more casual, informal layout that supports the meandering pathways throughout the site. A combination of deciduous and evergreen trees should be incorporated into the palette to provide year round visual interest. A combination of ornamental and low water use plant material should be incorporated into the design of the streetscape. Tree and shrub layouts in riparian areas should be informal and include a wide variety of material as is commonly found in riparian and native habitats. Specific plant material legends designed for use as a guide in planting layouts in and around all areas of the Santee Town Center can be found in Appendix C. Modification of these materials shall be for the purposes of accomplishing the same landscape goals and shall only be permitted with approval of the City.

VIII Implementation

A. Processing

All development shall require the approval of a Development Review Permit or a Conditional Use Permit. All submittals for entitlements and the specific decision-making process shall be per the requirements of the Zoning Ordinance for Development Review Permits and Conditional Use Permits.

B. Infrastructure Phasing

An infrastructure plan tied to development phasing and intensity ensures that required improvements will occur according to the needs and impacts of each specific proposed phase or project. Precise timing of infrastructure will be determined pursuant to individual entitlements.

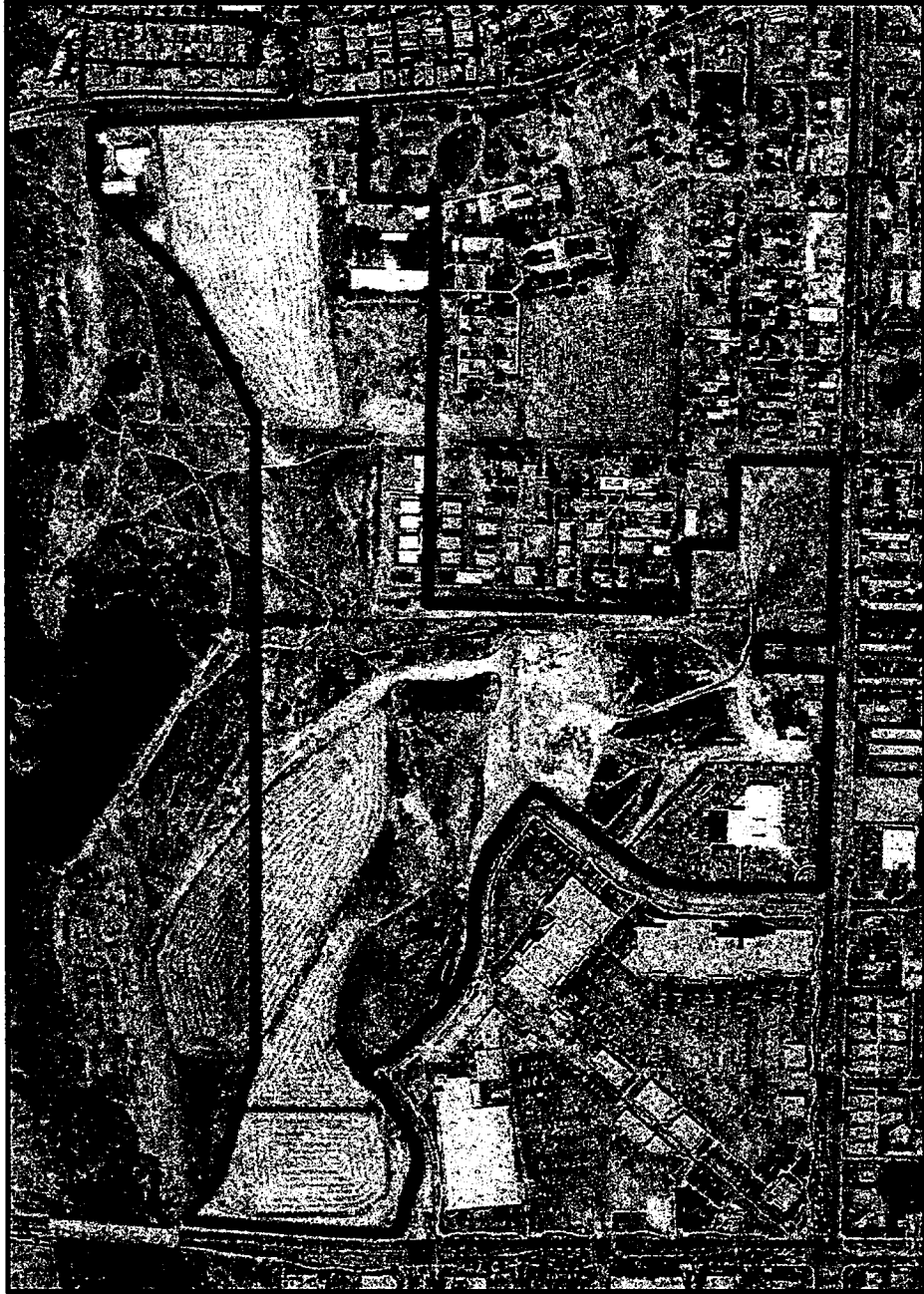


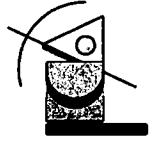
FIGURE 1

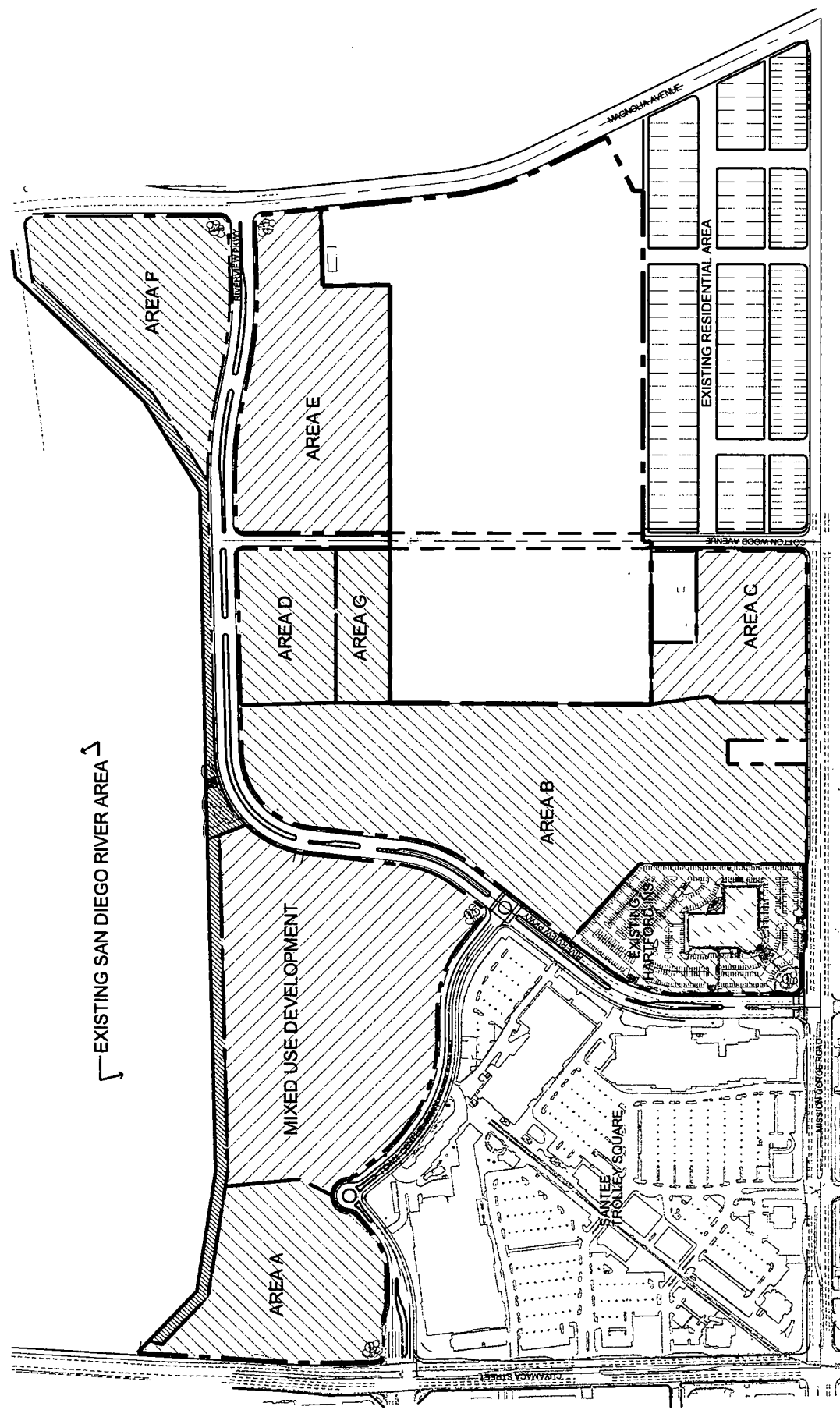
AERIAL VIEW OF PROJECT AREA

SANTEE TOWN CENTER AMENDMENT

TCSPA04-01

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Cornerstone
Architects
4105 Sorrento Valley Blvd.
San Diego
California
92121
Ph 858.677.9880
Fx 858.677.9886





Pacific Cornerstone Architects
 4105 Sorrento Valley Blvd.
 San Diego, California 92121
 Ph 658.677.9880
 Fx 658.677.9886



FIGURE 2

PLANNING AREA EXHIBIT
SANTÉE TOWN CENTER AMENDMENT
TCSPA04-01

AT SANTÉE
RIVERVIEW



N.T.S.

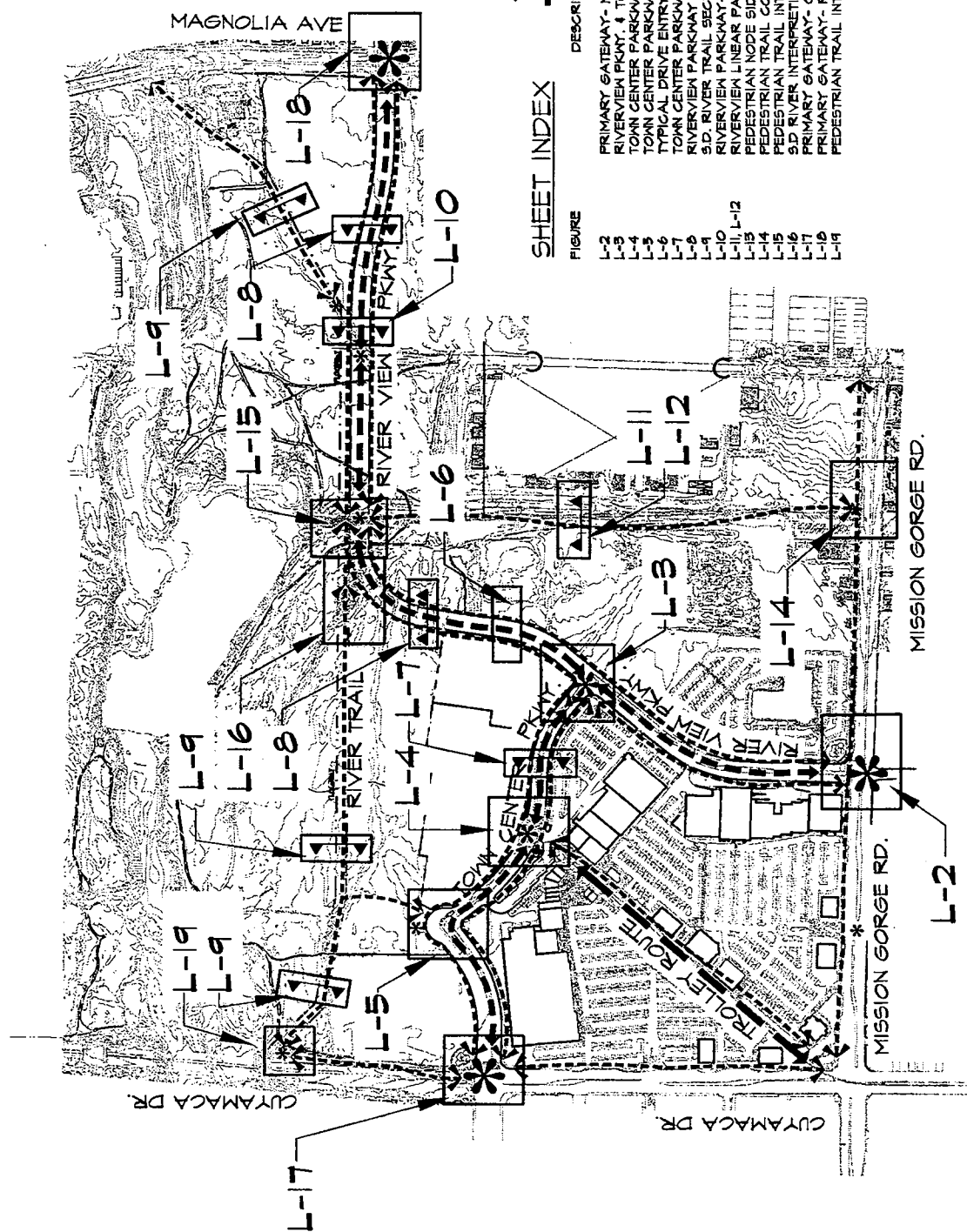
Legend

- * **Primary Gateway**
 - Central entrance to the Park (located at major intersection)
 - Convergence of all transportation modes
 - Featuring large scale signage and internal cascading water element
- * **Secondary Gateway**
 - Localized entrance to the specific areas of the Park
 - Featuring smaller scale uniform signage and formal cascading water element
- * **Node**
 - Point of intersect- Entry to specific location /feature within the Park
 - Minor intersection within the Park
 - Denoted by themed monumentation, hardscape, and landscaping
- ▲ **Riverwalk Entry**
 - Trailhead entry to Riverwalk area
 - Interpretational signage, native plantings and seating

- ↔ **→ Pedestrian Routes**
- ↔ **→ Automobile Routes**
- **Existing Trolley Route**

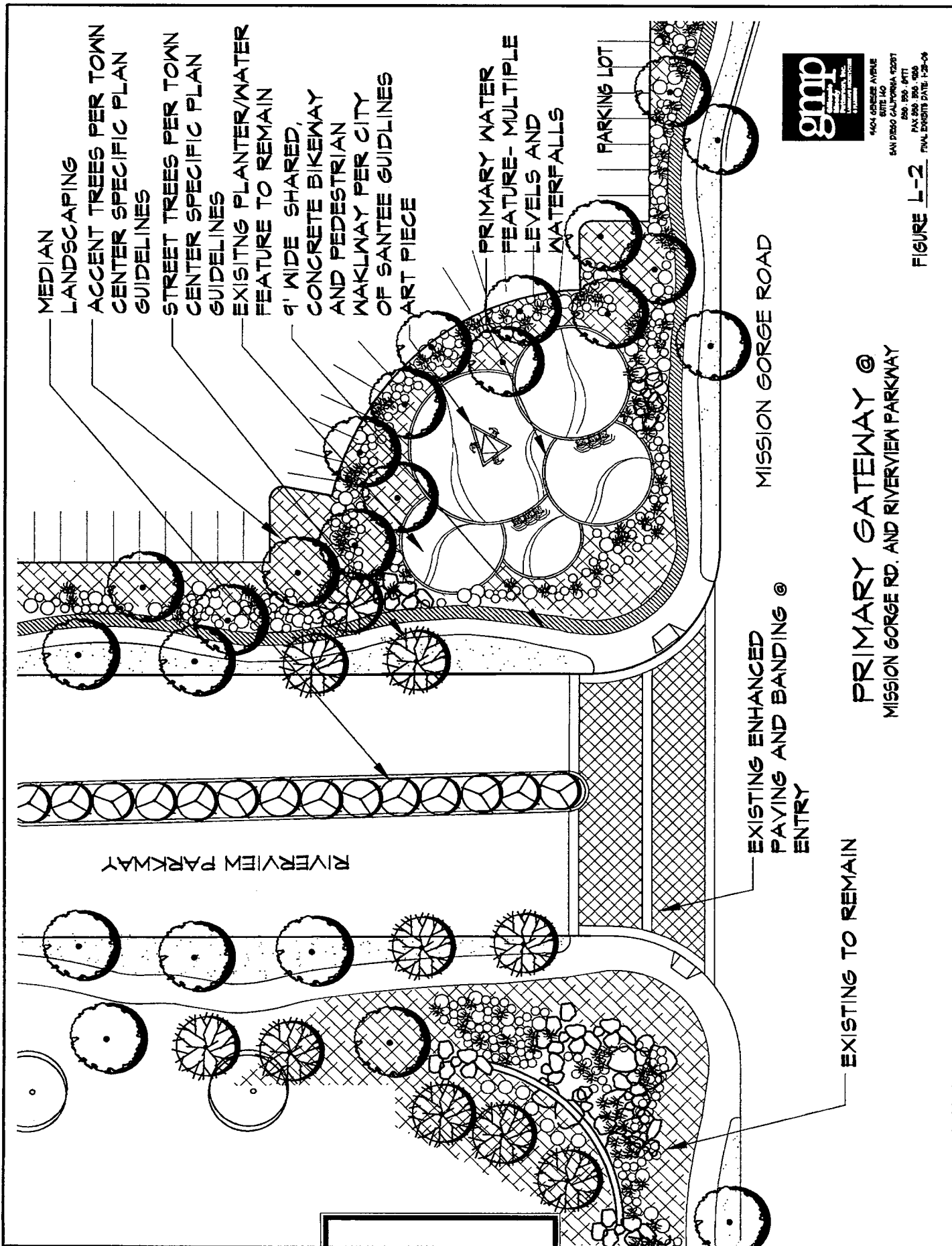
SHEET INDEX

FIGURE	DESCRIPTION
L-2	PRIMARY GATEWAY- MISSION GORGE RD.
L-3	RIVERVIEW PKY. & TOWN CENTER PKY. INTERSECTION
L-4	TOWN CENTER PARKWAY THEATRE ENTRY
L-5	TOWN CENTER PARKWAY AND ROUND-ABOUT
L-6	TYPICAL DRIVE ENTRY EXHIBIT
L-7	TOWN CENTER PARKWAY TYPICAL CROSS SECTION
L-8	RIVERVIEW PARKWAY STREETSCAPE
L-9	S.D. RIVER TRAIL SECTION
L-10	RIVERVIEW PARKWAY- SECTION ADJACENT TO S.D. RIVER
L-11	RIVERVIEW LINEAR PARK CORRIDOR SECTION/PLAN VIEW
L-12	PEDESTRIAN NODE SIDEWALK CONNECTION
L-13	PEDESTRIAN TRAIL CONNECTION @ MISSION GORGE RD.
L-14	PEDESTRIAN TRAIL INTERSECTION AT S.D. RIVER CROSSINGS
L-15	S.D. RIVER INTERPRETIVE AREA EXHIBIT
L-16	PRIMARY GATEWAY- CUYAMACA & TOWN CENTER PKY.
L-17	PRIMARY GATEWAY- RIVERVIEW PKY. & MAGNOLIA AVE.
L-18	PEDESTRIAN TRAIL INTERSECTION @ CUYAMACA DR.
L-19	



TOWN CENTER SPECIFIC PLAN EXHIBITS

FIGURE L-1 FINAL EXHIBITS DATE 1/25/06



MEDIAN
LANDSCAPING
ACCENT TREES PER TOWN
CENTER SPECIFIC PLAN
GUIDELINES
STREET TREES PER TOWN
CENTER SPECIFIC PLAN
GUIDELINES
EXISTING PLANTER/WATER
FEATURE TO REMAIN
9' WIDE SHARED,
CONCRETE BIKEWAY
AND PEDESTRIAN
WALKWAY PER CITY
OF Santee GUIDELINES
ART PIECE

PRIMARY WATER
FEATURE- MULTIPLE
LEVELS AND
WATERFALLS

PARKING LOT

MISSION GORGE ROAD

EXISTING ENHANCED
PAVING AND BANDING @
ENTRY

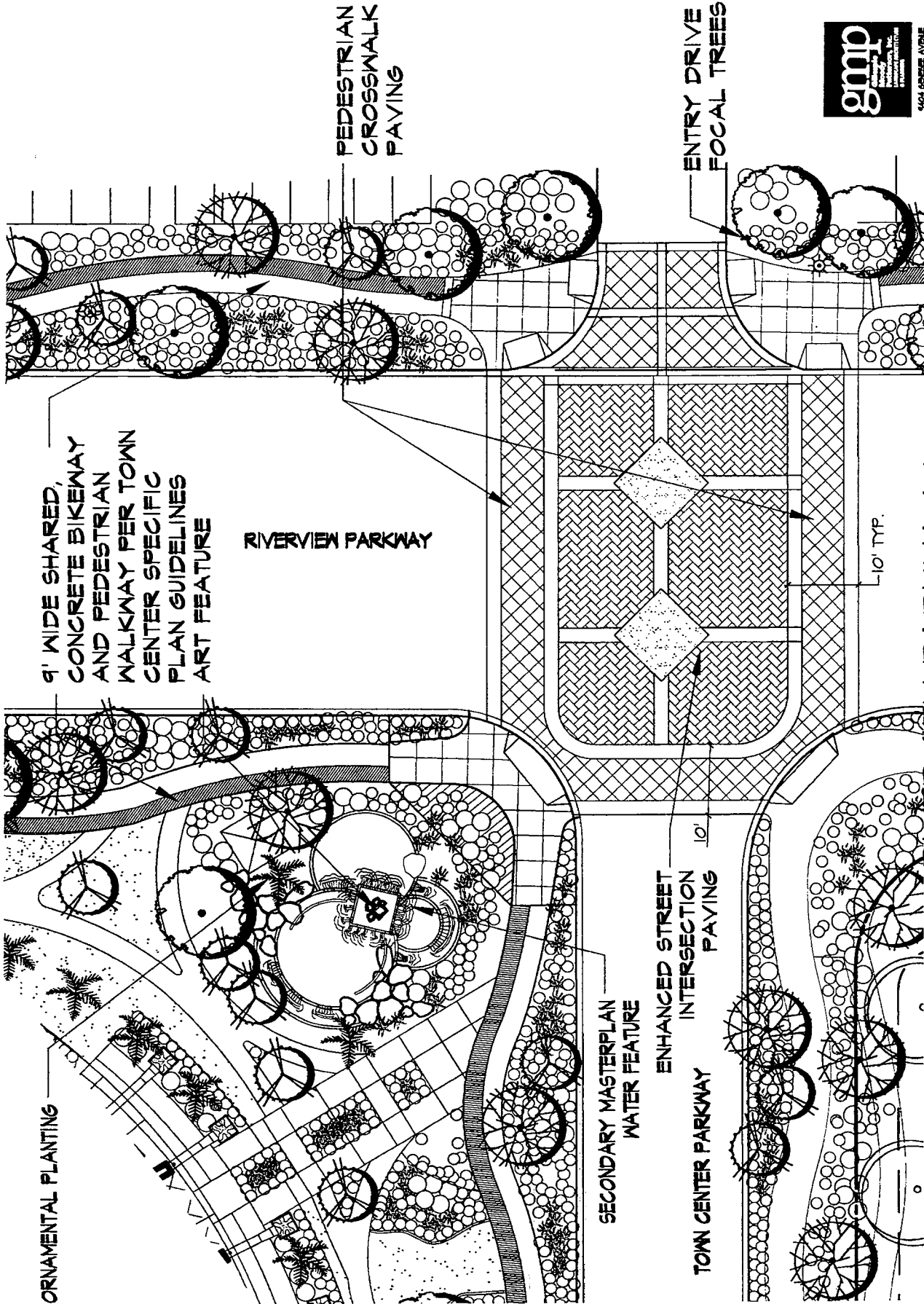
EXISTING TO REMAIN

**PRIMARY GATEWAY @
MISSION GORGE RD. AND RIVERVIEW PARKWAY**



4404 ARDEN AVENUE
SUITE 140
SAN DIEGO CALIFORNIA 92121
619.594.8600
WWW.GMP.COM
FINAL EXHIBIT DATE: 1-28-04

FIGURE L-2



9' WIDE SHARED,
CONCRETE BIKEWAY
AND PEDESTRIAN
WALKWAY PER TOWN
CENTER SPECIFIC
PLAN GUIDELINES
ART FEATURE

RIVERVIEW PARKWAY

PEDESTRIAN
CROSSWALK
PAVING

ENTRY DRIVE
FOCAL TREES

ORNAMENTAL PLANTING

SECONDARY MASTERPLAN
WATER FEATURE

ENHANCED STREET
INTERSECTION
PAVING

TOWN CENTER PARKWAY

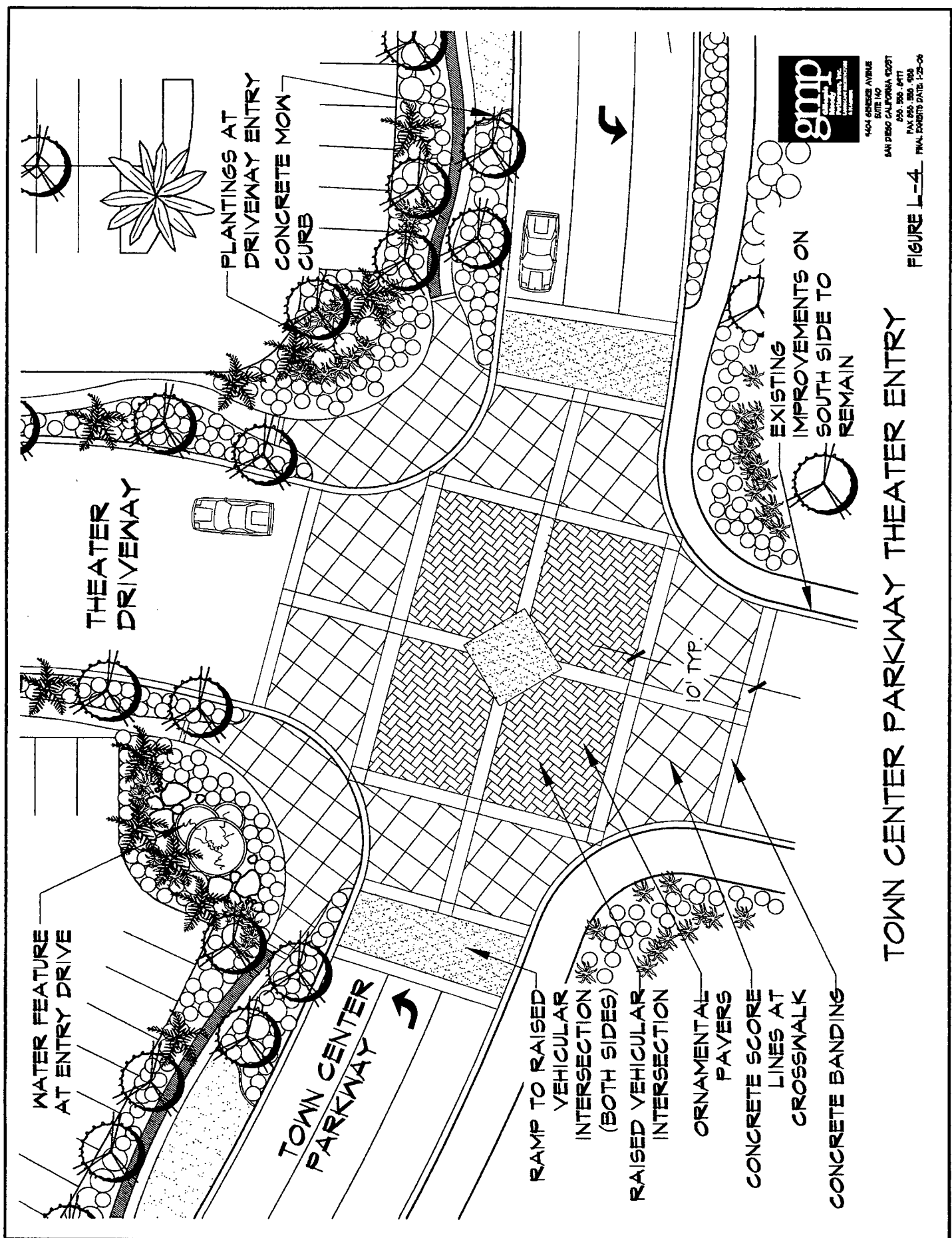
10' TYP.

RIVERVIEW PARKWAY &
TOWN CENTER PARKWAY INTERSECTION

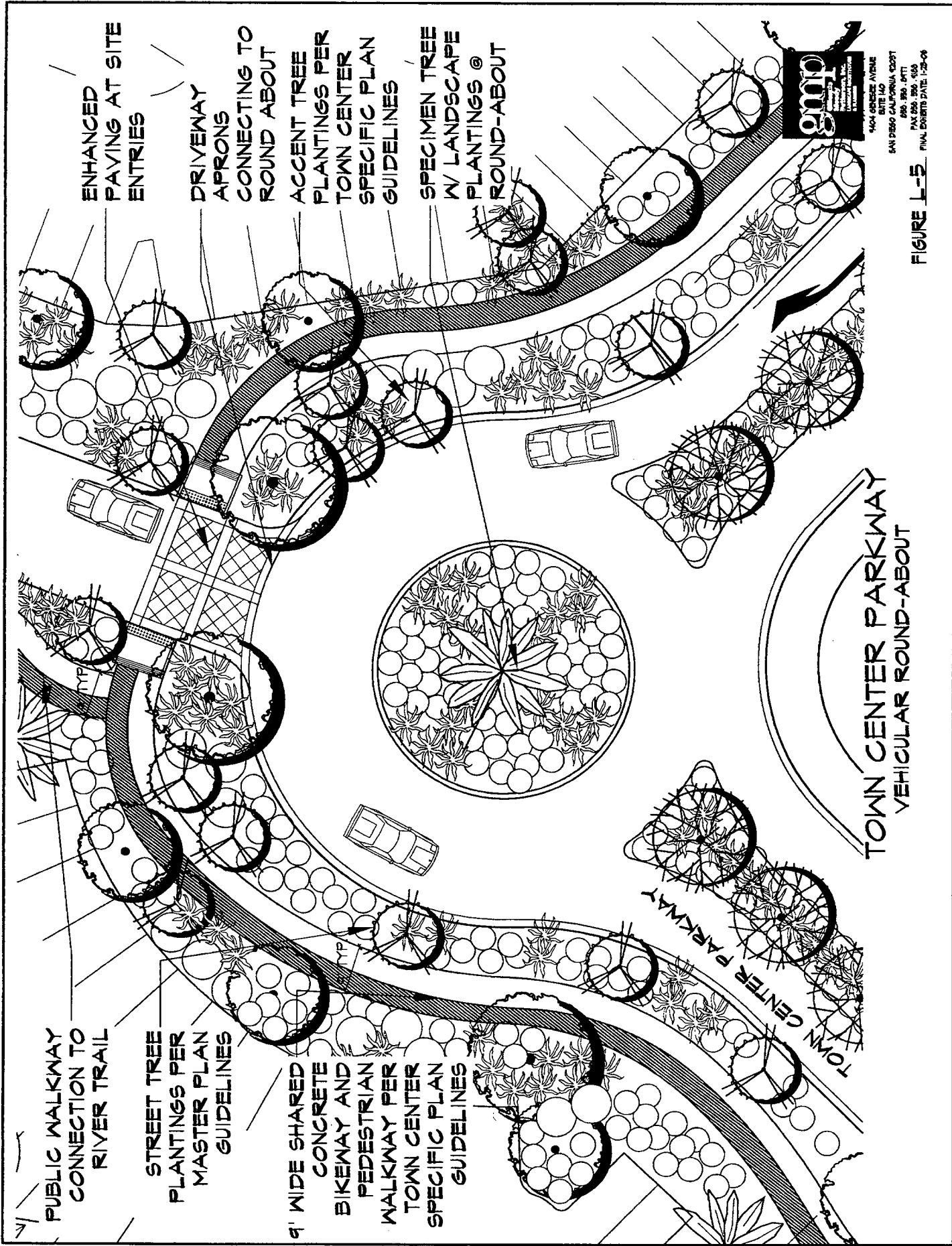


4604 ARDENNE AVENUE
SUITE 140
SAN PEBRO CALIFORNIA 90271
909.350.4471
FAX 909.350.4100
FINAL EXHIBIT DATE: 1-28-08

FIGURE L-3



TOWN CENTER PARKWAY THEATER ENTRY



ENHANCED PAVING AT SITE ENTRIES

DRIVEWAY APRONS CONNECTING TO ROUND ABOUT

ACCENT TREE PLANTINGS PER TOWN CENTER SPECIFIC PLAN GUIDELINES

SPECIMEN TREE W/ LANDSCAPE PLANTINGS @ ROUND-ABOUT

PUBLIC WALKWAY CONNECTION TO RIVER TRAIL

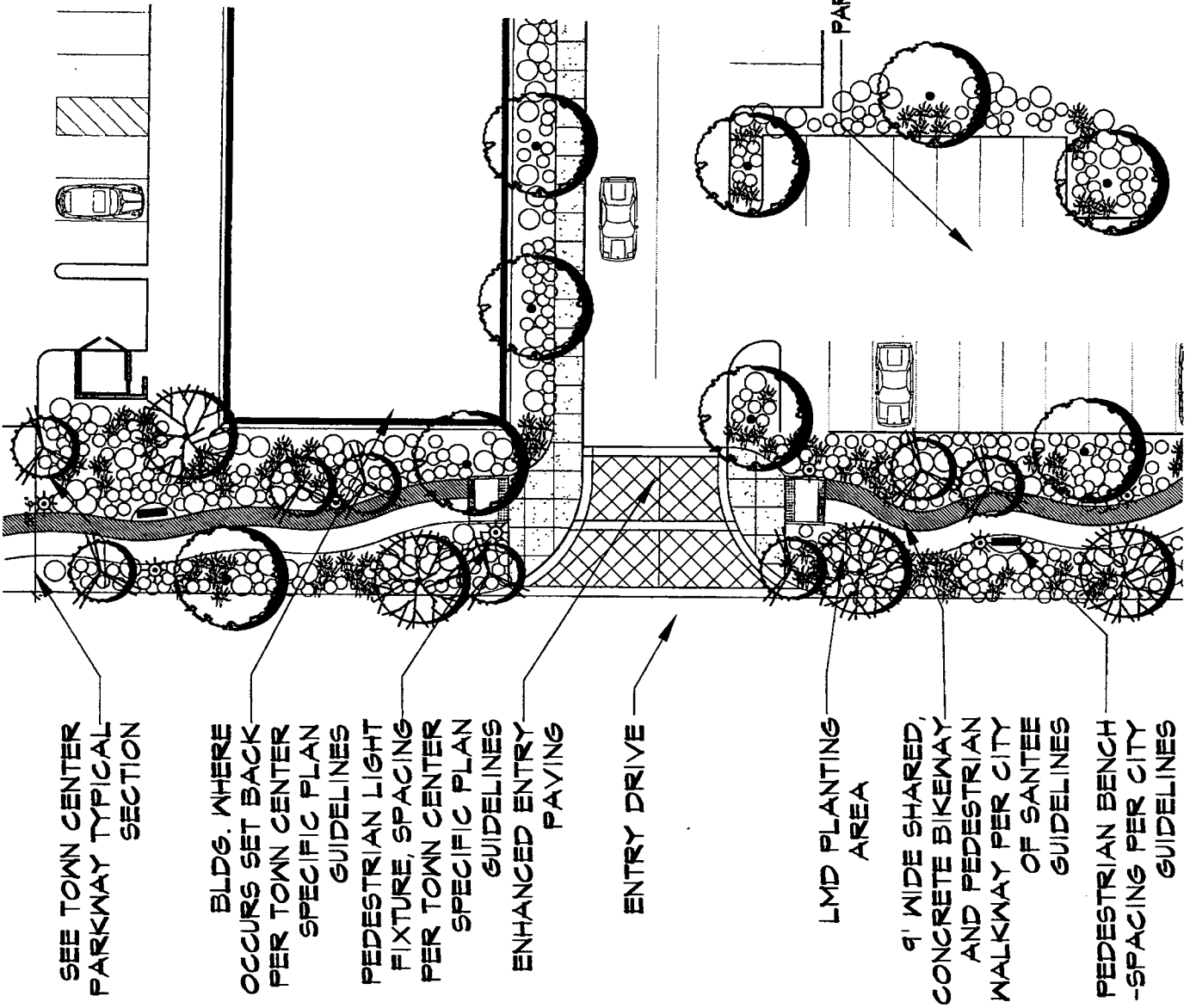
STREET TREE PLANTINGS PER MASTER PLAN GUIDELINES

9' WIDE SHARED CONCRETE BIKEWAY AND PEDESTRIAN WALKWAY PER TOWN CENTER SPECIFIC PLAN GUIDELINES

TOWN CENTER PARKWAY VEHICULAR ROUND-ABOUT



FIGURE 1-5



1404 GARFIELD AVENUE
SUITE 100
SAN DIEGO CALIFORNIA 92107
619.590.6111
FAX 619.590.1010
FINAL EXHIBIT DATE: 1-25-06

TYPICAL DRIVE ENTRY EXHIBIT

FIGURE F-6

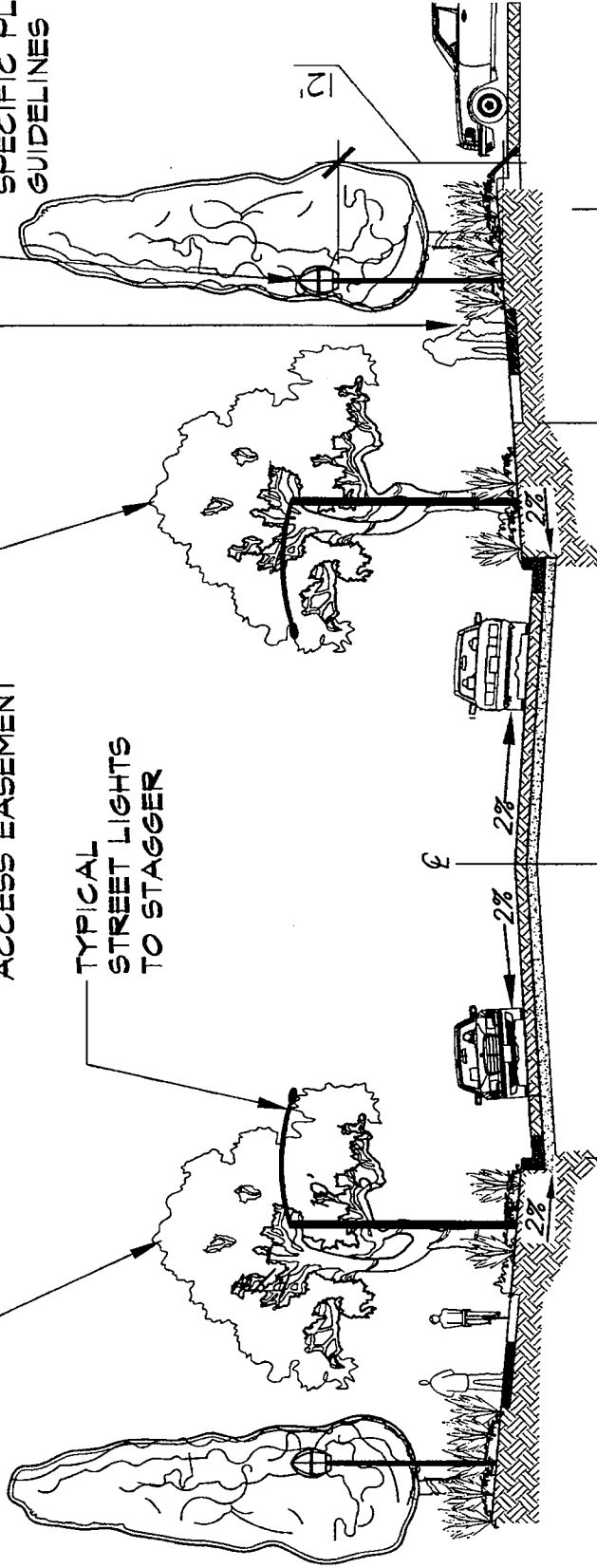
9' WIDE SHARED, CONCRETE
BIKEWAY AND PEDESTRIAN
WALKWAY PER CITY OF SANTEE
GUIDELINES

PARKWAY TREE

LANDSCAPE
SETBACK AND
ACCESS EASEMENT

TYPICAL
STREET LIGHTS
TO STAGGER

PEDESTRIAN
LIGHT FIXTURES
& BENCHES
ALONG
WALKWAY -
SPACING PER
TOWN CENTER
SPECIFIC PLAN
GUIDELINES



EXISTING
SANTEE
TROLLEY
SQUARE TO
REMAIN

10'

20'

10'

20'

ADDITIONAL
R.O.W.

80'

TOWN CENTER PARKWAY
TYPICAL CROSS SECTION STREETSCAPE



1404 GREENER AVENUE
SUITE 140
SAN DIEGO CALIFORNIA 92107
619. 550. 9771
FAX 619. 550. 9449
FINAL SUBMIT DATE 1-28-09

FIGURE L-7

PEDESTRIAN LIGHT FIXTURES
& BENCHES ALONG
WALKWAY - SPACING PER
GUIDELINES

9' WIDE SHARED,
CONCRETE BIKEWAY
AND PEDESTRIAN
WALKWAY PER CITY OF
SANTEE GUIDELINES

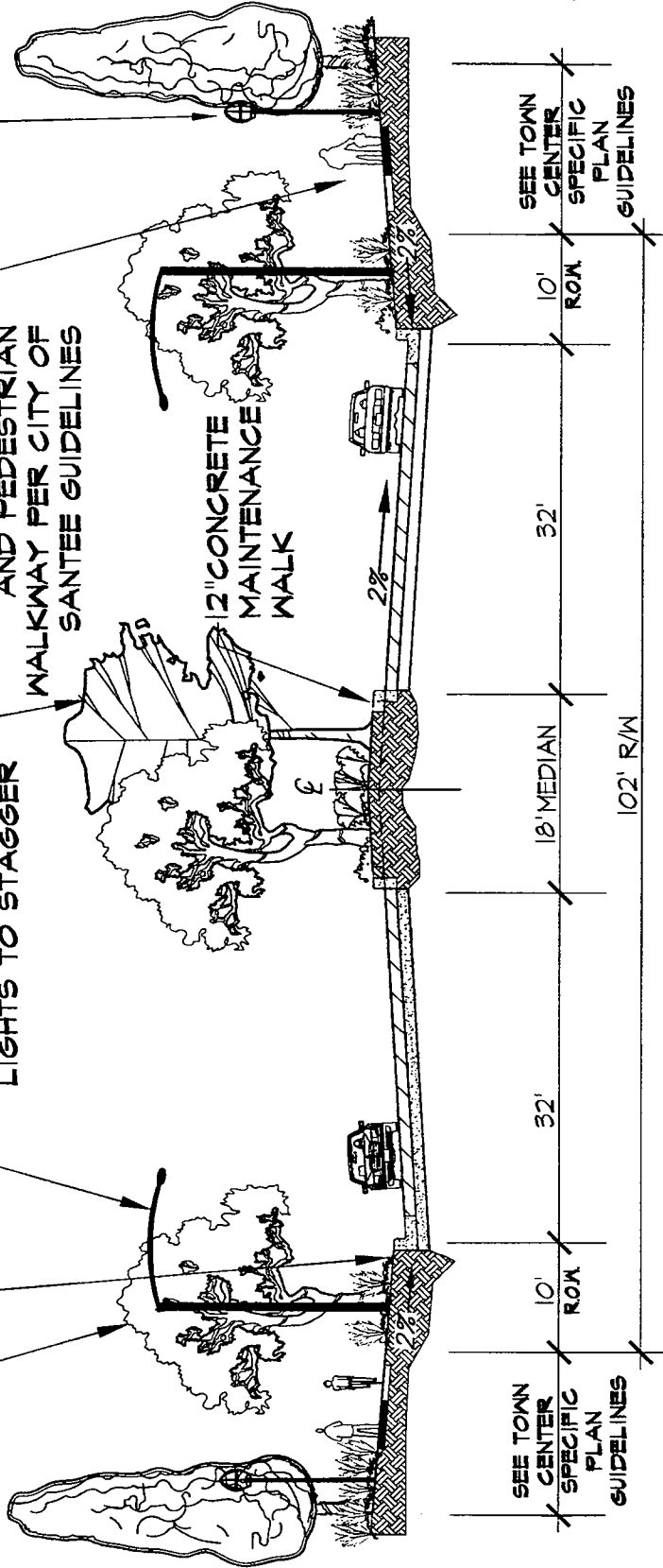
12" CONCRETE
MAINTENANCE
WALK

MEDIAN TREE PLANTING
AND LANDSCAPED WITH
LOW GROWING SHRUBS

TYPICAL STREET
LIGHTS TO STAGGER

LANDSCAPE SETBACK AND
ACCESS EASEMENT

PARKWAY TREE AND
LANDSCAPING



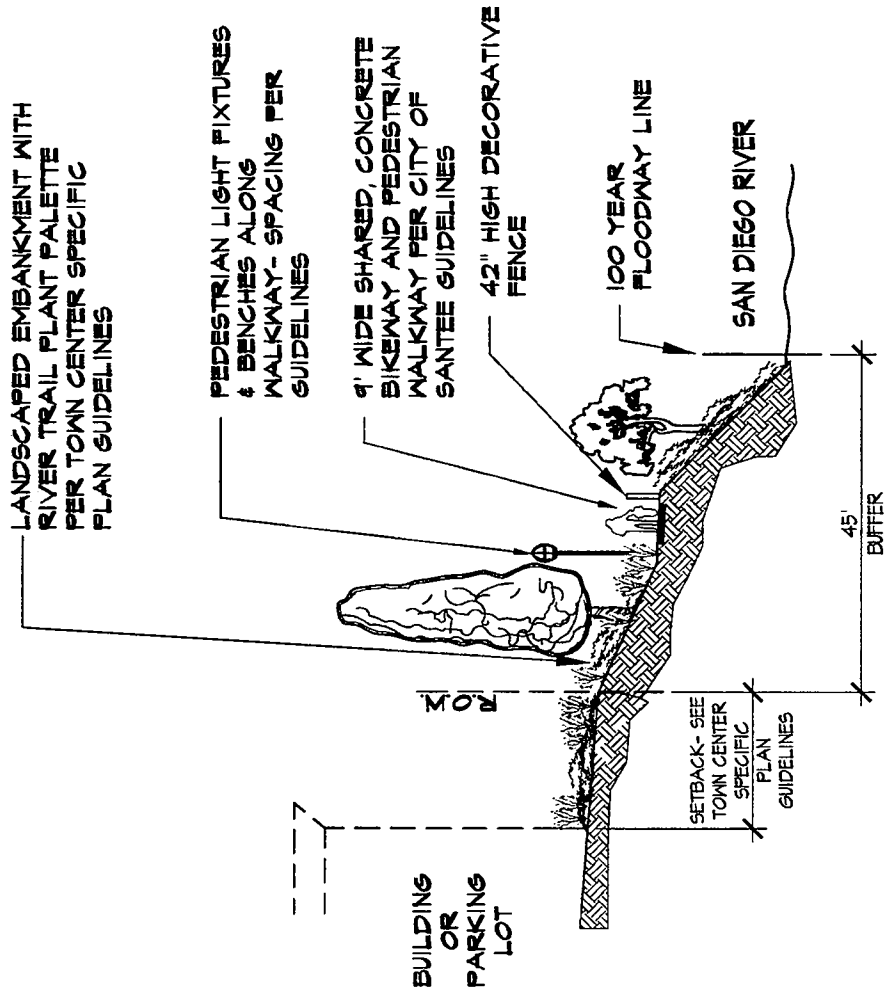
SEE TOWN
CENTER
SPECIFIC
PLAN
GUIDELINES

SEE TOWN
CENTER
SPECIFIC
PLAN
GUIDELINES

gmp
GOLDER MINNEAPOLIS PARTNERS
9404 ORCHARD AVENUE
SUITE 140
SAN DIEGO, CALIFORNIA 92121
619.596.4100
FAX 619.596.4100
FINAL EXHIBIT DATE: 1/28/09

RIVERVIEW PARKWAY STREETSCAPE

FIGURE L-2



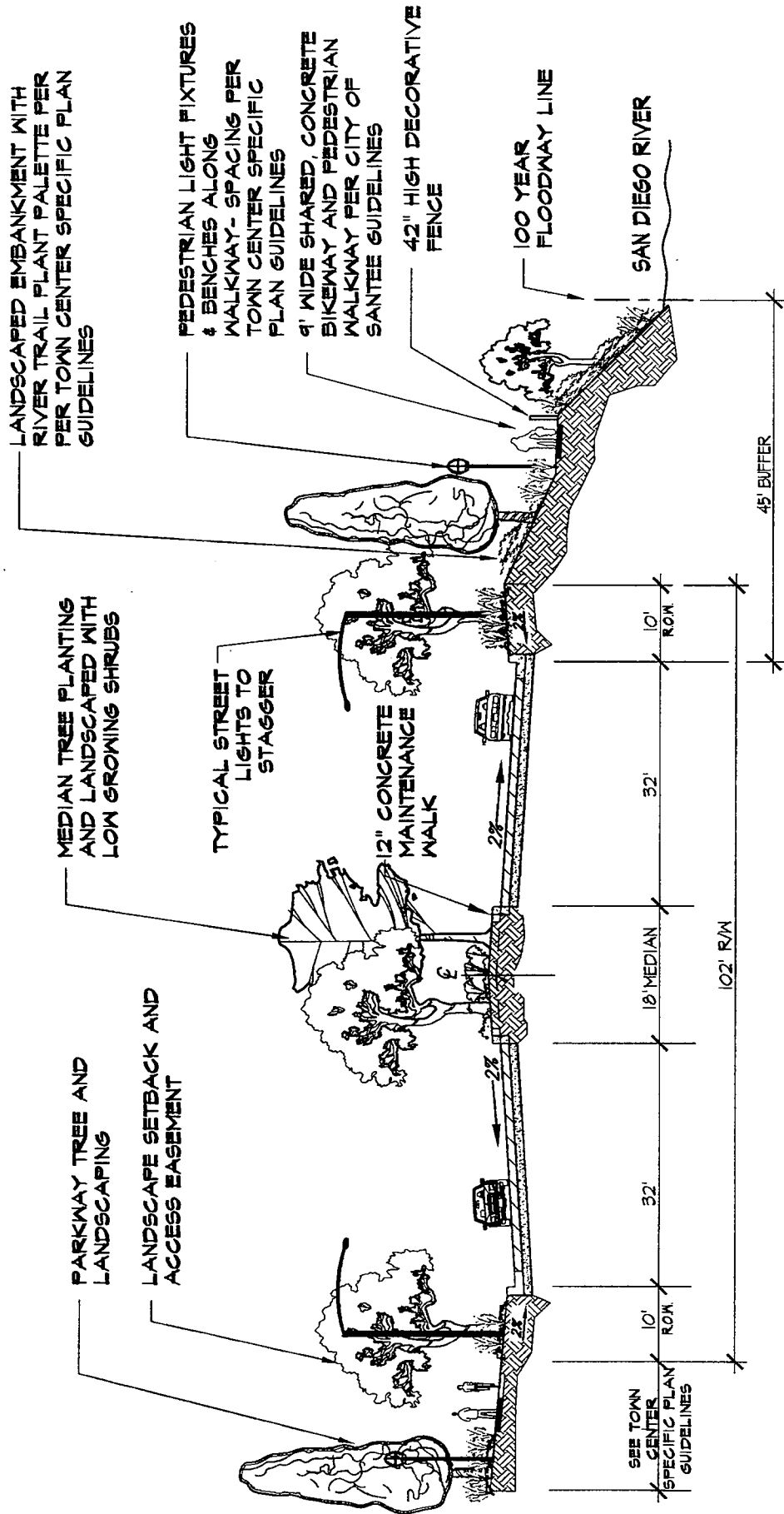
NOTE: SIGNS ARE TO BE LOCATED ALONG RIVER SIDE OF TRAIL STATING "SENSITIVE HABITAT AND WILDLIFE AREA- STAY ON DESIGNATED TRAIL"

SAN DIEGO RIVER TRAIL AT RIVERVIEW TOWN CENTER - SECTION



4404 GENESSEE AVENUE
SUITE 140
SAN DIEGO, CALIFORNIA 92121
619.593.4477
FAX 619.593.4180
FINAL EXHIBITS DATE: 1-28-09

FIGURE L-9

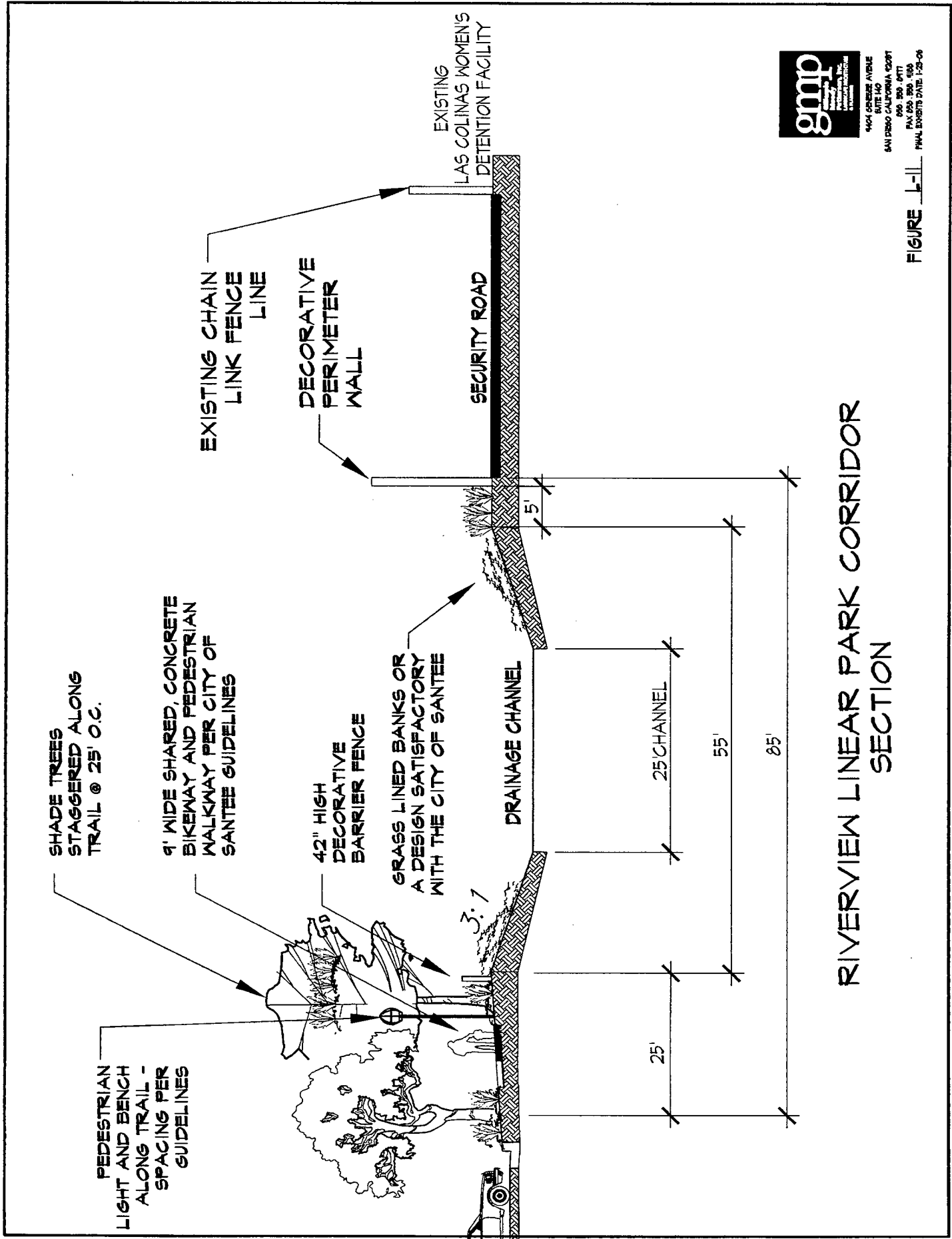


gmp
 GROUP
 1404 GENEE AVENUE
 SUITE 140
 SAN DIEGO, CALIFORNIA 92107
 619.592.5477
 FAX 619.592.5450
 FINAL EXHIBITS DATE 1-28-09

**RIVERVIEW PARKWAY
 GRADE CONSTRAINED SECTION
 ALONG S.D. RIVER EDGE**

NOTE: SIGNS ARE TO BE LOCATED ALONG RIVER SIDE OF TRAIL STATING "SENSITIVE HABITAT AND WILDLIFE AREA - STAY ON DESIGNATED TRAIL"

FIGURE 1-10

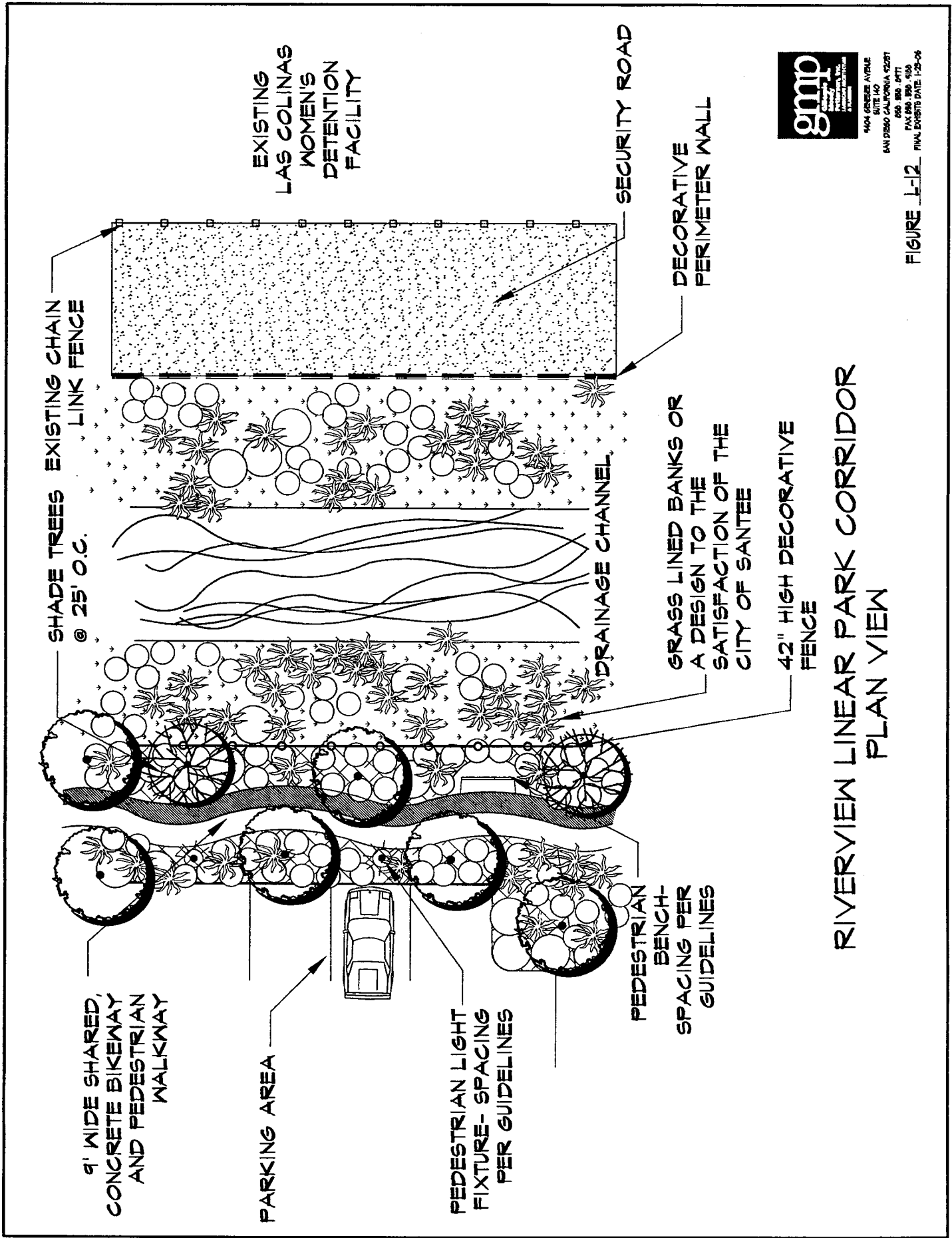


RIVERVIEW LINEAR PARK CORRIDOR SECTION



4404 GREENSBORO AVENUE
 SUITE 100
 604 650 4400
 604 650 4401
 604 650 4402
 FINAL EXISTING DATE: 1-28-08

FIGURE 1-11

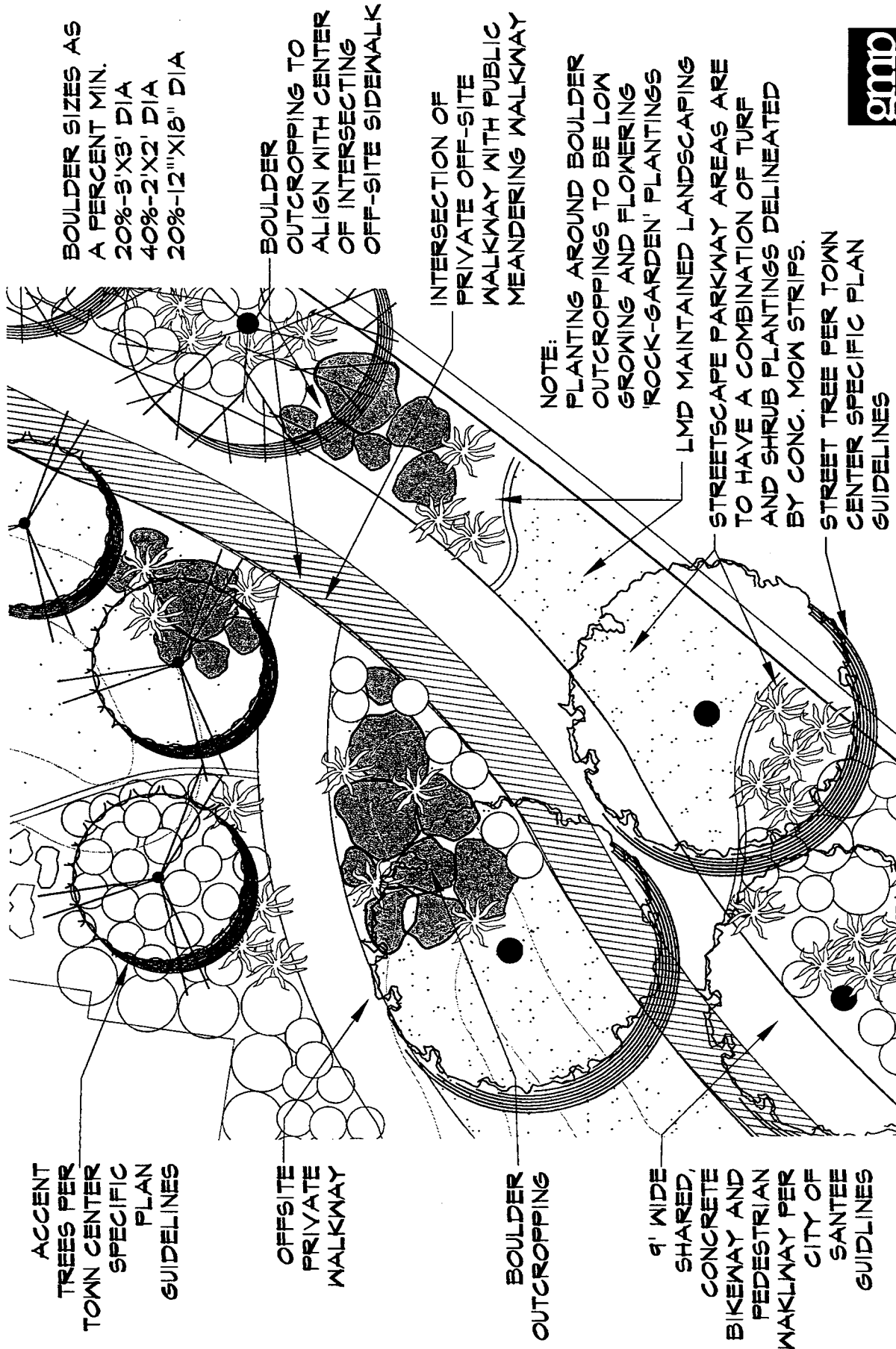


**RIVERVIEW LINEAR PARK CORRIDOR
PLAN VIEW**



4404 GENESSEE AVENUE
SUITE 140
SAN DIEGO CALIFORNIA 92121
619.596.4977
FAX 619.596.4950
FINAL EXHIBITS DATE 1-25-06

FIGURE L-12



ACCENT TREES PER TOWN CENTER SPECIFIC PLAN GUIDELINES

OFFSITE PRIVATE WALKWAY

BOULDER OUTCROPPING

9' WIDE SHARED CONCRETE BIKEWAY AND PEDESTRIAN WALKWAY PER CITY OF SANTEE GUIDELINES

BOULDER SIZES AS A PERCENT MIN.
 20%-3'X3' DIA
 40%-2'X2' DIA
 20%-12"X18" DIA

BOULDER OUTCROPPING TO ALIGN WITH CENTER OF INTERSECTING OFF-SITE SIDEWALK

INTERSECTION OF PRIVATE OFF-SITE WALKWAY WITH PUBLIC MEANDERING WALKWAY

NOTE: PLANTING AROUND BOULDER OUTCROPPINGS TO BE LOW GROWING AND FLOWERING 'ROCK-GARDEN' PLANTINGS

LMD MAINTAINED LANDSCAPING STREETScape PARKWAY AREAS ARE TO HAVE A COMBINATION OF TURF AND SHRUB PLANTINGS DELINEATED BY CONG. MOW STRIPS.

STREET TREE PER TOWN CENTER SPECIFIC PLAN GUIDELINES

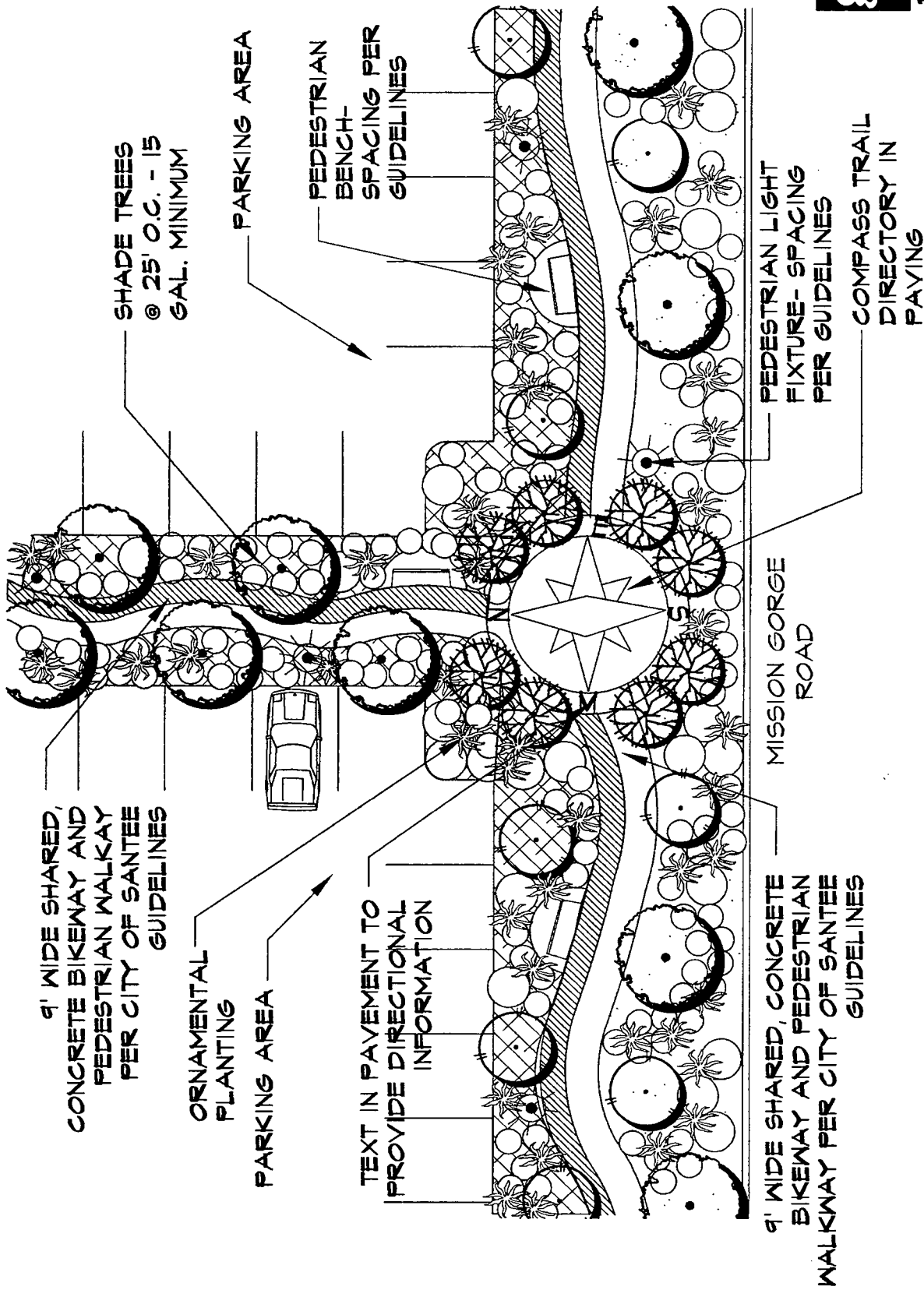
TYPICAL PEDESTRIAN NODE FOR OFF-SITE SIDEWALK CONNECTION

NOTE: THIS EXHIBIT IS A 'TYPICAL' FOR PRIVATE SIDEWALK CONNECTIONS TO PUBLIC R.O.W. OR SIDEWALKS WITHIN THE TOWN CENTER SPECIFIC PLAN AREA. LEVEL OF DETAIL ON FINAL WORKING DRAWINGS SHALL BE TO THE SATISFACTION OF THE CITY PLANNER.



1404 AVENUE AVENUE SUITE 140 SAN DIEGO CALIFORNIA 92101
 619.594.8000 FAX 619.594.8000
 WWW.GMPINC.COM PROJECT DATE 1/28/04

FIGURE L-13



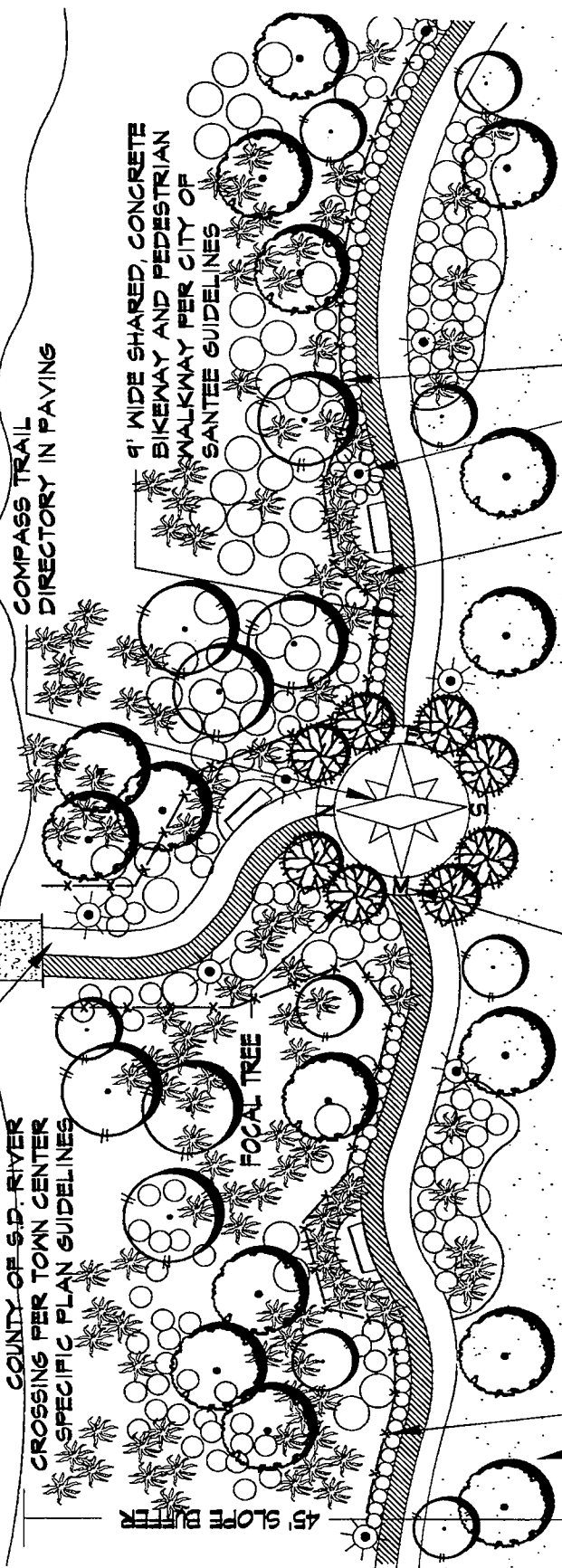
1404 ARDEN AVENUE
SUITE 140
SAN DIEGO CALIFORNIA 92101
619.594.8800
619.594.8811
FAX 619.594.8810
PWA EXHIBIT DATE 1-28-08

PEDESTRIAN TRAIL CONNECTION
@ MISSION GORGE RD.

FIGURE L-14

NOTE: SIGNS ARE TO BE LOCATED ALONG RIVER SIDE OF TRAIL STATING "SENSITIVE HABITAT AND WILDLIFE AREA- STAY ON DESIGNATED TRAIL"

SAN DIEGO RIVER



FUTURE PEDESTRIAN TRAIL TO RIVER BRIDGE CROSSING
 9' SHARED CONCRETE BIKEWAY AND PEDESTRIAN WALKWAY TO TIE INTO COUNTY OF S.D. RIVER CROSSING PER TOWN CENTER SPECIFIC PLAN GUIDELINES

9' WIDE SHARED, CONCRETE BIKEWAY AND PEDESTRIAN WALKWAY PER CITY OF SANTEE GUIDELINES

TEXT IN PAVEMENT TO PROVIDE DIRECTIONAL INFORMATION
 42" HIGH DECORATIVE FENCE ALONG TRAIL
 IRREGULAR SPACING OF STREET TREES ALONG RIVER TRAIL

RIVERVIEW PARKWAY
 PLANTING PER RIVER TRAIL PLANT PALETTE

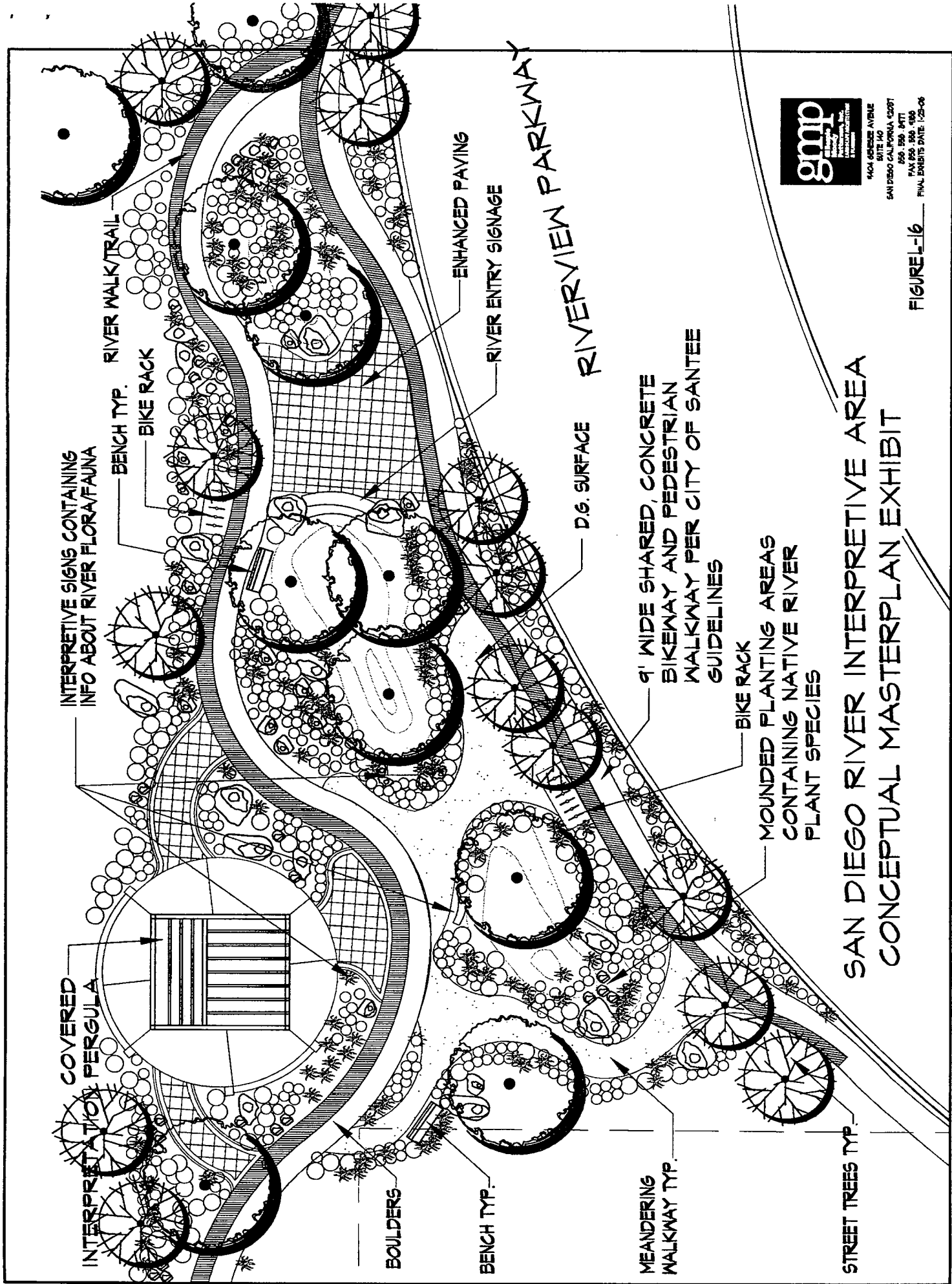
42" HIGH DECORATIVE FENCE ALONG TRAIL
 PEDESTRIAN LIGHT FIXTURE & BENCHES ALONG WALKWAY - SPACING PER GUIDELINES

NOTE: ALL PLANTING ALONG RIVER TRAIL IS TO BE NATIVE. REFERENCE RIVER TRAIL PLANT PALETTE IN THE TOWN CENTER SPECIFIC PLAN GUIDELINES

PEDESTRIAN TRAIL INTERSECTION AT SAN DIEGO RIVER CROSSING



FIGURE L-15



INTERPRETIVE SIGNS CONTAINING
INFO ABOUT RIVER FLORA/FAUNA

BENCH TYP.
BIKE RACK

COVERED
INTERPRETATION PERGOLA

BOULDERS

BENCH TYP.

MEANDERING
WALKWAY TYP.

STREET TREES TYP.

ENHANCED PAVING
RIVER ENTRY SIGNAGE

D6 SURFACE

9' WIDE SHARED, CONCRETE
BIKEWAY AND PEDESTRIAN
WALKWAY PER CITY OF SANTEE
GUIDELINES

BIKE RACK

MOUNDED PLANTING AREAS
CONTAINING NATIVE RIVER
PLANT SPECIES

RIVERVIEW PARKWAY

SAN DIEGO RIVER INTERPRETIVE AREA
CONCEPTUAL MASTERPLAN EXHIBIT



1400 ABBEY AVENUE
SUITE 140
SAN DIEGO CALIFORNIA 92107
TEL 619 594 4100
FAX 619 594 4104
FINAL EXHIBIT DATE: 1/25/06

FIGURE-16

STREET TREES PER
TOWN CENTER
SPECIFIC PLAN
GUIDELINES

PRIMARY WATER
FEATURE- MULTIPLE
LEVELS AND
WATERFALLS

9' WIDE SHARED,
CONCRETE BIKEWAY
AND PEDESTRIAN
WALKWAY PER CITY
OF SANTEE
GUIDELINES

EXISTING
ENHANCED
CROSSWALK
PAVING

EXISTING TROLLEY
SQUARE IMPROVEMENTS
TO REMAIN

PRIMARY GATEWAY
CUYAMACA DR. AND TOWN
CENTER PARKWAY

DRIVE

CUYAMACA

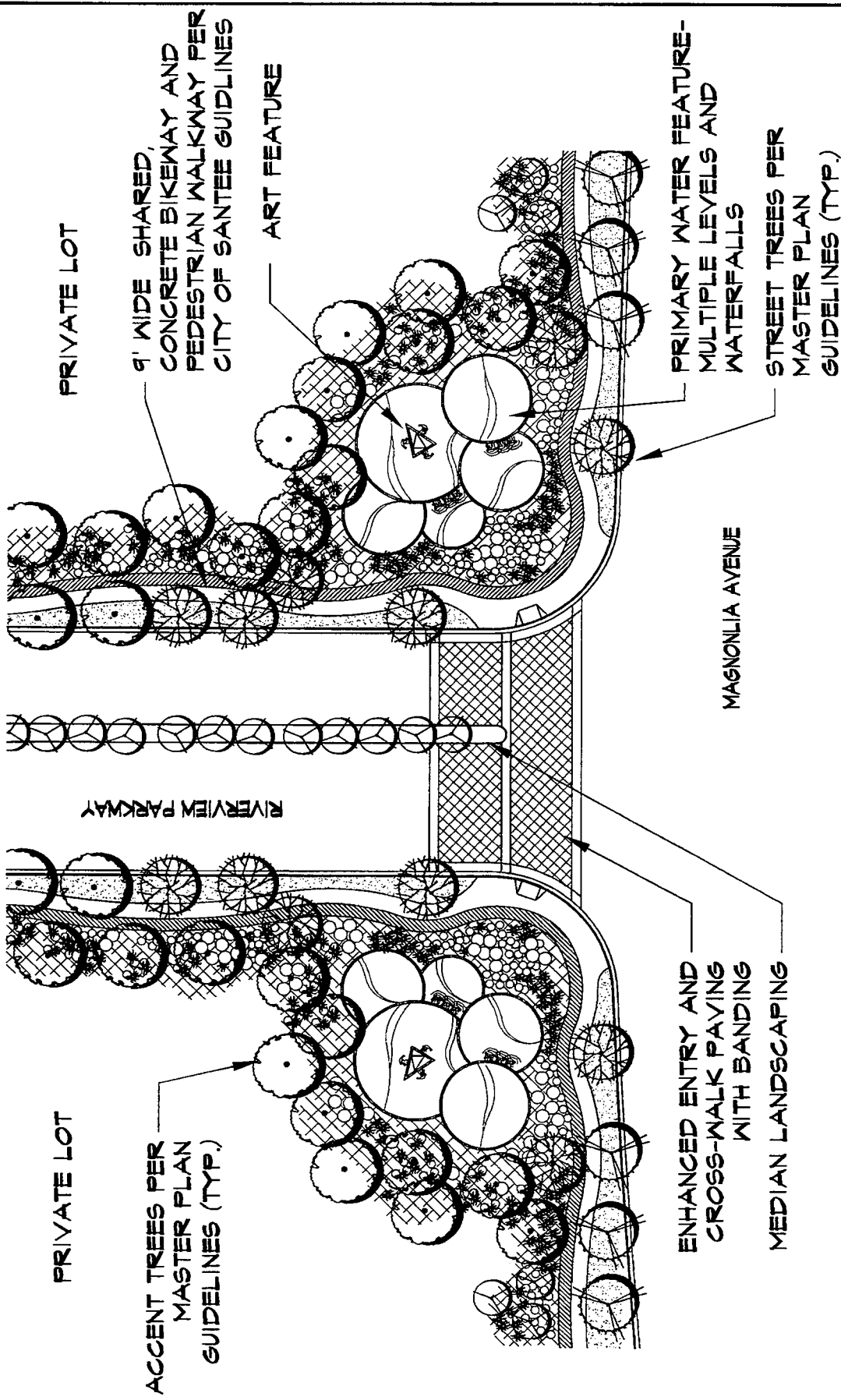
ACCENT TREES
PER TOWN
CENTER
SPECIFIC PLAN
GUIDELINES

TOWN CENTER PARKWAY

FIGURE L-17



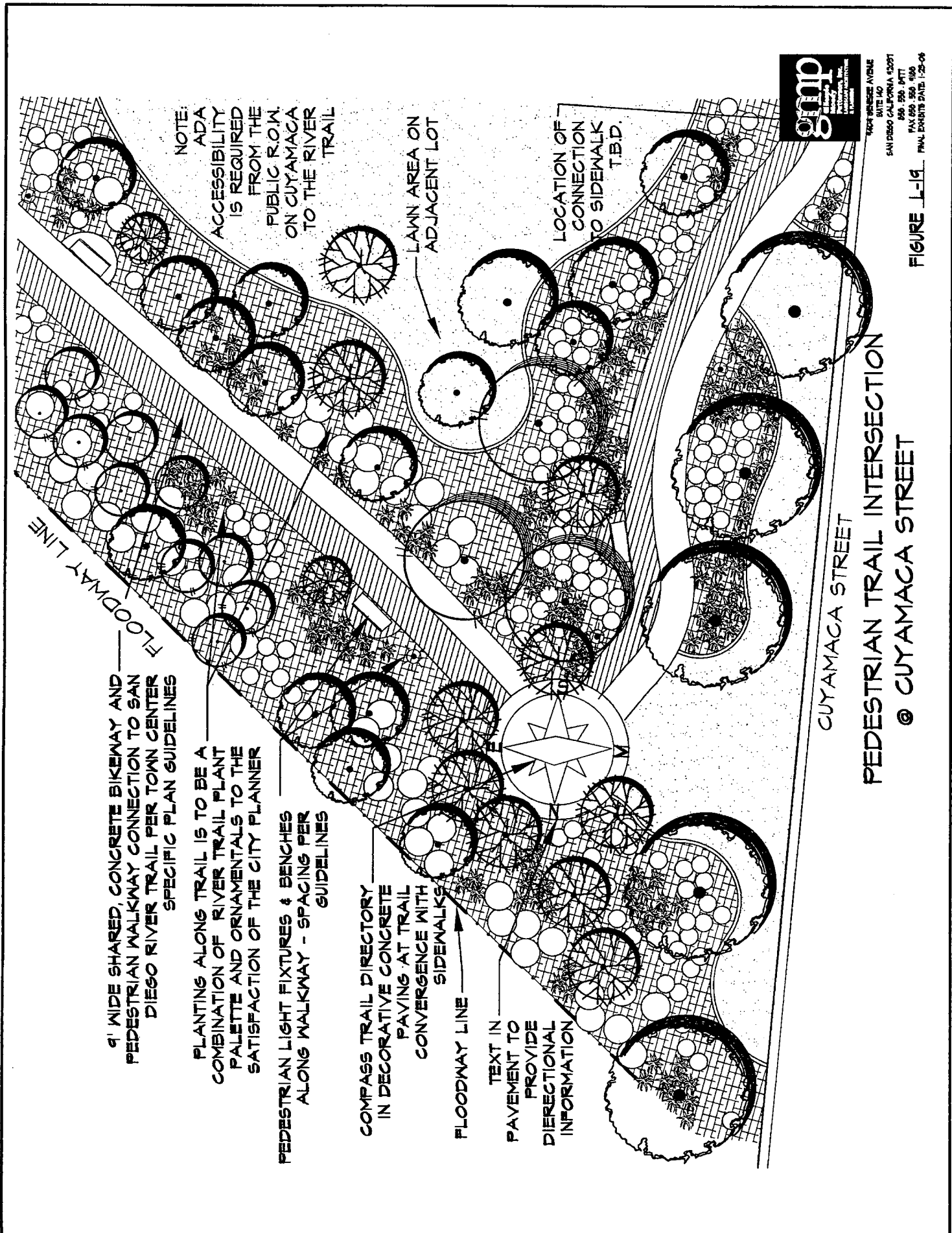
4404 GENESSEE AVENUE
SUITE 140
SAN DIEGO CALIFORNIA 92121
954.950.8411
FAX 954.950.4950
FINAL EXHIBITS DATE: 1-28-06



gmp
 GROUP
 LANDSCAPE ARCHITECTURE
 1404 ARDENNE AVENUE
 SUITE 140
 SAN DIEGO, CALIFORNIA 92107
 619.594.4477
 FAX 619.594.4450
 FINAL EXHIBIT DATE: 1-28-09

PRIMARY GATEWAY
 RIVERVIEW PARKWAY AND MAGNOLIA AVENUE

FIGURE 1-10



9' WIDE SHARED, CONCRETE BIKEWAY AND PEDESTRIAN WALKWAY CONNECTION TO SAN DIEGO RIVER TRAIL PER TOWN CENTER SPECIFIC PLAN GUIDELINES

PLANTING ALONG TRAIL IS TO BE A COMBINATION OF RIVER TRAIL PLANT PALETTE AND ORNAMENTALS TO THE SATISFACTION OF THE CITY PLANNER

PEDESTRIAN LIGHT FIXTURES & BENCHES ALONG WALKWAY - SPACING PER GUIDELINES

COMPASS TRAIL DIRECTORY IN DECORATIVE CONCRETE PAVING AT TRAIL CONVERGENCE WITH SIDEWALKS

FLOODWAY LINE
TEXT IN PAVEMENT TO PROVIDE DIRECTIONAL INFORMATION

NOTE: ADA ACCESSIBILITY IS REQUIRED FROM THE PUBLIC R.O.W. ON CUYAMACA TO THE RIVER TRAIL

LAWN AREA ON ADJACENT LOT

LOCATION OF CONNECTION TO SIDEWALK T.B.D.

CUYAMACA STREET
PEDESTRIAN TRAIL INTERSECTION
@ CUYAMACA STREET



1400 PENNSYLVANIA AVENUE
SUITE 140
SAN DIEGO CALIFORNIA 92101
954 554 8777
FAX 954 554 9114
FINAL DRAWING DATE: 1/25/09

FIGURE 1-19

Appendix A – RIVERVIEW LAND USE TABLE

Principal Uses

1. Executive and/or Professional Office
2. Regional and/or Corporate Headquarters.
3. Research and Development
4. Laboratories
5. High Technology and Clean Room Manufacturing
6. Financial and Professional Consulting services
7. Medical / Dental and related health services including clinics
8. Political and philanthropic Headquarters (C)
9. Federal, State and Local Government Office Facilities (C)
10. Utility service offices (C)
11. Educational Institutions (C)
12. Hospitals or similar major medical facilities (C)
13. Hotel (C)
14. Other uses, as determined by the Director, which are similar in use to the primary uses listed above.

Accessory Uses

1. Beauty and Barber Shop
2. Bank Branches or Services
3. Travel Bureau
4. Photocopying and Printing Services
5. Sundry shop (minor convenience retail shop)
6. Delicatessen and accessory food services
7. Day Care Services
8. Other uses, as determined by the Director, which are similar in scope and type and are specifically intended to serve the employees of the principal use(s).

Accessory Uses

Uses intended to be accessory to principal uses within the development shall not total more than five (5) percent of the total square footage approved within the Office Park at any given point (not including square footage for either the movie theatre or residential uses). These uses shall be integrally designed and contained within the same building(s) as the principal uses but may have separate entrances. All accessory uses shall utilize similar parking requirement as the principal uses in the same development.

Executive and Professional Office

This category is intended to include office uses in which the employees hold executive, management and administrative positions. These employees may also possess specialized training and experience in highly technical or professional fields. Principal uses such as call centers warehousing, storage, distribution, industrial services, clerical or maintenance services or similar uses are not permitted.

**APPENDIX B -TCSPA04-01
RIVERVIEW LAND USE INTENSITY MATRIX**

Current Planning Area	Land Area (Acres)	MINIMUM PROJECTED (.32 FAR)			MAXIMUM PROJECTED		
		Bldg. Area	Density (BSF/Acre)	F.A.R.	Bldg. Area	Density (BSF/Acre)	F.A.R.
Area A - NW Corner	9.80	136,604	13,939	32.0%	166,600	17,000	39.0%
Mixed Use Area-Condos	11.0	336,000	30,518	70.1%	336,000	30,518	70.1%
Mixed Use Area-Theater	7.00	45,000	6,429	14.8%	45,000	6,429	14.8%
Mixed Use Area-Office	3.87	63,500	16,408	37.7%	150,000	38,760	89.0%
Area B - West of Las Colinas Drainage	25.80	359,631	13,939	32.0%	438,600	17,000	39.0%
Area C - SE Corner of Cottonwood/MGR	6.26	87,259	13,939	32.0%	106,420	17,000	39.0%
Area D - East of Las Colinas Drainage	5.00	69,696	13,939	32.0%	85,000	17,000	39.0%
Area E - N. of Edgemoor	13.20	183,997	13,939	32.0%	224,400	17,000	39.0%
Hartford Insurance Building (existing)	8.23	97,000	11,786	27.1%	97,000	11,786	27.1%
Area F: NE Corner near Magnolia	9.75	135,907	13,939	32.0%	165,750	17,000	39.0%
Area G: Las Colinas North	2.60	36,242	13,939	32.0%	44,200	17,000	39.0%
Current Total:	102.52	1,550,837	15,127	34.7%	1,858,970	18,133	41.6%

* Areas do not include all right-of-way areas.

Town Center Specific Plan Appendix C: Master Plan Plant Material Legend

Town Center Parkway Plant Palette (medians and street)

Trees: 36" box minimum

Common Name

Pistacia chinensis	Chinese pistache
Quercus agrifolia	Coast live oak
Tipuana tipu	Tipu tree

Shrubs:

Cistus species	Rockrose
Cotoneaster lacteus	Parney cotoneaster
Dietes bicolor	Fortnight Lily
Escallonia exoniensis 'Frades'	Escallonia
Nerium oleander – dwarf species only	Dwarf Oleander
Pyracantha koidzumii 'Santa Cruz'	Santa Cruz Pyracantha
Raphiolepis species	Raphiolepis

Riverview Parkway Plant Palette (medians and street)

Trees: 36" box minimum

Common Name

Lagerstroemia 'Zuni' (Multi-Trunk) (to be used at all ends/beginning of median landscaping)	Zuni Crape Myrtle
Magnolia grandiflora	Southern Magnolia
Pinus canariensis	Canary Island pine
Pittosporum undulatum	Victorian Box
Platanus acerifolia 'Bloodgood'	London Plane Tree
Tristania conferta	Brisbane box
Washingtonia robusta	Mexican fan palm

Shrubs and Ornamental Grasses: 50% 5gal./50% 1 gal

Cistus species	Rockrose
Dietes vegeta	Fortnight lily
Escallonia exoniensis 'Frades'	Escallonia
Iris douglasiana	Canyon Snow Iris
Hemerocallis species	Daylily
Liriope muscari	Big blue lily turf
Ligustrum texanum	Japanese privet
Nassella tenuissima	Mexican Feather Grass
Phormium species	Flax
Pittosporum species	Tobira

Raphiolepis species

Raphiolepis

Groundcover:

Dymondia margaretae
Hedera helix
Myoporum parvifolium
Rosmarinus officinalis

Dymondia
English ivy
Myoporum
Rosemary

Planning Area Landscape Plant Palette (includes in-tract
landscapes)

Trees: 15 gal. / 12' b.t.h.

Arecastrum romanzoffianum
Lagerstroemia 'Zuni' (Multi-Trunk)
Pinus canariensis
Pistacia chinensis
Pittosporum tobira
Pyrus calleryana
Ulmus parvifolia

Queen palm
Zuni Crape Myrtle
Canary Island pine
Chinese pistache
Victorian Box
Ornamental pear
Evergreen elm

Shrubs and Ornamental Grasses: 50% 5gal./50% 1 gal

Cistus species
Diets vegeta
Hemerocallis species
Liriope muscari
Ligustrum texanum
Nassella tenuissima
Phormium species
Pittosporum species
Raphiolepis species
Strelitzia reginae

Rockrose
Fortnight lily
Daylily
Big blue lily turf
Japanese privet
Mexican Feather Grass
Flax
Tobira
Raphiolepis
Bird of Paradise

Groundcover:

Dymondia margaretae
Gazania rigens
Hedera helix
Myoporum parvifolium
Trachelospermum asiaticum
Rosmarinus officinalis

Dymondia
Gazania
English ivy
Myoporum
Star Jasmine
Rosemary

River Walk Trail- Riparian Area Plant Palette

Trees: 5 & 15 gal.

Acacia baileyana
Alnus rhombifolia
Platanus racemosa
Populus fremontii
Quercus agrifolia

Bailey acacia
White alder
California sycamore
Fremont cottonwood
Coast live oak

Shrubs and Ornamental Grasses:

Elymus condensatus 'Canyon Prince'
Heteromoles arbutifolia
Muhlenbergia rigens 'Regal Mist'
Rhus integrifolia
Rhus ovata
Ribes speciosum
Salvia regal
Salvia clevelandii
Sambuca mexicana
Sisyrinchium bellum

Blue Oat Grass
Toyon
Deer Grass
Lemonade Berry
Sugar Bush
Fuschia flwr'g gooseberry
Mountain Sage
Cleveland Sage
Blue elderberry
Coral bells

Groundcover:

Arctostaphylos species
Baccharis pilularis 'Twin Peaks'
Scripus species
Verbena tenulsecta

Manzanita
Dwarf Coyote Bush
Low bulrush
Verbena

Riverview Linear Park Trail Corridor Plant Palette

Trees: 50% 24" box and 50% 36" box

Acacia baileyana
Koelrueteria bipinnata
Lagerstroemia 'Zuni' (Multi-Trunk)
Lagerstroemia 'Natchez'
Pittosporum tobira
Pyrus calleryana
Pinus canariensis

Bailey acacia
Chinese Flame Tree
Zuni Crape Myrtle
Natchez Crape Myrtle
Victorian Box
Ornamental pear
Canary Island pine

Shrubs and Ornamental Grasses:

Cistus species	Rockrose
Elymus condensatus 'Canyon Prince'	Blue Oat Grass
Escallonia exoniensis 'Frades'	Escallonia
Muhlenbergia rigens 'Regal Mist'	Deer Grass
Ligustrum j. 'Texanum'	Japanese Privet
Nassella tenuissima	Mexican Feather Grass
Nerium oleander – dwarf species only	Dwarf Oleander
Nolina recurvata	Bottle Palm
Prunus caroliniana 'Columnar'	Carolina Cherry
Pyracantha koidzumii 'Santa Cruz'	Santa Cruz Pyracantha
Raphiolepis species	Raphiolepis
Rhus ovata	Sugar Bush
Salvia clevelandii	Cleveland Sage

Groundcover:

Arctostaphylos species	Manzanita
Dymondia margaretae	Dymondia
Trachelospermum asiaticum	Star Jasmine
Rosmarinus officinalis	Rosemary

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EXHIBIT B

**SANTEE TOWN CENTER
SPECIFIC PLAN AMENDMENT
FINAL MEIR**

**MITIGATION & MONITORING PROGRAM
(MMP)**

Prepared for:

**CITY OF SANTEE DEPARTMENT OF DEVELOPMENT SERVICES
10601 MAGNOLIA AVENUE
SANTEE, CA 92071**

PREPARED BY:

**RECON
1927 FIFTH AVENUE
SAN DIEGO, CA 92101**

Date: February 8, 2006

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SANTEE TOWN CENTER**

SPECIFIC PLAN AMENDMENT

MASTER ENVIRONMENTAL IMPACT REPORT (MEIR)

MITIGATION & MONITORING

PROGRAM (MMP)

INTRODUCTION

This Mitigation & Monitoring Program (MMP) supplements the Town Center Specific Plan Amendment MEIR by providing a mechanism by which all measures identified in the MEIR are implemented. This Program is part of the Final MEIR and will be adopted by the City Council in conjunction with the Project. The Town Center Specific Plan Amendment (RiverView Master Plan) establishes development on 104 acres (i.e. Phase 1 and Phase 2. However, the MEIR and MMP cover an analysis for a 154.05 acre property that includes a potential future planning area.

MITIGATION & MONITORING REQUIREMENTS

The passage of Assembly Bill AB 3180 to the CEQA Statutes mandates that the following requirements shall apply to reporting or mitigation monitoring programs:

- The public agency shall adopt a reporting or monitoring program for the changes to the project, which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of an agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
- If there is a project for which mitigation is adopted, a public agency shall comply with subdivision (a) by, among other things, adopting mitigation measures as conditions of project approval. Those conditions of project approval may be set forth in referenced documents which address required mitigation measures.
- Prior to the close of the public review period for a draft environmental impact report or mitigated negative declaration, a responsible agency, or a public agency having jurisdiction over natural resources affected by the project, shall either submit to the lead agency complete and detailed performance objectives for mitigation measures which would address the significant

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effects on the environment identified by the responsible agency or agency having jurisdiction over natural resources affected by the project, or refer the

lead agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a lead agency by a responsible agency or an agency having jurisdiction over natural resources affected by the project shall be limited to measures which mitigate impacts to resources which are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance by a responsible agency or agency having jurisdiction over natural resources affected by a project with that requirement shall not limit that authority of the responsible agency or agency having jurisdiction over natural resources affected by a project, or the authority of the lead agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

The lead agency shall specify the location and custodian of the documents or other material, which constitute the record of proceedings upon which its decision is based.¹

Assembly Bill AB 3180, incorporated into CEQA Statutes as Section 21081.6 of the Public Resources Code, formalized the process for monitoring of measures incorporated into projects during the CEQA process. The result has benefited all affected parties:

- **Lead Agencies:** For lead agencies, the formalized process provides a vehicle for displaying public disclosure and accountability on implementation of all measures imposed upon project approval at key milestones in the development process. Clear lines of responsibility are identified at the point of project approval.
- **Project Applicants:** For applicants of development projects, the Mitigation Monitoring and Reporting process results in a clearer understanding of the requirements imposed by the Lead Agency during the planning process. In addition, confusion is reduced since the process clearly defines responsibilities and public officials responsible for final mitigation approvals.
- **Responsible and Trustee Agencies:** The mitigation monitoring and reporting process provides a clear nexus between project related impacts and resource mitigation for responsible and trustee agencies and serves to streamline their review process on CEQA documents.
- **General Public:** For members of the general public, including groups or individuals concerned with environmental issues, the formalized mitigation

1 Public Resources Code Section 21081.6

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& monitoring process provides a vehicle for following the implementation of measures approved with the project to mitigate environmental impacts.

MITIGATION & MONITORING PROCEDURES

The City of Santee requires the preparation of a comprehensive Mitigation Monitoring Program for all projects prior to project approval by the City Council. For the Santee Town Center Specific Plan Amendment Project, this Mitigation Monitoring Program has been prepared as an attachment to the Final MEIR. As appropriate, the measures applicable to the Site have been identified for each impact category.

This Mitigation Monitoring Program consists of the following measures, identified in the Santee Town Center Specific Plan Amendment Draft MEIR and refined during the MEIR review process:

- **Mitigation Measures (MM)** - These are measures specifically identified during the MEIR process and proposed for imposition on the Project by the City to avoid, eliminate or minimize potential Project related impacts on the environment..

ELEMENTS OF THE MITIGATION & MONITORING PROGRAM

The Mitigation & Monitoring Program will describe the requirements and procedures to be followed by the City of Santee to ensure that all measures adopted, as part of the proposed Santee Town Center Specific Plan Amendment Project will be carried out as described in the Final MEIR.

The Mitigation & Monitoring Program will be formatted into tabular form and consist of six (6) elements:

1. **Measures** - Project Design Features, Standard Conditions and Mitigation Measures, as defined above.
2. **Monitoring Action** - This identifies the action by the City that triggers review of the measure.
3. **Responsible/Implementing Agency** - This element identifies the agency responsible for implementing the measure.
4. **Phase/Monitoring Agency** - Identifies the phase of project development during which measure must be fulfilled and the agency responsible for monitoring the milestone.
5. **Monitor** - Identifies the City official responsible for sign-off of the measure.
6. **Compliance** - Identifies the date that sign-off of the measure is fulfilled.

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Mitigation Measures	Monitoring Milestone	Responsible Implementation Agency	Phase/ Monitoring Agency	Monitor
AESTHETICS				
There are no Mitigation Measures related to Aesthetics	N/A	N/A	N/A	N/A
AGRICULTURAL				
The proposed project would not affect Agricultural Resources.	N/A	N/A	N/A	N/A
AIR QUALITY				
<p>Emissions from construction activities, which are localized and short term, can be mitigated using appropriate control measures. The construction mitigation measures listed below shall be included as conditions of approval of any grading permits for the project. All project construction is required to include the following measures to reduce fugitive dust impacts:</p> <ul style="list-style-type: none"> • All unpaved construction areas shall be sprinkled with water or other acceptable San Diego APCD dust control agents during dust-generating activities to reduce dust emissions. Additional watering or acceptable APCD dust control agents shall be applied during dry weather or windy days until dust emissions are not visible. • Trucks hauling dirt and debris shall be covered to reduce windblown dust and spills. Dirt cannot be over the height of the truck bed. • On dry days, dirt or debris spilled onto paved surfaces shall be swept up immediately to reduce resuspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather. • On-site stockpiles of excavated material shall be covered or watered. • Water rock materials undergoing rock-crushing processing at sufficient frequency. Automatic water or mist or sprinkler system should be installed in areas of rock crushing and conveyor belt systems. • Abide by all conditions of approval for dust control required by the San Diego APCD. • Use low pollutant-emitting construction equipment. • Equip construction equipment with prechamber diesel engines (or equivalent) together with proper maintenance and operation to reduce emissions of nitrogen oxide, to the extent available and feasible. • Use electrical construction equipment, to the extent feasible. 	Grading Permit	Dept. of Dev. Services	Dev. Services	Director, DDS
BIOLOGICAL RESOURCES				
Diegan Coastal Sage Scrub: Mitigation for loss of isolated, non occupied Diegan coastal sage scrub is typically at a 1:1 ratio. Therefore, impacts will be mitigated with 9.83 acres of Diegan coastal sage scrub through off-site purchase of habitat or payment into an authorized mitigation bank.	Grading Permit	Dept. of Dev. Services	Dev. Services	Director, DDS
Southern Willow Scrub: Impacts to willow scrub will be mitigated at a 3:1 ratio which must include a minimum of 1:1 ratio for creation to achieve a no-net-loss of wetland habitat. Mitigation for 0.42 acres of impact will include 0.42 acres of habitat creation and 0.84 acres of creation, preservation, and/or enhancement for a total of 1.26 acres.	Grading Permit	Dept. of Dev. Services	Dev. Services	Director, DDS

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Mitigation Measures	Monitoring Milestone	Responsible Implementation Agency	Phase/ Monitoring Agency	Monitor
<p>Non-native Grassland: Impacts to non-native grassland will be mitigated at a 0.5:1. Therefore, impacts will be mitigated with 12.51 acres of non-native grassland through off-site restoration, purchase of off-site habitat, or payment into an authorized mitigation bank. Fulfilling the mitigation requirements through up-tiering in habitat type can be pursued if it can be demonstrated to the City and the wildlife agencies that in-kind mitigation is infeasible.</p>	Grading Permit	Dept. of Dev. Services	Dev. Services	Director, DDS
<p>Smooth Tarplant: A restoration plan will be prepared and submitted to the City of Santee and the Wildlife Agencies for approval. Mitigation for impacts to smooth tarplant shall be achieved through salvaging smooth tarplant seeds from the population on-site and reseeded this species at an appropriate preserve off-site. The seeding of smooth tarplant shall be conducted in the fall, temporary irrigation would be used to initiate germination and plant growth, and permanent fencing shall be installed to prevent disturbance to the restoration site. A stockpile of smooth tarplant seed shall be retained in a seed repository for a subsequent seeding if the first year's plants do not successfully germinate. The restoration site shall be monitored and maintained by a qualified biologist for five years or until the plants have become fully established and can survive without supplemental irrigation. The monitoring and management plan prepared for the smooth tarplant mitigation will specify success criteria and contingency measures should success criteria not be met. Compliance with these mitigation measures shall be verified by the City of Santee.</p> <p>A long-term management plan will be prepared and a conservation entity will be designated to ensure long-term viability once the restoration monitoring and maintenance period has been completed. The plan and the entity will be subject to approval by the City of Santee and the Wildlife Agencies. An appropriate funding mechanism (e.g., a non-wasting endowment) will be established to ensure that there are long-term funds to manage the smooth tarplant population in perpetuity. The amount of the endowment will be determined using a Property Analysis Record (PAR) or similar program. The plan, including the long-term management funding, shall be implemented prior to or concurrently with the initiation of construction. Off-site restoration associated with impacts to the smooth tarplant will require restoration plans and the appropriate locations chosen subject to the approval of the City of Santee, USFWS, and CDFG within one year of commencement of grading.</p>	Grading Permit	Dept. of Dev. Services	Dev. Services	Director, DDS

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Mitigation Measures	Monitoring Milestone	Responsible Implementation Agency	Phase/Monitoring Agency	Monitor
<p>Plant Community Mitigation Compliance: Final mitigation ratios and the specific location of mitigation lands for Diegan coastal sage scrub, non-native grassland, willow scrub, and smooth tarplant would be determined in consultation with USFWS, USACE, and CDFG, as appropriate, in accordance with the requirements of the federal Clean Water Act, federal wetland policies, and the California Fish and Game Code. Prior to the issuance of the final grading permit, the applicant will need to demonstrate compliance with the mitigation options listed above. Mitigation credit from an authorized mitigation bank or through the purchase and dedication of off-site habitat will need to be approved by the City of Santee, USFWS, and CDFG. If restoration is the preferred option, a restoration plan will need to be prepared and an appropriate location chosen subject to the approval of the City of Santee, USFWS, and CDFG.</p>	Grading Permit	Dept. of Dev. Services	Dev. Services	Director, DDS
<p>Coastal California Gnatcatcher: To avoid impacts to active coastal California gnatcatcher nests grading or clearing of the disturbed and undisturbed Diegan coastal sage scrub should not occur during the breeding season of February 15 and August 31. If construction activities must occur during the breeding season, work may proceed under the following conditions:</p> <ul style="list-style-type: none"> • Pre-construction surveys for these species would be required. If active nests are present, construction activity should be located at least 500 feet from the nest and noise levels at the nest site kept below 60 dBA L_{eq} hourly. A buffer distance of less than 500 feet would require concurrence of the Wildlife Agencies and may require noise attenuation measures to reduce the level of noise at the nest site to below 60 dBA L_{eq} hourly. A qualified biologist should monitor all vegetation removal to ensure no direct impacts to individual birds. • Post-construction, night lighting will be directed away from the open space and shielded to prevent indirect impacts to the habitat of this species. 	Grading Permit	Dept. of Dev. Services	Dev. Services	Director, DDS
<p>Western Burrowing Owl: During project-specific environmental analysis, western burrowing owl surveys will be conducted using appropriate protocols to determine if this species is present and identify the location of active burrows. If western burrowing owls are present, affected individuals will be relocated using passive or active methodologies approved by the wildlife agencies. Mitigation for impacts to occupied habitat would be through the conservation of occupied western burrowing owls habitat or conservation of lands appropriate for the restoration, management, and enhancement of burrowing owl nesting and foraging requirements.</p>	Grading Permit	Dept. of Dev. Services	Dev. Services	Director, DDS

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Mitigation Measures	Monitoring Milestone	Responsible Implementation Agency	Phase/ Monitoring Agency	Monitor
<p>Least Bell's Vireo: The vireo is known to occupy the San Diego River corridor, which is approximately 1,000 feet north of the subject site. Where suitable riparian habitat is within 500 feet of the subject site, construction shall be timed to avoid the vireo's breeding season (March 15 – September 15) to avoid any possibility of construction noise impacts to this species. However, if it is determined that the construction activities are necessary during this period, work may proceed under the following conditions:</p> <ul style="list-style-type: none"> • Prior to beginning work during the breeding season, a full protocol survey of the adjacent habitat shall be conducted, pursuant to the USFWS guidelines. If any vireos are found, work may proceed provided that noise levels do not exceed 60 dB at the edge of the vireo habitat, either by changing operations or by constructing noise attenuation structures. If noise levels still exceed 60 dB at the edge of the mapped vireo habitat, then construction shall be deferred in that area until after the breeding season. • Post-construction, night lighting will be directed away from the open space and shielded to prevent indirect impacts to the habitat of this species. 	Grading Permit	Dept. of Dev. Services	Dev. Services	Director, DDS
<p>Southwestern willow flycatcher: No members of this species were observed on-site and are not expected to nest on-site or along the San Diego River off-site. There is a low to moderate potential for the species to forage on-site during migration. Because the species is not expected to nest on-site, impacts are not expected. However, application of the measures associated with the least Bell's vireo as discussed above would also ensure any potential impacts would be avoided.</p>	Grading Permit	Dept. of Dev. Services	Dev. Services	Director, DDS
<p>Nesting Raptors: To avoid potential impacts to nesting raptors, trees will be removed between September and January, outside of the breeding season of local raptor species. If tree removal must be conducted during the breeding season of February 1 to August 30, a raptor nest survey shall be conducted by a qualified biologist prior to any removal to determine if any raptor nests are present. If any raptor nest is discovered, a buffer shall be established (typically 500 feet) around the tree until the young are independent of the nest site. No construction activities may occur within this buffer area until a biologist determines that the fledglings are independent of the nest.</p>	Grading Permit	Dept. of Dev. Services	Dev. Services	Director, DDS
<p>Habitat Mitigation Details: To reduce indirect impacts of the proposed project's lighting on the San Diego River wildlife corridor to a less than significant level, lighting for the project shall be projected inward and/or southward toward Mission Gorge Road. At the time specific development is proposed, the project lighting plan shall be reviewed and approved by the City.</p> <p>Edge effects associated with human incursion into this sensitive wildlife area shall be minimized by controlling the access and educating the public which would minimize the impacts to a level that is less than significant. Public access will be accomplished by implementing a nine-foot-wide bike path/sidewalk with split-rail fencing along the river side, pet control, and an interpretive nature pocket park. Signs will be posted along the corridor that state "Sensitive Wildlife Area – Keep on Designated Paths" or similar language.</p>	Grading Permit	Dept. of Dev. Services	Dev. Services	Director, DDS

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Mitigation Measures	Monitoring Milestone	Responsible Implementation Agency	Phase/Monitoring Agency	Monitor
<p>Impacts to USACE wetlands shall be mitigated at a ratio of 3:1, including creation at a minimum of 1:1. The remainder of the required mitigation can be mitigated using various methods, including additional creation, enhancement, or preservation. Mitigation for 0.17 acre of impacts to southern willow scrub wetlands will include a minimum of 0.17 acre of habitat creation, and 0.34 acre of creation, preservation, and/or enhancement of degraded wetlands.</p> <p>Impacts to USACE non-wetlands waters of the U.S. shall be mitigated at a 1:1 ratio and must consist of creation. Mitigation for 0.33 acre of impacts to USACE non-wetlands waters of the U.S. will include a minimum of 0.33 acre of habitat creation. Off-site restoration associated with impacts to wetlands will require restoration plans and the appropriate locations chosen subject to the approval of the City of Santee, USFWS, and USACE within one year of commencement of grading.</p>	Grading Permit	Dept. of Dev. Services	Dev. Services	Director, DDS
<p>Impacts to CDFG riparian habitat are typically mitigated at a ratio of 3:1, including habitat creation at a minimum of a 1:1 mitigation ratio. Mitigation for 0.42 acre of impacts to CDFG riparian habitat and streambed would include a minimum of 0.42 acre of habitat creation and 0.84 acre of creation, preservation, and/or enhancement of degraded wetlands. This mitigation includes the 0.51 acre of mitigation required for impacts to USACE wetlands. In addition, this mitigation encompasses the mitigation for impacts to southern willow scrub as discussed above. As with impacts to USACE non-wetland waters of the U.S., impacts to CDFG streambed are typically mitigated at a ratio of 1:1 and must consist of creation. Therefore, mitigation for 0.55 acre of impacts to CDFG streambed would include a minimum of 0.55 acre of habitat creation. This mitigation can include the 0.33 acre of mitigation required for impacts to USACE non-wetland waters of the U.S. Off-site restoration associated with impacts to wetlands will require restoration plans and the appropriate locations chosen subject to the approval of the City of Santee, USFWS, and CDFG within one year of commencement of grading.</p>	Grading Permit	Dept. of Dev. Services	Dev. Services	Director, DDS
CULTURAL RESOURCES				
<p>The Polo Barn, listed on the Federal Register of Historic Places shall remain. All outlying buildings shall be recorded at a Level III documentation/recordation. Level III documentation includes plan sketches, large format photos of interior and exterior of buildings, written history, and architectural description. The history should include the place of the farm in the history of social services in America. Interviews with patients and employees of the farm, and historic photographs of the facility should be an integral part of this historical research. This research should be used to develop an interpretive display for the public, discussing the history of the Edgemoor Farm Historic District, and how it fit in with the social trends of America in the 1800s and 1900s.</p>	Demolition Permit	Dept. of Dev. Services	Dev. Services	Director, DDS
<p>Because of the potential for buried cultural resources in the floodplain vicinity, a qualified archaeological monitor shall be present during the initial grading of those project areas within the floodplain.</p>	Grading Permit	Dept. of Dev. Services	Dev. Services	Director, DDS
GEOLOGY/SOILS/SEISMICITY				

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Mitigation Measures	Monitoring Milestone	Responsible Implementation Agency	Phase/ Monitoring Agency	Monitor
<p>G-1. Applicant shall implement the geotechnical and remedial grading measures recommended in Section 6.0 of the MEIR-Level Geotechnical Report. Geotechnical recommendations include:</p> <ul style="list-style-type: none"> • Removing and replacing fill and placed as compacted fill to provide suitable foundation and constructed improvement support. • Partial removal, moisture conditioning, and compaction of the upper levels of the alluvial soils. • Finish-grade elevations for building pads shall be designed so that at least 10 feet of compacted fill exists above groundwater. • Implementation of adequate drainage provisions. 	Grading Permit	Dept. of Dev. Services	Dev. Services	Director, DDS
All mitigation measures identified at the time specific development proposals are brought forward shall be a condition of the final grading plans. Grading would occur in accordance with detailed geotechnical reports for individual projects on individual sites.	Grading Permit	Dept. of Dev. Services	Dev. Services	Director, DDS
HAZARDS AND HAZARDOUS MATERIALS				
The proposed project would not involve hazards or hazardous materials.	N/A	N/A	N/A	N/A
HYDROLOGY/WATER QUALITY				
Prepare a storm water management/drainage control plan that incorporates Best Management Practices (BMPs) in accordance with the City of Santee's Stormwater Management and Discharge Control Ordinance and the National Pollution Discharge and Elimination System (NPDES) permit from the San Diego Regional Water Quality Control Board (RWQCB).	Grading & Building Permits	Dept. of Dev. Services	Dev. Services	Director, DDS
Implement the approved storm water management/drainage control plan. Implementation of the plan shall be reviewed and completed to the satisfaction of the City Engineer.	Grading Permit	Dept. of Dev. Services	Dev. Services	Director, DDS
As a condition of project approval, the project proponent is required to pay a drainage impact fee. The impact fee is intended to offset incremental contributions to the citywide drainage system.	Grading Permit	Dept. of Dev. Services	Dev. Services	Director, DDS
LAND USE AND PLANNING				
There are no Mitigation Measures related to Land Use and Planning.	N/A	N/A	N/A	N/A
MINERAL RESOURCES				
The proposed project would not affect mineral resources.	N/A	N/A	N/A	N/A
NOISE				
Future projected noise levels at the 21-acre mixed-use development area in Phase 1 have the potential to exceed 65 L _{dn} , depending on the final site design. If future residential exterior use areas are to be located within the 65 L _{dn} contour, an acoustical assessment shall be performed to determine mitigation measures to reduce noise levels to 65 L _{dn} or less.	Grading & Building Permits	Dept. of Dev. Services	Dev. Services	Director, DDS

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Mitigation Measures	Monitoring Milestone	Responsible Implementation Agency	Phase/Monitoring Agency	Monitor
For any multi-family residential units along Town Center Parkway and Civic Center Drive, the State Building Code also requires an interior noise analysis when exterior noise levels exceed 65 L _{dn} . At the time detailed site plans are proposed for multi-family units within the mixed-use area, it shall be examined to determine if exterior noise levels at the multi-family buildings exceed 60 L _{dn} . If exterior noise levels are found to exceed 60 L _{dn} at the time that building plans are available for the multi-family residential units along Town Center Parkway and Civic Center Drive, and prior to the issuance of building permits, a detailed acoustical analysis would be required ensuring that interior noise levels due to exterior sources would be below the 45 L _{dn} standard. The analysis should consider the first-, second-, and third-floor habitable rooms of the affected units. Additionally, if exterior noise levels are found to exceed 60 L _{dn} , it may be necessary for the windows to be closed in order to achieve the necessary exterior-to-interior noise reduction. Consequently, the interior design for these affected units may be required to include a ventilation or air conditioning system to provide a habitable interior environment when windows are closed.	Grading & Building Permits	Dept. of Dev. Services	Dev. Services	Director, DDS
Construction shall be limited to the hours of 7 A.M. to 7 P.M. Monday through Saturday as stated in the City of Santee's Noise Abatement and Control Ordinance.	Grading & Building Permits	Dept. of Dev. Services	Dev. Services	Director, DDS
Where suitable riparian habitat is within 500 feet of the subject site, construction shall be timed to avoid the least Bell's vireo breeding season (March 15 – September 15) to avoid any possibility of construction noise impacts to this species. However, if it is determined that the construction activities are necessary during this period, work may proceed provided a full protocol survey of the adjacent habitat is conducted pursuant to the USFWS guidelines. If any vireos are found, work may proceed provided that noise levels do not exceed 60 dB at the edge of the vireo habitat, either by changing operations or by constructing noise attenuation structures. If noise levels still exceed 60 dB at the edge of the mapped vireo habitat, then construction shall be deferred in that area until after the breeding season.	Grading & Building Permits	Dept. of Dev. Services	Dev. Services	Director, DDS
POPULATION AND HOUSING				
The proposed project would not affect Population and Housing.	N/A	N/A	N/A	N/A
PUBLIC SERVICES AND UTILITIES				
There are no Mitigation Measures related to Public Services and Utilities.	N/A	N/A	N/A	N/A
TRANSPORTATION / TRAFFIC (Existing + Entire Project, No Phasing, No Extension of 52)				
Mission Gorge Road/Town Center Parkway. Provide southbound right-turn overlap phasing. This recommended mitigation involves signal operation changes only. Since the mitigation does not improve the LOS to pre project levels, the impact is considered not fully mitigated. The extension of SR-52 from SR-125 to SR-67 will mitigate this impact to below a level of significance.	Building Permits	Dept. of Dev. Services	Dev. Services	Director, DDS

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Mitigation Measures	Monitoring Milestone	Responsible Implementation Agency	Phase/ Monitoring Agency	Monitor
Mission Gorge Road/Cuyamaca Street. Provide a dedicated northbound right-turn lane with overlap phasing. This recommended mitigation involves signal operation changes and construction of an additional lane. However, since the mitigation does not improve the LOS to pre project levels, the impact is considered not fully mitigated. A third northbound and southbound right turn lane each would fully mitigate the significant impact but is not feasible within the existing right-of-way. The City has previously established the requirement for an Irrevocable Offer of Dedication of right-of-way for this purpose.	Building Permits	Dept. of Dev. Services	Dev. Services and Caltrans	Director, DDS
Mission Gorge Road/Civic Center Drive. Provide second eastbound left-turn lane and a second southbound right-turn lane with overlap phasing. This recommended mitigation involves signal operation changes and construction of additional lanes.	Building Permits	Dept. of Dev. Services	Dev. Services	Director, DDS
Mission Gorge Road/Cottonwood Avenue. Provide dual left-turn lanes, one shared through/right lane and one right-turn lane in the southbound approach, one left-turn lane, three through lanes and one right-turn lane in the westbound approach, one left-turn lane and one shared through/right lane in the northbound approach, and dual left-turn lanes, two through lanes and one shared through/right lane in the westbound approach. This recommended mitigation involves signal operation changes and construction of additional lanes.	Building Permits			
Mission Gorge Road between Magnolia Avenue and SR-125. The recommended improvements at intersections along Mission Gorge Road do not fully mitigate the project related impacts. Hence this impact is considered significant and unmitigable.	Building Permits	Dept. of Dev. Services	Dev. Services	Director, DDS
Eastbound and westbound SR-52 between SR-125 and Mast Boulevard. Impact cannot be feasibly mitigated since it is beyond the ability of the project to add lanes to the freeway. Until an enforceable program is established to allow the payment of fees for improvements to SR-52, this impact is considered significant and unmitigable.	Building Permits	Dept. of Dev. Services	Dev. Services	Director, DDS
TRANSPORTATION / TRAFFIC (Existing + Mixed Use Project Without Extension of SR52)				
Mission Gorge Road/Cuyamaca Street. Provide a dedicated northbound right-turn lane with overlap phasing. This recommended mitigation involves signal operation changes and construction of an additional lane. However, since the mitigation does not improve the LOS to pre project levels, the impact is considered not fully mitigated. A third northbound lane and southbound right-turn would fully mitigate the significant impact but is not feasible within the existing right-of-way.	Building Permits Phase 1	Dept. of Dev. Services	Dev. Services	Director, DDS
Mission Gorge Road between Magnolia Avenue and SR-125. Impact mitigated with extension of SR-52 to SR-67. However, since the project may be constructed prior to the extension of SR-52, the impact is considered significant and unmitigable.	Building Permits Phase 1	Dept. of Dev. Services	Dev. Services	
Eastbound and Westbound SR-52 between SR-125 and Mast Boulevard. Impact cannot be feasibly mitigated since it is beyond the ability of the project to add lanes to the freeway. Until an enforceable program is established to allow the payment of fees for improvements to SR-52, the impact is considered significant and unmitigable.	Building Permits Phase 1	Dept. of Dev. Services	Dev. Services	

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Mitigation Measures	Monitoring Milestone	Responsible Implementation Agency	Phase/Monitoring Agency	Monitor
TRANSPORTATION / TRAFFIC (Phase 1 - Year 2010 Without SR-52 Extension)				
Mission Gorge Road/Town Center Parkway. Provide southbound right-turn overlap phasing. This recommended mitigation involves signal operation changes only.	Building Permits Phase 1	Dept. of Dev. Services	Dev. Services	Director, DDS
Mission Gorge Road/Cuyamaca Street. Provide a dedicated northbound right-turn lane with overlap phasing. This recommended mitigation involves signal operation changes and construction of an additional lane. However, since the mitigation does not improve the LOS to pre project levels, the impact is considered not fully mitigated. A third northbound lane and southbound right-turn lane would fully mitigate the significant impact but is not feasible within the existing right-of-way.	Building Permits Phase 1	Dept. of Dev. Services	Dev. Services	Director, DDS
Mission Gorge Road between Magnolia Avenue and SR-125. Impact mitigated with extension of SR-52 to SR-67. However, since the project may be constructed prior to the extension of SR-52, the impact is considered significant and unmitigable.	Building Permits Phase 1	Dept. of Dev. Services	Dev. Services	Director, DDS
Eastbound and Westbound SR-52 between SR-125 and Mast Boulevard. Impact cannot be feasibly mitigated since it is beyond the ability of the project to add lanes to the freeway. Until an enforceable program is established to allow the payment of fees for improvements to SR-52, the impact is considered significant and unmitigable.	Building Permits Phase 1	Dept. of Dev. Services	Dev. Services	Director, DDS
TRANSPORTATION / TRAFFIC (Phase 1 - Year 2010 With SR-52 Extension to Cuyamaca Street)				
Mission Gorge Road/Town Center Parkway. Provide southbound right-turn overlap phasing. This recommended mitigation involves signal operation changes only.	Building Permits Phase 1	Dept. of Dev. Services	Dev. Services	Director, DDS
Mission Gorge Road/Cuyamaca Street. Provide a dedicated northbound right-turn lane with overlap phasing. This recommended mitigation involves signal operation changes and construction of an additional lane. However, since the mitigation does not improve the LOS to pre project levels, the impact is considered not fully mitigated. A third northbound lane and southbound right-turn lane would fully mitigate the significant impact but is not feasible within the existing right-of-way.	Building Permits Phase 1	Dept. of Dev. Services	Dev. Services	Director, DDS
Mission Gorge Road/Magnolia Avenue. Provide a third southbound through lane. This recommended mitigation involves signal operation changes and construction of an additional lane.	Building Permits Phase 1	Dept. of Dev. Services	Dev. Services	Director, DDS
Prospect Avenue/Magnolia Avenue. Impact mitigated with extension of SR-52 to SR-67. However, since the project may be constructed prior to the extension of SR-52, the impact is considered significant and unmitigable.	Building Permits Phase 1	Dept. of Dev. Services	Dev. Services	Director, DDS
Mission Gorge Road between Magnolia Avenue and SR-125. Impact mitigated with extension of SR-52 to SR-67. However, since the project may be constructed prior to the extension of SR-52, the impact is considered significant and unmitigable.	Building Permits Phase 1	Dept. of Dev. Services	Dev. Services	Director, DDS
Eastbound and Westbound SR-52 between SR-125 and Mast Boulevard. Impact cannot be feasibly mitigated since it is beyond the ability of the project to add lanes to the freeway. Until an enforceable program is established to allow the payment of fees for improvements to SR-52, the impact is considered significant and unmitigable.	Building Permits Phase 1	Dept. of Dev. Services	Dev. Services	Director, DDS

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Mitigation Measures	Monitoring Milestone	Responsible Implementation Agency	Phase/Monitoring Agency	Monitor
TRANSPORTATION / TRAFFIC (Year 2020 With Phases I and II with SR-52 Extension to SR-67)				
Mission Gorge Road/Cuyamaca Street. Provide a dedicated northbound right-turn lane with overlap phasing. This recommended mitigation involves signal operation changes and construction of an additional lane. However, since the mitigation does not improve the LOS to pre project levels, the impact is considered not fully mitigated. A third northbound lane would fully mitigate the significant impact but is not feasible within the existing right-of-way.	Building Permits Phases 1 & 2	Dept. of Dev. Services	Dev. Services	Director, DDS
Mission Gorge Road between SR-125 and Fanita Drive. Widen Mission Gorge Road to 8 lanes Prime Arterial standards between SR-125 and Carlton Hills Boulevard. This mitigation improves the LOS to better than pre project levels. However, the LOS does not improve to LOS D. Note: this is a cumulative traffic impact covered by payment of traffic mitigation fees by the developer at the time of building permit issuance.	Building Permits Phases 1 & 2	Dept. of Dev. Services	Dev. Services	Director, DDS
Mission Gorge Road between Fanita Drive and Carlton Hills Boulevard. Widen Mission Gorge Road to 8 lanes Prime Arterial standards between SR-125 and Carlton Hills Boulevard. This mitigation improves the LOS to better than pre project levels. Note: this is a cumulative traffic impact covered by payment of traffic mitigation fees by the developer at the time of building permit issuance.	Building Permits Phases 1 & 2	Dept. of Dev. Services	Dev. Services	Director, DDS
Mission Gorge Road between Magnolia Avenue and SR-125. Widen Mission Gorge Road to 8 lanes Prime Arterial standards between SR-125 and Carlton Hills Boulevard and implement the recommended intersection improvements along Mission Gorge Road. However, since the mitigation does not improve the LOS to pre project levels, the impact is considered not fully mitigated. Note: this is a cumulative traffic impact covered by payment of traffic mitigation fees by the developer at the time of building permit issuance.	Building Permits Phases 1 & 2	Dept. of Dev. Services	Dev. Services	Director, DDS
Eastbound SR-52 between Mast Boulevard and Mission Gorge Road. Impact cannot be feasibly mitigated. Until an enforceable program is established to allow the payment of fees for improvements to SR-52, the impact is considered not fully mitigated.	Building Permits Phases 1 & 2	Dept. of Dev. Services	Dev. Services	Director, DDS
Eastbound SR-52 between Mission Gorge Road and Cuyamaca Street. Impact cannot be feasibly mitigated. Until an enforceable program is established to allow the payment of fees for improvements to SR-52, the impact is considered not fully mitigated.	Building Permits Phases 1 & 2	Dept. of Dev. Services	Dev. Services	Director, DDS
Eastbound SR-52 between Cuyamaca Street and Magnolia Avenue. Impact cannot be feasibly mitigated. Until an enforceable program is established to allow the payment of fees for improvements to SR-52, the impact is considered not fully mitigated.	Building Permits Phases 1 & 2	Dept. of Dev. Services	Dev. Services	Director, DDS
Northbound SR-67 between I-8 and Prospect Avenue. Impact (PM Peak) cannot be feasibly mitigated. Until an enforceable program is established to allow the payment of fees for improvements to SR-67, the impact is considered not fully mitigated.	Building Permits Phases 1 & 2	Dept. of Dev. Services	Dev. Services	Director, DDS
TRANSPORTATION / TRAFFIC (Year 2020 With Phases I, II, and III)				

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Mitigation Measures	Monitoring Milestone	Responsible Implementation Agency	Phase/Monitoring Agency	Monitor
Mission Gorge Road/SR-125 Ramps. Widen Mission Gorge Road to 8 lanes Prime Arterial standards between SR-125 and Carlton Hills Boulevard, thus providing a fourth through lane in the eastbound and westbound directions. This recommended mitigation involves signal operation changes and construction of additional lanes. Note: this is a cumulative traffic impact covered by payment of traffic mitigation fees by the developer at the time of building permit issuance.	Building Permits Phases 1, 2 & 3	Dept. of Dev. Services	Dev. Services	Director, DDS
Mission Gorge Road/Cuyamaca Street. Provide a dedicated northbound right-turn lane with overlap phasing. This recommended mitigation involves signal operation changes and construction of an additional lane. However, since the mitigation does not improve the LOS to pre Project levels, the impact is considered not fully mitigated. A third northbound and southbound right turn lane each would fully mitigate the significant impact but is not feasible within the existing right-of-way. The City has previously established the requirement for an Irrevocable Offer of Dedication of right-of-way for this purpose.	Building Permits Phases 1, 2 & 3	Dept. of Dev. Services	Dev. Services	Director, DDS
Mission Gorge Road/Magnolia Avenue. Provide a third southbound through lane. This mitigation improves the LOS to a pre project level. This recommended mitigation involves signal operation changes and construction of an additional lane.	Building Permits Phases 1, 2 & 3	Dept. of Dev. Services	Dev. Services	Director, DDS
Mission Gorge Road between SR-125 and Fanita Drive. Widen Mission Gorge Road to 8 lanes Prime Arterial standards between SR-125 and Carlton Hills Boulevard. This mitigation improves the LOS to better than pre project levels. However, the LOS does not improve to LOS D. Note: this is a cumulative traffic impact covered by payment of traffic mitigation fees by the developer at the time of building permit issuance.	Building Permits Phases 1, 2 & 3	Dept. of Dev. Services	Dev. Services	Director, DDS
Mission Gorge Road between Fanita Drive and Carlton Hills Boulevard. Widen Mission Gorge Road to 8 lanes Prime Arterial standards between SR-125 and Carlton Hills Boulevard. This mitigation improves the LOS to better than pre project levels. Note: this is a cumulative traffic impact covered by payment of traffic mitigation fees by the developer at the time of building permit issuance.	Building Permits Phases 1, 2 & 3	Dept. of Dev. Services	Dev. Services	Director, DDS
Mission Gorge Road between Magnolia Avenue and SR-125. Widen Mission Gorge Road to 8 lanes Prime Arterial standards between SR-125 and Carlton Hills Boulevard and implement the recommended intersection improvements along Mission Gorge Road. However, since the mitigation does not improve the LOS to pre project levels, the impact is considered not fully mitigated. Note: this is a cumulative traffic impact covered by payment of traffic mitigation fees by the developer at the time of building permit issuance.	Building Permits Phases 1, 2 & 3	Dept. of Dev. Services	Dev. Services	Director, DDS
Eastbound SR-52 between Mast Boulevard and Mission Gorge Road. Impact cannot be feasibly mitigated. Until an enforceable program is established to allow the payment of fees for improvements to SR-52, the impact is considered not fully mitigated.	Building Permits Phases 1, 2 & 3	Dept. of Dev. Services	Dev. Services	Director, DDS
Eastbound and Westbound SR-52 between Mission Gorge Road and Cuyamaca Street. Impact cannot be feasibly mitigated. Until an enforceable program is established to allow the payment of fees for improvements to SR-52, the impact is considered not fully mitigated.	Building Permits Phases 1, 2 & 3	Dept. of Dev. Services	Dev. Services	Director, DDS

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Mitigation Measures	Monitoring Milestone	Responsible Implementation Agency	Phase/ Monitoring Agency	Monitor
Eastbound and Westbound SR-52 between Cuyamaca Street and Magnolia Avenue. Impact cannot be feasibly mitigated. Until an enforceable program is established to allow the payment of fees for improvements to SR-52, the impact is considered not fully mitigated.	Building Permits Phases 1, 2 & 3	Dept. of Dev. Services	Dev. Services	Director, DDS
Northbound SR-67 between I-8 and Prospect Avenue. Impact (PM Peak) cannot be feasibly mitigated. Until an enforceable program is established to allow the payment of fees for improvements to SR-67, the impact is considered not fully mitigated.	Building Permits Phases 1, 2 & 3	Dept. of Dev. Services	Dev. Services	Director, DDS
TRANSPORTATION / TRAFFIC (Access)				
<p>➤ Mission Gorge Road/Civic Center Drive Intersection: Modify existing signal as appropriate and provide the following lane geometry:</p> <ol style="list-style-type: none"> 1. Southbound – Dual right-turn lanes with overlap, one shared through/left lane and one left-turn lane (note: one right-turn lane already exists). 2. Westbound – One left-turn lane, three through lanes and one right-turn lane with overlap 3. Northbound – One left-turn lane and one shared through-right lane 4. Eastbound – Dual left-turn lanes, two through lanes and one shared through right-turn lane 	Building Permits Phase 1	Dept. of Dev. Services	Dev. Services	Director, DDS
<p>➤ Magnolia Avenue/Civic Center Drive Intersection: Modify existing signal as appropriate and provide the following lane geometry:</p> <ol style="list-style-type: none"> 1. Southbound – One right-turn lane and three through lanes 2. Westbound – One left-turn lane and one shared through/right lane 3. Northbound – Two left-turn lanes and three through lanes 4. Eastbound – One left-turn lane and two right-turn lanes <p>Note: Civic Center Drive will be renamed RiverView Parkway</p>	Building Permits Phase 2	Dept. of Dev. Services	Dev. Services	Director, DDS
<p>➤ Mission Gorge Road/Cottonwood Avenue Intersection: Modify existing signal as appropriate and provide the following lane geometry at the following:</p> <ol style="list-style-type: none"> 1. Southbound – Dual left-turn lanes, one shared through right-turn lane and one right-turn lane 2. Westbound – One left-turn lane, three through lanes and one right-turn lane 3. Northbound – One left-turn lane and one shared through-right lane 4. Eastbound – Dual left-turn lanes, two through lanes and one shared through right-turn lane 	Building Permits Phase 3	Dept. of Dev. Services	Dev. Services	Director, DDS
Town Center Parkway: The segment between Civic Center Drive and Magnolia Avenue shall be constructed to City of Santee Parkway standards with two lanes in each direction, to the satisfaction of the City Traffic Engineer. This mitigation involves construction of a new roadway.	Building Permits Phase 1	Dept. of Dev. Services	Dev. Services	Director, DDS

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Mitigation Measures	Monitoring Milestone	Responsible Implementation Agency	Phase/ Monitoring Agency	Monitor
<p>Cottonwood Avenue: Construct the segment between the new section of Town Center Parkway to Mission Gorge Road to City of Santee Parkway standards with two lanes in each direction, to the satisfaction of the City Traffic Engineer. This mitigation involves construction of a new roadway. If the construction of Cottonwood Avenue, as depicted in the Circulation Element, is infeasible, an alternative circulation system between Mission Gorge Road and Town Center Parkway as approved by the City of Santee, will be constructed.</p>	Building Permits Phase 3	Dept. of Dev. Services	Dev. Services	Director, DDS
<p>Cottonwood Avenue/Civic Center Intersection: Construct the intersection with signalized traffic control and provide the following intersection geometry:</p> <ol style="list-style-type: none"> 1. Southbound – One left-turn lane, one through lane and one shared through right-turn lane 2. Westbound – One left-turn lane, one through lane and one shared through right-turn lane 3. Northbound – One left-turn lane, one through lane and one shared through right-turn lane 4. Eastbound – One left-turn lane, one through lane and one shared through right-turn lane <p>Note: Civic Center Drive will be renamed RiverView Parkway</p>	Building Permits Phase 3	Dept. of Dev. Services	Dev. Services	Director, DDS
<p>Civic Center Drive/Transit Way Intersection: Construct the intersection with signalized traffic control and provide the following intersection geometry:</p> <ol style="list-style-type: none"> 1. Southbound – One left-turn lane, one through lane and one shared through right-turn lane 2. Northbound – One left-turn lane, two through lanes 3. Eastbound – One left-turn lane and one right-turn lane 4. This recommended mitigation involves construction of a new intersection and installation of a traffic signal. <p>Note: Civic Center Drive will be renamed RiverView Parkway; Transit Way = Town Center Parkway</p>	Building Permits Phase 1	Dept. of Dev. Services	Dev. Services	Director, DDS
<p>Elimination of Cottonwood from the Circulation Element: The elimination of Cottonwood from the Circulation Element is not recommended. Cottonwood Avenue shall be maintained in the City Circulation Element. The project shall contribute a fair share towards the eventual construction of Cottonwood Avenue across the San Diego River.</p>	Building Permits Phase 3	Dept. of Dev. Services	Dev. Services	Director, DDS

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**CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
FINDINGS & FACTS IN SUPPORT OF FINDINGS
SANTEE TOWN CENTER
SPECIFIC PLAN AMENDMENT
MASTER ENVIRONMENTAL IMPACT REPORT (MEIR)**

Prepared for:

**CITY OF SANTEE DEPARTMENT OF DEVELOPMENT SERVICES
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Date: February 8, 2006

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LIST OF ACRONYMS

The following acronyms are used in these Findings of Fact and Statement of Overriding Considerations document:

BMP's	Best Management Practices
Cal-EPA	California Environmental Protection Agency
CAGN	Coastal California Gnatcatcher
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
dBA	Decibel "A-weighting"
Draft EIR	Draft Environmental Impact Report
EDU	Equivalent Dwelling Unit
EIR	Environmental Impact report
Final MEIR	Final Master Environmental Impact Report
FESA	Federal Endangered Species Act
ICU	Intersection Capacity Utilization
LOS	Level of Service
MFD	Multi-Family Dwelling
MMRP	Mitigation Monitoring & Reporting Program
MSCP	Multiple Species Conservation Program
NOP	Notice of Preparation
NCCP	Natural Community Conservation Plan
NPDES	National Pollutant Discharge Elimination System
PEA	Preliminary Endangerment Assessment
RAQS	Regional Air Quality Strategy
RWQCP	San Diego Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Prevention Plan
SWPPP	Stormwater Pollution Prevention Plan

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USACE

U.S. Army Corps of Engineers

USFWS

U.S. Fish and Wildlife Service

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INTRODUCTION

The Final Master Environmental Impact Report (MEIR) has been prepared to analyze the environmental effects of constructing the Santee Town Center Specific Plan Amendment Project (Project) consisting a 154.05 acre corporate office park, under the provision of the California Environmental Quality Act (CEQA) and the policy of the City of Santee. CEQA and the State guidelines implementing CEQA (CEQA Guidelines) require findings with respect to the potential effects of a project, and in conjunction with the approval or carrying out of such a project. The TCSPA (RiverView Master Plan) establishes development on 104 acres (i.e. Phase 1 and Phase 2). However, the MEIR and MMP cover an analysis for 154.05 acre property that includes a potential future planning area.

The City of Santee has prepared these Findings and Facts in Support of Findings (Findings) for the Santee Town Center Specific Plan Amendment MEIR in accordance with the CEQA statutes, the CEQA Guidelines and City procedures. The Draft MEIR thoroughly analyzed and identified significant or potentially significant impacts that may occur as a result of the Project. Therefore, in accordance with the provisions of CEQA Guidelines, the City of Santee City Council adopts these Findings as part of its approval of the Project.

I. PURPOSE OF FINDINGS

The primary purpose of these Findings are to systematically restate the effects of the Santee Town Center Specific Plan Amendment Project on the environment identified in the MEIR, and to determine the feasibility of mitigation measures and project alternatives identified in the MEIR that would avoid or substantially lessen those significant effects.

Another purpose of these findings is to focus on project alternatives in the City is consideration of the proposed Project and its ultimate decision to approve or disapprove the proposed Project. If, after application of all feasible mitigation measures to the Project, significant impacts remain, project alternatives in the MEIR must be reviewed and determined to be feasible or infeasible. These findings set forth the reasons, based on the substantial evidence in the record, why the decision-makers conclude that any such project alternatives are infeasible.

The adopted mitigation measures are expressed conditions of approval. Other requirements are referenced in the Mitigation Monitoring and Reporting Program adopted concurrently with these Findings and will be effectuated through the process of implementing the Project.

REQUIRED FINDINGS FOR IMPACTS ON THE ENVIRONMENT

The CEQA Guidelines' requirements for Environmental Impact Reports (EIRs) are primarily focused on the significant effects that a project has on the environment. This emphasis is followed by specific guidance in Section 15091 for making findings for projects with significant impacts on the environment, as follows:

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No public agency shall approve or carry out a project for which an Environmental Impact Report (EIR) has been certified that identifies one or more significant environmental effects of the project unless the decision-makers make one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

Finding 1: Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the MEIR.

Finding 2: Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

Finding 3: Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the MEIR.

II. PROJECT DESCRIPTION

The Santee Town Center is a master planned focal point for the city of Santee, designed to create a people-oriented commercial, business, residential, and recreational hub along the San Diego River. The Town Center Plan is designed to protect and enhance the natural features of the San Diego River. The unique opportunities presented by Town Center's location on 706 acres offers the rare occasion of creating a central core consisting of interwoven conservation and development areas. It has allowed the City of Santee to comprehensively plan for the location of new residential, commercial, institutional, office, recreational, and open space uses within the context of the cohesive master plan.

The currently proposed Santee Town Center Specific Plan Amendment comprises 104 acres, focused around a corporate and technology campus augmented by limited residential and commercial uses. The Specific Plan Amendment will enable this portion of the Town Center to be developed according to a broad concept that envisions Town Center as a vital composite of compatible and complementary land uses.

A principal goal of the plan is to dictate overall guidelines for development while simultaneously allowing for flexible response to future business market opportunities that are consistent with the overall theme of an office park campus. At the same time, this Specific Plan Amendment supplements existing city zoning standards by establishing

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development standards particular to this site, which are compatible with the adopted Santee Town Center Specific Plan. The following table provides a breakdown of these components by the use, type, and acreage:

Area	Building Area	Land Use
Current Planning Area		
Area A – Northwest Corner (9.03 acres)	153,510	Commercial/office
Mixed Use Area – Condos (10.3 acres)	350,000	Mixed Use
Mixed Use Area – Theater (7.44 acres)	45,000	Mixed Use
Mixed Use Area – Office (4.00 acres)	150,000	Mixed Use
Area B – West of Las Colinas Drainage (25.77 acres)	438,090	Commercial/office
Area C – Southeast Corner (6.02 acres)	102,340	Commercial/office
Area D – North of Las Colinas (5.05 acres)	85,850	Commercial/office
Area E – Northeast of Las Colinas (13.56 acres)	230,520	Commercial/office
Area F – Northeast Corner near Magnolia (8.25 acres)	<u>140,250</u>	Commercial/office
Pedestrian/Bicycle Walkway (4.58 acres)		
Total Current Planning Area (94.00 acres)	1,695,560	
Future Planning Area		
Area G – Las Colinas North (2.14 acres)	36,380	Commercial/office
Area H – Las Colinas West (13 acres)	221,000	Commercial/office
Area I – Fire Station Future (1.37 acres)	23,290	Commercial/office
Area J – Edgemoor (29.90 acres)	<u>508,300</u>	Commercial/office
Total Future Planning Area (46.41 acres)	788,970	
TOTAL (140.41 acres)	2,507,480	

*Net acreage does not include right-of-way (13.64 acres).

Building area is calculated as follows:

Commercial/Office:	17,000 square feet per acre
Residential:	1,400 square feet per unit for a mid-range density of 25 dwelling units per acre
Theatre:	6,429 square feet per acre
Mixed-Use Office:	37,500 square feet per acre

III. INCORPORATION BY REFERENCE

Section §15150 of California Environmental Quality Act Guidelines permits MEIR to incorporate, by reference, documents that provide pertinent material used in preparation of that MEIR. Specific requirements pertain to documents incorporated by reference, as follows:

- Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text;

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- The document incorporated by reference shall be made available to the public for inspection at a public place. This availability must be stated in the MEIR; and
- When incorporating by reference, the text shall briefly summarize the incorporated material and describe the relationship between the incorporated document and the MEIR.

The City has incorporated several documents in the preparation of the Santee Town Center Specific Plan Amendment MEIR. These are available for review at the City of Santee, Department of Development Services, 10601 Magnolia Avenue, Santee, California, during normal business hours. Several City documents are also available on the City website at <http://www.ci.santee.ca.us/dds>.

General Plan 2020 - City of Santee, California (Adopted August 27, 2003): This document serves as the framework for public policy and land use decisions within the city. A summary of relevant General Plan Goals and Policies as they relate to the Project is provided in Section 4.9 (Land Use and Planning).

Final Master EIR for the City of Santee General Plan Update (June 6, 2003): This document provides the CEQA documentation for the City's General Plan.

State Route 67 EIS/EIR: This document, applicant by Cal Trans District "On June 28, 1989, and the US Department of Transportation (Federal Highway Administration – Region 9) On July 29, 1989, was prepared to analyze two route adoption alternatives and their alternative transportation actions to meet the need for an east/west highway linkage between Mission Gorge Road in the City of San Diego and State Route 67 in the City of Santee. This is referenced in the Transportation Traffic Report (Appendix B) and Traffic Discussion (Section 4)

City of Santee Zoning Code: The Zoning Code is the primary regulatory document for land use in the City. Adopted July 12, 1985 and amended most recently on November 19, 2003, the Zoning Code acts as an implementation vehicle for elements of the General Plan. The Project Description and Land Use Sections of this MEIR quote or paraphrase passages from the Zoning Code related to existing and proposed Zoning District designations and descriptions.

IV. RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings, the Record of Proceedings for the Project consists of the following documents, at a minimum:

- The Notice of Preparation and all other public notices issued by the City in conjunction with the Project;
- The Final MEIR;
- All comments submitted by agencies or members of the public during the public comment period on the MEIR;
- All comments and correspondence submitted to the City with respect to the Project, in addition to timely comments on the MEIR;

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- The Mitigation Monitoring and Reporting Program;
- All findings and resolutions adopted by the City Council decision makers in connection with the Project, and all documents cited or referred to therein;
- All final reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by the City;
- Consultants to the City or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's actions on the Project;
- All documents submitted by the close of the public hearing to the City by other public agencies or members of the public in connection with the Project;
- Minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the Project;
- Any documentary or other evidence submitted to the City at such information sessions, public meetings, and public hearings;
- Matters of common knowledge to the City, including, but not limited to, federal, state, and local laws and regulations;
- Any documents expressly cited in these Findings, in addition to those cited above; and
- Any other materials required to be in the record of proceedings by Section 21167.6 (e) of CEQA.

The custodian of the documents comprising the record of proceedings is the City Clerk, whose office is located at 10601 Magnolia Avenue, Santee, CA 92071-1266. Copies of all these documents, which constitute the record of proceedings upon which the City's decision is based, are and at all relevant times have been available upon request at all times at the offices of the City, the custodian for such documents or other materials.

The City Council has relied on all of the documents listed above in reaching its decision on the Project, even if not every document was formally presented to the City Council or City Staff as part of the City files generated in connection with the Project. Without exception, any documents set forth above not found in the Project files fall into one of two categories. First, many of them reflect prior planning or legislative decisions of which the City Council was aware in approving the Project. (See *City of Santa Cruz v. Local Agency Formation Commission* 76 Cal.App.3d 381, 391-392, 142 Cal.Rptr. 873 (1978); *Dominey v. Department of Personnel Administration*, 205 Cal.App.3d 729, 738, n.6, 252 Cal.Rptr. 620 (1988).) Second, other of the documents influenced the expert advice provided to City Staff or consultants, who then provided advice to the City. For that reason, such documents form part of the underlying factual basis for the City's decisions relating to the Project.

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(See Pub. Res. Code ' 21167.6(e)(10); *Browning-Ferris Industries v. City Council of City of San Jose*, 181 Cal.App.3d 852, 866, 226 Cal.Rptr. 575 (1986); *Stanislaus Audubon Society, Inc. v. County of Stanislaus*, 33 Cal.App.4th 144, 153, 155, 39 Cal.Rptr.2d 54 (1985).)

The Final MEIR was completed in compliance with CEQA, and reflects the City's independent judgment. The City Council has considered evidence and arguments presented to the City prior to or at the public hearings on this matter. In determining whether the Project has a significant impact on the environment, and in adopting Findings pursuant to Section 21081 of CEQA, the City Council has complied with CEQA Sections 21081.5 and 21082.2.

V. COMPONENTS OF FINDINGS

These Findings have been organized into the following components:

Section 1.0 identifies and makes Determinations and Findings for each of the environmental impacts associated with the Santee Town Center Specific Plan Amendment Project based upon information available at the time of preparing the Final MEIR. This section is organized in the order of the environmental discussions in Section 4 of the Final MEIR, as follows:

1. Land Use and Planning
2. Transportation/Traffic
3. Noise
4. Biological Resources
5. Hydrology/Water Quality
6. Geology/Soils/Seismicity
7. Cultural Resources
8. Air Quality
9. Aesthetics
10. Public Services and Utilities

Section 2.0 identifies and makes findings regarding the feasibility of each of the three (3) Alternatives discussed in the Final MEIR document with respect to the ability of the alternatives to achieve project objectives and reduce the significant environmental effects of the Santee Town Center Specific Plan Amendment Project.

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EXHIBIT C

SECTION 1.0

FINDINGS AND FACTS IN SUPPORT OF FINDINGS REGARDING IMPACTS OF THE PROJECT

Following is an environmental summary of Draft MEIR discussions of potential project related impacts provided by topical categories in the order of their discussion in the Final MEIR.

Please note that all that the following three statements will be made and a discussion including Findings and Facts in Support of Findings for each environmental issue.

- **Environmental Impact Category.** These Findings do not include Agricultural Resources, Hazards and Hazardous Materials, Mineral Resources and Population & Housing, which were found to have no discernable Project-related environmental impacts.
- **Finding Statement(s):** These are the necessary Findings made by the City Council in its certification of the MEIR and approval of the Santee Town Center Specific Plan Amendment Project.
- **Mitigation Measures:** These are the Mitigation Measures which have been specifically crafted and recommended for inclusion in the Santee Town Center Specific Plan Amendment Project through the MEIR process to avoid or reduce potential project impacts.

1. Land Use and Planning

Project Effect: No significant short-term direct or indirect impacts were identified for the issue of land use. Proposed uses are compatible with existing and surrounding uses as well as the General Plan 2020, Santee Specific Plan, City of Santee Zoning Ordinance, the Santee River Park Plan and the Gillespie Field Airport.

Finding: The implementation of the proposed project avoids or reduces land use impacts to a level that is less than significant.

Mitigation Measures: No mitigation measures are required.

2. Transportation/Traffic

Given the variance that may occur between the actual timing of project implementation and completion of SR 52, first to Cuyamaca Street and then to SR 67 by 2010, the MEIR considered a variety of project and freeway completion scenarios that identified impacts to intersections, street and freeway segments. These scenarios range from the smallest to largest development scenario, beginning with the development of the mixed-use site on approximately 22 acres, to development of the 104 acres for the RiverView Office Park, and ultimately, to include the entire 154 acre site. In this manner, all street and intersection improvements have been identified, described as follows:

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a. Project Effects (Significant) (Existing + Entire Project (No Phasing and without the extension of SR 52)).

CEQA requires that the entire project be considered in the context of existing conditions. The traffic generated by the entire Project, without phasing, was added to the existing traffic volumes and analyzed to determine the impacts, if any, of the entire Project on the

project area intersections. Some changes to existing geometry were assumed at the Magnolia Avenue/New Frontier intersection to accommodate Project access.

Should this CEQA Scenario occur, the following significant impacts were calculated in the existing condition, with the addition of the entire Project traffic:

Intersections

1. Mission Gorge Road/Town Center Parkway (LOS E during the PM Peak Hour)
2. Mission Gorge Road/Cuyamaca Street (LOS E during the PM Peak Hour)
3. Mission Gorge Road/Civic Center Drive (LOS F in the AM Peak Hour)
4. Mission Gorge Road/Cottonwood Avenue (LOS E in the AM Peak Hour)

Arterial Segment

Mission Gorge Road between Magnolia Avenue and SR 125

Freeway Segment

1. Eastbound and westbound SR 52 between Mast Boulevard and Mission Gorge Road.

Finding: Changes or alterations have been required in or incorporated into the project which avoids or substantially lessens these effects. The mitigation measures are as follows:

Mitigation Measures

- *Mission Gorge Road/Town Center Parkway.* Provide southbound right-turn overlap phasing. This recommended mitigation involves signal operation changes only. Since the mitigation does not improve the LOS to pre project levels, the impact is considered not fully mitigated until SR 52 extends from SR 125 to SR 67.
- *Mission Gorge Road/Cuyamaca Street.* Provide a dedicated northbound right-turn lane with overlap phasing. This recommended mitigation involves signal operation changes and construction of an additional lane. The City has previously established the requirement for an Irrevocable Offer of Dedication of right-of-way for this purpose. However, since the mitigation does not improve the LOS to pre project levels, the impact is considered not fully mitigated. A third northbound and southbound right turn lane each would fully mitigate the significant impact but is not feasible within the existing right-of-way.

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- *Mission Gorge Road/Civic Center Drive.* Provide second eastbound left-turn lane and a second southbound right-turn lane with overlap phasing. This recommended mitigation involves signal operation changes and construction of additional lanes.
- *Mission Gorge Road/Cottonwood Avenue.* Provide dual left-turn lanes, one shared through/right lane and one right-turn lane in the southbound approach, one left-turn lane, three through lanes and one right-turn lane in the westbound approach, one left-turn lane and one shared through/right lane in the northbound approach, and dual left-turn lanes, two through lanes and one shared through/right lane in the westbound approach. This recommended mitigation involves signal operation changes and construction of additional lanes.
- *Mission Gorge Road between Magnolia Avenue and SR 125.* The recommended improvements at intersections along Mission Gorge Road do not fully mitigate the project related impacts. Hence this impact is considered significant and unmitigable.
- *Eastbound and westbound SR 52 between SR 125 and Mast Boulevard.* Impact cannot be feasibly mitigated. Until an enforceable program is established to allow the payment of fees for improvements to SR 52, this impact is considered significant and unmitigable.

b. Project Effect (Significant) - Existing + Mixed-Use Portion of the Project (Without Extension of SR 52):

A portion of the project is the mixed-use project consisting of 250 multi-family residential units (in the mid-range of the 22-30 dwelling unit per acre), a multiplex theater with up to 3,300 seats, and 150,000 square feet of office. It is anticipated that this portion of the project will be completed by Year 2006. A growth factor of one percent per year for two years was applied to the existing (Year 2004) traffic volumes to account for any cumulative projects as yet unknown. The traffic generated by the mixed-use portion of the project was then added to obtain the existing + growth + mixed use project traffic volumes.

In the near term (mixed-use), the project is calculated to generate a total of 9,615 daily trips, with 404 trips (251 inbound and 153 outbound trips) in the AM peak hour and 897 trips (463 inbound and 434 outbound trips) in the PM peak hour.

All key project area intersections are calculated to operate at LOS D or better conditions with the addition of the mixed-use portion of the project traffic except the Mission Gorge Road/Cuyamaca Street intersection, which is calculated to operate at LOS E in the PM peak hour.

Intersection(s)

Mission Gorge Road/Cuyamaca Street (LOS E during the PM Peak Hour)

Arterial Segment

Mission Gorge Road between Magnolia Avenue and SR 125

Freeway Segment

Eastbound and westbound SR 52 between Mast Boulevard and Mission Gorge Road.

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Finding: Changes or alterations have been required in, or incorporated into the project which avoids or substantially lessens these effects. The mitigation measures are as follows:

Mitigation Measures

- *Mission Gorge Road/Cuyamaca Street.* Provide a dedicated northbound right-turn lane with overlap phasing. This recommended mitigation involves signal operation changes and construction of an additional lane. However, since the mitigation does not improve the LOS to pre project levels, the impact is considered not fully mitigated. A third northbound lane and southbound right-turn would fully mitigate the significant impact but is not feasible within the existing right-of-way.
- *Mission Gorge Road between Magnolia Avenue and SR 125.* Impact mitigated with extension of SR 52 to SR 67. However, since the project may be constructed prior to the extension of SR 52, the impact is considered significant and unmitigable.
- *Eastbound and Westbound SR 52 between SR 125 and Mast Boulevard.* Impact cannot be feasibly mitigated. Until an enforceable program is established to allow the payment of fees for improvements to SR 52, the impact is considered significant and unmitigable.

c. (Project Effect (Significant) Phase 1 at Year 2010 Without the Extension of SR-52:

All key Project area intersections are calculated to continue to operate at LOS D or better conditions with the addition of the Project Phase I traffic *except* the following:

Intersection(s)

- Mission Gorge Road/Town Center Parkway (LOS F during the PM peak hour)
- Mission Gorge Road/Cuyamaca Street (LOS E during the PM peak hour)

Arterial Segment

Mission Gorge Road between Magnolia Avenue and SR 125

Freeway Segment

Eastbound and westbound SR 52 between Mast Boulevard and Mission Gorge Road.

Finding: Changes or alterations have been required in, or incorporated into the project which avoids or substantially lessens these effects. The mitigation measures are as follows:

Mitigation Measures: (Year 2010 without Extension of SR 52)

- *Mission Gorge Road/Town Center Parkway.* Provide southbound right-turn overlap phasing. This recommended mitigation involves signal operation changes only.
- *Mission Gorge Road/Cuyamaca Street.* Provide a dedicated northbound right-turn lane with overlap phasing. This recommended mitigation involves signal operation changes and

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construction of an additional lane. However, since the mitigation does not improve the LOS to pre project levels, the impact is considered not fully mitigated. A third northbound lane and southbound right-turn lane would fully mitigate the significant impact but is not feasible within the existing right-of-way.

- *Mission Gorge Road between Magnolia Avenue and SR 125.* Since the project may be constructed prior to the extension of SR 52, the impact is considered significant and unmitigable. Impact mitigated with extension of SR 52 to SR 67.
- *Eastbound and Westbound SR 52 between SR 125 and Mast Boulevard.* Impact cannot be feasibly mitigated. Until an enforceable program is established to allow the payment of fees for improvements to SR 52, the impact is considered significant and unmitigable.

d. Project Effect (Significant) Year 2010 with Extension of SR 52 to Cuyamaca Street:

The following intersections will operate as follows:

- Mission Gorge Road/Town Center Parkway (LOS F during the PM peak hour)
- Mission Gorge Road/Cuyamaca Street (LOS E during the PM peak hour)
- Mission Gorge Road/Magnolia Avenue (LOS E during the AM and PM peak hours)
- Prospect Avenue/Magnolia Avenue (LOS E during the PM peak hour)

Finding: Changes or alterations have been required in, or incorporated into the project which avoids or substantially lessens these effects. The mitigation measures are as follows:

Mitigation Measures:

- *Mission Gorge Road/Town Center Parkway.* Provide southbound right-turn overlap phasing. This recommended mitigation involves signal operation changes only.
- *Mission Gorge Road/Cuyamaca Street.* Provide a dedicated northbound right-turn lane with overlap phasing. This recommended mitigation involves signal operation changes and construction of an additional lane. However, since the mitigation does not improve the LOS to pre project levels, the impact is considered not fully mitigated. A third northbound lane and southbound right-turn lane would fully mitigate the significant impact but is not feasible within the existing right-of-way.
- *Mission Gorge Road/Magnolia Avenue.* Provide a third southbound through-lane. This recommended mitigation involves signal operation changes and construction of an additional lane.
- *Prospect Avenue/Magnolia Avenue.* Impact mitigated with extension of SR 52 to SR 67. However, since the project may be constructed prior to the extension of SR 52, the impact is considered significant and unmitigable.
- *Mission Gorge Road between Magnolia Avenue and SR 125.* Impact mitigated with extension of SR 52 to SR 67. However, since the project may be constructed prior to the extension of SR 52, the impact is considered significant and unmitigable.

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- *Eastbound and westbound SR 52 between S-125 and Mast Boulevard.* Impact cannot be feasibly mitigated. Until an enforceable program is established to allow the payment of fees for improvements to SR 52, the impact is considered significant and unmitigable.

e. Project Effect (Significant) Year 2020 with Project Phases I and II (with SR 52 Extension to SR 67):

Phases 1 and II encompass Planning Areas A, B, C, D, E and F. All key Project area intersections are calculated to operate at LOS D or better conditions with the addition of project traffic *except* the Mission Gorge Road/Cuyamaca Street intersection which is calculated to operate at LOS E during the PM peak hour.

With the addition of project Phases I and II traffic, all segments are calculated to operate at LOS D or better conditions except the following:

- Mission Gorge Road between SR 125 and Fanita Drive (LOS F)
- Mission Gorge Road between Fanita Drive and Carlton Hills Boulevard (LOS F)

Finding: Changes or alterations have been required in, or incorporated into the project which avoids or substantially lessens these effects. The mitigation measures are as follows:

Mitigation Measures (Year 2020 with Project Phases I and II):

- *Mission Gorge Road/Cuyamaca Street.* Provide a dedicated northbound right-turn lane with overlap phasing. This recommended mitigation involves signal operation changes and construction of an additional lane. However, since the mitigation does not improve the LOS to pre project levels, the impact is considered not fully mitigated. A third northbound lane would fully mitigate the significant impact but is not feasible within the existing right-of-way.
- *Mission Gorge Road between SR 125 and Fanita Drive.* Widen Mission Gorge Road to 8 lanes Prime Arterial standards between SR 125 and Carlton Hills Boulevard. This mitigation improves the LOS to better than pre project levels. However, the LOS does not improve to LOS D.
- *Mission Gorge Road between Fanita Drive and Carlton Hills Boulevard.* Widen Mission Gorge Road to 8 lanes Prime Arterial standards between SR 125 and Carlton Hills Boulevard. This mitigation improves the LOS to better than pre project levels.
- *Mission Gorge Road between Magnolia Avenue and SR 125.* Widen Mission Gorge Road to 8 lanes Prime Arterial standards between SR 125 and Carlton Hills Boulevard and implement the recommended intersection improvements along Mission Gorge Road. However, since the mitigation does not improve the LOS to pre project levels, the impact is considered not fully mitigated.

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- *Eastbound SR 52 between Mast Boulevard and Mission Gorge Road.* Impact cannot be feasibly mitigated. Until an enforceable program is established to allow the payment of fees for improvements to SR 52, the impact is considered not fully mitigated.
- *Eastbound SR 52 between Mission Gorge Road and Cuyamaca Street.* Impact cannot be feasibly mitigated. Until an enforceable program is established to allow the payment of fees for improvements to SR 52, the impact is considered not fully mitigated.
- *Eastbound SR 52 between Cuyamaca Street and Magnolia Avenue.* Impact cannot be feasibly mitigated. Until an enforceable program is established to allow the payment of fees for improvements to SR 52, the impact is considered not fully mitigated.
- *Northbound SR 67 between I-8 and Prospect Avenue.* Impact cannot be feasibly mitigated. Until an enforceable program is established to allow the payment of fees for improvements to SR 67, the impact is considered not fully mitigated.

f. Project Effect (Significant) Year 2020 with Entire Project (Phases I, II, and III with SR52 Extension to SR67)

The Entire Project represents all implementation of all phases.

Intersections

All key project area intersections in 2020 are calculated to operate at LOS D or better conditions except the following:

- Mission Gorge Road/SR 125 Ramps (LOS E during the PM peak hour)
- Mission Gorge Road/Cuyamaca Street (LOS E during the PM peak hour)
- Mission Gorge Road/Magnolia Avenue (LOS E during the AM peak hour)

Segments

With the addition of entire project traffic, all segments are calculated to continue to operate at LOS D or better conditions except the following:

- Mission Gorge Road between SR 125 and Fanita Drive (LOS F)
- Mission Gorge Road between Fanita Drive and Carlton Hills Boulevard (LOS F)

It may be noted that the General Plan shows that the impacts along Mission Gorge Road between SR 125 and Carlton Hills Boulevard are mitigated by widening Mission Gorge Road to eight lanes. The cumulative impacts are due to the addition of non-General Plan traffic from future development areas.

Finding: Changes or alterations have been required in, or incorporated into the project which avoids or substantially lessens these effects. The mitigation measures are as follows:

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Mitigation Measures (Year 2020 Entire Project with Extension of SR 52 to SR 67)

- *Mission Gorge Road/SR 125 Ramps.* Widen Mission Gorge Road to 8 lanes Prime Arterial standards between SR 125 and Carlton Hills Boulevard, thus providing a fourth through lane in the eastbound and westbound directions. This recommended mitigation involves signal operation changes and construction of additional lanes.
- *Mission Gorge Road/Cuyamaca Street.* Provide a dedicated northbound right-turn lane with overlap phasing. This recommended mitigation involves signal operation changes and construction of an additional lane. The City has previously established the requirement for an Irrevocable Offer of Dedication of right-of-way for this purpose. However, since the mitigation does not improve the LOS to pre Project levels, the impact is considered not fully mitigated. A third northbound and southbound right turn lane each would fully mitigate the significant impact but is not feasible within the existing right-of-way.
- *Mission Gorge Road/Magnolia Avenue.* Provide a third southbound through lane. This mitigation improves the LOS to a pre project level. This recommended mitigation involves signal operation changes and construction of an additional lane.
- *Mission Gorge Road between SR 125 and Fanita Drive.* Widen Mission Gorge Road to 8 lanes Prime Arterial standards between SR 125 and Carlton Hills Boulevard. This mitigation improves the LOS to better than pre project levels. However, the LOS does not improve to LOS D.
- *Mission Gorge Road between Fanita Drive and Carlton Hills Boulevard.* Widen Mission Gorge Road to 8 lanes Prime Arterial standards between SR 125 and Carlton Hills Boulevard. This mitigation improves the LOS to better than pre project levels.
- *Mission Gorge Road between Magnolia Avenue and SR 125.* Widen Mission Gorge Road to 8 lanes Prime Arterial standards between SR 125 and Carlton Hills Boulevard and implement the recommended intersection improvements along Mission Gorge Road. However, since the mitigation does not improve the LOS to pre project levels, the impact is considered not fully mitigated.
- *Eastbound SR 52 between Mast Boulevard and Mission Gorge Road.* Impact cannot be feasibly mitigated. Until an enforceable program is established to allow the payment of fees for improvements to SR 52, the impact is considered not fully mitigated.
- *Eastbound and Westbound SR 52 between Mission Gorge Road and Cuyamaca Street.* Impact cannot be feasibly mitigated. Until an enforceable program is established to allow the payment of fees for improvements to SR 52, the impact is considered not fully mitigated.
- *Eastbound and Westbound SR 52 between Cuyamaca Street and Magnolia Avenue.* Impact cannot be feasibly mitigated. Until an enforceable program is established to allow the payment of fees for improvements to SR 52, the impact is considered not fully mitigated.
- *Northbound SR 67 between I-8 and Prospect Avenue.* Impact cannot be feasibly mitigated. Until an enforceable program is established to allow the payment of fees for improvements to SR 67, the impact is considered not fully mitigated.

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g. Project Effect (Significant) Access:

Existing access to the project site is inadequate for development phases beyond the initial mixed use development. Significant impacts would occur if adequate access to/from the site is not provided as development occurs.

Finding: Changes or alterations have been required in, or incorporated into the project which avoids or substantially lessens these effects. The mitigation measures are as follows:

Mitigation Measures Access:

- *Mission Gorge Road/Civic Center Drive intersection:* Modify existing signal as appropriate and provide the following lane geometry:
 5. Southbound – Dual right-turn lanes with overlap, one shared through/left lane and one left-turn lane
 6. Westbound – One left-turn lane, three through lanes and one right-turn lane with overlap
 7. Northbound – One left-turn lane and one shared through-right lane
 8. Eastbound – Dual left-turn lanes, two through lanes and one shared through right-turn lane
- *Magnolia Avenue/Town Center Parkway intersection:* Modify existing signal as appropriate and provide the following lane geometry:
 5. Southbound – One right-turn lane and three through lanes
 6. Westbound – One left-turn lane and one shared through/right lane
 7. Northbound – Two left-turn lanes and three through lanes
 8. Eastbound – One left-turn lane and two right-turn lanes
- *Mission Gorge Road/Cottonwood Avenue intersection:* Modify existing signal as appropriate and provide the following lane geometry at the following:
 5. Southbound – Dual left-turn lanes, one shared through right-turn lane and one right-turn lane
 6. Westbound – One left-turn lane, three through lanes and one right-turn lane
 7. Northbound – One left-turn lane and one shared through-right lane
 8. Eastbound – Dual left-turn lanes, two through lanes and one shared through right-turn lane
- *Town Center Parkway:* The segment between Civic Center Drive and Magnolia Avenue shall be constructed to City of Santee Parkway standards with two lanes in each direction, to the satisfaction of the City Traffic Engineer. This mitigation involves construction of a new roadway.
- *Cottonwood Avenue:* Construct the segment between the new section of Town Center Parkway to Mission Gorge Road to City of Santee Parkway standards with two lanes in each direction, to the satisfaction of the City Traffic Engineer. This mitigation involves construction of a new roadway. If the construction of Cottonwood Avenue, as depicted in the Circulation Element, is infeasible, an alternative circulation system between Mission Gorge Road and Town Center Parkway as approved by the City of Santee, will be constructed.
- *Cottonwood Avenue/Civic Center Drive Intersection:* Construct the intersection with signalized traffic control and provide the following intersection geometry:

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5. Southbound – One left-turn lane, one through lane and one shared through right-turn lane
6. Westbound – One left-turn lane, one through lane and one shared through right-turn lane
7. Northbound – One left-turn lane, one through lane and one shared through right-turn lane
8. Eastbound – One left-turn lane, one through lane and one shared through right-turn lane

Note: Civic Center Drive to be renamed RiverView Parkway)

- *Civic Center Drive/Transit Way* Intersection.* Construct the intersection with signalized traffic control and provide the following intersection geometry:
 5. Southbound – One left-turn lane, one through lane and one shared through right-turn lane
 6. Northbound – One left-turn lane, two through lanes
 7. Eastbound – One left-turn lane and one right-turn lane
 8. This recommended mitigation involves construction of a new intersection and installation of a traffic signal.

*Transit Way is Town Center Parkway extended east.

The elimination of Cottonwood from the Circulation Element is not recommended. Cottonwood Avenue shall be maintained in the City Circulation Element. The project shall contribute a fair share towards the eventual construction of Cottonwood Avenue across the San Diego River.

Summary of Significant Unmitigable Impacts:

The following intersection, arterial segment, and freeway segments would have project impacts that cannot be mitigated to below a level of significance:

- Mission Gorge Road/Cuyamaca Street
- Mission Gorge Road between Magnolia Avenue and SR 125
- Eastbound SR52 between Mast Boulevard and Mission Gorge Road.

- Eastbound and westbound SR 52 between Mission Gorge Road and Cuyamaca Street.
- Eastbound and westbound SR 52 between Cuyamaca Street and Magnolia Avenue.
- Northbound SR 67 between I-8 and Prospect Avenue.

Finding: Since the Project may be constructed prior to the extension of SR 52 the impacts to these intersections and segments would remain significant and unmitigable to below a level of significance. Until an enforceable program is established to allow the payment of fees for improvements to SR 52, and SR 67 the impact to these freeway segments are also considered to be not fully mitigated. The Mission Gorge Road arterial segment would be partially mitigated. However, since the mitigation does not improve the LOS to pre-project levels, the impact is considered not fully mitigated and, as such, overriding considerations have been made (refer to Statement of Overriding Considerations)

3. Noise

a. Project Effect (Significant) – Future Traffic: Future traffic noise levels adjacent to Town Center Parkway and Civic Center Drive are projected to exceed 65 L_{dn}. Based on these projected noise levels, the potential exists for significant exterior noise impacts to occur adjacent to these roadways if sensitive uses (e.g., residential) are proposed in the future. Future projected noise levels

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at the 21-acre mixed-use development area in Phase 1 have the potential to exceed 65 L_{dn} , depending on the final site design. Because the mixed-use area includes residential development, there would be the potential for significant exterior noise impacts.

Finding: Changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen this effect. These mitigation measures are as follows:

Mitigation Measures: If future residential exterior use areas are to be located within the 65 L_{dn} contour, an acoustical assessment shall be performed to determine necessary mitigation measures to reduce noise levels to 65 L_{dn} or less. For any multi-family residential units along Town Center Parkway and Civic Center Drive, the State Building Code also requires an interior noise analysis when exterior noise levels exceed 65 L_{dn} . At the time detailed site plans are proposed for multi-family units within the mixed-use area, it shall be examined to determine if exterior noise levels at the multi-family buildings exceed 60 L_{dn} . If exterior noise levels are found to exceed 60 L_{dn} at the time that building plans are available for the multi-family residential units along Town Center Parkway and Civic Center Drive, and prior to the issuance of building permits, a detailed acoustical analysis would be required ensuring that interior noise levels due to exterior sources would be below the 45 L_{dn} standard. The analysis should consider the first-, second-, and third-floor habitable rooms of the affected units. Additionally, if exterior noise levels are found to exceed 60 L_{dn} , it may be necessary for the windows to be closed in order to achieve the necessary exterior-to-interior noise reduction. Consequently, the interior design for these affected units may be required to include a ventilation or air conditioning system to provide a habitable interior environment when windows are closed.

b. Project Effect (Significant) – Project Construction: Noise associated with the earthwork, construction, and surface preparation of the proposed project would result in short-term, temporary impacts. A variety of noise-generating equipment would be used during the construction phase of the project such as scrapers, dump trucks, backhoes, front-end loaders, jackhammers, and concrete mixers, along with others. This type of equipment can individually generate noise levels that range between 77 and 91 dB(A) at 50 feet from the source.

Finding: Changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen this effect. These mitigation measures are as follows:

Mitigation Measures: Construction shall be limited to the hours of 7 A.M. to 7 P.M. Monday through Saturday as stated in the City of Santee's Noise Abatement and Control Ordinance. Where suitable riparian habitat is within 500 feet of the subject site, construction shall be timed to avoid the least Bell's vireo breeding season (March 15 – September 15) to avoid any possibility of construction noise impacts to this species. However, if it is determined that the construction activities are necessary during this period, work may proceed provided a full protocol survey of the adjacent habitat is conducted pursuant to the USFWS guidelines. If any vireos are found, work may proceed provided that noise levels do not exceed 60 dB at the edge of the vireo habitat, either by changing operations or by constructing noise attenuation structures. If noise levels still exceed 60 dB at the edge of the mapped vireo habitat, then construction shall be deferred in that area until after the breeding season.

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4. Biological Resources

a. Project Effect (Significant) – Vegetation Communities: The proposed development of the site would significantly impact the following sensitive vegetation communities: southern willow scrub, Diegan coastal sage scrub, disturbed Diegan coastal sage scrub, and non-native grassland.

Finding: Changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen this effect. These mitigation measures are as follows:

Mitigation Measures:

- **Diegan Coastal Sage Scrub and Disturbed Diegan Coastal Sage Scrub:** The City of Santee is currently participating in the MSCP through preparation of a Subarea Plan. This Subarea Plan is still in draft form and has not yet been adopted. Therefore, until the Subarea Plan is adopted, impacts to coastal sage scrub habitat may be permitted by obtaining a Habitat Loss Permit in accordance with Section 4(d) of the federal Endangered Species Act. The Section 4(d) Special Rule allows a loss of five percent of coastal sage scrub habitat in any individual subregion during the preparation of a regional NCCP. The wildlife agencies must concur with the Section 4(d) findings prior to permitting the impacts to coastal sage scrub habitat.

The coastal sage scrub on-site occurs in poor-quality patches that support neither the coastal California gnatcatcher, nor a wide variety of scrub bird species.

In the absence of an approved MSCP Subarea Plan, mitigation for loss of Diegan coastal sage scrub habitat not occupied by coastal California gnatcatcher is typically at a 1:1 ratio. Therefore, impacts to 9.83 acres of disturbed and undisturbed Diegan coastal sage scrub would be mitigated with 9.83 acres of Diegan coastal sage scrub or higher-tier habitat. This can be accomplished through off-site restoration, purchase of off-site habitat, or payment into an authorized mitigation bank. Fulfilling the mitigation requirements through up-tiering will be sought if it can be demonstrated to the City and the wildlife agencies that in-kind mitigation is infeasible.

Prior to the issuance of the final grading permit, the applicant will need to demonstrate compliance with the mitigation options listed above, as they pertain to the affected area. Mitigation credit from an authorized mitigation bank or through the purchase and dedication of off-site habitat will need to be approved by the City of Santee, USFWS, and CDFG.

- **Southern Willow Scrub:** Impacts to southern willow scrub are typically mitigated at a 3:1 ratio which must include a minimum of 1:1 creation either in the project area or at an appropriate off-site location in order to achieve the local, state, and federal policies of no-net-loss of wetland habitat. The remainder of the required mitigation can be mitigated using various methods, including additional creation, enhancement, or preservation. Therefore, mitigation for 0.42 acre of impacts to southern willow scrub would include a minimum of 0.42 acre of habitat creation and 0.84 acre of creation, preservation, and/or enhancement of degraded wetlands.

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Mitigation ratios and the specific location of mitigation lands would be determined in consultation with USFWS, USACE, and CDFG, as appropriate, in accordance with the requirements of the federal Clean Water Act, federal wetland policies, and the California Fish and Game Code.

Prior to the issuance of the final grading permit, the applicant will need to demonstrate compliance with the mitigation options listed above, as they pertain to the affected area. Mitigation credit from an authorized mitigation bank or through the purchase and dedication of off-site habitat will need to be approved by the City of Santee, USFWS, and CDFG.

Off-site restoration associated with impacts to wetland will require restoration plans and the appropriate locations chosen subject to the approval of the City of Santee, USFWS, and CDFG within one year of commencement of grading.

- **Non-native Grassland:** Impacts to 25.01 acres of non-native grassland would be mitigated at 0.5:1 through off-site restoration, purchase of off-site habitat, or payment into an authorized mitigation bank. A total of 12.51 acres of non-native grassland would be mitigated for this impact. Fulfilling the mitigation requirements through up-tiering in habitat type can be pursued if it can be demonstrated to the City and the wildlife agencies that in-kind mitigation is infeasible.

Prior to the issuance of the final grading permit, the applicant will need to demonstrate compliance with the mitigation options listed above, as they pertain to the affected area. Mitigation credit from an authorized mitigation bank or through the purchase and dedication of off-site habitat will need to be approved by the City of Santee, USFWS, and CDFG. If restoration is the preferred option, a restoration plan will need to be prepared and an appropriate location chosen subject to the approval of the City of Santee, USFWS, and CDFG.

b. Project Effect (Significant) – Smooth Tarplant: The proposed project would impact approximately 700 smooth tarplant individuals. Smooth tarplant is a California Native Plant Society (CNPS) List 1B species. All plants included on List 1B meet the definitions of Section 1901, Chapter 10 (Native Plant Society Protection Act) or Section 2062 and 2067 of CESA and are eligible for listing. As such, and as required by Section 15380 of the CEQA Guidelines, CEQA documents must consider List 1B species. Impacts to this species are considered significant and require mitigation.

Finding: Changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen this effect. These mitigation measures are as follows:

Mitigation Measures:

One sensitive plant, smooth tarplant, was discovered on-site. Approximately 700 individuals of this CNPS List 1B species would be impacted by the proposed project. Mitigation for this species would be modeled on the mitigation measures implemented for the Santee Trolley Square Center Final EIR (Cotton/Bridges/Associates 2001). This restoration project was implemented within lands dedicated to public park and open space associated with the San Diego River corridor and Mast Park. The

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three sites in which the smooth tarplant was planted included two fenced locations within the Mission Creek flood channel and another area in Mast Park (Cotton/Bridges/Associates 2001). These areas contain a broad flat field with low-lying alkaline plains, similar conditions to where the smooth tarplant is growing on-site (Cotton/Bridges/Associates 2001). The restoration associated with Santee Trolley Square was experimental and the mitigation and monitoring program ends in the spring of 2006. Based on a recent site visit in December 2005, the Mast Park site has demonstrated success and there is enough open space in the adjacent field to support additional restoration efforts. The other two appeared to be a little lower on the floodplain and seem to be reverting to a more riparian system.

A restoration plan will be prepared and submitted to the City of Santee and the Wildlife Agencies for approval. Mitigation for impacts to smooth tarplant shall be achieved through salvaging smooth tarplant seeds from the population on-site and reseeded this species at an appropriate area within the Park/Open Space Zone off-site within one year from the date of construction initiation. Off-site restoration associated with impacts to the tarplant will require restoration plans and the appropriate locations chosen subject to the approval of the City of Santee, the USFWS, and CDFG within one year of commencement of grading.

The seeding of smooth tarplant shall be conducted in the fall, temporary irrigation would be used to initiate germination and plant growth, and permanent fencing shall be installed to prevent disturbance to the restoration site. A stockpile of smooth tarplant seed shall be retained in a seed repository for a subsequent seeding if the first year's plants do not successfully germinate. The restoration site shall be monitored and maintained by a qualified biologist for five years or until the plants have become fully established and can survive without supplemental irrigation. The monitoring and management plan prepared for the smooth tarplant mitigation will specify success criteria and contingency measures should success criteria not be met. Compliance with these mitigation measures shall be verified by the City of Santee.

The monitoring and management plan prepared for the smooth tarplant mitigation includes the following requirements:

- Success criteria for meeting mitigation goals;
- Contingency measures should success criteria not be met;
- Temporary irrigation be suspended at least two years prior to the expected end of the monitoring period; and
- Provide for the long-term protection through a conservation agreement or other legal instrument and long-term management of the site by a third-party non-profit entity..
- Provide a funding mechanism to ensure the long term funds to manage the smooth tarplant preserve in perpetuity by a third party non-profit entity.
- Install permanent fencing around the mitigation site and install interpretive signage on the fencing to inform the public about the purpose of the enclosure.

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A long-term management plan will be prepared and a conservation entity will be designated to ensure long-term viability once the restoration monitoring and maintenance period has been completed. The plan and the entity will be subject to approval by the City of Santee and the Wildlife Agencies. An appropriate funding mechanism (e.g., a non-wasting endowment) will be established to ensure that there are long-term funds to manage the smooth tarplant population in perpetuity. The amount of the endowment will be determined using a Property Analysis Record (PAR) or similar program.

The plan, including the long-term management funding, shall be implemented prior to or concurrently with the initiation of construction.

c. Project Effect (Significant) – Sensitive Wildlife Species: There is a low to moderate potential for the proposed project to impact the following sensitive wildlife species: coastal California gnatcatcher, least Bell's vireo, southwestern willow flycatcher, western burrowing owl, and nesting raptors.

Finding: Changes or alterations have been required in, or incorporated into the Project that avoid or substantially lessen this effect. These necessary mitigation measures are as follows:

Mitigation Measures:

- **Coastal California Gnatcatcher:** To avoid impacts to active coastal California gnatcatcher nests grading or clearing of the disturbed and undisturbed Diegan coastal sage scrub should not occur during the breeding season of February 15 and August 31. If construction activities must occur during the breeding season, work may proceed under the following conditions:
 1. Pre-construction surveys for these species would be required. If active nests are present, construction activity should be located at least 500 feet from the nest and noise levels at the nest site kept below 60 dBA L_{eq} hourly. A buffer distance of less than 500 feet would require concurrence of the Wildlife Agencies and may require noise attenuation measures to reduce the level of noise at the nest site to below 60 dBA L_{eq} hourly. A qualified biologist should monitor all vegetation removal to ensure no direct impacts to individual birds.
 2. Post-construction, night lighting will be directed away from the open space and shielded to prevent indirect impacts to the habitat of this species.
- **Western Burrowing Owl:** During project-specific environmental analysis, western burrowing owl surveys will be conducted using appropriate protocols to determine if this species is present and identify the location of active burrows. If western burrowing owls are present, affected individuals will be relocated using passive or active methodologies approved by the wildlife agencies. Mitigation for impacts to occupied habitat would be through the conservation of occupied western burrowing owls habitat or conservation of lands appropriate for the restoration, management, and enhancement of burrowing owl nesting and foraging requirements.

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- **Least Bell's Vireo:** The vireo is known to occupy the San Diego River corridor, which is approximately 1,000 feet north of the subject site. Where suitable riparian habitat is within 500 feet of the subject site, construction shall be timed to avoid the vireo's breeding season (March 15 – September 15) to avoid any possibility of construction noise impacts to this species. However, if it is determined that the construction activities are necessary during this period, work may proceed under the following conditions:
 1. Prior to beginning work during the breeding season, a full protocol survey of the adjacent habitat shall be conducted, pursuant to the USFWS guidelines. If any vireos are found, work may proceed provided that noise levels do not exceed 60 dB at the edge of the vireo habitat, either by changing operations or by constructing noise attenuation structures. If noise levels still exceed 60 dB at the edge of the mapped vireo habitat, then construction shall be deferred in that area until after the breeding season.
 2. Post-construction, night lighting will be directed away from the open space and shielded to prevent indirect impacts to the habitat of this species.
- **Southwestern willow flycatcher:** No members of this species were observed on-site and are not expected to nest on-site or along the San Diego River off-site. There is a low to moderate potential for the species to forage on-site during migration. Because the species is not expected to nest on-site, impacts are not expected. However, application of the measures associated with the least Bell's vireo as discussed above would also ensure any potential impacts would be avoided.
- **Nesting Raptors:** To avoid potential impacts to nesting raptors, trees in the affected areas will be removed between September and January, outside of the breeding season of local raptor species. If tree removal must be conducted during the breeding season of February 1 to August 30, a raptor nest survey shall be conducted by a qualified biologist prior to any removal to determine if any raptor nests are present. If any raptor nest is discovered, a buffer shall be established (typically 500 feet) around the tree until the young are independent of the nest site. No construction activities may occur within this buffer area until a biologist determines that the fledglings are independent of the nest.

d. Project Effect (Significant) - Wetlands: The proposed project is expected to impact approximately 0.50 acre of USACE jurisdictional areas on-site (0.17 acre of USACE wetland and 0.33 acre of USACE non-wetland waters of the U.S) and approximately 0.97 acre of CDFG jurisdictional areas on-site (0.42 acre of CDFG riparian areas and 0.55 acre of CDFG streambed). The proposed project would also impact approximately 0.97 acre of RWQCB jurisdictional area, which includes the areas that fall under the jurisdiction of USACE and CDFG. These impacts account for all jurisdictional areas on-site. Impacts to USACE, CDFG, and RWQCB jurisdictional areas would be considered significant without mitigation.

Finding: Changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen this effect. These mitigation measures are as follows:

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Mitigation Measures:

- Impacts to USACE wetlands shall be mitigated at a ratio of 3:1, including off-site creation at a minimum of 1:1 in an area approved by the City of Santee the ACOE and the CDFG. The remainder of the required mitigation can be mitigated using various methods, including additional creation, enhancement, or preservation. Mitigation for 0.17 acre of impacts to southern willow scrub wetlands will include a minimum of 0.17 acre of habitat creation, and 0.34 acre of creation, preservation, and/or enhancement of degraded wetlands.
 - Impacts to USACE non-wetlands waters of the U.S. shall be mitigated at a 1:1 ratio and must consist of creation. Mitigation for 0.33 acre of impacts to USACE non-wetlands waters of the U.S. will include a minimum of 0.33 acre of habitat creation.
 - Impacts to CDFG riparian habitat are typically mitigated at a ratio of 3:1, including habitat creation at a minimum of a 1:1 mitigation ratio. Mitigation for 0.42 acre of impacts to CDFG riparian habitat and streambed would include a minimum of 0.42 acre of habitat creation and 0.84 acre of creation, preservation, and/or enhancement of degraded wetlands. This mitigation includes the 0.51 acre of mitigation required for impacts to USACE wetlands. In addition, this mitigation encompasses the mitigation for impacts to southern willow scrub as discussed above.
 - As with impacts to USACE non-wetland waters of the U.S., impacts to CDFG streambed are typically mitigated at a ratio of 1:1 and must consist of creation. Therefore, mitigation for 0.55 acre of impacts to CDFG streambed would include a minimum of 0.55 acre of habitat creation off-site. This mitigation can include the 0.33 acre of mitigation required for impacts to USACE non-wetland waters of the U.S.

e. Project Effect (Significant) – Wildlife Corridor: The development of the site with urban uses was analyzed to determine if the project could result in any indirect significant impact to the San Diego River wildlife corridor based on adjacency issues such as drainage and toxins, lighting, noise, and invasive plants.

Finding: Changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen this effect. These mitigation measures are as follows:

Mitigation Measures:

- To reduce indirect impacts of the proposed project's lighting on the San Diego River wildlife corridor to a less than significant level, lighting for the project shall be projected inward and/or southward toward Mission Gorge Road. At the time specific development is proposed, the project lighting plan shall be reviewed and approved by the City for compliance with this measure.
- Edge effects associated with human incursion into this sensitive wildlife area shall be minimized by controlling the access and educating the public which would minimize the impacts to a level that is less than significant. Public access will be accomplished by construction of a nine-foot-wide bike path/sidewalk with split-rail fencing along the river

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side, pet control, and an interpretive nature pocket park. Signs will be posted along the corridor that state “Sensitive Wildlife Area – Keep on Designated Paths” or similar language.

5. Hydrology and Water Quality

a. Project Effect (Significant) – Storm Water/Drainage: The proposed project would substantially increase the total impervious surface area on the project site. Runoff from portions of the developed site would continue to discharge into the San Diego River. The proposed drainage system for the future development phases would conform with the City of Santee Public Works Standards – Drainage Design Criteria and the City’s Procedure for Design of Storm Drains Outletting in the San Diego River standards. However, project impacts to hydrology and water quality are considered to be potentially significant.

Finding: Changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen this effect. These mitigation measures are as follows:

Mitigation Measures: Prepare a storm water management/drainage control plan that incorporates Best Management Practices (BMPs) in accordance with the City of Santee’s Stormwater Management and Discharge Control Ordinance and the National Pollution Discharge and Elimination System (NPDES) permit from the San Diego Regional Water Quality Control Board (RWQCB).

b. Project Effect (Significant) – Potential Pollutants/Stormwater: Potential pollutants resulting from the proposed Project include sediments, nutrients, trash and debris, oxygen demanding substances, oil and grease, bacteria and viruses, and pesticides. The maintenance of landscaping would include the use of pesticides. Improper use and disposal of these chemicals would introduce pollutants into the San Diego River. Additionally, the landscape maintenance may introduce landscaping debris and sediment to the runoff. Traffic on the streets and parking lots has the potential to introduce oil and grease into the river. Without proper disposal of animal wastes, bacteria may be discharged into the river. Litter from the project is also a potential problem. All of these impacts are potentially significant and would require mitigation to reduce their effects to a level that is less than significant.

Finding: Changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen this effect. These mitigation measures are as follows.

Mitigation Measures: Implement the approved storm water management/drainage control plan. Implementation of the plan shall be reviewed and completed to the satisfaction of the City Engineer.

As a condition of project approval, the project proponent is required to pay a drainage impact fee. The impact fee is intended to offset incremental contributions to the citywide drainage system.

6. Geology/Soils

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Project Effect (Significant): Groundwater is sufficiently shallow that it could impact structures. Special design features would need to be implemented if basements or subterranean structures are planned; however, the project proposes surface parking and a potential parking structure with no subterranean features. The seismic hazard considered most likely to impact the site is ground shaking associated with an earthquake. Due to the distance of all major faults from the project site, design engineering of on-site structures and features can provide an adequate margin of safety for seismic events. Additionally, liquefaction is considered likely to occur within soils beneath groundwater on-site that could subsequently result in seismically induced settlement in the event of a moderate to large earthquake.

Finding: Changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen this effect. These mitigation measures are as follows:

Mitigation Measures: Applicant shall implement the geotechnical and remedial grading measures recommended in Section 6.0 of the EIR-Level Geotechnical Report. Geotechnical recommendations include:

- Removing and replacing fill and placed as compacted fill to provide suitable foundation and constructed improvement support.
- Partial removal, moisture conditioning, and compaction of the upper levels of the alluvial soils.
- Finish-grade elevations for building pads shall be designed so that at least 10 feet of compacted fill exists above groundwater.
- Implementation of adequate drainage provisions.

All mitigation measures identified at the time specific development proposals are brought forward shall be a condition of the final grading plans. Grading would occur in accordance with detailed geotechnical reports for individual projects on individual sites.

7. Cultural Resources

a. Project Effect (Significant) – Historic Sites: Approval of the proposed master plan and future implementation of specific development proposals could result in potentially significant impacts to historic resources.

Finding: Changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen this effect. These mitigation measures are as follows:

Mitigation Measures: The Polo Barn, listed on the Federal Register of Historic Places shall remain. All outlying buildings shall be recorded at a HABS Level III documentation/recordation. Level III documentation includes plan sketches, large format photos of interior and exterior of buildings, written history, and architectural description. The history should include the place of the farm in the history of social services in America. Interviews with patients and employees of the farm, and historic photographs of the facility should be an integral part of this historical research. This research should be used to develop an interpretive display for the public, discussing the history of the Edgemoor Farm Historic District, and how it fit in with the social trends of America in the 1800s and 1900s.

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b. Project Effect (Significant) – Archaeological Sites: The City of Santee General Plan 2020, adopted in August 2003, lists the San Diego River floodplain as an area of moderate potential for NRHP eligible buried prehistoric and historic archaeological sites (City of Santee 2003). Several sites, including CA-SDI-5669 (SDM-W-3460), a large habitation site only 0.3 mile to the north, have been found in the floodplain along the river. The three flakes found in the field north of the Edgemoor facility, designated ISO-1, have been recorded and an isolated record form has been filed with the South Coastal Information Center (SCIC) at San Diego State University. Because of the lack of potential information from such a limited resource, this would be sufficient to mitigate any impacts from construction at the isolate location.

Finding: Changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen this effect. These mitigation measures are as follows:

Mitigation Measures: Because of the potential for buried cultural resources in the floodplain vicinity, a qualified archaeological monitor shall be present during the initial grading of those project areas within the floodplain.

8. Air Quality

a. Project Effect (Significant) – Construction Activities: Temporary emissions would be generated by construction equipment used to mass grade and build the proposed specific plan. It can be anticipated that most of the heavy-duty equipment would be powered by diesel fuel. Diesel-powered equipment emits more nitrogen dioxide, sulfur dioxide, and PM₁₀ than gasoline-powered equipment. However, gasoline equipment emits more hydrocarbons and carbon monoxide. Grading would disturb surface soils and cause a discharge of particulates into the air. Dust control during grading operations would be regulated in accordance with the rules of the San Diego APCD and the regulations of the City of Santee Grading Ordinance. Although air quality impacts resulting from construction-related emissions are potentially significant, they are considered short term in duration.

Finding: Changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen this effect. These mitigation measures are as follows:

Mitigation Measures: Emissions from construction activities, which are localized and short term, can be mitigated using appropriate control measures. The construction mitigation measures listed below shall be included as conditions of approval of any grading permits for the project. All project construction is required to include the following measures to reduce fugitive dust impacts:

- All unpaved construction areas shall be sprinkled with water or other acceptable San Diego APCD dust control agents during dust-generating activities to reduce dust emissions. Additional watering or acceptable APCD dust control agents shall be applied during dry weather or windy days until dust emissions are not visible.
- Trucks hauling dirt and debris shall be covered to reduce windblown dust and spills. Dirt cannot be over the height of the truck bed.

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- On dry days, dirt or debris spilled onto paved surfaces shall be swept up immediately to reduce resuspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather.
- On-site stockpiles of excavated material shall be covered or watered.
- Water rock materials undergoing rock-crushing processing at sufficient frequency. Automatic water or mist or sprinkler system should be installed in areas of rock crushing and conveyor belt systems.
- Abide by all conditions of approval for dust control required by the San Diego APCD.
- Use low pollutant-emitting construction equipment.
- Equip construction equipment with prechamber diesel engines (or equivalent) together with proper maintenance and operation to reduce emissions of nitrogen oxide, to the extent available and feasible.
- Use electrical construction equipment, to the extent feasible.

b. Project Effect – Mobile Air Pollution Sources: The primary air quality impacts, which would occur from the future development of the specific plan area, would be air pollutant emissions from automobile and truck traffic to and from the development. Normally, if a project is consistent with the City's General Plan, it can be considered consistent with the growth assumptions in the RAQS (State of California 1989). The proposed specific plan includes the development of approximately 2.5 million square feet for an office park campus and mixed-use area. The proposed project is consistent with the City of Santee General Plan 2020 and the Santee Town Center Specific Plan.

Finding: Implementation of the proposed Specific Plan avoids or reduces project related air quality impacts to a less than significant level.

Mitigation Measures: No mitigation measures are required.

c. Project Effect – Air Quality: Project development will involve grading and construction activities that will generate various air pollutants. Potential health effects of the major criteria air pollutants that potentially affect public health include carbon monoxide, nitrogen dioxide, ozone, etc.

However, the proposed project is not growth inducing above what has already been contemplated and analyzed in the City of Santee General Plan. As such, the proposed project is considered consistent with the growth assumptions in the RAQS. Therefore, the proposed project is consistent with the goals and objectives of the RAQS.

Finding: Project implementation will not generate pollutant levels in excess of clean air standards due to implementation of City standard conditions, project design features, and specified mitigation measures. Thereby, impacts to human health will remain at a less than significant level.

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Implementation of the proposed Specific Plan avoids or reduces project related air quality impacts to a less than significant level.

Mitigation Measures: No mitigation measures are required.

9. Aesthetics

Project Effect - Topography: Development of the proposed project would not significantly alter the existing topography. While the property is primarily undeveloped and visually accessible from most directions, the majority of the project site is disturbed land. The site would be graded to raise the elevation above the floodplain and comply with the geotechnical mitigation requirements for the project. While alteration of the topography would occur, the site would remain similar to its existing landform. The proposed amendment to the Town Center Specific Plan is consistent with the City of Santee General Plan 2020 and the Town Center Specific Plan, would be consistent architecturally with the goals and objectives for the Town Center, and would enhance the visual experience of the residents and visitors to the project area by creating an extensive open space element in the project and creating focal points of the San Diego River.

Finding: The implementation of the proposed project avoids or reduces land use impacts to a level that is less than significant.

Mitigation Measures: No mitigation measures are required.

10. Public Services and Utilities

a. Project Effect – Fire and Emergency Services: Implementation of the master plan would create a future potential need for additional fire and emergency services. The project proposed the construction of a maximum of 300 dwelling units, with a maximum population of 750; however, this would not require any new fire or police stations or expansions of facilities. Service levels would be affected, but not considered to be at a significant level. Implementation of the project would not result in a significant long-term impact from the expansion or construction of new facilities or to emergency services.

Finding: The implementation of the proposed project avoids or reduces utility and public services impacts to a level that is less than significant.

Mitigation Measures: No mitigation measures are required.

b. Project Effect – Schools: Approval of the master plan would ultimately allow the construction of a maximum of 300 multi-family residential units with a maximum population of 750 residents. Santee School District and Grossmont Union High School District would serve prospective students in the project area, and both districts currently have the capacity to serve these students based on current enrollments. As such the proposed project would not have a significant impact on schools serving the project area.

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Finding: The implementation of the proposed project would generate school fees associated with residential and commercial development and reduces impacts to a level that is less than significant.

Mitigation Measures: No mitigation measures are required.

c. Project Effect - Recreation: Implementation of the proposed Town Center Specific Plan Amendment will result in the creation of a corporate office park that integrates recreational opportunities. Consistent with goals and objectives of the General Plan and Specific Plan, the proposed amendment would be designed to enhance the San Diego River corridor for recreational and conservation purposes via pedestrian and bicycle trails throughout the project area. Therefore, implementation of the proposed amendment would not result in a significant long-term impact to parks and recreation.

Finding: The implementation of the proposed project enhances recreation opportunities thereby reducing impacts to a level that is less than significant.

Mitigation Measures: No mitigation measures are required.

d. Project Effect – Library Services: The future residents of the proposed project would increase the demand for library facilities. The establishment of a new library branch requires at least 18,000 to 20,000 new residents, with the expectation of serving about 30,000 within 20 years. The proposed project is expected to have a maximum resident population of 750 individuals. Therefore, implementation of the project would not result in a significant long-term impact from the expansion or construction of new library facilities or library services.

Finding: The implementation of the proposed project does not have an adverse effect on library resources in the City.

Mitigation Measures: No mitigation measures are required.

e. Project Effect – Water: The Padre Dam Municipal Water District (PDMWD) provides water services to the area, being within its service district boundary. A water analysis conducted by PBS&J recommends that a demand of 5,000 gallons per day per acre (gpd/acre) be used for a project of this size and mix of uses. At that rate, an average day of water demand by the entire project would be 770,000 gpd (535 gallons per minute (gpm)). Using a factor of 1.5 times the average daily demand, the maximum day demand is estimated to be 1.155 million gallons per day (mgd). The water system was analyzed with a fire demand of 3,500 gpm for the planned development, Using the increased maximum day demand and fire flow of 3,500 gpm, it was determined that the existing water supply system has adequate capacity to serve the additional demand (PSB&J, December 7, 2004).

Finding: The implementation of the proposed project will not result in construction of new water or wastewater treatment facilities, or expansion of which that would cause significant environmental effects.

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Mitigation Measures: No mitigation measures are required.

f. Project Effect – Sewer: The Padre Dam Municipal Water District (PDMWD) provides water services to the area, being within its service district boundary. The proposed project would generate the demand for approximately 113,300 gpd or 515 EDUs per day of sewer capacity to serve the project area. Implementation of the proposed project would not result in a significant long-term impact from the physical alteration, expansion, or construction of new sewer facilities. The trunk main serving the Trolley Square Center development would have to be rerouted to a position within the ultimate street alignments. This is not considered a significant impact. The long-term impacts of sewer service for the proposed project are considered less than significant.

Finding: The implementation of the proposed project will not result in construction of new sewer treatment facilities, nor expansion of which that would cause significant environmental effects.

Mitigation Measures: No mitigation measures are required.

g. Project Effect – Solid Waste Disposal: Based on a solid waste generation rate for city residents, 1.7 tons per person per year, an additional 1,275 tons of municipal solid waste a year would be generated from the proposed residential uses in the proposed project area. The proposed multiplex theater, mixed-use retail, and office park campus would generate additional solid waste. Implementation of the project would also increase the demand for recycling and composting programs. Participation in these programs would contribute to the City of Santee's waste reduction goals as per AB 2494.

Finding: The increased demand for wastewater and sewer services from implementation of the project will be served by extensions and upsizing of existing facilities that traverse the site without resulting in additional environmental effects.

Mitigation Measures: No mitigation measures are required.

h. Project Effect – Energy: Development of the corporate office park in accordance with the Town Center Specific Plan, as amended, is expected to increase local energy consumption. Because sufficient gas and electricity local distribution systems to serve the development exist and the increase in local energy consumption is within normal expectations, the increase is not considered a significant energy impact.

Finding: Energy consumption as a result of project implementation will result in less than significant effects to natural gas and electricity supply, and no concerns were raised by San Diego Gas & Electric specific to the project

Mitigation Measures: No mitigation measures are required.

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SECTION 2.0

A. FINDINGS AND FACTS IN SUPPORT OF FINDINGS REGARDING THE PROJECT ALTERNATIVES

Following is a summary discussion of Project Alternatives addressed in the Draft EIR for the Santee Town Center Project. As documented in Section 1.0 Findings, several of the potentially significant impacts of the Project have been avoided or substantially reduced by the Project. However, because the Town Center Project will cause some significant unavoidable adverse environmental effects, the City must consider the feasibility of any environmentally superior alternative to the Project, as finally approved. The City must evaluate whether one or more of these alternatives could avoid or substantially lessen the unavoidable significant environmental effects.

In the proposed project, significant environmental effects associated with traffic remain even after application of all feasible measures identified in the MEIR. Therefore, the decision-makers must evaluate the project alternatives identified in the MEIR. Under these circumstances, CEQA requires findings on the feasibility of project alternatives. If no project alternatives are feasible, the decision-makers must adopt a Statement of Overriding Considerations with regard to the project. If there is a feasible alternative project, the decision-makers must decide whether it is environmentally superior to the project. Proposed project alternatives considered must be ones that could feasibly attain the basic objectives of the project. In addition, the State CEQA Guidelines also require an EIR to examine alternatives capable of eliminating or avoiding significant environmental effects associated with a proposed project, even if these alternatives would impede to some degree the attainment of the project objectives.

These findings contrast and compare the alternatives where appropriate in order to demonstrate that the selection of the finally approved project, while still resulting in significant unavoidable adverse impacts, has substantial environmental, planning, fiscal, and other benefits. In rejecting all of the alternatives, the City has examined the finally approved project objectives and weighed the ability of the various alternatives to meet the objectives. The City believes that the Project best meets the finally approved project objectives with the least environmental impacts.

B. PROJECT OBJECTIVES

Project objectives were developed by the City of Santee, as the Lead Agency on the Santee Town Center Specific Plan Amendment Project, to provide a yardstick upon which to select project alternatives. By their nature, Project Objectives place limits on the selection of alternatives, since a major criterion of selection is the ability meet all or most of the project's objectives. The following Project Goals & Objectives are reprinted from Section 1.3 of the Draft EIR:

- Facilitate the development of a high-quality corporate office park in accord with the Office Park Overlay through the establishment of coordinated standards and land use parameters addressing site and building design, the design of streets, landscaping, and signage.

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- Establish a framework for cohesive growth that addresses both functional and aesthetic objectives. The Master Plan sets forth land uses within a series of distinct “planning areas.” Like the Town Center Specific Plan, the Master Plan describes the physical vision for the phased development of 154.05 acres in Town Center.
- Minimize impacts to environmental resources by keeping development outside of the San Diego River floodway, to enhance environmental resources and to provide for the public enjoyment of these resources when practicable.
- Create a livable and walkable Town Center by adding jobs, housing, and recreation in a core area of the city.

C. PROJECT ALTERNATIVES

1. **No Development Alternative**

Under the No Development Alternative, the Project site would not be developed and the site would remain in its existing condition. No potential significant environmental impacts identified under the proposed Project would occur under this alternative.

This alternative is infeasible for the following reasons:

- While this alternative is environmentally superior to the proposed project, it does not meet any of the objectives of the proposed project. Furthermore, selection of the No Development Alternative does not meet the goals and objectives of the City of Santee General Plan 2020 and the Santee Town Center Specific Plan Amendment. The primary goal of the Office Park Overlay that was adopted in 2000 is to encourage a high tech business campus that would benefit from a high density residential component that would allow employees to live near work. Policy 1.2 states that the City “shall incorporate residential development into any master plan for the Edgemoor property on the south side of the San Diego River to take advantage of the proximity of the multi-modal transit station”. Without the mixed use development that would be implemented by the proposed project within the Office Park Overlay, the high density residential development would not be implemented. This high density residential development is a key component in providing a livable and walk-able Town Center that would add jobs, housing, and recreation in the City’s core.
- Policy 1.3 of the General Plan 2020 states that the City should “encourage the preservation of the biological and visual resources of the San Diego River as part of any development in the Town Center area”. Should the No Development alternative be selected, the setbacks and buffers designed to protect the integrity of the San Diego River would not be implemented. As part of the project’s interface with the river, development would be kept separate from the San Diego River’s floodway in order to protect the sensitive biological resources and the wildlife corridor.

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Additionally, the open space system that would include a trail system with fences and interpretive signs designed to protect the wildlife corridor while providing an interactive education experience for pedestrians would not be implemented.

- Although the No Development Alternative would avoid most biological impacts this alternative would not implement a restoration plan for the approximately 700 individuals of the smooth tarplant species found on-site. The smooth tarplant is a CNPS List 1B species, meaning that the plant is rare and vulnerable because of its limited or vulnerable habitat and/or limited number of populations. The proposed project would include a restoration plan that would salvage seeds from the existing population on-site and reseed them at an appropriate preserve off-site within one year from the date of construction initiation. The restoration plan would include long term management funding and a qualified biologist to oversee and monitor the site in order to ensure the long term preservation of this species.
- **2. Development Consistent with the Adopted Specific Plan**

Under the existing specific plan, the land use designations from the Santee Town Center Specific Plan (as amended in 2000) would be used to develop the property. This alternative differs from the proposed project in that the office park overlay would not be used. As shown in Figure 4.1-3, the land use designations include civic center, commercial, office/commercial, residential/commercial, institutional, and park/open space. Two major differences between the proposed project and the adopted specific plan are the institutional land use designation covering approximately 45 acres in the southeastern portion of the project area, and the proposed mixed use development area that would provide for high density housing alongside commercial/office uses and a multi-plex theater. The mixed use area provides options for living, working, and recreating in one central location and its intended location is not specifically depicted in the current Town Center Specific Plan.

This alternative is infeasible for the following reasons:

- Development Consistent with the Adopted Specific Plan alternatives does not meet the goals and objectives of the City of Santee General Plan 2020 and the proposed Santee Town Center Specific Plan Amendment. This alternative does not include the integrated residential/commercial area that would help meet the General Plan 2020 goal of encouraging “smart growth” by enabling office park employees to live near work. This alternative is much like the no development alternative in that there would not be a mixed use area that would enable the creation of a livable and walk-able Town Center. Policy 4.1 in the General Plan 2020 states that the City shall “promote the Town Center as a focal point and activity center for the entire City.” This alternative would not implement the combination of residential, commercial, recreational, and open space uses that would assist in developing the Town Center as the focus of the City.

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3. Reduced Intensity Alternative

Under a Reduced Intensity Alternative, the existing land use designations from the Santee Town Center Specific Plan (as amended) would be utilized to develop the property, including the office park overlay. While the project development area would remain the same as the proposed project, this alternative would have a reduced development intensity. Specifically, building heights would not be higher than two stories and a parking structure would not be considered in this alternative.

This alternative is infeasible for the following reasons:

- The Reduced Intensity Alternative would result in a reduction of some of the project's environmental impacts (e.g., traffic generation, noise, air quality, and demand for public services and utilities). However, this alternative would result in the same building footprint and most impacts would be similar to the proposed project. This alternative would not implement the office park overlay and as a result would be built out in a manner very similar to the adopted Specific Plan. As such, this alternative would not implement the mixed use area with a sufficient amount of residential development to create a "smart growth" livable/walk-able Town Center with a sustainable mixture of jobs, housing, and recreation.

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EXHIBIT D**

**SANTEE TOWN CENTER
SPECIFIC PLAN AMENDMENT MEIR**

STATEMENT OF OVERRIDING CONSIDERATIONS (SOC)

Prepared for:

**CITY OF SANTEE DEPARTMENT OF DEVELOPMENT
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STATEMENT OF OVERRIDING CONSIDERATIONS

FOR THE

SANTEE TOWN CENTER SPECIFIC PLAN AMENDMENT

Introduction

CEQA allows a public agency to approve a project with significant unmitigable impacts if the agency finds that the project will provide overriding economic, social, or other benefits. Its outlines in Section 1.0 of the Findings and Facts in Support of Finding (“Findings”) for the Project, the Project will produce unavoidable significant impacts in the following categories: traffic.

The Amendment to the Town Center Specific Plan establishes a physical and design framework for a master planned high tech corporate office park with mixed-use on 154.05 acres in Town Center. This property is one of the last large developable parcels remaining in the San Diego Region. A comprehensively planned high-tech office park in a campus style setting, at the terminus of an MTS multi-modal transit station, within walking distance of commercial, and residential uses and recreation, served by freeways, represents an unprecedented opportunity in the East County. The Amendment promotes a 24-hour accessible environment in the inclusion of high density residential dwelling units, a multiple screen theater, river trail and nature interpretive park.

The City, pursuant to § 15093 of the CEQA Guidelines, has balanced the benefits of the proposed Santee Town Center Specific Plan Amendment and associated actions (project) against the summary of unavoidable cumulative and project impacts to traffic circulation contained herein.

Significant Unmitigable Impacts:

The following intersection, arterial segment, and freeway segments would have project impacts that could not be mitigated to a level below significance:

- Mission Gorge Road/Cuyamaca Street
- Mission Gorge Road between Magnolia Avenue and SR 125.
- Eastbound SR52 between Mast Boulevard and Mission Gorge Road.
- Eastbound and westbound SR 52 between Mission Gorge Road and Cuyamaca Street.
- Eastbound and westbound SR 52 between Cuyamaca Street and Magnolia Avenue.
- Northbound SR 67 between I-8 and Prospect Avenue in the PM Peak Hour.

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It may be noted that the General Plan shows that the impacts along Mission Gorge Road between SR-125 and Carlton Hills Boulevard are mitigated by widening Mission Gorge Road to eight lanes. The cumulative impacts are due to the addition of non-General Plan traffic from future development areas. Fees from this, and other development projects will fund this improvement. Until an enforceable program is established to allow the payment of fees for improvements to SR-52, and SR-67 the impacts to these freeway segments cannot be feasibly mitigated to a level of insignificance. Therefore the impacts are considered not fully mitigated.

Finding: Impacts to these intersections and segments would remain significant and unavoidable. However, the City finds:

- That the timing of the completion of SR 52 to SR 67 is beyond the City's control;
- That it is not the City's desire to stop or delay the development of Town Center to provide a premier corporate office campus, contingent upon the construction of SR 52 by the State;
- That it is beyond the ability of the project to add lanes to state freeways;
- That it is impractical to widen Mission Gorge Road to improve vehicle speed to mitigate for traffic impacts pursuant to SANDAG's Congestion Management Program.
- That the development of the office park will provide live-work opportunities and expand the City's employment base such that residents are given greater opportunity to work in the City in which they live, thereby eliminating and/or shortening commute trips in the peak hours on city streets and freeways;
- That implementation of the RiverView Master Plan will showcase "Smart Growth" by integrating public transit use and a network of combined pedestrian and cycling paths that reduce the dependency on the automobile; and
- That the mixed-use site development which includes high density residential units, will promote higher use of the trolley/buses located within walking distance of Santee Trolley Square.

The City has adopted all feasible mitigation measures with respect to these impacts, listed as follows:

Mission Gorge Road/Cuyamaca Street. Provide a dedicated northbound right-turn lane with overlap phasing. This recommended mitigation involves signal operation changes and construction of an additional lane. However, since the mitigation does not improve the LOS to pre-Project levels, the impact is considered not fully mitigated. A third northbound lane and southbound right-turn lane each would fully mitigate the significant impact but are not feasible within the existing right-of-way.

Mission Gorge Road between SR 125 and Magnolia Avenue Widen Mission Gorge to 8 lanes Prime Arterial standards between SR-125 and Carlton Hills Boulevard. This is a City Capital Improvement Project that is funded with traffic mitigation fees paid by developers. The traffic impacts to this arterial segment were evaluated under SANDAG's Congestion Management Program because the number of trips estimated to be generated from the project would exceed 2,400 Average Daily Trips, or more than 200 peak hour trips. In such instances any change in arterial speed that results in a reduction of the average speed by one mile per hour results in an "impact". The traffic analysis estimates a lowering of average speeds from approximately 20 mph to 15 mph which is within an acceptable limit when the widening of Mission Gorge Road and the removal of existing development is not a viable or cost effective option.

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Eastbound SR-52 between Mast Boulevard and Mission Gorge Road. Impact cannot be feasibly mitigated since it is beyond the ability of the project to add lanes to the freeway. Until an enforceable program is established to allow the payment of fees for improvement to SR-52, the impact is considered not fully mitigated.

Eastbound and Westbound SR-52 between Mission Gorge Road and Cuyamaca Street. Impact cannot be feasibly mitigated since it is beyond the ability of the project to add lanes to the freeway. Until an enforceable program is established to allow the payment of fees for improvements to SR-52, the impact is considered not fully mitigated.

Eastbound and Westbound SR-52 between Cuyamaca Street and Magnolia Avenue. Impact cannot be feasibly mitigated since it is beyond the ability of the project to add lanes to the freeway. Until an enforceable program is established to allow the payment of fees for improvements to SR-52, the impact is considered not fully mitigated.

Northbound SR-67 between 1-8 and Prospect Avenue. Impact (PM Peak Hour) cannot be feasibly mitigated since it is beyond the ability of the project to add lanes to the freeway. Until an enforceable program is established to allow the payment of fees for improvements to SR-67, the impact is considered not fully mitigated.

The City also has examined a range of alternatives, including No Project alternative, none of which meet the Project's objectives and is environmentally preferable to the Project. The City, after balancing the specific economic, legal, social, technological, or other benefits of the Project against its unavoidable environmental impacts, determines that the unavoidable adverse traffic effects are considered "acceptable" due to the following specific considerations each of which individually will be sufficient to outweigh the unavoidable, adverse impacts of the Project:

A. Promotion of General Plan –Land Use Policies:

1. **Housing Element.** Objective 1 of the Housing Element states that the City should "encourage the provision of a wide range of housing by location, type of unit, and price to meet the existing and future needs of Santee residents to the maximum extent possible." The proposed project could include within the mixed use area, up to 300 units of urban style, high density of 30 units per acre. This type of residential development would contribute toward the project goal of turning the Town Center into a vibrant city core by developing jobs, housing and recreation all within one unified area.

2. **Recreation Element.** The proposed Project would implement trails and open space along the San Diego River which would help meet the objectives of providing adequate recreational acreage and facilities and system of multi-use trails. The open space area would be designed with setbacks and buffers to protect the integrity of the San Diego River. Development would be kept separated from the river in order to protect floodway, sensitive biological resources, and the wildlife corridor. The trail system within the open space would include fences and interpretive sign that would protect the wildlife corridor while providing an interactive education experience for users.

3. **Land Use Element and Town Center Specific Plan.** Policy 1.2 of Objective 1.0 of the General Plan 2020 states that the City "shall incorporate residential development into any master plan for the Edgemoor property on the south side of the San Diego River to take advantage of the proximity

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of the multi-modal transit station”. High density residential development is key to providing a livable and walkable Town Center that would add jobs, housing, and recreation in the City’s core. Additionally, commercial recreation opportunities will be expanded with the provision of a theater, a nature interpretive park and walking/cycling corridors that link multiple uses.

Moreover, the Office Park Overlay which was added to the Town Center Specific Plan in August of 2000, states in part:

“The Office Park Overlay is intended to provide for a significant, high end, master planned office park development, including, but not limited to, uses engaged in scientific, technical, communication or other related endeavors. While certain high tech assembly or clean room manufacturing uses may be considered in conjunction with research and development facilities, this designation is not intended for traditional light industrial or manufacturing uses, but rather predominantly office related uses. High quality commercial and residential uses may also be permitted as ancillary to an office park development and integrally designed into a master planned concept.

The Town Center Specific Plan Amendment for the RiverView Office Park establishes a comprehensive development framework for development consistent with the Overlay.

4. Consistency with Planned Uses. The Project would develop a site that has been shown in the General Plan for uses similar to those proposed and is consistent with the adopted Specific Plan. The Project is consistent with the Town Center zoning designation in the Zoning Ordinance and is compatible with the existing development that surrounds the site. The site is also adjacent to existing public sewer, water, mass transit, and other infrastructure.

B. Economic Benefits.

The approval of this Project will result in an increased generation of real property tax revenue for the City of Santee. The City will receive real property tax increment revenues attributable to the increased value of improved real property associated with high tech office park commercial and high density residential uses.

Implementation of the proposed project will also generate new service sector high-paying jobs associated with Research and Development (R&D), telecommunications, science, education and other forms of intellectual property. Job creation in Santee will improve the jobs to housing imbalance that currently exists. Specifically, Santee has a jobs to housing ratio of .85:1, representing less than one job for each household (SANDAG, 2004 statistics). As such, the creation of additional employment opportunities will bring the City closer to the regional average ratio of 1.25:1. This in turn reduces the potential traffic impacts on streets and freeways during the AM and PM peak hours.

C. Benefits to Infrastructure.

Additionally, the Project would provide social and economic benefits by contributing funding for, or installing, specific public roadway improvements. Specifically, development of the Project will facilitate funding and ultimate construction of Town Center Parkway east of Cuyamaca Street to Civic Center Drive and the extension of Civic Center Drive to Magnolia Avenue. Additionally, pedestrian open space corridors and a meandering sidewalk/bikepath will improve non-motorized mobility throughout Town Center and along the San Diego River.

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D. Regional Comprehensive Plan Consistency.

The Amendment supports the principles of Smart Growth espoused in the Regional Comprehensive Plan adopted by the San Diego Association of Government (July 2004). Smart growth development represents efficient use of land and resources and encourages more intensive development along public transit corridors and at nodes. However, in assessing traffic impacts associated with smart growth development, the traditional suburban level of service standards for intersection delays and segment congestion continue to be applied which can represent an obstacle when infill development occurs in fully and densely urbanized areas. Nevertheless, the Town Center Specific Plan Amendment, and the development that follows, will reduce the dependency on the car. The variety of land uses in Town Center will make it easier for people to park their car in one place and accomplish several tasks which not only reduce the number of car trips required by also reduce overall parking needs for the community. Landscaped pedestrian corridors promote walkability thereby giving people mobility choices with Town Center.