



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

## CITY OF SANTEE REGULAR MEETING AGENDA Santee City Council

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

### MEETING INFORMATION

**Wednesday, February 23, 2022**

**6:30 p.m.**

**Council Chambers | Building 2**

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

### Staff

Assistant to the City Manager | Kathy Valverde  
Finance Director/Treasurer | Tim McDermott  
Fire & Life Safety Director/Fire Chief | John Garlow  
Law Enforcement | Captain Christina Bavencoff

### TO WATCH LIVE:

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

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

### IN-PERSON ATTENDANCE

Please be advised that current public health orders require unvaccinated attendees to wear a face covering while inside the Council Chambers. If you enter the Council Chambers without a face covering, you are self-certifying that you have been vaccinated.

### LIVE PUBLIC COMMENT

Members of the public who wish to comment on matters on the City Council agenda or during Non-Agenda Public Comment may appear in person and submit a speaker slip, before the item is called. Speakers must adhere to the public health order requirement to wear a face covering if unvaccinated. Your name will be called when it is time to speak.

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



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

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

**LEGISLATIVE INVOCATION:** Assistant Pastor James Class – Calvary Chapel of Santee

**PLEDGE OF ALLEGIANCE**

**PROCLAMATION:** Proclamation Naming March 5, 2022, as Little League Day in Santee

**CONSENT CALENDAR:**

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

- (1) **Approval of Reading by Title Only and Waiver of Reading in Full of Ordinances and Resolutions on the Agenda. (City Clerk – Ortiz)**
- (2) **Approval of Meeting Minutes of the Santee City Council for the February 09, 2022, Regular Meeting. (City Clerk – Ortiz)**
- (3) **Approval of Payment of Demands as Presented. (Finance – McDermott)**
- (4) **Approval of the Expenditure of \$78,770.93 for January 2022 Legal Services and Reimbursable Costs. (Finance – McDermott)**
- (5) **Adoption of a Resolution Awarding the Construction Contract for the Parking Lot Resurfacing 2022 Project (CIP 2022-35) to United Paving Company, Inc., Determining the Project is Categorically Exempt from Environmental Review Under the California Environmental Quality Act for a Total Amount of \$42,619.92. (Development Services – Engineering)**
- (6) **Adoption of a Resolution Authorizing the City Manager to Amend the Professional Services Agreement with D-Max Engineering, Inc. for Storm Water Program As-Needed Staffing Services, for a Total Contract Not to Exceed \$316,300.00. (Development Services – Engineering)**



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

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

**PUBLIC HEARING:**

- (7) Public Hearing for a Conditional Use Permit (P2020-3), Variance (V2020-2) and Mitigated Negative Declaration (AEIS2020-2) to Permit the Construction of a Gasoline Dispensing Station with Mini Mart and Accessory Car Wash at 9015 Mission Gorge Road, in the General Commercial (GC) Zone (APN 383-121-64-00). (Development Services – Planning)**

Recommendation:

1. Conduct and close the Public Hearing; and
2. Consider granting the hearing continuance request; or
3. Approve Mitigated Negative Declaration AEIS2020-2 and the Mitigation Monitoring and Reporting Program as complete and in compliance with the provisions of CEQA per the Resolution and authorize filing a Notice of Determination; and
4. Approve Conditional Use Permit P2020-3 and Variance V2020-2 per the Resolution.

- (8) Public Hearing for the “Lantern Crest Ridge II” Major Revision (MJR2021-1) to Conditional Use Permit (P2017-4) and Addendum to Mitigated Negative Declaration (AEIS2018-2) to Permit the Construction of a 62-Unit Congregate Care Facility with up to Three Stories and 57 Feet in Height on a 2.74-Acre Vacant Parcel Located at 11000 Sunset Trail in the R-14 (Medium High Density Residential) Zone (APN: 384-142-04). Applicant: M. Grant Real Estate, Inc. (Michael Grant). (Development Services – Planning)**

Recommendation:

1. Conduct and close the Public Hearing; and
2. Approve and adopt the Addendum to the previously approved Mitigated Negative Declaration and in compliance with the provisions of the California Environmental Quality Act (CEQA) per the Resolution and authorize a filing of a Notice of Determination; and
3. Approve Major Revision MJR2021 to Conditional Use Permit P2017-4 per the Resolution.

**NEW BUSINESS:**

- (9) Resolution Awarding the Design-Build Construction Contract to Implement the Weston Park Improvements, Playground Installation (CIP 2022-44) Project to Anton’s Service, Inc. and Determining the Project is Categorically Exempt from Environmental Review Under the California Environmental Quality Act. (Development Services – Engineering)**

Recommendation:

Adopt the Resolution:

1. Awarding the Design-Build construction contract to implement the Weston Park Improvements, Playground Installation (CIP 2022-44) project to Anton’s Service, Inc. for a total amount of \$217,882.00; and
2. Authorizing the City Manager, Director of Development Services or City Engineer to approve change orders in a total amount not to exceed \$25,000.00; and
3. Determining the Project is Categorically Exempt from environmental review under the California Environmental Quality Act.

- (10) Resolution Rejecting a Bid Protest and Awarding the Construction Contract for the Cuyamaca Street Resurfacing and Woodside Avenue Street Repairs (CIP 2022-08 and CIP 2022-09) Project to SRM Contracting & Paving, Determining the Project is Categorically Exempt from Environmental Review Under the California Environmental Quality Act. (Development Services – Engineering)**

Recommendation:

Adopt the Resolution:

1. Rejecting the bid protest submitted by Ramona Paving and Construction Corporation; and
2. Awarding the construction contract for the Cuyamaca Street Resurfacing and Woodside Avenue Street Repairs Project (CIP 2022-08 and CIP 2022-09) to SRM Contracting & Paving for a total amount of \$620,684.83; and
3. Authorizing the City Manager, Director of Development Services or City Engineer to approve change orders in a total amount not to exceed \$62,068.00; and
4. Determining the Project is Categorically Exempt from Environmental Review Under the California Environmental Quality Act.



**(11) Resolution Awarding the Construction Contract for the Citywide Concrete Repair and Replacement Program 2021 (CIP 2021-05) and Determining the Project is Categorically Exempt from Environmental Review Under the California Environmental Quality Act. (Development Services – Engineering)**

Recommendation:

Adopt the Resolution:

1. Awarding the construction contract for the Citywide Concrete Repair and Replacement Program 2021 (CIP 2021-05) to Portillo Concrete, Inc. for a total amount of \$163,920.00; and
2. Authorizing the City Manager, Director of Development Services or City Engineer to approve change orders in a total amount not to exceed \$40,980.00; and
3. Determining the Project is Categorically Exempt from Environmental Review under the California Environmental Quality Act.

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

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

**CITY COUNCIL REPORTS:**

**CITY MANAGER REPORTS:**

**CITY ATTORNEY REPORTS:**

**CLOSED SESSION:**

**ADJOURNMENT:**



**BOARDS, COMMISSIONS & COMMITTEES  
FEBRUARY & MARCH MEETINGS**

Feb	03	SPARC	Council Chamber
Feb	09	Council Meeting	Council Chamber
Feb	14	Community Oriented Policing Committee	Council Chamber
Feb	23	Council Meeting	Council Chamber
Mar	01	DEI workshop	Council Chamber
Mar	03	SPARC	Council Chamber
Mar	09	Council Meeting	Council Chamber
Mar	14	Community Oriented Policing Committee	Council Chamber
Mar	17	SMHFPC	Council Chamber
Mar	23	Council Meeting	Council Chamber

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

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

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



**MEETING DATE** February 23, 2022

**ITEM TITLE** PROCLAMATION NAMING MARCH 5, 2022 AS LITTLE LEAGUE  
**DAY IN SANTEE**

**DIRECTOR/DEPARTMENT** Anne Morrison, Recreation Services Manager 

**SUMMARY** Santee currently has two (2) youth sports organizations that are part of California District 41 Little League, Santana National Little League and West Hills Little League. Combined the two (2) leagues have nearly 600 participants.

This year opening day for Little League in Santee will be March 5, 2022. Opening day is a fun-filled day often with family activities and other exciting events.

A proclamation has been prepared in honor of Little League Day and will be accepted by representatives from both leagues and other players in the league. In attendance will be:

Anthony Roman - President West Hills Little League  
Matthew Roman - Player West Hills Little League  
Jason Krein - President Santee National Little League  
Hunter Krein - Player Santee National Little League

**FINANCIAL STATEMENT** N/A

**CITY ATTORNEY REVIEW**  N/A •  Completed

**RECOMMENDATION** *KV/form B*  
Present Proclamation.

**ATTACHMENT**  
Proclamation



# | Proclamation

**WHEREAS**, the Little Leagues in the city of Santee have come together to promote youth baseball for over 50 years; and

**WHEREAS**, the city of Santee honors and celebrates our baseball athletes both young and old who engage in America's national pastime for recreation or competition; and

**WHEREAS**, Little League believes in the power of youth baseball to teach life lessons that build stronger individuals and communities. Joined together by one common goal, encouraging friends, families and communities to participate in the game of baseball, thus creating a sustainable enthusiasm for the game that has produced countless family and community bonding experiences; and

**WHEREAS**, the sport of baseball teaches participants teamwork, perseverance, leadership, and sportsmanship; and

**WHEREAS**, Santee residents benefit from partnerships between West Hills Little League, Santee National Little League, and the city of Santee, allowing for the use of facilities such as West Hills Park and the various baseball fields used for practice and play.

**NOW, THEREFORE**, I, John W. Minto, Mayor of the city of Santee, on behalf of the City Council do hereby proclaim March 5, 2022 as

## **“LITTLE LEAGUE DAY”**

in the city of Santee, and encourage residents to engage in activities that promote baseball for social connection, exercise and play for all ages.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-third day of February, two thousand twenty-two, and have caused the Official Seal of the city of Santee to be affixed.



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Mayor John W. Minto

**MEETING DATE** February 23, 2022

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

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

**SUMMARY**

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

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

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

**FINANCIAL STATEMENT**

**CITY ATTORNEY REVIEW**  N/A  Completed

**RECOMMENDATION**

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

**ATTACHMENT**

None



**MEETING DATE** February 23, 2022

**ITEM TITLE** APPROVAL OF MEETING MINUTES OF THE SANTEE CITY COUNCIL FOR THE FEBRUARY 9, 2022 REGULAR MEETING.

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



**SUMMARY**

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

**FINANCIAL STATEMENT**

N/A

**CITY ATTORNEY REVIEW**  N/A  Completed

**RECOMMENDATION**

Approve Minutes as presented.

**ATTACHMENT**

Regular Meeting Minutes

- February 9, 2022

# DRAFT

**Minutes  
Santee City Council  
Council Chamber – Building 2  
10601 Magnolia Avenue  
Santee, California  
February 9, 2022**

This Regular Meeting of the Santee City Council was called to order by Mayor John W. Minto at 6:31 p.m.

**ROLL CALL:** Present: Mayor John W. Minto, Vice Mayor Ronn Hall and Council Members Laura Koval Rob McNelis and Dustin Trotter – 5.

Officers present: City Manager Marlene Best, City Attorney Shawn Hagerty, and City Clerk Annette Ortiz

**INVOCATION** was given by Pastor Marshall Masser – Lakeside Christian Church

**PLEDGE OF ALLEGIANCE** was led by Council Member Rob McNelis

**RECOGNITION:** Certificates of Commendation: Santee Pee Wee and Junior Varsity Ravens Pop Warner Cheerleader Champions

Ravens Cheer Coaches made brief comments and played a video showcasing their talents and expressed how much the team means to them.

Council Member Trotter recognized Gene Chubb for his contributions to the City of Santee.

Council Members made brief comments regarding Gene Chubb.

**CONSENT CALENDAR:**

- (1) **Approval of Reading by Title Only and Waiver of Reading in Full of Ordinances and Resolutions on the Agenda. (City Clerk – Ortiz)**
- (2) **Approval of Meeting Minutes of the Santee City Council for the January 12 and 26, 2022, Regular Meetings. (City Clerk – Ortiz)**
- (3) **Approval of Payment of Demands as Presented. (Finance – McDermott)**
- (4) **Purchase of Three Multi-Function Copy Machines from Sharp Business Systems. (Finance – McDermott)**
- (5) **Adoption of a Resolution Awarding the Construction Contract for the City Hall Fiber optic Cable Replacement Project (CIP 2022-30), and**

- Determining a Categorical Exemption Pursuant to Section 15301(c) of the California Environmental Quality Act for a Total Project Budget of \$65,000.00. (Development Services – Engineering) (Reso 010-2022)
- (6) Adoption of a Resolution Approving the Final Map for an 80-Unit Residential Condominium Subdivision (TM2020-2) and Authorizing the City Manager to Execute the Associated Subdivision Improvement Agreement. Location: 7739 Mission Gorge Road. Applicant: Cornerstone Communities. (Development Services – Engineering) (Reso 011-2022)
- (7) Adoption of a Resolution Authorizing Additional Change Order Authorization for the Streetlight Maintenance Contract with CTE, Inc. for FY 2021-22 and Appropriating Funds. (Development Services – Engineering) (Reso 012-2022)

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

Vice Mayor Hall seconded the motion, which carried by the following vote: Mayor Minto: Aye; Vice Mayor Hall: Aye; and Council Members Koval: Aye; McNelis: Aye; and Trotter: Aye. Ayes: 5. Noes: 0.

**NON-AGENDA PUBLIC COMMENT (15 minutes):** None

**PUBLIC HEARING:**

- (8) Public Hearing for Consideration of Revised City Council District Electoral Boundaries as Required by Elections Code Section 21621. (City Clerk – Ortiz)

The Public Hearing was opened at 7:00 p.m. The City Clerk introduced the Item and Stephanie Smith with Best Best and Krieger provided a PowerPoint presentation.

Council Members provided direction to Ms. Smith regarding the district electoral boundaries.

The Public Hearing was closed at 7:55 p.m.

- (9) Public Hearing to Assess Community Development Needs and to Solicit Proposals for Program Year 2022 Community Development Block Grant (CDBG) and Home Program Funding Consistent with the Consolidated Plan. (Development Services – Engineering)

The Public Hearing was opened at 7:58 p.m. The Senior Management Analyst provided a PowerPoint presentation.

**PUBLIC SPEAKER(S):**

- Steven Anderson – Crisis House
- Gretchen Veihl – Elder Help
- Dennis Martins – Santee Food Bank
- Tim Ray – Meals on Wheels
- Stephanie Chapel Yoo – YCMA
- Tonya V. Hendrix – Santee Santas
- Kelly Douglas – Voices for Children

The Public Hearing was continued at 8:24 p.m. to March 9, 2022.

**(10) Public Hearing Considering a Disposition and Development Agreement Between the City of Santee and Excel Acquisitions, LLC, for Development of Real Property Known as Parcel 4 of Parcel Map 18857 Located in Trolley Square. (City Manager – Best) (Reso 013-2022)**

The Public Hearing was opened at 8:24 p.m. The City Manager introduced the item and Elizabeth Hall with Best Best and Krieger provided a PowerPoint presentation.

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

Vice Mayor Hall seconded the motion, which carried by the following vote: Mayor Minto: Aye; Vice Mayor Hall: Aye; and Council Members Koval: Aye; McNelis: Aye; and Trotter: Aye. Ayes: 5. Noes: 0.

The Public Hearing was closed at 8:28 p.m.

**CONTINUED BUSINESS:**

**(11) Second Reading and Adoption of an Ordinance Amending Title 13 of the Santee Municipal Code (“SMC”), “Zoning” (Case File: ZA2022-1), and Second Reading and Adoption of an Ordinance Amending Title 2 of the SMC, “Administration and Personnel,” Title 9 of the SMC, “Public Services” and Title 10 of the SMC, “Vehicles and Traffic”. (City Attorney – Hagerty) (Ord 599 and 600)**

The City Attorney introduced the item and the Assistant City Attorney provided a PowerPoint presentation.

**ACTION:** Vice Mayor Hall moved approval of staff recommendation.

Council Member Koval seconded the motion, which carried by the following vote: Mayor Minto: Aye; Vice Mayor Hall: Aye; and Council Members Koval: Aye; McNelis: Aye; and Trotter: Aye. Ayes: 5. Noes: 0.

**NEW BUSINESS:**

- (12) Resolution Authorizing the Implementation of a Permitting and Land Management System, Including Authorization to: Execute a Five-Year Agreement with Tyler Technologies for the EnerGov Land Management System and Mobile Eyes Fire Inspection Software; Purchase Bluebeam Software; Execute a Professional Services Agreement with SDI Presence for Implementation Consulting Services; and Appropriate Funds. (Development Services – Planning) (Reso 014-2022)**

The Principal Planner introduced the item and the Senior Planner provided a PowerPoint presentation and responded to Council questions.

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

Council Member McNelis seconded the motion, which carried by the following vote: Mayor Minto: Aye; Vice Mayor Hall: Aye; and Council Members Koval: Aye; McNelis: Aye; and Trotter: Aye. Ayes: 5. Noes: 0.

- (13) Draft Pavement Management Report 2022 and Pavement Maintenance Workshop. (Development Services – Engineering)**

The Principal Civil Engineer provided a PowerPoint presentation and responded to Council questions.

**ACTION:** Council Member Trotter moved approval the Draft Pavement Management Report and of zones CE, CD and EB to be resurfaced with the additional recommendations of El Nopal from Magnolia Avenue to the eastern City limits and Carlton Oaks Drive from Pebble Beach Drive to Wethersfield Road and Magnolia Avenue to Prospect Avenue to the south City limits.

Council Member McNelis seconded the motion, which carried by the following vote: Mayor Minto: No; Vice Mayor Hall: Aye; and Council Members Koval: Aye; McNelis: Aye; and Trotter: Aye. Ayes: 4. Noes: 1.

- (14) Resolution Proclaiming an Emergency, Authorizing the Construction of Firebreaks and Fuel Reduction Throughout the San Diego River Corridor, Waiving the Requirement for Competitive Bidding, and Authorizing the City Manager to Enter Into a Contract to Construct a Firebreak. (City Manager – Best) (Reso 015-2022)**

Council Member Koval recused herself from the dais at 10:14 p.m.

The Deputy Fire Chief, the Public Works Supervisor and the Park and Landscape Supervisor provided a PowerPoint presentation and responded to Council questions.

**ACTION:** Vice Mayor Hall moved approval of staff recommendation.

Council Member Trotter seconded the motion, which carried by the following vote: Mayor Minto: Aye; Vice Mayor Hall: Aye; and Council Members Koval: Aye; McNelis: Aye; and Trotter: Aye. Ayes: 4. Noes: 0. Recuse: 1.

Council Member Koval returned to the dais.

**(15) Purchase of Five (5) Bottle Filler Stations from Most Dependable Fountains, Inc. (Public Works)**

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

Council Member McNelis seconded the motion, which carried by the following vote: Mayor Minto: Aye; Vice Mayor Hall: Aye; and Council Members Koval: Aye; McNelis: Aye; and Trotter: Aye. Ayes: 5. Noes: 0.

**(16) Resolution Authorizing the Fourth Amendment to the Employment Agreement of the City Manager. (Mayor Minto) (Reso 016-2022)**

Mayor Minto provided a brief report.

**ACTION:** Vice Mayor Hall moved approval of staff recommendation.

Council Member Koval seconded the motion, which carried by the following vote: Mayor Minto: Aye; Vice Mayor Hall: Aye; and Council Members Koval: Aye; McNelis: Aye; and Trotter: Aye. Ayes: 5. Noes: 0.

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

None.

**CITY COUNCIL REPORTS:**

Council Member Koval stated that the Chula Vista Mayor is requesting the toll be removed from the South Bay Expressway, CA 125 and the impact that will have on traffic.

Mayor Minto also spoke regarding the removal of the toll for the South Bay Expressway; he also stated he would be attending a League of California Cities meeting.

**CITY MANAGER REPORTS:**

The City Manager reported that Lieutenant Bodine would no longer be at the Santee City Council meetings.

**CITY ATTORNEY REPORTS:**

None.

**CLOSED SESSION:**

Council Members recessed at 10:32 p.m. and convened in Closed Session at 10:34 p.m.

- (17) **Conference with Legal Counsel – Anticipated Litigation**  
(Gov. Code §54956.9(d)(2))  
Significant Exposure to Litigation: One case

Council Members reconvened in Open Session at 10:42 p.m. with all members present. Mayor Minto stated the report was received from the City Attorney.

**ADJOURNMENT:**

There being no further business, the meeting was adjourned in memory of Gene Chubb at 10:44 p.m.

Date Approved:

\_\_\_\_\_  
Annette Ortiz, CMC, City Clerk

**MEETING DATE** February 23, 2022

**ITEM TITLE** PAYMENT OF DEMANDS

**DIRECTOR/DEPARTMENT** Tim K. McDermott, Finance

**SUMMARY**

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

**FINANCIAL STATEMENT** *HS for TM*

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

**CITY ATTORNEY REVIEW**  N/A  Completed

**RECOMMENDATION** *K/S for MB*

Approve the Payment of Demands as presented.

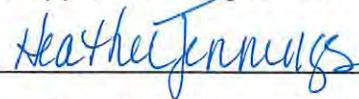
**ATTACHMENT**

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

Payment of Demands  
Summary of Payments Issued

<u>Date</u>	<u>Description</u>	<u>Amount</u>
02/01/22	Retiree Health	\$ 5,759.00
02/01/22	Accounts Payable	116,954.57
02/03/22	Accounts Payable	181,263.97
02/09/22	Accounts Payable	235,093.55
02/09/22	Accounts Payable	186,013.28
02/10/22	Accounts Payable	22,433.88
02/10/22	Payroll	358,542.99
02/11/22	Accounts Payable	35,356.93
	TOTAL	<u>\$1,141,418.17</u>

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



TSF

Tim K. McDermott, Director of Finance

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
1224	2/1/2022	10353 PERS	01 22 4		RETIREMENT PAYMENT	116,954.57
Total :						116,954.57

1 Vouchers for bank code : ubgen

Bank total : 116,954.57

1 Vouchers in this report

Total vouchers : 116,954.57

Prepared by: 18usll Snelau  
Date: 2-1-22  
Approved by: Skennings  
Date: 2/1/22

Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
129591	2/3/2022	12060 ACCOUNTING PRINCIPALS INC	12236585	53612	TEMPORARY ACCOUNTING SPECI/	1,325.56
					<b>Total :</b>	<b>1,325.56</b>
129592	2/3/2022	10010 ALLIANT INSURANCE SERVICES INC	1860968		SANTEE DISCOVERY DAY	334.00
					<b>Total :</b>	<b>334.00</b>
129593	2/3/2022	10006 AMERICAN PLANNING ASSOCIATION	299361-2212		MEMBERSHIP RENEWAL	579.00
					<b>Total :</b>	<b>579.00</b>
129594	2/3/2022	10412 AT&T	301053963 JAN22		MAST PARK 01/20-02/19/2022	100.94
					<b>Total :</b>	<b>100.94</b>
129595	2/3/2022	10516 AWARDS BY NAVAJO	1221323	53429	NAMETAGS	23.71
					<b>Total :</b>	<b>23.71</b>
129596	2/3/2022	12506 BEST, MARLENE	68524		ICSC LAS VEGAS	685.24
					<b>Total :</b>	<b>685.24</b>
129597	2/3/2022	13292 BORDER TIRE	8027885	53406	VEHICLE REPAIR PARTS	157.32
					<b>Total :</b>	<b>157.32</b>
129598	2/3/2022	10023 BUILDERS FENCE COMPANY INC	1889774	53711	FENCING MATERIALS & SUPPLIES	549.91
					<b>Total :</b>	<b>549.91</b>
129599	2/3/2022	13561 CAREFREE EAST HOA	2004392.001		RECREATION REFUND	193.00
					<b>Total :</b>	<b>193.00</b>
129600	2/3/2022	11190 CDCE INC	139445	53706	COMM EQUIPMENT	1,270.00
					<b>Total :</b>	<b>1,270.00</b>
129601	2/3/2022	12349 CHOICE LOCKSMITHING	011022COS	53521	LOCKSMITH SERVICES	126.31
					<b>Total :</b>	<b>126.31</b>
129602	2/3/2022	14471 CHRISTIAN MENDEZ	Ref000076518		LI Refund Cst #26213	92.00
					<b>Total :</b>	<b>92.00</b>
129603	2/3/2022	10032 CINTAS CORPORATION #694	4107341936	53483	UNIFORM/PARTS CLEANER RNTL	66.51

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
129603	2/3/2022	10032 10032 CINTAS CORPORATION #694	(Continued)			<b>Total : 66.51</b>
129604	2/3/2022	10050 CITY OF EL CAJON	120921-09		TRAINING REGISTRATION	1,036.00
						<b>Total : 1,036.00</b>
129605	2/3/2022	10486 COUNTY OF SAN DIEGO	01212022		COUNTY RECORDER FEE - NOE	50.00
						<b>Total : 50.00</b>
129606	2/3/2022	10486 COUNTY OF SAN DIEGO	202200047		RECORDED DOC FEE	20.00
						<b>Total : 20.00</b>
129607	2/3/2022	10333 COX COMMUNICATIONS	052335901-JAN 2022 063453006- JAN 2022 064114701-JAN 2022 066401501-JAN 2022 112256001- JAN 2022		8950 COTTONWOOD AVE USAGE ( 9534 VIA ZAPADOR USAGE CHARG 8115 ARLETTE ST - USAGE 01/15-0; 10601 N MAGNOLIA AVE USAGE 01. 9130 CARLTON OAKS DR USAGE 0	179.74 91.90 193.92 74.36 91.22
						<b>Total : 631.14</b>
129608	2/3/2022	13067 DAVID CLARK COMPANY INC	RINV746078	53655	EQUIPMENT REPAIRS	715.50
						<b>Total : 715.50</b>
129609	2/3/2022	11521 DFM ASSOCIATES	01262022		2022 CA ELECTIONS CODE	81.51
						<b>Total : 81.51</b>
129610	2/3/2022	12438 DIESEL PRINT CO, LLC	2721	53636	HOLIDAY LIGHTING	75.43
						<b>Total : 75.43</b>
129611	2/3/2022	14472 DUSTIN WEBSTER	Ref000076519		LI Refund Cst #26226	43.00
						<b>Total : 43.00</b>
129612	2/3/2022	10054 ELDERHELP OF SAN DIEGO	12312021-ELDERHELP	53689	CDBG SUBRECIPIENT	1,747.95
						<b>Total : 1,747.95</b>
129613	2/3/2022	10196 FIRE PREVENTION SERVICES INC	020122		WEED ABATEMENT	824.98
						<b>Total : 824.98</b>
129614	2/3/2022	12760 FOCUS PSYCHOLOGICAL	SANTEE2021-12	53523	PSYCHOLOGICAL SERVICES	750.00

Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
129614	2/3/2022	12760 12760 FOCUS PSYCHOLOGICAL	(Continued)			<b>Total : 750.00</b>
129615	2/3/2022	10065 GLOBAL POWER GROUP INC	78884 78885	53495 53495	GENERATOR MAINT & REPAIRS GENERATOR MAINT	505.00 695.00 <b>Total : 1,200.00</b>
129616	2/3/2022	10490 HARRIS & ASSOCIATES INC	51105	53305	SAFETY & ENV JUSTICE ELEMENT	8,025.00 <b>Total : 8,025.00</b>
129617	2/3/2022	10256 HOME DEPOT CREDIT SERVICES	0160756 0973212 1151557	53410 53410 53410	STATION SUPPLIES STATION SUPPLIES STATION SUPPLIES	128.22 28.60 17.75 <b>Total : 174.57</b>
129618	2/3/2022	11807 IMPERIAL SPRINKLER SUPPLY	4906217 4925195 4971131	53602 53602 53602	IRRIGATION PARTS IRRIGATION PARTS IRRIGATION PARTS	66.71 806.86 167.98 <b>Total : 1,041.55</b>
129619	2/3/2022	13247 JOHNSON, DOUGLAS	01072021		REITREE HEALTH INSURANCE- DIF	129.60 <b>Total : 129.60</b>
129620	2/3/2022	10204 LIFE ASSIST INC	1165803	53477	EMS SUPPLIES	5,952.36 <b>Total : 5,952.36</b>
129621	2/3/2022	10538 MEALS ON WHEELS	2-21-22	53677	CDBG SUBRECIPIENT	1,230.00 <b>Total : 1,230.00</b>
129622	2/3/2022	10079 MEDICO HEALTHCARE LINEN	20535689 20535691	53546 53546	MEDICAL LINEN SERVICE MEDICAL LINEN SERVICE	20.62 13.01 <b>Total : 33.63</b>
129623	2/3/2022	11783 MINTO, JOHN	95641		ICSC CONFERENCE	196.14 <b>Total : 196.14</b>
129624	2/3/2022	14208 MINUTEMAN PRESS EL CAJON	63232	53586	BUSINESS CARD-CM	45.78 <b>Total : 45.78</b>

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
129625	2/3/2022	10080 MOST DEPENDABLE FOUNTAINS INC	66596	53700	DRINKING FOUNTAIN REPLACEME	6,065.29
					<b>Total :</b>	<b>6,065.29</b>
129626	2/3/2022	10344 PADRE DAM MUNICIPAL WATER DIST	90000367-JAN 2022		GROUP BILL USAGE 12/06-01/10	13,898.06
					<b>Total :</b>	<b>13,898.06</b>
129627	2/3/2022	14308 ROSSI, VINCENT	1040		SENIOR PROGRAM PRESENTATIO	75.00
					<b>Total :</b>	<b>75.00</b>
129628	2/3/2022	10407 SAN DIEGO GAS & ELECTRIC	0422 970 321 8JAN22 2237 358 004 2JAN22 4394 020 550 9JAN22 7990 068 577 7 JAN22 8509 742 169 4JAN22		STREET LIGHTS- USAGE 12/01-12/ TRAFFIC SIGNALS- UDAGE 12/11- LMD USAGE 12/11-01/11/2022 PARKS USAGE 12/11-1/11/22 CITY HALL GROUP BILL USAGE 12/	40,094.68 6,491.64 4,348.60 17,595.27 10,127.52
					<b>Total :</b>	<b>78,657.71</b>
129629	2/3/2022	10768 SANTEE SCHOOL DISTRICT	9115	53415	CHET HARRITT FIELD LIGHTS	666.90
					<b>Total :</b>	<b>666.90</b>
129630	2/3/2022	10768 SANTEE SCHOOL DISTRICT	9116	53500	JOINT USE FIELDS - RIO SECO	238.96
					<b>Total :</b>	<b>238.96</b>
129631	2/3/2022	13171 SC COMMERCIAL, LLC	2038598-IN	53480	DELIVERED FUEL	1,303.87
					<b>Total :</b>	<b>1,303.87</b>
129632	2/3/2022	13554 SC FUELS	0493112-DEF 0493112-F	53488 53481	FLEET CARD FUELING FLEET CARD FUELING	15.94 1,836.85
					<b>Total :</b>	<b>1,852.79</b>
129633	2/3/2022	10110 SECTRAN SECURITY INC	22010504	53532	FY 21/22 ARMORED CAR TRANSPC	141.67
					<b>Total :</b>	<b>141.67</b>
129634	2/3/2022	13206 SHARP BUSINESS SYSTEMS	9003626677	53579	SHARP COPIES JAN 2022+QTR OC	1,041.36
					<b>Total :</b>	<b>1,041.36</b>
129635	2/3/2022	11072 SHOW STOPPER WAX PRODUCTS	6044	53465	VEHICLE SUPPLIES	260.22
					<b>Total :</b>	<b>260.22</b>

Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
129636	2/3/2022	12223 SITEONE LANDSCAPE SUPPLY LLC	114312604	53733	IRRIGATION PARTS	162.94
			114336256	53733	IRRIGATION PARTS	106.27
			114410641	53733	IRRIGATION PARTS	57.37
			114503965	53733	IRRIGATION PARTS	270.87
			114515522	53733	IRRIGATION PARTS	655.81
			114784769	53733	IRRIGATION PARTS	446.00
			115042249	53733	IRRIGATION PARTS	64.04
			115042936-001	53733	IRRIGATION PARTS	215.48
			115136590	53733	IRRIGATION PARTS/JAN-JUN 2022	124.60
			115610426	53733	IRRIGATION PARTS	1,222.07
			115610426-002	53733	IRRIGATION PARTS	556.87
			115610426-003	53733	IRRIGATION PARTS	44.98
			115771322-001	53733	IRRIGATION PARTS	1,424.01
			115784592-001	53733	IRRIGATION PARTS	67.47
			115784592-002	53733	IRRIGATION PARTS	67.47
			115910516-001	53733	IRRIGATION PARTS	214.89
			<b>Total :</b>			
129637	2/3/2022	10217 STAPLES ADVANTAGE	3495326422	53467	STAPLES OFFICE SUPPLIES	61.00
			3496929168	53548	OFFICE SUPPLIES - DDS	57.01
			3496929169	53467	STAPLES OFFICE SUPPLIES	75.71
<b>Total :</b>						<b>193.72</b>
129638	2/3/2022	10027 STATE OF CALIFORNIA	555132		FINGERPRINT COSTS	271.00
<b>Total :</b>						<b>271.00</b>
129639	2/3/2022	10250 THE EAST COUNTY	00113620	53538	INVITATION TO BID - CITYWIDE CO	861.00
			00113953	53574	CLERK OFFICE PUBLICATIONS	416.50
<b>Total :</b>						<b>1,277.50</b>
129640	2/3/2022	10482 TRISTAR RISK MANAGEMENT	105502	53598	WORKERS' COMPENSATION	7,197.25
<b>Total :</b>						<b>7,197.25</b>
129641	2/3/2022	12480 UNITED SITE SERVICES	114-12747483	53419	PORTABLE TOILETS, TEMP FENCE	159.79
<b>Total :</b>						<b>159.79</b>
129642	2/3/2022	12888 VINYARD DOORS	104703	53549	APPARATUS GATE/DOOR REPAIRS	352.00

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
129642	2/3/2022	12888 12888 VINYARD DOORS	(Continued)			Total : 352.00
129643	2/3/2022	10704 VIRTUAL GRAFFITI INC	1169874	53710	SOFTWARE RENEWAL	6,173.37
						Total : 6,173.37
129644	2/3/2022	10136 WEST COAST ARBORISTS INC	179280	53070	URBAN FORESTRY PLAN	5,600.00
			179907	53070	URBAN FORESTRY MANAGEMENT	7,840.00
			179908	53503	URBAN FORESTRY MANAGEMENT	1,495.20
			179909	53503	URBAN FORESTRY MANAGEMENT	2,498.32
			179911	53503	URBAN FORESTRY MANAGEMENT	2,136.00
			180239	53070	URBAN FORESTRY PLAN	6,440.00
						Total : 26,009.52
129645	2/3/2022	10537 WETMORE'S	06P27037	53475	VEHICLE REPAIR SUPPLIES	219.21
						Total : 219.21
55 Vouchers for bank code : ubgen						Bank total : 181,263.97
55 Vouchers in this report						Total vouchers : 181,263.97

Prepared by: Isabel Sandoval  
 Date: 02/03/2022  
 Approved by: Heather Jennings  
 Date: 2/3/22

Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
129646	2/9/2022	12060 ACCOUNTING PRINCIPALS	12249850	53612	TEMPORARY ACCOUNTING SPECI	1,368.32
					<b>Total :</b>	<b>1,368.32</b>
129647	2/9/2022	13456 AGRICULTURAL PEST CONTROL	624479	53491	PEST CONTROL SERVICES	50.00
					<b>Total :</b>	<b>50.00</b>
129648	2/9/2022	10010 ALLIANT INSURANCE SERVICES INC	12/31/2021		SPECIAL EVENT INSURANCE FOR	1,243.00
					<b>Total :</b>	<b>1,243.00</b>
129649	2/9/2022	12136 BOB MURRAY & ASSOCIATES	9375	53731	DIRECTOR OF COMMUNITY SERVI	11,039.72
					<b>Total :</b>	<b>11,039.72</b>
129650	2/9/2022	13292 BORDER TIRE	8027840	53406	TIRES	191.25
					<b>Total :</b>	<b>191.25</b>
129651	2/9/2022	14342 BW RESEARCH PARTNERSHIP INC	SNTE-003	53581	DEI COMMUNITY SURVEY	1,500.00
					<b>Total :</b>	<b>1,500.00</b>
129652	2/9/2022	10299 CARQUEST AUTO PARTS	11102-548485	53407	VEHICLE REPAIR PARTS	78.75
					<b>Total :</b>	<b>78.75</b>
129653	2/9/2022	10299 CARQUEST AUTO PARTS	11102-548373	53407	VEHICLE REPAIR PARTS	42.37
					<b>Total :</b>	<b>42.37</b>
129654	2/9/2022	14356 CHICAGO TITLE INSURANCE CO	BC20004A		REFUNDABLE DEPOSIT	198.32
					<b>Total :</b>	<b>198.32</b>
129655	2/9/2022	12349 CHOICE LOCKSMITHING	011922COS	53521	LOCKSMITH SERVICES	83.51
					<b>Total :</b>	<b>83.51</b>
129656	2/9/2022	10032 CINTAS CORPORATION #694	4108020526	53483	UNIFORM/PARTS CLEANER RNTL	81.53
					<b>Total :</b>	<b>81.53</b>
129657	2/9/2022	10033 CITY ELECTRIC SUPPLY COMPANY	STE/077512	53698	STREETLIGHT LUMINAIRES	1,824.16
					<b>Total :</b>	<b>1,824.16</b>
129658	2/9/2022	10050 CITY OF EL CAJON	0000015986		3RD QTR MEMBER ASSESSMENT	88,655.18

Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
129658	2/9/2022	10050 10050 CITY OF EL CAJON	(Continued)			<b>Total : 88,655.18</b>
129659	2/9/2022	10039 COUNTY MOTOR PARTS COMPANY INC	551139	53435	VEHICLE SUPPLIES	45.66
						<b>Total : 45.66</b>
129660	2/9/2022	10171 COUNTY OF SAN DIEGO AUDITOR &	11/2021 AGENCY REV 11/2021 DMV REVENUE 11/2021 PHOENIX REV		11/2021 AGENCY PARK CITE REPT 11/2021 DMV PARK CITE REPT 11/2021 PHOENIX CITE REV REPT	86.25 256.25 712.25
						<b>Total : 1,054.75</b>
129661	2/9/2022	10234 COUNTY OF SAN DIEGO	2462-1982-RI-2021	53522	GENERATOR PERMITS	481.00
						<b>Total : 481.00</b>
129662	2/9/2022	10486 COUNTY OF SAN DIEGO	02032022		COUNTY RECORDER FEE - NOE	50.00
						<b>Total : 50.00</b>
129663	2/9/2022	10040 COUNTYWIDE MECHANICAL SYSTEMS	47714	53436	HVAC MAINT	4,644.00
						<b>Total : 4,644.00</b>
129664	2/9/2022	10145 CULLIGAN OF SAN DIEGO	1215366 1215367 1215369 1215370	53643 53643 53643 53643	FILTERED WATER SERVICE FILTERED WATER SERVICE FILTERED WATER SERVICE FILTERED WATER SERVICE	93.10 744.80 93.10 186.20
						<b>Total : 1,117.20</b>
129665	2/9/2022	10046 D MAX ENGINEERING INC	6994 6994-CR	53614	CONSTRUCTION SW INSPECTION CONSTRUCTION SW INSPECTION	4,207.50 -130.00
						<b>Total : 4,077.50</b>
129666	2/9/2022	12593 ELLISON WILSON ADVOCACY, LLC	2021-12-10	53567	LEGISLATIVE ADVOCACY SERVICE	1,500.00
						<b>Total : 1,500.00</b>
129667	2/9/2022	14446 ENTERPRISE FM TRUST	FMR0165191	53705	2022-02 FLEET LEASE PAYMENT	460.02
						<b>Total : 460.02</b>
129668	2/9/2022	14216 EXTREME SAFETY INC.	00103249	53637	SCBA EQUIPMENT	10,231.06
						<b>Total : 10,231.06</b>

Voucher List  
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
129679	2/9/2022	10204 10204 LIFE ASSIST INC	(Continued)			<b>Total : 4,568.37</b>
129680	2/9/2022	10079 MEDICO HEALTHCARE LINEN	20539451	53546	MEDICAL LINEN SERVICE	20.62
			20539453	53546	MEDICAL LINEN SERVICE	13.01
					<b>Total :</b>	<b>33.63</b>
129681	2/9/2022	10507 MITEL LEASING	903533345		MONTHLY RENTAL 124690 FEB 22	312.66
			903533388		MONTHLY RENTAL 130737 FEB 22	276.33
			903533391		MONTHLY RENTAL 131413 FEB 22	266.16
					<b>Total :</b>	<b>855.15</b>
129682	2/9/2022	12991 NATIONAL LIGHTING SUPPLY LLC	131014	53665	LIGHTING/ELECTRICAL SUPPLIES	412.90
					<b>Total :</b>	<b>412.90</b>
129683	2/9/2022	10308 O'REILLY AUTO PARTS	2968-463120	53458	VEHICLE SERVICE	21.53
					<b>Total :</b>	<b>21.53</b>
129684	2/9/2022	14324 PACK LEADER MARKETING	Ref000072748		REFUND - DUPLICATE APPLICATIO	92.00
					<b>Total :</b>	<b>92.00</b>
129685	2/9/2022	10092 PHOENIX GROUP INFO SYSTEMS	122021031	53605	FY 21/22 PARKING CITE PROCESS	535.92
					<b>Total :</b>	<b>535.92</b>
129686	2/9/2022	10095 RASA	5586	53630	MAP CHECK	320.00
					<b>Total :</b>	<b>320.00</b>
129687	2/9/2022	10791 RECON ENVIRONMENTAL INC	64878	53341	SANTEE GP AMEND & ZONE CHAN	56,644.25
					<b>Total :</b>	<b>56,644.25</b>
129688	2/9/2022	10097 ROMAINE ELECTRIC CORPORATION	12-055340	53413	VEHICLE REPAIR PART	216.39
					<b>Total :</b>	<b>216.39</b>
129689	2/9/2022	13171 SC COMMERCIAL, LLC	2042716-IN	53480	DELIVERED FUEL	487.86
			2044770-IN	53480	DELIVERED FUEL	1,011.39
					<b>Total :</b>	<b>1,499.25</b>
129690	2/9/2022	13554 SC FUELS	0498335-DEF	53488	FLEET CARD FUELING	7.62
			0498335-F	53481	FLEET CARD FUELING	1,858.61

Voucher List  
CITY OF SANTEE

Bank code : ubqen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
129690	2/9/2022	13554 13554 SC FUELS	(Continued)			<b>Total : 1,866.23</b>
129691	2/9/2022	13206 SHARP BUSINESS SYSTEMS	12998696	53604	SHARP MFP PURCHASE FS#4	168.09
						<b>Total : 168.09</b>
129692	2/9/2022	10217 STAPLES ADVANTAGE	3496072104 3497259159 3497329093 3497886923 3497886924	53467 53416 53631 53513 53513	STAPLES OFFICE SUPPLIES OFFICE SUPPLIES AS NEEDED OFFICE SUPPLIES OFFICE SUPPLIES - FINANCE OFFICE SUPPLIES - FINANCE	121.97 312.02 18.09 44.73 23.81
						<b>Total : 520.62</b>
129693	2/9/2022	10617 STATE OF CALIFORNIA	L0575712528		UNEMPLOYMENT 10/21-12/21	1,150.00
						<b>Total : 1,150.00</b>
129694	2/9/2022	13019 STATEWIDE TRAFFIC SAFETY	01007519	53535	TRAFFIC SIGNS, MATERIALS & SUF	175.64
						<b>Total : 175.64</b>
129695	2/9/2022	10250 THE EAST COUNTY	00113283 00113372 00114119	53538 53538 53574	INVITATION TO BID - PARKING LOT INVITATION TO BID - CUYAMACA AN CLERK OFFICE PUBLICATIONS	854.00 854.00 227.50
						<b>Total : 1,935.50</b>
129696	2/9/2022	13332 THE HAY GUY	Santee1	53736	FIDO FEST	301.70
						<b>Total : 301.70</b>
129697	2/9/2022	14354 TRILOGY MEDWASTE WEST, LLC	864753 864754		BIOMEDICAL WASTE DISPOSAL BIOMEDICAL WASTE DISPOSAL	225.46 116.75
						<b>Total : 342.21</b>
129698	2/9/2022	12480 UNITED SITE SERVICES	114-12588623	53419	PORTABLE TOILETS, TEMP FENCE	159.79
						<b>Total : 159.79</b>
129699	2/9/2022	11194 USAFACT INC	2011519		BACKGROUND CHECK	39.32
						<b>Total : 39.32</b>
129700	2/9/2022	10136 WEST COAST ARBORISTS INC	181289	53503	URBAN FORESTRY MANAGEMENT	3,631.20

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
129700	2/9/2022	10136	10136 WEST COAST ARBORISTS INC		(Continued)	Total : 3,631.20
55 Vouchers for bank code : ubgen						Bank total : 235,093.55
55 Vouchers in this report						Total vouchers : 235,093.55

Prepared by: Kapel Swell  
Date: 2/9/22

Approved by: Heather Jennings  
Date: 2/9/22

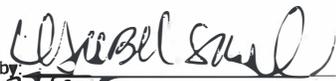
Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
129701	2/9/2022	12903 AMERICAN FIDELITY ASSURANCE CO	6043481		FLEXIBLE SPENDING ACCOUNT	2,069.64
					<b>Total :</b>	<b>2,069.64</b>
129702	2/9/2022	10208 ANTHEM EAP	046587833136		EMPLOYEE ASSISTANCE PROGRAM	273.06
					<b>Total :</b>	<b>273.06</b>
129703	2/9/2022	10334 CHLIC	2951964		HEALTH INSURANCE	178,572.76
					<b>Total :</b>	<b>178,572.76</b>
129704	2/9/2022	10785 RELIANCE STANDARD LIFE	February 22		VOLUNTARY LIFE INSURANCE	501.16
					<b>Total :</b>	<b>501.16</b>
129705	2/9/2022	10424 SANTEE FIREFIGHTERS	PPE 02/02/22		DUES/PEC/BENEVOLENT/BC EXP	3,353.49
					<b>Total :</b>	<b>3,353.49</b>
129706	2/9/2022	10776 STATE OF CALIFORNIA	PPE 02/02/22		WITHHOLDING ORDER	449.53
					<b>Total :</b>	<b>449.53</b>
129707	2/9/2022	10001 US BANK	PPE 02/02/22		PARS RETIREMENT	793.64
					<b>Total :</b>	<b>793.64</b>
7 Vouchers for bank code : ubgen						<b>Bank total : 186,013.28</b>
7 Vouchers in this report						<b>Total vouchers : 186,013.28</b>

Prepared by: ISURJ Sural  
 Date: 02/09/22  
 Approved by: Heather Jennings  
 Date: 2/9/22

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
17078	2/10/2022	10482 TRISTAR RISK MANAGEMENT	114272		WORKERS COMPERNATION LOSSES	22,433.88
					<b>Total :</b>	<b>22,433.88</b>
		<b>1 Vouchers for bank code :</b>	ubgen		<b>Bank total :</b>	<b>22,433.88</b>
		<b>1 Vouchers in this report</b>			<b>Total vouchers :</b>	<b>22,433.88</b>

Prepared by:   
Date: 02/15/2022  
Approved by:   
Date: 2/15/22

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
690765	2/11/2022	10959 VANTAGE TRANSFER AGENT/457	PPE 02/02/22		ICMA - 457	31,165.19
					<b>Total :</b>	<b>31,165.19</b>
690766	2/11/2022	10782 VANTAGEPOINT TRNSFR AGT/801801	PPE 02/02/22		RETIREE HSA	4,221.74
					<b>Total :</b>	<b>4,221.74</b>
2 Vouchers for bank code : ubgen						<b>Bank total : 35,386.93</b>
2 Vouchers in this report						<b>Total vouchers : 35,386.93</b>

Prepared by: Isabel Suresel  
Date: 2/11/2022  
Approved by: Heather Jennings  
Date: 2/11/22

**MEETING DATE** February 23, 2022

**ITEM TITLE** APPROVAL OF THE EXPENDITURE OF \$78,770.93 FOR JANUARY 2022 LEGAL SERVICES AND REIMBURSABLE COSTS

**DIRECTOR/DEPARTMENT** Tim K. McDermott, Finance *tm*

**SUMMARY**

Legal services invoices proposed for payment for the month of January 2022 total \$78,770.93 as follows:

1) General Retainer Services	\$ 15,743.00
2) Labor & Employment	6,755.40
3) Litigation & Claims	2,218.30
4) Special Projects - General Fund	31,273.58
5) Special Projects – Other Funds	746.65
6) Third-Party Reimbursable Projects	<u>22,034.00</u>
Total	<u>\$ 78,770.93</u>

**FINANCIAL STATEMENT** *tm*

	<u>AMOUNT</u>	<u>BALANCE</u>
General Fund:		
Adopted Budget	\$ 796,920.00	
Revised Budget	\$ 796,920.00	
Prior Expenditures	(339,673.36)	
Current Request	(55,990.28)	\$ 401,256.36
Other Funds (excluding third-party reimbursable items):		
Adopted Budget	\$ 85,000.00	
Revised Budget	\$ 85,382.15	
Prior Expenditures	(28,764.86)	
Current Request	(746.65)	\$ 55,870.64

**CITY ATTORNEY REVIEW**  N/A  Completed

**RECOMMENDATION** *MDB*

Approve the expenditure of \$78,770.93 for January 2022 legal services and reimbursable costs.

**ATTACHMENTS**

1. Legal Services Billing Summary January 2022
2. Legal Services Billing Recap FY 2021-22



**LEGAL SERVICES BILLING SUMMARY  
JANUARY 2022**

Attachment 1

DESCRIPTION	CURRENT AMOUNT	INVOICE NUMBER	NOTES
Retainer <b>1001.00.1201.51020</b>	\$ 15,743.00 <u>15,743.00</u>	926219	
Labor & Employment: Labor & Employment <b>1001.00.1201.51020</b>	 6,755.40 <u>6,755.40</u>	 926192	
Litigation & Claims: Litigation & Claims Parcel 4 Litigation Brooks Receivership <b>1001.00.1201.51020</b>	 364.50 954.70 899.10 <u>2,218.30</u>	 926193 926217 926196	
Special Projects (General Fund): Community Oriented Policing Theater Annual Municipal Code Update Climate Action Plan CEQA Special Advice Water Quality Election Legal Services Parcel 4 Hotel Housing Element Advanced Records Center Services for PRA Cannabis <b>1001.00.1201.51020</b>	 2,788.00 850.50 10,852.38 99.50 1,263.60 48.60 534.60 3,256.20 3,086.10 72.90 4,131.00 <u>26,983.38</u>	 926194 926207 926197 926210 926218 926213 926200 926215 926216 926198 926201	
Special Projects - CSA 69 (General Fund) CSA 69 Dissolution <b>1001.03.2203.51020</b>	 <u>4,290.20</u>	 926203	
Special Projects (Other Funds): Mobile Home Rent Control Commission COVID-19 Emergency Response Cuyamaca Street Right-of-Way Acquisition	 97.20 382.15 267.30 <u>746.65</u>	 926206 926220 926195	 <b>2901.04.4106.51020</b> <b>2402.99.9001.51020</b> <b>cip71402.30.05</b>
Third-Party Reimbursable: Lantern Crest Castlerock (Weston) MSCP Subarea Plan HomeFed Project HomeFed Project Redevelopment of Carlton Oaks Golf Course Arco Station (9015 Mission Gorge) 8504 Fanita Drive Shadow Hill Road Project	 1,545.70 10,765.60 1,470.30 1,193.40 1,140.10 1,319.50 1,093.30 1,771.90 1,734.20 <u>22,034.00</u>	 926199 926202 926212 926214 926214 926204 926208 926209 926211	 <b>mjr2101a.20.05</b> <b>spp0801a.10.05</b> <b>spp2101a.91.05</b> <b>spp1704a.10.05</b> <b>ehp2101a.10.05</b> <b>cup1906a.10.05</b> <b>cup2003a.10.05</b> <b>tm21002a.10.05</b> <b>res2103a.10.05</b>
<b>Total</b>	 <u>\$ 78,770.93</u>		

**LEGAL SERVICES BILLING RECAP  
FY 2021-22**

<u>Category</u>	<u>Adopted Budget</u>	<u>Revised Budget</u>	<u>Previously Spent Year to Date</u>	<u>Available Balance</u>	<u>Current Request Mo/Yr</u>	<u>Amount</u>
<b>General Fund:</b>						
General / Retainer	\$ 190,920.00	\$ 190,920.00	\$ 94,476.12	\$ 96,443.88	Jan-22	\$ 15,743.00
Labor & Employment	60,000.00	60,000.00	17,432.55	42,567.45	Jan-22	6,755.40
Litigation & Claims	275,000.00	275,000.00	65,060.29	209,939.71	Jan-22	2,218.30
Special Projects	271,000.00	271,000.00	162,704.40	108,295.60	Jan-22	31,273.58
<b>Total</b>	<b>\$ 796,920.00</b>	<b>\$ 796,920.00</b>	<b>\$ 339,673.36</b>	<b>\$ 457,246.64</b>		<b>\$ 55,990.28</b>
<b>Other City Funds:</b>						
MHFP Commission	\$ 5,000.00	\$ 5,000.00	\$ 8,869.50	\$ (3,869.50)	Jan-22	\$ 97.20
American Rescue Plan Act	-	382.15	-	382.15	Jan-22	382.15
Capital Projects	75,000.00	75,000.00	19,093.46	55,906.54	Jan-22	267.30
Highway 52 Coalition	5,000.00	5,000.00	801.90	4,198.10		-
<b>Total</b>	<b>\$ 85,000.00</b>	<b>\$ 85,382.15</b>	<b>\$ 28,764.86</b>	<b>\$ 56,617.29</b>		<b>\$ 746.65</b>
<b>Third-Party Reimbursable:</b>						
<b>Total</b>			<b>\$ 55,529.38</b>			<b>\$ 22,034.00</b>

<b>Total Previously Spent to Date FY 2021-22</b>	
<b>General Fund</b>	<b>\$ 339,673.36</b>
<b>Other City Funds</b>	<b>28,764.86</b>
<b>Applicant Deposits or Grants</b>	<b>55,529.38</b>
<b>Total</b>	<b>\$ 423,967.60</b>

<b>Total Proposed for Payment</b>	
<b>General Fund</b>	<b>\$ 55,990.28</b>
<b>Other City Funds</b>	<b>746.65</b>
<b>Applicant Deposits or Grants</b>	<b>22,034.00</b>
<b>Total</b>	<b>\$ 78,770.93</b>

**MEETING DATE** February 23, 2022

**ITEM TITLE** RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, AWARDING THE CONSTRUCTION CONTRACT FOR THE PARKING LOT RESURFACING 2022 PROJECT (CIP 2022-35) TO UNITED PAVING COMPANY, INC., DETERMINING THE PROJECT IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

**DIRECTOR/DEPARTMENT** Carl Schmitz, City Engineer 

**SUMMARY**

This item requests City Council award the construction contract for the Parking Lot Resurfacing 2022 Project (CIP 2022-35) to United Paving Company, Inc. in the amount of \$42,619.92. This project will provide seal coating maintenance of the City Operations Yard, Shadow Hill Park and West Hills Park parking lots.

On January 26, 2022, the City Clerk publicly opened and examined five sealed bids. Upon review of the bids, the bid submitted by United Paving Company, Inc. has been determined to be the lowest responsive and responsible bidder in the amount of \$42,619.92. The bid submitted by United Paving Company, Inc., is 54.2% lower than the Engineer's Construction Cost Estimate of \$93,000.00. Staff recommends City Council award the contract to United Paving Company, Inc.

Staff also requests authorization for the City Manager, Director of Development Services or City Engineer to approve change orders in a total amount not to exceed \$10,654.00 (25%) for unforeseen items and additional work.

**ENVIRONMENTAL REVIEW**

The project is Categorically Exempt from environmental review under State CEQA Guidelines Section 15301(Class 1, repair or minor alteration to existing facilities involving negligible or no expansion and facilities).

**FINANCIAL STATEMENT** *for 2022 TM*

This project is included in the adopted Capital Improvement Program budget as part of the Parking Lot Resurfacing project with a total budgeted amount of \$115,000.00 and is funded by General Funds.

Construction Contract	\$	42,619.92
Advertisement and Environmental Filing Fees		904.00
Construction Change Orders		<u>10,654.00</u>
Total Revised Project Cost	\$	<u>54,177.92</u>

**CITY ATTORNEY REVIEW**

N/A  Completed

**RECOMMENDATION** *MOB*

Adopt the Resolution:

1. Awarding the construction contract for the Parking Lot Resurfacing Project (CIP 2022-35) to United Paving Company, Inc. for a total amount of \$42,619.92; and
2. Authorizing the City Manager, Director of Development Services or City Engineer to approve change orders in a total amount not to exceed \$10,654.00; and
3. Determining the Project is Categorically Exempt from Environmental Review under the California Environmental Quality Act.

**ATTACHMENT**

Resolution  
Bid Summary Chart  
Project Map

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

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA,  
AWARDING THE CONSTRUCTION CONTRACT FOR THE PARKING LOT  
RESURFACING 2022 PROJECT (CIP 2022-35) TO UNITED PAVING COMPANY,  
INC., DETERMINING THE PROJECT IS A CATEGORICALLY EXEMPT FROM  
ENVIRONMENTAL REVIEW UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY  
ACT**

**WHEREAS**, the City Clerk, on the 26<sup>th</sup> day of January, 2022 publicly opened and examined sealed bids for the Parking Lot Resurfacing 2022 Project, (CIP 2022-35) (“Project”); and

**WHEREAS**, the lowest received bid was submitted by United Paving Company, Inc. in the amount of \$42,619.92; and

**WHEREAS**, in accordance with Santee Municipal Code section 3.24.100 (E), staff has determined that the bid submitted by United Paving Company, Inc. conforms in all material respects to the requirements set forth in the invitation for bids; and

**WHEREAS**, United Paving Company, Inc. was found to be the lowest responsive and responsible bidder with a total bid amount of \$42,619.92; and

**WHEREAS**, staff recommends awarding the construction contract to United Paving Company, Inc. in the amount of \$42,619.92; and

**WHEREAS**, staff requests authorization for the City Manager, Director of Development Services or City Engineer to approve changes orders in a total amount not to exceed \$10,654.00 for unforeseen change orders and additional work.

**WHEREAS**, the project is categorically exempt from environmental review under Section 15301 (existing facilities) of the Guidelines to the California Environmental Quality Act; and

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Santee, California, as follows:

**Section 1:** The recitals provided above are true and correct and are hereby incorporated into this Resolution.

**Section 2:** The construction contract for the Parking Lot Resurfacing 2022 Project, (CIP 2022-35) is awarded to United Paving Company, Inc. as the lowest responsive and responsible bidder in the amount of \$42,619.92 and the City Manager is authorized to execute the contract on behalf of the City.

**Section 3:** The City Manager, Director of Development Services or City Engineer is authorized to approve change orders in a total amount not to exceed \$10,654.00 for unforeseen items and additional work.

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

**Section 4:** The project is categorically exempt from environmental review under Section 15301 (existing facilities) of the Guidelines to the California Environmental Quality Act as maintenance of existing facilities.

**Section 5:** The documents and materials associated with this Resolution that constitute the record of proceedings on which these findings are based are located at Santee City Hall, 10601 Magnolia Avenue, Santee, CA 92071. The City Clerk is the custodian of record of proceedings.

**Section 6:** This Resolution shall take effect immediately upon its passage.

**ADOPTED** by the City Council of the City of Santee, California, at a Regular meeting thereof held this 23<sup>rd</sup> day of February, 2022, by the following roll call vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

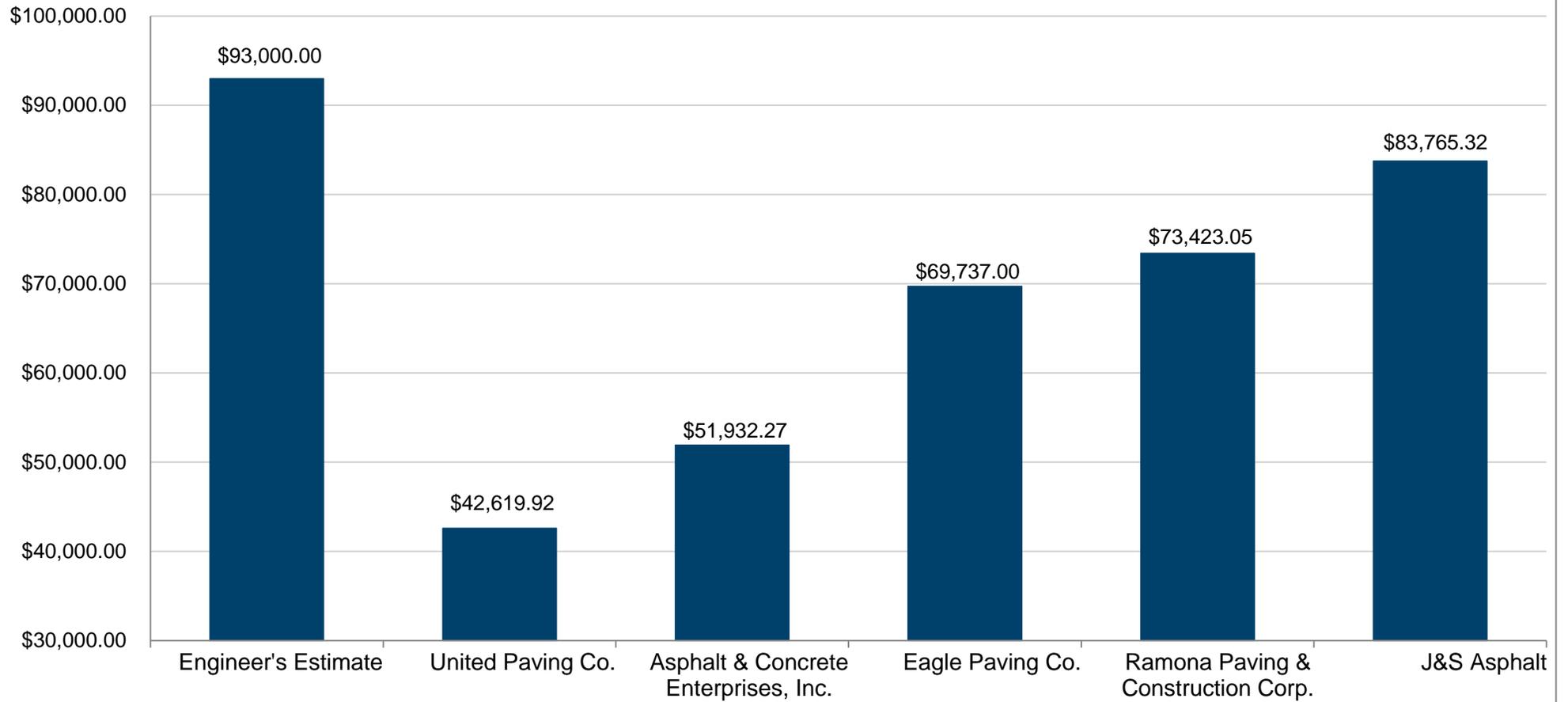
**APPROVED:**

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

**ATTEST:**

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

## Parking Lot Resurfacing 2022, CIP 2022-35



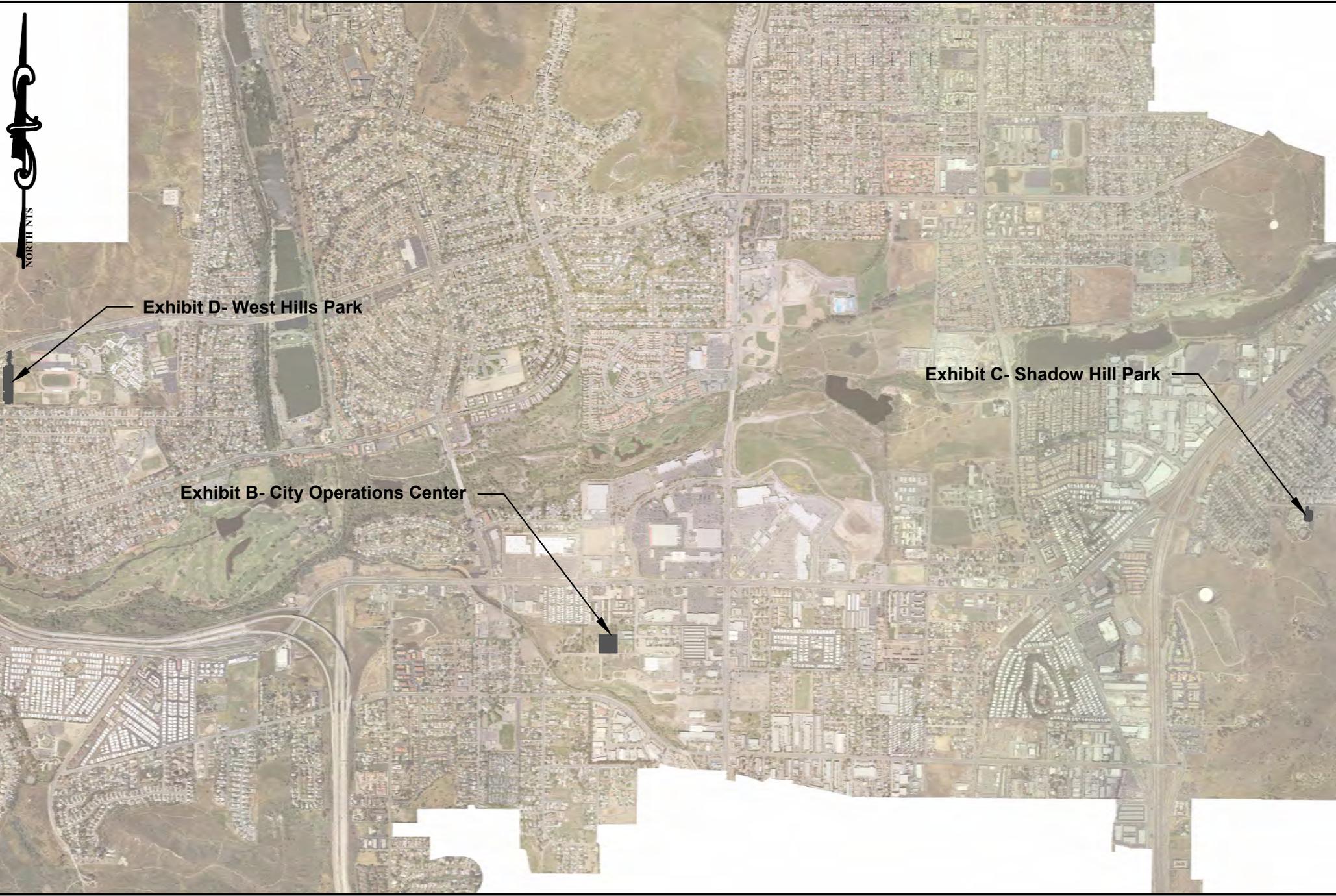


Exhibit D- West Hills Park

Exhibit C- Shadow Hill Park

Exhibit B- City Operations Center

PROJECT MAP

Parking Lot Resurfacing 2022  
CIP 2022-35

Project Location 

**MEETING DATE** February 23, 2022

**ITEM TITLE** RESOLUTION AUTHORIZING THE CITY MANAGER TO AMEND THE PROFESSIONAL SERVICES AGREEMENT WITH D-MAX ENGINEERING, INC. FOR STORM WATER PROGRAM AS-NEEDED STAFFING SERVICES

**DIRECTOR/DEPARTMENT** Carl Schmitz, City Engineer 

**SUMMARY**

This item requests the City Council authorize an amendment to the Professional Services Agreement with D-Max Engineering, Inc. ("D-Max") to provide as-needed Storm Water Program staffing and technical support necessary to maintain compliance with the City's Municipal Storm Water Permit ("Agreement"). City Council authorized the Agreement on August 25, 2021 in the amount of \$226,800 and staff proposes extending this term four months to June 30, 2022.

D-Max has unique knowledge and history from working with the City for over twelve years. The company provides specialized services specifically tailored to storm water permit compliance. D-Max provides similar services for various other agencies in San Diego County. This amendment to the Agreement will support the essential duties and functions assigned to the Storm Water Program division.

Specifically, the proposed tasks in the Agreement are required to be performed by the City to remain in compliance of the San Diego Regional Water Quality Control Board Order No. R9-2013-0001(MS4) permit, as amended; the San Diego River Bacteria Total Maximum Daily Load (TMDL); and other relevant regulations and agreements. These tasks include meeting attendance at regional and watershed storm water meetings, program technical support, annual reporting support, structural BMP inspections and maintenance verifications for high priority sites, verification inspections for other sites, as-needed storm water plan updates, TMDL compliance support, Storm Water Quality Management Plan reviews for development projects and building permit reviews, and construction storm water inspections.

Staff recommends authorizing the City Manager to execute an amendment to the Agreement for an additional amount of \$89,500 and extending the contract an additional four months to June 30, 2022 for a total contract amount not to exceed \$316,300. This is intended to be a short-term solution to provide staff support until the Storm Water Program Division is fully staffed.

**ENVIRONMENTAL REVIEW**

Per California Environmental Quality Act (CEQA) Guidelines Section 15378, this action is not a project under CEQA and therefore, is not subject to CEQA review.



**FINANCIAL STATEMENT** *H 2 of TM*

Funding for these additional services will be provided by various budgeted funds in the adopted FY2021-22 Zone 2 Flood Control District Fund totaling \$69,500 including savings from the vacant Storm Water Program Manager position and from a separate D-Max contract for Water Quality Monitoring and Reporting; as well as reimbursements for full cost recovery from developer deposit accounts when performing inspection and report work related to active construction sites estimated at \$20,000.

**CITY ATTORNEY REVIEW**       N/A       Completed

**RECOMMENDATION** *KV for MB*

Adopt the Resolution authorizing the City Manager to amend a Professional Services Agreement for as-needed Storm Water Program staffing services with D-Max in the additional amount of \$89,500 for an additional four-month period expiring June 30, 2022 for a total contract not to exceed \$316,300.

**ATTACHMENTS**

- Resolution Agreement
- Agreement Amendment Proposal



## RESOLUTION NO.

### **RESOLUTION AUTHORIZING THE CITY MANAGER TO AMEND THE PROFESSIONAL SERVICES AGREEMENT WITH D-MAX ENGINEERING, INC. FOR STORM WATER PROGRAM AS-NEEDED STAFFING SERVICES**

**WHEREAS**, the City of Santee entered into a Professional Services Agreement with D-Max Engineering, Inc. (“D-Max”) on August 25, 2021 to provide Storm Water Program as-needed staffing services for a six-month period (“Agreement”); and

**WHEREAS**, staff proposes the City Council authorize an amendment to the Agreement in the additional amount of \$89,500 for an additional four months to expire on June 30, 2022; and

**WHEREAS**, the City of Santee is required to implement the requirements of the San Diego Regional Water Quality Control Board Order No. R9-2013-0001(MS4) permit, as amended; the San Diego River Bacteria Total Maximum Daily Load (TMDL); and other relevant regulations and agreements; and

**WHEREAS**, due to continued vacancies in the Storm Water Program Division, there is a need for expert consulting services to ensure compliance with the MS4 Permit, Investigative Orders and other compliance enforcement orders; and

**WHEREAS**, D-Max has unique knowledge and history from working with the City for over twelve years, and provides specialized services specifically tailored to storm water permit compliance and provides similar services for various other agencies in San Diego County and can provide the necessary staff; and

**WHEREAS**, funding is provided by various budgeted funds in the adopted FY2021-22 Zone 2 Flood Control District Fund including savings from the vacant Storm Water Program Manager position and expert consulting services; as well as, reimbursements for full cost recovery from developer deposit accounts when performing work related to Land Development projects.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Santee, California, authorizes the City Manager to execute an Amendment to the Professional Services Agreement with D-Max Engineering, Inc. in the additional amount of \$89,500 for an additional four months expiring on June 30, 2022 for a total amount not to exceed \$316,300.

**ADOPTED** by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 23rd day of February, 2022, by the following roll call vote to wit:

**AYES:**  
**NOES:**  
**ABSENT:**

**APPROVED:**

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**JOHN W. MINTO, MAYOR**

**ATTEST:**

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**ANNETTE ORTIZ, CMC, CITY CLERK**

**AGREEMENT FOR PROFESSIONAL SERVICES  
BETWEEN THE CITY OF SANTEE  
AND  
D-MAX ENGINEERING, INC.**

This Agreement for Professional Services ("Agreement") is made and entered into this 16<sup>th</sup> day of August, 2021, by and between the City of Santee, a California charter city ("City") and D-Max Engineering Inc. ("DMAX"), a corporation ("Consultant"). City and Consultant are sometimes referred to in this Agreement individually as a "Party" and collectively as the "Parties."

**RECITALS**

A. City is in need of professional services for the following project: Storm Water Program as-need staffing ("the Project").

B. Consultant is duly licensed and/or has the necessary qualifications to provide such services for the Project.

C. The Parties desire to establish the terms for the City to retain the Consultant in order to provide the services described herein.

**NOW, THEREFORE, IT IS AGREED AS FOLLOWS:**

**1. Services**

Consultant shall provide the City with the services described in the Scope of Services attached hereto as Exhibit 'A' and hereby made a part of this Agreement; provided, however, that the contents of this Agreement shall supersede any provision in Exhibit 'A' that is inconsistent herewith.

**2. Compensation**

- a. Subject to paragraphs 2(b) - (d) below, City shall pay for the services provided by Consultant in accordance with the Schedule of Charges set forth in Exhibit 'B' attached hereto and hereby made a part of this Agreement; provided, however that the contents of this Agreement shall supersede any provision in Exhibit 'B' that is inconsistent herewith.
- b. In no event shall the total amount paid for services rendered by Consultant pursuant to this Agreement exceed the sum of \$226,800.
- c. Each month Consultant shall furnish City with an invoice for all work performed and expenses incurred during the preceding month. The invoice shall detail charges by categories, including labor, travel, materials, equipment, supplies, sub-consultant charges and miscellaneous expenses. City shall independently review each invoice submitted to determine whether the work performed and expenses incurred are in compliance with

the provisions of this Agreement. In the event that no charges or expenses are disputed, the invoice shall be approved and paid according to the terms set forth in paragraph 2(d). In the event any charges or expenses are disputed, the invoice shall be returned to the Consultant for correction and resubmission.

- d. Except as to any charges for work performed or expenses incurred by Consultant which are disputed by City, City will use its best efforts to cause Consultant to be paid within thirty (30) days of receipt of Consultant's invoice; provided however, that untimely invoices may be subject to nonpayment if funding has not been appropriated or budgeted for payment of the invoice due to Consultant's untimely submission. Payment to Consultant for work performed pursuant to this Agreement shall not be deemed to waive any defects in the work performed by Consultant.

**3. Term of Agreement and Time of Performance**

Consultant shall perform its services hereunder in a prompt and timely manner, and in accordance with the Activity Schedule shown in Exhibit 'C' attached hereto and made a part hereof; provided, however, that the contents of this Agreement shall supersede any provisions in Exhibit 'C' that is inconsistent herewith. Work shall commence upon authorization from the City. Unless a different date is set forth in the Activity Schedule, the term of this Agreement shall be for a period of six (6) months from the date of execution of this Agreement unless terminated sooner pursuant to the provisions of this Agreement or when the services are complete. Such term may be extended upon written agreement of both City and Consultant.

**4. Additional Work**

Consultant shall not be compensated for any services outside of the Scope of Services, except as provided in this paragraph. If changes in the work seem merited by Consultant or the City, a change in the scope of the work shall be processed by the City in the following manner: (1) a letter outlining the changes shall be forwarded to the City by Consultant with a statement of estimated changes in fee or time schedule, (2) an amendment to this Agreement shall be prepared by the City and executed by both parties before performance of such services or the City will not be required to pay for the changes in the scope of work. Such amendment shall not render ineffective or invalidate unaffected portions of this Agreement.

**5. Maintenance of Records**

Books, documents, papers, accounting records, and other evidence pertaining to work done and costs incurred pursuant to this Agreement shall be maintained by Consultant and made available for inspection, audit and copying by the City at all

reasonable times during the term of this Agreement and for four (4) years from the date of final payment under the Agreement.

**6. Ownership and Use of Work**

All documents and materials prepared pursuant to this Agreement shall be considered the property of City, and will be turned over to City upon demand, but in any event upon completion of the work. City reserves the right to publish, disclose, distribute and otherwise use, in whole or in part, any reports, data or other documents and materials prepared under this Agreement without the permission of Consultant. All documents and materials shall be delivered in a reproducible form. As used herein, "documents and materials" include, but are not limited to, any original maps, models, designs, drawings, photographs, studies, surveys, reports, data, notes, and computer files prepared or developed pursuant to this Agreement.

**7. Findings Confidential**

Any reports, information, data or materials given to or prepared or assembled by Consultant under this Agreement are confidential and shall not be made available to any individual or organization by Consultant without prior written approval of City.

**8. Conflict of Interest**

Consultant hereby expressly covenants that no interest presently exists, nor shall any interest, direct or indirect, be acquired during the term of this Agreement that would conflict in any manner with the performance of services pursuant to this Agreement.

**9. Delays in Performance**

Neither the City nor Consultant shall be considered in default of this Agreement for delays in performance caused by circumstances beyond the reasonable control of the non-performing party. For purposes of this Agreement, such circumstances include but are not limited to, abnormal weather conditions; floods; earthquakes; fire; epidemics; pandemics; war; riots and other civil disturbances; strikes, lockouts, work slowdowns, and other labor disturbances; sabotage or judicial restraint.

Should such circumstances occur, the non-performing party shall, within a reasonable time of being prevented from performing, give written notice to the other party describing the circumstances preventing continued performance and the efforts being made to resume performance of this Agreement.

**10. Compliance with Law**

- a. Consultant shall comply with all applicable laws, ordinances, codes and regulations of the federal, state and local government. If Consultant's failure to comply with applicable laws, ordinances, codes and regulations results in a claim for damage or liability to City, Consultant shall be responsible for indemnifying and holding the City harmless as provided in this Agreement.
- b. Consultant shall assist the City, as requested, in obtaining and maintaining all permits, if any, required of Consultant by federal, state and local regulatory agencies.

**11. Standard of Care**

Consultant's services will be performed in accordance with generally accepted professional practices and principles and in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing under similar conditions.

**12. Assignment and Subconsultants**

Consultant shall not assign, delegate, sublet, or transfer this Agreement or any rights under or interest in this Agreement without the written consent of the City, which may be withheld for any reason. A consent to one assignment shall not be deemed to be consent to any subsequent assignment. Nothing contained herein shall prevent Consultant from employing independent associates and subconsultants as Consultant may deem appropriate to assist in the performance of services hereunder.

**13. Independent Consultant**

Consultant is retained as an independent Consultant and is not an agent or employee of the City. No employee or agent of Consultant shall by this Agreement become an agent or employee of the City. The work to be performed shall be in accordance with the work described in [Exhibit 'A'](#), subject to such directions and amendments from the City as herein provided. Consultant shall have no authority, express or implied, pursuant to this Agreement to bind City to any obligation whatsoever.

Consultant enters into this Agreement as, and shall continue to be, an independent consultant. All services shall be performed only by Consultant and Consultant's employees, if applicable. Under no circumstances shall Consultant, or any of Consultant's employees, look to the City as his or her employer, or as a partner, agent or principal. Neither Consultant, nor any of Consultant's employees, shall be entitled to any benefits accorded to City employees, including without limitation worker's compensation, disability insurance, vacation or sick pay. Consultant shall be responsible for providing, at Consultant's expense, and in Consultant's name, unemployment, disability, worker's compensation and other insurance, as well as licenses and permits usual or necessary for conducting the services.

**14. Integration**

This Agreement represents the entire understanding of the City and Consultant as to those matters contained herein, and supersedes and cancels any prior oral or written understanding, promises or representations with respect to those matters covered hereunder. To the extent that any provision or clause contained in an attachment to this Agreement conflicts with a provision or clause in the Agreement, the provision or clause in this Agreement shall control. This Agreement may not be modified or altered except in writing signed by both parties hereto. This is an integrated Agreement.

**15. Insurance**

a. Commercial General Liability

- (i) The Consultant shall take out and maintain, during the performance of all work under this Agreement, in amounts not less than specified herein, Commercial General Liability Insurance, in a form and with insurance companies acceptable to the City.
- (ii) Coverage for Commercial General Liability insurance shall be at least as broad as the following:
  - (1) Insurance Services Office Commercial General Liability coverage (Occurrence Form CG 0001)
- (iii) Commercial General Liability Insurance must include coverage for the following:
  - (1) Bodily Injury (including death) and Property Damage
  - (2) Personal Injury/Advertising Injury
  - (3) Premises/Operations Liability
  - (4) Products/Completed Operations Liability
  - (5) Aggregate Limits that Apply per Project
  - (6) Explosion, Collapse and Underground (UCX) exclusion deleted
  - (7) Contractual Liability with respect to this Contract
  - (8) Broad Form Property Damage
  - (9) Independent Consultants Coverage

(10) Sexual Misconduct Coverage, with no applicable sublimit

- (iv) All such policies shall name the City of Santee, its City Council and each member thereof, its officers, employees, and agents as Additional Insureds under the policy.
- (v) The general liability program may utilize either deductibles or provide coverage excess of a self-insured retention, subject to written approval by the City. All deductibles and self-insured retentions must be declared to the City prior to commencing work under this Agreement.

b. Automobile Liability

- (i) At all times during the performance of the work under this Agreement the Consultant shall maintain Automobile Liability Insurance for bodily injury (including death) and property damage including coverage for owned, non-owned and hired vehicles, in a form and with insurance companies acceptable to the City.
- (ii) Coverage for automobile liability insurance shall be at least as broad as Insurance Services Office Form Number CA 0001 (ed. 6/92) covering automobile liability, Code 1 (any auto).
- (iii) The automobile liability program may utilize deductibles, but not a self-insured retention, subject to written approval by the City.

c. Workers' Compensation/Employer's Liability

- (i) At all times during the performance of the work under this Agreement the Consultant shall maintain Workers' Compensation in compliance with applicable statutory requirements and Employer's Liability Coverage in amounts indicated herein.
- (ii) Such insurance shall include an insurer's Waiver of Subrogation in favor of the City and will be in a form and with insurance companies acceptable to the City.
- (iii) If insurance is maintained, the workers' compensation and employer's liability program may utilize either deductibles or provide coverage excess of a self-insured retention, subject to written approval by the City.
- (iv) Before beginning work, the Consultant shall furnish to the City satisfactory proof that he/she has taken out for the period covered by the work under this Agreement, full compensation insurance for all persons employed directly by him/her to carry out the work

contemplated under this Agreement, all in accordance with the "Workers' Compensation and Insurance Act," Division IV of the Labor Code of the State of California and any acts amendatory thereof. Consultant shall require all subconsultants to obtain and maintain, for the period covered by the work under this Agreement, worker's compensation of the same type and limits as specified in this Section.

d. Professional Liability (Errors and Omissions)

- (i) At all times during the performance of the work under this Agreement and for 60 months following the date of Project completion and acceptance by the City, the Consultant shall maintain Professional Liability insurance, in a form and with insurance companies acceptance to the City and in an amount indicated herein; provided, however, that if the work under this Agreement involves teaching, coaching, or childcare, Consultant shall provide Educators Legal Liability ("ELL") insurance in lieu of Professional Liability insurance

e. Pollution/Asbestos Legal Liability

- (i) At all times during the performance of the work under this Agreement and for sixty (60) months following the date of Project completion, the Consultant shall maintain Pollution Legal Liability insurance and/or Asbestos Legal Liability insurance and/or Errors and Omissions (if the Project involves environmental hazards) in an amount indicated herein.
- (ii) The Consultant, along with all employees, agents and subconsultants who have a reasonable probability of coming into contact with hazardous materials, shall be adequately trained to comply with and shall comply with all laws and regulations relating to the care and protection of the environment in the performance of the work performed by the Consultant or any portion thereof.

f. Cyber Liability

- (i) At all times during the performance of the work under this Agreement and for sixty (60) months following the date of Project completion, the Consultant shall carry and maintain, at its own expense, including any City-approved deductibles or retentions, Cyber Liability insurance in an amount stated herein. The Cyber Liability policy must include security and privacy liability, media liability, business interruption and extra expense, and cyber extortion liability, as specified by the City. Such coverage is required if Consultant provides products and/or services related to information technology and electronic data processing (including hardware and software) to the City or as otherwise required by the City.

g. Minimum Policy Limits Required

- (i) The following insurance limits are required for the Agreement:

	<u>Combined Single Limit</u>
Commercial General Liability	\$2,000,000 per occurrence/\$4,000,000 aggregate for bodily injury (including death), personal injury and property damage
Automobile Liability	\$1,000,000 per occurrence for bodily injury (including death) and property damage
Employer's Liability	\$1,000,000 per accident for bodily injury or disease
Professional Liability / ELL	\$1,000,000 per claim and aggregate (errors and omissions)
Pollution/Asbestos Liability	\$1,000,000 per occurrence or claim/\$2,000,000 aggregate (if Project involves environmental hazards)
Cyber Liability Insurance	\$1,000,000 per occurrence/\$2,000,000 aggregate (if Project involves electronic data processing or development of hardware or software)

If Consultant maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

h. Evidence of Insurance Required

- (i) Prior to execution of the Agreement, the Consultant shall file with the City evidence of insurance from an insurer or insurers certifying to the coverage of all insurance required herein. Such evidence shall include original copies of the ISO CG 2010 (or insurer's equivalent) signed by the insurer's representative, Certificate of Insurance (most recent version of Acord 25 Form or equivalent), and Additional Insured Endorsement verifying compliance with the requirements. All evidence of insurance shall be signed by a properly authorized officer, agent or qualified representative of the insurer and shall certify the names of the insured, any additional primary insureds, where appropriate, the type and amount of the insurance, the location and operations to which the insurance applies, and the expiration date of such insurance.

i. Policy Provisions Required

- (i) The City of Santee, its City Council and each member thereof, its officers, employees, and agents shall be named as an additional insured on the Commercial General Liability policy, and, if the Project involves environmental hazards, on the Pollution/Asbestos Liability policy using form 2010 1185 or equivalent. Any subconsultant, subcontractor or similar entity performing work on the Project must add the City as an additional insured using CG form 20 38, or broader coverage. Blanket endorsements may be accepted at City's discretion. All policies shall contain or shall be endorsed to contain a provision that advanced written notice of any cancellation, including cancellation for non-payment of premium, shall be provided to the City. Statements that the carrier "will endeavor" and "that failure to mail such notice shall impose no obligation and liability upon the company, its agents or representatives," will not be acceptable on endorsements. At the City's sole discretion, the requirement to endorse policies to provide advanced written notice of cancellation to the City may be waived upon the Consultant's agreement that it shall provide the City with copies of any notices of cancellation immediately upon receipt.
- (ii) General Liability, Automobile Liability, and if required, Pollution Liability insurance policies shall contain a provision stating that the Consultant's policies are primary insurance and that the insurance of the City or any named additional insureds shall not be called upon to contribute to any loss.

j. Qualifying Insurers

- (i) All policies required shall be issued by acceptable insurance companies, as determined by the City, which satisfy the following minimum requirements:

Insurance carriers shall be qualified to do business in California and maintain an agent for process within the State. Such insurance carrier shall have not less than an 'A' policyholder's rating and a financial rating of not less than "Class VII" according to the latest Best Key Rating Guide. Due to market fluctuations in the Workers Compensation sector, the City reserves the right and at its sole discretion to review and accept the Consultant's proposed Workers compensation insurance.

k. Additional Insurance Provisions

- (i) The foregoing requirements as to the types and limits of insurance coverage to be maintained by Consultant, and any approval of said insurance by the City, is not intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by the Consultant pursuant to this Agreement, including but not limited to, the provisions concerning indemnification.
- (ii) If at any time during the life of the Agreement, the Consultant fails to maintain in full force any insurance required by the Agreement documents the City may terminate the Agreement or may elect to withhold compensation in an amount sufficient to purchase insurance to replace any expired or insufficient coverage.
- (iii) The Consultant shall include all subconsultants as insureds under its policies or shall furnish separate certificates and endorsements for each subconsultant. All coverage for subconsultants shall be subject to all of the requirements stated herein.
- (iv) The City may require the Consultant to provide complete copies of all insurance policies in effect for the duration of the Project.
- (v) Neither the City, nor its City Council, nor any member of thereof, nor any of the directors, officers, employees, agents or volunteers shall be personally responsible for any liability arising under or by virtue of the Contract.

**16. Indemnification**

To the fullest extent permitted by law, Consultant agrees to indemnify, defend (with independent counsel approved by the City) and hold harmless the City and its officers, employees and elected and appointed officials, and volunteers (each, an

"Indemnified Party") from and against any and all liabilities (including without limitation all claims, losses, damages, penalties, fines, and judgments, associated investigation and administrative expenses, and defense costs, including but not limited to reasonable attorneys' fees, court costs and costs of alternative dispute resolution) regardless of nature or type, expressly including but not limited to those arising from bodily injury (including death) or property damage, arising out of or resulting from any act or omission to act of the Consultant, Consultant's agents, officers, employees, subconsultants, or independent consultants hired by Consultant under this Agreement. The Consultant's obligations apply regardless of whether or not a liability is caused or contributed to by the negligence (including passive negligence) or other act or omission of an Indemnified Party. The acceptance or approval of the Consultant's work by an Indemnified Party shall not relieve or reduce the Consultant's indemnification obligation. Consultant shall pay and satisfy any judgment, award or decree that may be rendered against the City, its officials, officers, agents, employees or representatives. The provisions of this Section shall survive completion of the work under this Agreement or the termination of this Agreement and are not limited by the provisions relating to insurance.

If Consultant's obligation to defend, indemnify, and/or hold harmless arises out of Consultant's performance as a "design professional" (as that term is defined under Civil Code section 2782.8), then, and only to the extent required by Civil Code section 2782.8, which is fully incorporated herein, Consultant's indemnification obligation shall be limited to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant, and, upon Consultant obtaining a final adjudication by a court of competent jurisdiction, Consultant's liability for such claim, including the cost to defend, shall not exceed the Consultant's proportionate percentage of fault.

**17. Confidentiality**

Consultant shall keep confidential all information, in whatever form, produced, prepared, observed or received by Consultant to the extent that such information is confidential by law or otherwise required by this Agreement.

**18. Laws, Venue, and Attorneys' Fees**

This Agreement shall be interpreted in accordance with the laws of the State of California. If any action is brought to interpret or enforce any term of this Agreement, the action shall be brought in a state or federal court situated in the County of San Diego, State of California. In the event of any such litigation between the parties, the prevailing party shall be entitled to recover all reasonable costs incurred, including reasonable attorney's fees, as determined by the court.

**19. Termination or Abandonment**

- a. City may terminate this Agreement, with or without cause, at any time by giving thirty (30) days written notice of termination to Consultant. In the event such notice is given, Consultant shall cease immediately all work in progress.
- b. Consultant may terminate this Agreement at any time upon thirty (30) days written notice of termination to City.
- c. If either Consultant or City fails to perform any material obligation under this Agreement, then, in addition to any other remedies, City or Consultant may terminate this Agreement immediately upon written notice.
- d. Upon termination of this Agreement, all property belonging to City which is in Consultant's possession shall be returned to City. Consultant shall furnish City with a final invoice for work performed by Consultant. City shall have no obligation to pay Consultant for work performed after termination of this Agreement.

**20. Organization**

Consultant shall assign John Quenzer as Project Manager. The Project Manager shall not be removed from the Project or reassigned without the prior written consent of the City. Consultant shall make every reasonable effort to maintain the stability and continuity of Consultant's staff assigned to perform the services required under this Agreement.

**21. Notice**

Any notice or instrument required to be given or delivered by this Agreement may be given or delivered by electronic mail, or by depositing the same in any United States Post Office, certified mail, return receipt requested, postage prepaid, addressed as shown below and shall be effective upon receipt thereof.

CITY:  
Scott Johnson  
Principal Civil Engineer  
City of Santee  
10601 Magnolia Avenue, Building #4  
Santee, CA 92071

CONSULTANT:  
John Quenzer  
Vice President  
D-Max Engineering, Inc.  
5440 Morehouse Drive, Suite 4550  
San Diego, CA 92121

**22. Third Party Rights**

Nothing in this Agreement shall be construed to give any rights or benefits to anyone other than the City and the Consultant.

**23. Severability and Waiver**

The unenforceability, invalidity or illegality of any provision(s) of this Agreement shall not render the other provisions unenforceable, invalid or illegal. Waiver by any party of any portion of this Agreement shall not constitute a waiver of any other portion thereof.

**24. Non-discrimination**

Consultant will comply with all applicable federal, state and local laws, ordinances, and regulations, including the Americans with Disabilities Act (ADA), California Fair Employment and Housing Act (FEHA) and Title VII of the Civil Rights Act of 1964. Consultant will not discriminate in any way, against any person, on the ground of race, color, national origin, religion, religious creed, age (over 40), sex and gender (including pregnancy, childbirth, breastfeeding or related medical conditions), sexual orientation, gender identity, gender expression, disability (mental and physical), medical condition, genetic information, marital status, or military and veteran status, in connection with services under this Agreement.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first written above.

CITY OF SANTEE:

CONSULTANT:

By:   
Marlene D. Best  
City Manager

By:   
John Quenzer  
Vice President

APPROVED AS TO FORM:

BEST BEST & KRIEGER LLP

By:   
Shawn Hagerty  
City Attorney

**EXHIBIT 'A'**  
**SCOPE OF SERVICES**

See attached

## EXHIBIT 'A'

### SCOPE OF SERVICES

During the time when the City's Stormwater Manager position is vacant, we will provide qualified staff to help the City interpret and comply with applicable requirements on an as-needed basis. The scope below is based on providing services for six months. It is our understanding that the City has requested in-person staff support in some cases. We are prepared to provide in-person staffing as needed; however, we are also equipped to provide services in a remote capacity, e.g., in the event COVID-19 restrictions are reinstated.

#### **Task 1: Stormwater Technical Support and Meeting Attendance**

We will attend regional and watershed stormwater meetings to represent the City and provide updates on key items discussed and decisions needed to City staff. We will work with City staff to identify specific meetings to attend. Meetings could include, for example, San Diego River Watershed, Program Planning Subcommittee, Education and Outreach Workgroup, Land Development Workgroup, and Agricultural Ad Hoc Subcommittee meetings. We assume meetings will be held remotely rather than in person, meetings will last about two hours each, and that we will attend three meetings per month.

#### **Task 2: Program Technical Support**

We will support City staff as they implement stormwater requirements. This is expected to include mainly answering questions from staff and checking in with staff to verify work is on track to meet Permit requirements. Based on past experience, we expect to this support to take about half a day per week.

#### **Task 3: Annual Reporting Support**

Each year the City prepares its Jurisdictional Runoff Management Program (JRMP) annual report and contributes to the San Diego River Water Quality Improvement Plan (WQIP) annual report.

We understand the City's Stormwater Program Manager has compiled most of the information required to prepare the JRMP Annual Report. If D-MAX staff take responsibility for preparing the JRMP Annual Report based on that information, we will review the compiled information and work with other City staff to obtain additional information required to complete the annual report, such as data from the last portion of

the fiscal year. We will prepare the JRMP Annual Report form based on this information. We will also provide the City with backup information to document how the numbers in the JRMP Annual Report were developed and a brief summary of any compliance concerns based on review of the JRMP data.

For the WQIP Annual Report, we will compile jurisdictional information to complete Santee's portion of the annual report. This information will mainly come from the JRMP Annual Report and data D-MAX has collected from inspection and monitoring work for the City; we will also get additional information from City staff as needed to finalize the City's contributions to the report. D-MAX will also review the draft WQIP Annual Report and its attached Bacteria Total Maximum Daily Load (TMDL) Annual Report and provide edits and comments on behalf of the City. We will brief City staff on key compliance items, such as reported violations of the Bacteria TMDL.

#### **Task 4: Structural BMP Inspections and Maintenance Verification**

The City is required to inspect all high priority structural BMPs before October 1 each year. D-MAX will complete the high priority inspections as required by the MS4 Permit. This assumes 24 high priority sites will require inspections.

The City is also required to obtain self-verification of BMP maintenance for BMPs at the sites that are not inspected (i.e., the BMPs that are not high priority). D-MAX can send BMP maintenance verification to the non-high priority sites and process responses received. We estimate that we will send 50 maintenance verification mailings for this task. We assume the City's past maintenance verification mailings will be available and can be used as a template for the current year's mailings.

#### **Task 5: As-Needed Stormwater Plan Updates**

If the MS4 Permit is reissued during the 2021-2022 fiscal year, the City will likely need to begin work on updating the JRMP and the BMP Design Manual. D-MAX will assist the City with making these updates on an as-needed basis. This task includes initial work on these tasks; the exact scope of work will be determined based on discussion with the City's project manager after a reissued MS4 Permit is approved.

#### **Task 6: TMDL Compliance Support**

D-MAX will prepare a Pollution Prevention Plan (PPP) as part of the proposed Bacteria TMDL Time Schedule Order (TSO). We will also conduct an analysis of the City's major outfalls to develop a plan to systematically eliminate dry weather flows. Recommended actions based on the outfall analysis may also be incorporated into the PPP.

The outfall analysis will be conducted using the following approach:

- Evaluate existing monitoring data to classify monitoring sites into one of the following groups:
  1. Persistent flow, with higher flow (>1 gpm)
  2. Persistent flow, with lower flow (<1gpm)
  3. Occasionally flowing, but sometimes dry or ponded
  4. Consistently ponded
  5. Sometimes ponded and sometimes dry
  6. Dry
  
- Evaluate field data and photos from monitoring sites classified into groups 2-5 to determine whether relocating the monitoring site further downstream might justify a change in the flow status (e.g. if the outfall is not in close proximity to the receiving water and water from the MS4 does not reach the receiving water). Additional field verification will be conducted when necessary to confirm viability of modified monitoring locations.
  
- Evaluate locations in group 1 to determine if a swale, permeable pavement, or similar improvement could be constructed to eliminate persistent flow from the outfall. Conceptual designs will be provided for up to 10 improvements. Designs will include:
  - Plan view exhibit showing location and size of the improvement along with relevant features (e.g. MS4, water bodies, etc.),
  - Improvement cross section details,
  - Notes on potential need for environmental permits, FEMA approvals, etc.,
  - Notes on potential need for geotechnical study, and
  - Preliminary cost estimate.

The pollution prevention plan will incorporate any relevant proposed changes to monitoring locations or other findings associated with the outfall analysis described above.

#### Deliverables:

- TSO Pollution Prevention Plan
- Draft and final versions will be provided; the final version will incorporate comments from the City.
- Updated outfall monitoring locations: spreadsheet, map, and brief memo explaining the updates.
- Conceptual Design information for up to 10 improvements, as described above.

- Draft and final versions will be provided; the final version will incorporate comments from the City.

### **Task 7: SWQMP and Building Permit Stormwater Review**

We will assist the City in completing stormwater technical reviews of SWQMPs for Standard and Priority Development Projects, as well provide stormwater requirement reviews for building permit applications.

We are prepared to provide in-house, remote review service, or a combination thereof acceptable to the City. We are also prepared to provide review comments in a timely manner in any format (written comments, document markups, plan redlines, etc.) preferred by the City.

Based on 2020 JRMP annual reporting and feedback provided by the City the proposed budget for this task assumes reviewing 3 PDP SWQMP submittals and 25 building permits for stormwater quality requirements per month, for a total of 18 SWQMP and 150 building permit reviews over a 6-month period. The proposed cost assumes approximately 8 hours for each SWQMP review and 1.5 hours for each building permit review.

Time will be tracked individually for each project so that the City may bill each project applicant to recover these costs.

### **Task 8: Construction Stormwater Inspections**

D-MAX will assist the City with completing MS4 Permit required stormwater compliance inspections for approximately 21 construction projects. We anticipate that approximately 3 days of fieldwork and office per week will be conducted for routine and follow up inspections, enforcement, and post-construction BMP verification, depending on the number of sites to be inspected.

Costs will be based on actual cost time spent conducting inspections and required follow-up work. Time will be tracked individually for each construction project so that the City may bill each project proponent or CIP account to recover these costs. Additional information on the work that will be completed is described below, assuming construction inspections are completed from the beginning of September 2021 through the end of February 2022.

#### Construction Program Administration

- We will have one kickoff call with the City.

- We will update the construction inventory spreadsheet at least monthly based on new permits issued and information from City staff about when projects will start work.
- Inspectors will meet with the City's project manager for half an hour each week for the duration of the contract for weekly check-in meetings.
- We assume that we will attend up to eight pre-construction meetings since some projects will begin during the contract period. We will review the requirements as presented on the approved Erosion Control Plan and approved Storm Water Quality Management Plan (SWQMP), focusing on key actions necessary to maintain compliance, and the required deadlines.

#### Routine Inspections (156 inspections)

- Based on review of the City's existing project inventory, we anticipate up to 156 inspections will be conducted per the site prioritization and inspection frequencies required by the City's JRMP. We assume routine inspections will take approximately 1.75 hours per inspection, which includes travel, site walk, and finalizing inspection report. Actual time spent per site may be higher or lower than this estimate based on factors such as the size of the site and degree to which the site is compliant.
- We will email copies of the City's PDF inspection form to the responsible parties.

#### Follow-up inspections (156 follow-ups)

- We assume that all sites will require follow-up. Required follow-up will typically consist of processing photo documentation received via email. We assume that in most cases the corrections required will be able to be resolved when Responsible parties submit Corrective Action Response documentation via email.
- In some cases, we will complete in person re-inspections to verify compliance, especially if multiple BMP deficiencies are noted.

#### Additional Enforcement Actions

Based on review of data reported in the last JRMP annual report, higher level enforcement actions (e.g., administrative citations or stop work orders) may be required in a small number of cases. In these instances, D-MAX will prepare supporting documentation for these higher-level enforcement actions, which we understand will need to be issued by City staff rather than our staff. We will also assist the City processing responses to these enforcement actions and/or completing site inspections to verify corrections.

### Post-Construction BMP Verification

- We understand there are 14 active PDPs on the City's construction inventory. We will coordinate with responsible parties to ensure the post-construction TCBMPs are constructed per the approved plans and SWQMP.
- We assume inspectors will spend up to 8-9 hours per project to verify the BMP(s) have been constructed per plan. The actual time required to verify the BMPs depends on the type and number of BMPs. For example, proprietary BMPs generally take less time to verify because they are installed in one step and generally are also checked by the vendor's inspector. BMPs like biofiltration take more time to install because different components are installed at different times (e.g., underdrain, aggregate, media, landscaping, etc.).
- We will request the contractor provide us with photographic documentation of proper installation for each important BMP attribute (e.g. soil media type and depth for a biofiltration basin). If our staff are at the site at the same time that a BMP is being installed, our staff may directly document installation instead.
- For each project, we will also conduct an onsite inspection prior to final signoff. Whenever possible, we will verify post-construction BMPs have been constructed during routine inspections and during follow-up inspections instead of completing a separate visit only to verify the post-construction BMPs.

**EXHIBIT 'B'**  
**SCHEDULE OF CHARGES**

See attached

## EXHIBIT 'B'

### ESTIMATED COST

We propose to provide the services described above on a time and materials basis in accordance with our attached fee schedule, not to exceed the totals below. "Recoverable" work is expected to be funded by fees paid by developers or CIP funds, and charges for this work will be broken out separately by project on our invoices.

Task	Cost
<b><u>Non-Recoverable Costs</u></b>	
Task 1: Stormwater Meeting Support	\$5,400
Task 2: Program Technical Support	\$14,400
Task 3: Annual Reporting Support	\$12,000
Task 4: Structural BMP Inspections	\$12,000
Task 5: As-Needed Stormwater Plan Updates	\$8,000
Task 6: TMDL Compliance Support	\$44,000
<i>Pollution Prevention Plan</i>	\$10,000
<i>Major Outfall Analysis</i>	\$10,000
<i>Conceptual Improvement Designs</i>	\$24,000
<b>Subtotal</b>	<b>\$95,800</b>
<b><u>Recoverable Costs</u></b>	
Task 7: SWQMP and Building Permit Stormwater Review	\$55,000
<i>SWQMP Reviews (18)</i>	\$20,000
<i>Building Permit Reviews (150)</i>	\$35,000
Task 8: Construction Stormwater Inspections	\$76,000
<i>Construction Program Administration</i>	\$7,000
<i>Routine inspections (156 inspections)</i>	\$35,000
<i>Follow-up inspections (156 follow-ups)</i>	\$23,000
<i>Additional Enforcement Actions</i>	\$2,000
<i>Post-Construction BMP Verification</i>	\$9,000
<b>Subtotal</b>	<b>\$131,000</b>
<b>Total</b>	<b>\$226,800</b>



**SCHEDULE OF FEES**  
**January 1, 2021**

**LABOR**  
**Classification**

**Hourly Rate**

Word Processor/Admin	70
Drafter	80
Technician	80
Senior Technician	92
Staff Scientist I	102
Staff Scientist II	112
Assistant Project Scientist	130
Project Scientist	145
Senior Scientist	165
Principal Scientist	192
Staff Engineer I	112
Staff Engineer II	123
Assistant Project Engineer	140
Project Engineer	155
Senior Engineer	177
Principal Engineer	204

**OTHER CHARGES**

Subcontracted services, such as sub consultants, outside testing, drilling, and surveyors, will be charged at cost plus 15%. Other project-specific costs, such as rentals, expendable or special supplies, special project insurance, permits and licenses, shipping, subsistence, tolls and parking, outside copying/printing, etc., will be charged at cost plus 15%. Mileage will be charged at the current IRS rate. Meals, lodging, and travel expenses, when pre-approved by the City, will be charged at cost or at standard per diem rates, as applicable.

Client will be responsible for any applicable taxes in addition to the fees due for Services.

Field and hourly services will be charged portal to portal from our office, with a two-hour minimum.

Appearance as expert witnesses at court trials, mediation, arbitration hearings and depositions will be charged at \$250/hour. Time spent preparing for such appearances will be charged at the above standard hourly rates.

**EXHIBIT 'C'**  
**ACTIVITY SCHEDULE**

Work to commence upon Notice to Proceed, on an as needed-basis, and in accordance with the timelines outlined in Exhibit A.

February 15, 2022

Mr. Carl Schmitz, P.E.  
City Engineer  
City of Santee  
10601 Magnolia Avenue  
Santee, CA 92071

**Re: Proposal for Extension of Stormwater Program Assistance through June 2022**

Dear Mr. Schmitz:

D-MAX Engineering, Inc. (D-MAX) is pleased to submit this proposal to extend stormwater program assistance with the City of Santee (City) through June 30, 2022. Stormwater program assistance includes completing tasks required by San Diego Regional Water Quality Control Board (Water Board) Order No. R9-2013-0001 (MS4 Permit), as amended. A summary of our proposed scope of services and costs for completing these services is provided below.

## Scope of Services

The scope of services for each task will be consistent with the original proposal. Notes on work to be performed for each task for which additional budget is requested are provided below.

### **Task 2: Program Technical Support**

D-MAX staff will continue to assist the City with as-needed technical support. This is expected to be mainly investigations and follow-up for illicit discharges.

### **Task 4: Structural BMP Inspections**

D-MAX staff will complete the routine maintenance verification mailing (done via email) to responsible parties for sites with post-construction structural BMPs, which is expected to occur in spring or summer 2022. D-MAX will also inspect the high priority structural BMPs in spring or summer 2022.

### **Task 6: TMDL Compliance Support**

We anticipate the San Diego Water Board will release a Bacteria TMDL Time Schedule Order (TSO) in May or June or 2022. Additional work for this task consists of advising the City on actions needed to comply with the TSO and providing review comments on the TSO.

### **Task 7: Building Plan Reviews**

D-Max staff will continue to provide stormwater reviews for building permit projects. The



additional budget is the amount needed to fund the additional four months of work. This value is based on a combination of the expected remaining budget from the original contract and the average monthly charges to this task.

**Task 8: SWQMP Reviews (Recoverable)**

D-Max staff will continue to provide stormwater reviews for building permit projects. The additional budget is the amount needed to fund the additional four months of work. This value is based on a combination of the expected remaining budget from the original contract and the average monthly charges to this task.

**Task 9: Construction Stormwater Inspections (Recoverable)**

D-MAX staff will continue routine construction stormwater inspections through the end of the fiscal year. The amount of additional budget requested is based on the amount billed per month for the past several months. The actual amount to be spent will depend on the number and priority of active construction sites. Construction stormwater inspections are typically a recoverable cost that is charged to project proponents.

**Task 10: Industrial and Commercial Inspections**

D-MAX staff will update and prioritize the City's stormwater inventory of industrial and commercial businesses based on business license data and last year's inspection program results. We will then complete the required number of inspections (at least 20% of the inventory); this is expected to be similar to last fiscal year, when about 150 inspections were completed. We also will follow-up with responsible parties for sites that require corrections. D-MAX has completed this same work for the last two fiscal years for the City of Santee. These inspections are required to be completed by June 30, 2022 to meet MS4 Permit requirements.

**Other Tasks**

Tasks for which no additional budget has been requested still have sufficient budget to cover work for the remainder of the fiscal year.

## Cost Estimate

The original Agreement covered six months of work (September 2021 through February 2022). The proposed amendment will cover an additional four months of work (March 2022 through June 2022). The additional budget requested for this amendment is **\$89,500**. We will continue to provide the services detailed above on a time and materials basis in accordance with the fee schedule included in the Agreement. A detailed cost breakdown is provided in the table on the following page.



Table 1. Original and Proposed Additional (Amendment) Budgets by Task

<b>Task</b>	<b>Original</b>	<b>Amendment</b>
<b><u>Non-Recoverable Costs</u></b>		
Task 1: Stormwater Meeting Support	\$5,400	\$1,000
Task 2: Program Technical Support	\$14,400	\$12,000
Task 3: Annual Reporting Support	\$12,000	\$4,000
Task 4: Structural BMP Inspections	\$12,000	\$12,000
Task 5: As-Needed Stormwater Plan Updates	\$8,000	\$0
Task 6: TMDL Compliance Support	\$44,000	\$5,000
Task 7: Building Permit Reviews	\$35,000	\$15,500
Task 10: Industrial and Commercial Inspections	\$0	\$20,000
<b>Subtotal</b>	<b>\$130,800</b>	<b>\$69,500</b>
<b><u>Recoverable Costs</u></b>		
Task 8: SWQMP Reviews	\$20,000	\$5,000
Task 9: Construction Stormwater Inspections	\$76,000	\$15,000
<b>Subtotal</b>	<b>\$96,000</b>	<b>\$20,000</b>
<b>Total</b>	<b>\$226,800</b>	<b>\$89,500</b>

Please feel free to call me at (619) 742-1055 if you have any questions or would like to discuss this proposal in more detail. We look forward to working with you on this project.

Sincerely,

D-Max Engineering, Inc.

A handwritten signature in blue ink, appearing to read 'John Quenzer', is written over a light blue horizontal line.

John Quenzer, MS, CPSWQ, QSD  
Vice President

**MEETING DATE** February 23, 2022

**ITEM TITLE** PUBLIC HEARING FOR A CONDITIONAL USE PERMIT (P2020-3), VARIANCE (V2020-2) AND MITIGATED NEGATIVE DECLARATION (AEIS2020-2) TO PERMIT THE CONSTRUCTION OF A GASOLINE DISPENSING STATION WITH MINI MART AND ACCESSORY CAR WASH AT 9015 MISSION GORGE ROAD, IN THE GENERAL COMMERCIAL (GC) ZONE (APN 383-121-64-00)

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

**SUMMARY**

Royal Share LLC is requesting a Conditional Use Permit and Variance to permit the construction of a gasoline dispensing station with a mini-mart and accessory car wash on a 0.77-acre site at 9015 Mission Gorge Road in the General Commercial (GC) Zone. The gasoline dispensing station would consist of six islands each with one fuel dispenser (total of 12 fueling positions). These dispensers would be placed under a 3,576-square-foot canopy. The mini-mart building would be 2,488 square feet in size. The subject site is currently developed with a full-service car wash. Portions of the car wash building would be demolished, while the car wash tunnel would be retained for use as a self-serve facility. Access to the site would be through two existing driveways along Mission Gorge Road. Variance V2020-2 is requested to reduce setbacks, the distance between buildings, and the minimum amount of required parking. On February 11, 2022, a hearing continuance request was made by the Law Office of Julie Hamilton on behalf of the adjacent property, owned by Lemon Grove Ultra Mart LLC.

**ENVIRONMENTAL REVIEW**

Pursuant to the requirements of the California Environmental Quality Act (CEQA), an Initial Study (AEIS2020-2) was completed for the project, which determined that all environmental impacts of the project would be less than significant with mitigation. A Mitigated Negative Declaration (State Clearinghouse No. 2021120425) was prepared and advertised for public review starting December 17, 2021, for the requisite 30-day public review period. Responses have been provided to one comment letter received during the public review period which did not raise any new environmental issues requiring substantial revisions to the Mitigated Negative Declaration or further environmental review. The Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program are recommended for approval and adoption by the City Council.

**FINANCIAL STATEMENT** *K.A. for TM*

Staff costs for application processing are fully recovered through payments by the applicant. Development impact fees will be collected for the increase in building square footage for the addition of a convenience store and fuel dispensing canopy in the estimated total amount of \$59,627.31.



**CITY ATTORNEY REVIEW**

N/A     Completed

**RECOMMENDATION**

*KV for MB*

1. Conduct and close the public hearing; and
2. Consider granting the hearing continuance request; or
3. Approve Mitigated Negative Declaration AEIS2020-2 and the Mitigation Monitoring and Reporting Program as complete and in compliance with the provisions of CEQA per the attached Resolution and authorize filing a Notice of Determination; and
4. Approve Conditional Use Permit P2020-3 and Variance V2020-2 per the attached Resolution.

**ATTACHMENTS**

Staff Report  
Resolution for AEIS2020-2  
Resolution for P2020-3 and V2020-2  
Aerial Vicinity Map  
Project Plans  
Request for hearing continuance

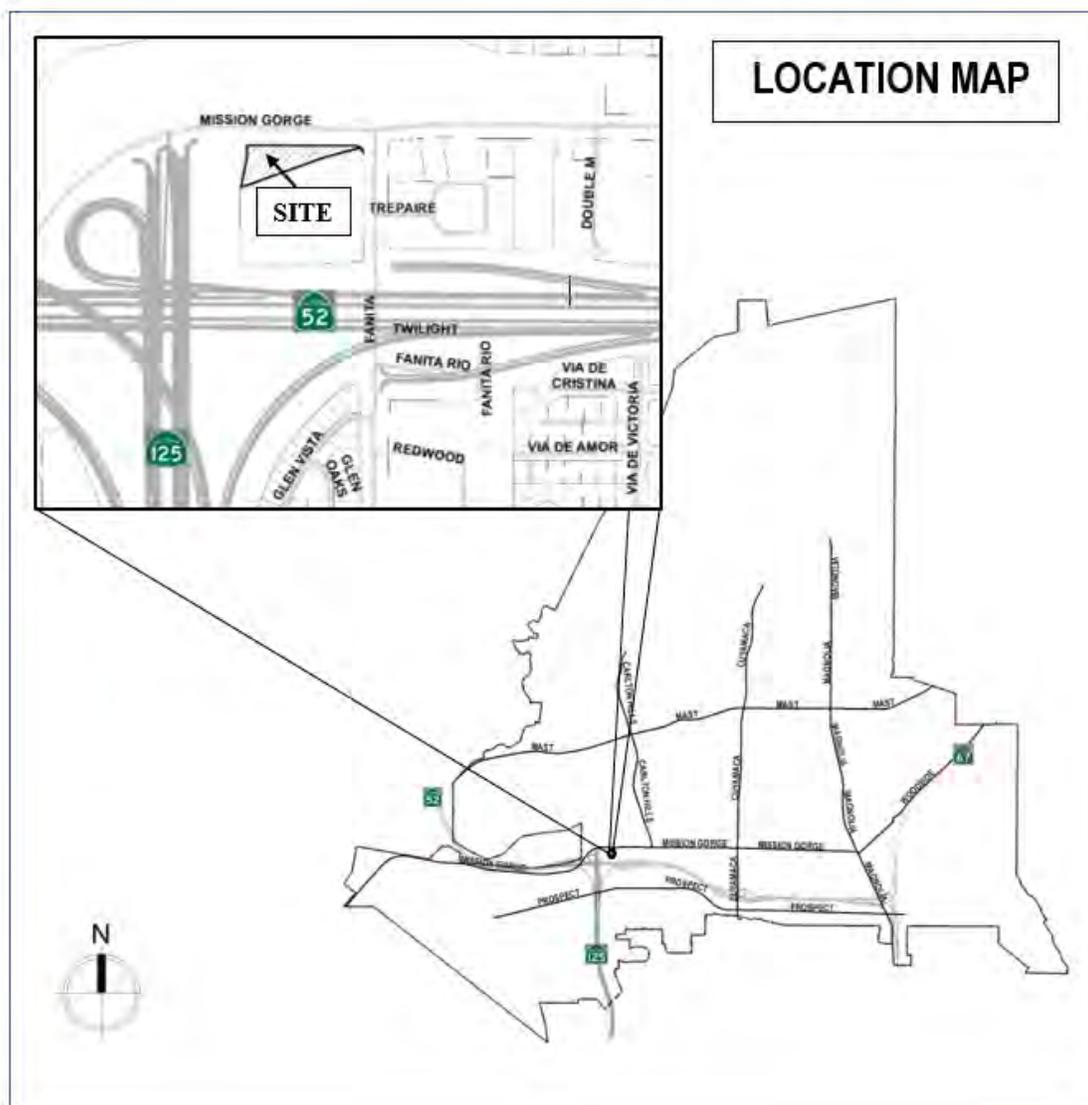
## STAFF REPORT

**PUBLIC HEARING FOR A CONDITIONAL USE PERMIT (P2020-3), VARIANCE (V2020-2) AND MITIGATED NEGATIVE DECLARATION (AEIS2020-2) TO PERMIT THE CONSTRUCTION OF A GASOLINE DISPENSING STATION WITH MINI-MART AND ACCESSORY CAR WASH LOCATED AT 9015 MISSION GORGE ROAD, IN THE GENERAL COMMERCIAL (GC) ZONE (APN 383-121-64-00).**

**APPLICANT: ROYAL SHARE LLC**

**CITY COUNCIL MEETING FEBRUARY 23, 2022**

A Public Hearing Notice was published in the East County Californian on February 11, 2022 and six adjacent owners or residents of property within 300 feet of the request were notified by U.S. Mail on February 11, 2022.



**A. SITUATION AND FACTS**

1. Requested by ..... Royal Share LLC
2. Land Owner..... Royal Share LLC
3. Type and Purpose of Request ..... Conditional Use Permit for new gasoline station with mini-mart and accessory car wash; Variance to reduce setbacks, distance between buildings and minimum amount of required parking
4. Location..... 9015 Mission Gorge Road
5. Site Area ..... 0.77 acres
6. Existing Zoning..... GC (General Commercial)
7. Height Limit of GC Zone ..... 40 feet
8. Proposed Height..... 24' – 6" (Mini-mart)
9. Surrounding Zoning ..... North: Public (PUB)  
South: General Commercial (GC)  
East: General Commercial (GC)  
West: Transportation right-of-way
10. General Plan Designation..... General Commercial (GC)
11. Existing Land Use..... Car Wash
12. Surrounding Land Use..... North: Mission Gorge Road  
South: Commercial uses  
East: Commercial uses  
West: Vegetated open space and SR-125
13. Terrain ..... Relatively level site, 327 feet above mean sea level
14. Environmental Status..... Mitigated Negative Declaration
15. APN..... 383-121-64-00
16. Within Airport Influence Area ..... Yes, site is partially within Safety Zone 6. However, all structures proposed are located outside of Review Area 1 of the Gillespie Field Airport Land Use Plan, and accordingly, no determination of consistency from the Airport Land Use Commission is required for the project.

## **B. BACKGROUND**

**Site Description** – The 0.77-acre project site is developed with a car wash and accessory improvements such as paved parking areas, automobile detail canopy, trash enclosure and site lighting. The subject property fronts on the south side of Mission Gorge Road, east of SR-125 and west of Fanita Drive. The project site is adjacent to other commercial establishments to the south and east including a vacant building formerly occupied by Mary's Donuts, the Qwik Korner gasoline station and Santee Car Wash at the corner of Mission Gorge Road and Fanita Drive. This area is zoned General Commercial, with R-7 zoned-property further south. The site was once Caltrans property, and the legal lot was created by a Caltrans Director's Deed.

**Project Description** – The proposed project consists of an application for a Conditional Use Permit (P2020-3) to replace an existing full-service car wash with a new 2,488 square-foot Arco mini-mart and gas station with a 3,576 square-foot fueling canopy. The mini-mart includes sales areas, walk-in cooler / freezer areas, cashier, office, utility room and restrooms. The fueling canopy provides shelter for six fuel dispensing stations with twelve fueling positions.

The existing one-story, full-service car wash would be altered to remove existing waiting and office areas and retain the car wash tunnel for use as an automated self-service wash. A 12-foot-wide driveway will serve the automated car wash and would wrap around the mini-mart building for adequate queuing capacity. The existing vacuum and air-water unit located on the east end of the property will remain. The existing detail canopy along the Mission Gorge frontage will be removed, and the existing trash enclosure on the west end of the site will be demolished and replaced with a new 16' x 10' trash / recycle enclosure near the mini-mart.

The site is accessed from two driveways connected to Mission Gorge Road, located in the middle and east end of the site. Both driveways also serve as utility and ingress/egress easements providing legal access to abutting property to the south. Underground storage tanks serving the Arco gas Station are proposed along the southern property line between two access driveways.

## **C. ANALYSIS**

This section discusses the General Plan consistency, requirements of the Santee Municipal Code, land use compatibility, traffic and access.

### General Plan Consistency:

The Santee General Plan designates the subject property for General Commercial use. This land use designation provides for commercial areas with a wide range of retail and service activities. The proposed gas station, mini-mart and accessory car wash is consistent with the General Commercial land use designation and goal of promoting development of a well-balanced and functional mix of uses in the City.

### Santee Municipal Code – General Commercial Zone District

The General Commercial zone permits automotive services such as gas stations subject to the issuance of a Conditional Use Permit. The General Commercial zone also establishes development standards for building height and setbacks.

#### Building Height

The maximum height limitation in the General Commercial zone is 40 feet for primary buildings, and 16 feet for detached auxiliary structures in accordance with SMC Chapter 13.30. The mini-mart has a maximum height of 24' - 6" to the top of the uppermost parapet and the fueling canopy is proposed to be 17 feet in height to the top of canopy (matching the height of the Costco fueling canopy). The auxiliary trash enclosure is 10' - 6" in height at the uppermost portion of the roof. The project complies with height limitations.

#### Minimum setbacks

In terms of building setbacks, the proposed mini-mart, fueling canopy and trash enclosure comply with the minimum setback requirements.

In terms of parking setbacks, the Municipal Code requires a 10-foot front setback, 5-foot side setback, and 0-foot rear setback. Parking stalls in the northern portion of the property, such as stalls seven and eight, are proposed to encroach into the front setback area and are subject to Variance V2020-2. The encroachment into the front setback is not obvious due to ample landscape area along Mission Gorge Road.

In terms of landscape setback, the Municipal Code requires a 10-foot front setback, 5-foot side setback, and 0-foot rear setback. The front landscape setback does not comply because most of this area is devoted to parking or drive aisles. The drive aisle serving the car wash reduces the 5-foot west side setback to approximately 2 feet. Therefore, landscape setbacks are subject to Variance V2020-2.

### Santee Municipal Code – Parking Regulations

There are 20 existing off-street parking stalls in two locations as shown on the topographic survey included in the Arco development plans. The applicant proposes to provide 20 parking stalls with the new layout, and is including the under-canopy area used for fuel dispensing.

Minimum required parking is calculated as follows:

Mini-mart	10 spaces (2,488 square feet x 1/250 = 10)
Self-service car wash	2.5 spaces
Gas station	3 spaces
Minimum Required Parking	15.5 or 16 spaces total

Proposed parking stalls are shown in the following areas:

Mini-mart area	5 spaces
Between the existing driveways	2 spaces
East side of the property	1 space
Under the fueling canopy at each dispenser location	12 spaces jointly used at dispensers
Total Parking Provided	20 spaces

The minimum required off-street parking is 16 spaces. The applicant proposes five spaces in front of the mini-mart, three on the north and east sides of the site and 12 fueling canopy spaces proposed as “dual use” spaces for fueling and for off-street parking for those who would also utilize the mini-mart (i.e. for cash payments). Without counting the fuel dispensing area, the project would not meet the requirement by 8 spaces. Therefore, off-street parking is subject to Variance V2020-2 because the applicant proposes to count 12 fuel dispensing spaces as off-street parking.

Variance V2020-2

Variances provide flexibility from the strict application of development standards when special circumstances pertaining to the property such as size, shape, topography, or location deprives such property of privileges enjoyed by other property in the vicinity. Variances may be processed in conjunction with a Conditional Use Permit application and do not require a separate application or separate public hearing in accordance with Municipal Code Section 13.06.040.B.3. Variance V2020-2 would:

- Reduce the 10-foot minimum *building separation* between the main building and the car wash to four feet.
- Reduce the minimum 10-foot *parking setback* along the front (street yard) to five feet.
- Reduce the 10-foot *landscape setback* along the front property line (Mission Gorge Road) to zero along portions of the property frontage.
- Reduce the 5-foot *landscape setback* along the west side yard to approximately 2 feet along portions of the west property boundary.
- Reduce the amount of required *off-street parking* spaces from 16 spaces to eight spaces and permit 12 spaces as “dual use” fueling and off-street parking spaces where

the fuel dispensers are located.

Findings in support of a Variance for the proposed project are included in the attached Resolution based on the following considerations:

- The strict enforcement of all development standards would create an unnecessary physical hardship because of the unusual triangular shape of the project site. The west side of the site has approximately 131 feet of lot depth while the eastern portion of the site tapers to zero with the convergence of the front and rear sides of the property. This configuration limits where structures and accessory elements such as parking can be located.
- Providing the 16 required off-street parking spaces would create an unnecessary physical hardship given the configuration of the site because it would limit the ability of the applicant to provide the three-function mini-mart, fuel dispensing, and accessory car wash services typically offered by full-service stations. The applicant proposes all three services within the limited site area by providing eight off-street spaces plus 12 “dual use” spaces intended for both dispensing and off-street parking, expecting that the majority of customers would not park for extended periods as they “grab and go” from the mini-mart or fuel-and-go from the fuel dispensing area. Counting the fuel dispensing spaces as off-street parking creates a total of 20 parking spaces available to serve the proposed uses.

#### Compatibility with Adjacent and Surrounding Land Uses:

The proposed Arco Station is compatible with surrounding uses including Mission Gorge Road to the north, commercial uses to the south and east, and SR-125 to the west. The location of the gas station will not interfere with the functions of adjacent land uses because all adjacent uses have access to Mission Gorge Road either directly or using established access easements. The proposed gas station is compatible with surrounding uses in that it replaces an existing full-service car wash with new gas station services, including a self-service car wash. The subject property is fully developed and contains no endangered, threatened, or sensitive animal or vegetation species.

#### Traffic and Access:

Two existing driveways provide access to the subject property. From eastbound Mission Gorge Road, the first driveway is 36-feet wide. The applicant proposes to modify the west side of the driveway apron by providing a radius (curve) to accommodate fueling truck movement into the property. A second driveway further east along the Mission Gorge Road frontage is 30' – 3" wide, and will be widened to 36 feet as a project condition of approval. The applicant proposes to modify the east side of the driveway apron by providing a radius (curve) to accommodate fueling truck movement exiting the property. Due to street medians within the Mission Gorge Road right-of-way, only right turns will be allowed when exiting the property. Utility, ingress and egress easements were recorded in 2000

providing utility and vehicle access from Mission Gorge Road to the adjoining property to the south. The driveway improvements will not interfere with the existing easements because they are located within the public right-of-way.

Regarding internal circulation, the project proposes a one-way drive aisle to provide direct access to the mini-mart on the north side of the fueling canopy, and a one-way exit drive-aisle to the south of the fueling canopy. The southern one-way drive aisle would serve mini-mart patrons as well as the automated car wash.

At the exit of the existing car wash building, a left-turn only sign directs customers to turn left to avoid crossing into the neighboring property to the south. A recommended condition of approval requires this left-turn only sign with the redevelopment of the site.

A traffic impact analysis for the project was prepared by Linscott, Law and Greenspan dated October 5, 2020 and an analysis on Vehicle Miles Traveled (VMT) was conducted. Since the project is deemed a local serving business it was concluded that VMT impacts would be insignificant. Overall, the project results in 1,329 new average daily trips and all study intersections and roadway segments would operate at an acceptable level of service. By subtracting the traffic from existing uses, the project nets an additional 439 daily trips.

#### Noise:

Due to the location of the site in a commercial area along Mission Gorge Road, noise is considered a less than significant impact. Vehicular noise from roadways is the dominant source of ambient noise in the project area. Operational noise from the periodic use of the automated self-service car wash is considered a less than significant impact because the equipment is located inside the wash tunnel building.

### **D. ENVIRONMENTAL DETERMINATION**

An Initial Study was conducted in accordance with the California Environmental Quality Act (CEQA). The analysis indicated that there will not be significant adverse impacts on the environment with mitigation. Mitigated Negative Declaration AEIS2020-2 (State Clearinghouse No. 2021120425) was prepared and advertised for public review starting December 17, 2021 for the requisite 30-day public review period, and the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program are recommended for approval. All comments received have been reviewed and considered, and no substantial new information has been received that has not already been analyzed in the Mitigated Negative Declaration. No revisions made to the Draft MND in response to comments constitute substantial revisions as defined in State CEQA Guidelines Section 15073.5. A full discussion of the environmental issues and response to comments is found in the attached Mitigated Negative Declaration.

**E. ESTIMATED FEES**

Development of the proposed project will require the payment of Development Impact Fees estimated to be \$51,343.89 for the Traffic fee, and \$8,283.42 for the Traffic Signal fee, for a total of \$59,627.31. Since the site is already developed, and no increase in impervious area is proposed, no Drainage impact fee is required.

**F. PROJECT OPPOSITION AND REQUEST FOR HEARING CONTINUANCE**

The neighboring gas station to the east, owned by Lemon Grove Ultra Mart, LLC and represented by the law office of Julie Hamilton, opposes the Arco project. The Department of Development Services received a request for a hearing continuance from Ms. Hamilton on February 11, 2022, which was the same day that the East County Californian published the newspaper notice advertising the public hearing. It is recommended that the City Council receive the staff report and presentation, accept public testimony on the item, and consider continuing the hearing to a “date certain” time and date to avoid the expense of republishing a new hearing notice. As with any public hearing matter, the City Council may i) approve the application; ii) approve the application with staff-recommended conditions; iii) deny the application; or iv) continue the hearing.

**G. STAFF RECOMMENDATION**

1. Conduct and close the public hearing; and
2. Consider granting the hearing continuance request; or
3. Approve the Mitigated Negative Declaration (AEIS2020-2) and the Mitigation Monitoring and Reporting Program as complete and in compliance with the provisions of the California Environmental Quality Act (CEQA) per the attached Resolution and authorize the filing of a Notice of Determination; and
4. Approve Conditional Use Permit P2020-3 and Variance V2020-2 per the attached Resolution.

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

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE,  
CALIFORNIA, APPROVING AND ADOPTING A MITIGATED NEGATIVE  
DECLARATION (AEIS2020-2) AND A MITIGATION MONITORING AND  
REPORTING PROGRAM FOR A GASOLINE DISPENSING STATION WITH  
MINI-MART AND ACCESSORY CAR WASH LOCATED AT 9015 MISSION  
GORGE ROAD, IN THE GENERAL COMMERCIAL (GC) ZONE**

**APPLICANT: ROYAL SHARE LLC  
APN: 383-121-64  
(RELATED CASE FILES: P2020-3, V2020-2)**

**WHEREAS**, on October 28, 2020 Royal Share LLC applied for Conditional Use Permit P2020-3 to allow a gasoline dispensing station with mini-mart and accessory car wash located at 9015 Mission Gorge Road, in the City of Santee, County of San Diego, State of California; and

**WHEREAS**, based on the information contained in the Initial Study, which concluded that the Project would not have significant impacts on the environment with mitigation incorporated, the City determined that a Mitigated Negative Declaration should be prepared for the Project, and a Draft Initial Study/MND, State Clearinghouse No. 2021120425 ("MND") was prepared in accordance with CEQA, the State CEQA Guidelines, and the City's Local CEQA Guidelines; and

**WHEREAS**, the Director of Development Services scheduled Conditional Use Permit (DR2020-3), Variance (V2020-2) and Mitigated Negative Declaration (AEIS2020-2) for a public hearing on February 23, 2022; and

**WHEREAS**, on February 23, 2022, the City Council held a duly advertised public hearing on Conditional Use Permit (DR2020-3), Variance (P2020-2) and Mitigated Negative Declaration (AEIS2020-2); and

**WHEREAS**, pursuant to State CEQA Guidelines section 15072, the Notice of Intent to Adopt the MND was posted by the Clerk for the County of San Diego for the requisite 30-day public review period, and published in the East County Californian; and

**WHEREAS**, the Notice of Intent to Adopt the Draft MND was also submitted to the State Clearinghouse for state agency review and, as required by State CEQA Guidelines section 15073; and

**WHEREAS**, during the public comment period, copies of the Draft MND, including any technical appendices, were available for review and inspection at City

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

Hall, on the City's website, and at the Santee Branch of the San Diego County Library system at 9225 Carlton Hills Boulevard, #17; and

**WHEREAS**, one comment letter was received during the public review period, which did not raise any new environmental issues; and

**WHEREAS**, staff has reviewed all comments and prepared responses to each comment as reflected in the Final MND; and

**WHEREAS**, the Final MND consists of the Draft MND, comments and responses on the Draft MND, and the Mitigation Monitoring and Reporting Program ("MMRP"); and

**WHEREAS**, the MND and the MMRP are attached hereto as "Exhibit A" and "Exhibit B" respectively; and

**WHEREAS**, in compliance with Public Resources Code section 21080.3.1, the City solicited Tribal input on the Project on May 6, 2021, and received feedback on August 24, 2021 from the Jamul Indian Village of California requesting cultural monitoring during any grading operations; and

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

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

**WHEREAS**, all of the findings and conclusions made by the City Council pursuant to this Resolution are based upon the oral and written evidence presented to it as a whole and the entirety of the administrative record for the Project, which are incorporated herein by this reference, and not based solely on the information provided in this Resolution; and

**WHEREAS**, prior to taking action, the City Council had heard, been presented with, reviewed and considered all of the information and data in the administrative record, including but not limited to the Initial Study, MND, and MMRP; and

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

**WHEREAS**, no comments submitted during the public review period, or made during the public hearing conducted by the City Council, and no additional information submitted to the City require substantial revisions to the MND necessitating recirculation or additional environmental review of the Project under State CEQA Guidelines section 15073.5; and

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

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

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of Santee, California, as follows:

**SECTION 1.** RECITALS. The City Council hereby finds that the foregoing recitals are true and correct and are incorporated herein as substantive findings of this Resolution.

**SECTION 2.** COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT. As the decision-making body for the Project, the City Council has reviewed and considered the information contained in the MND, comments received, other documents contained in the administrative record, and all other written and oral evidence presented to the City Council for the Project (collectively, the "Record"). The City Council further finds that the MND and the MMRP have been completed in compliance with CEQA and the State CEQA Guidelines.

**SECTION 3.** FINDINGS ON ENVIRONMENTAL IMPACTS. Based on the whole record before it, the City Council finds that the Project would have potentially significant impacts but that those impacts can be mitigated to less than significant through mitigation measures outlined in the MND and the MMRP. The City Council finds that the MND contains a complete, objective, and accurate reporting of the environmental impacts associated with the Project and reflects the independent judgment and analysis of the City Council.

No new significant environmental effects have been identified in the Final MND and no changes to the Final MND constitute substantial revisions requiring recirculation under State CEQA Guidelines section 15073.5. All of the mitigation measures contained in the MMRP have been made conditions of Project approval in accordance with State CEQA Guidelines 15074 (d).

**SECTION 4.** WILDLIFE RESOURCES. Pursuant to Fish and Game Code Section 711.4(c), all project applicants and public agencies subject to the California Environmental Quality Act shall pay a filing fee for each proposed project, as specified in subdivision 711.4(d) for any adverse effect on wildlife resources or the habitat upon which wildlife depends unless a "no effect" finding is made by the California Department of Fish and Wildlife. This fee is due and payable as a condition precedent to the County Clerk's filing of a Notice of Determination. The City of Santee hereby notifies the Applicant that in order to comply with State Law, the Applicant shall remit to the City of Santee Department of Development Services, within two (2) working days of the effective date (as defined in Section 8 below) of this approval, a certified check payable to the "County Clerk, County of San Diego" in the amount of \$2,598.00. This fee includes an authorized County administrative fee of \$50. Failure to remit the required fee in full within the time specified above will result in notification to the State that a fee was required but not paid, and could result in State imposed penalties and recovery under the provisions of the Revenue and Taxation Code. In addition, Section 21089 (b) of the Public Resources Code, and Section 711.4 (c) of the Fish and Game Code,

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

provide that no project shall be operative, vested, or final until the required filing fee is paid.

**SECTION 5.** ADOPTION OF THE MND. The Final MND, attached hereto as “Exhibit A”, is hereby approved and adopted.

**SECTION 6.** ADOPTION OF THE MMRP. The MMRP prepared for the Project, attached hereto as “Exhibit B”, is hereby approved and adopted.

**SECTION 7.** NOTICE OF DETERMINATION. Staff is directed to file a Notice of Determination with the San Diego County Clerk within five (5) working days of approval of the Project and adoption of the Final MND.

**SECTION 8.** LOCATION AND CUSTODIAN OF RECORDS. The documents and materials associated with the Project and the MND that constitute the record of proceedings on which these findings are based are located at Santee City Hall, 10601 Magnolia Avenue, Building #3, Santee CA 92071. The City Clerk is the custodian of the record of proceedings.

**SECTION 9.** EFFECTIVE DATE. This Resolution shall become effective immediately upon its adoption.

**ADOPTED** by the City Council of Santee, California, at a Regular meeting held this 23rd day of February 2022, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

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

**ATTEST:**

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

Attachments:           Exhibit A – Mitigated Negative Declaration (MND)  
                                  Exhibit B – Mitigation Monitoring and Reporting Program (MMRP)



## EXHIBIT A

### MITIGATED NEGATIVE DECLARATION

1. Name or description of project:	<p>Arco Gas Station Project – Applications for a Conditional Use Permit (P2020-3) and Environmental Initial Study (AEIS2020-2) for the development of a new gas station and food mart project (project). The project involves the construction of a gas station with mini-mart, fuel pump canopy with gasoline dispensing islands, and accessory car wash that replaces an existing full-service car wash on a 0.77-acre property at 9015 Mission Gorge Road in the GC (General Commercial) Zone. The subject property is located on the south side of Mission Gorge Road, west of Fanita Drive and east of the SR-125 and is further identified as Assessor’s Parcel Number 383-121-64-00.</p> <p>The proposed mini-mart building is 2,488 square feet in size and the 12-dispenser gas station canopy is 3,576 square feet in size. The existing full-service car wash building (with business office and waiting room) is proposed to be reduced in size from 2,731 square feet to 1,598 square feet to retain only the wash tunnel for use as a self-service car wash. Vehicular access into the subject property would be provided from two driveways on Mission Gorge Road.</p> <p>Variances from development standards are proposed regarding i) separation between buildings; ii) building, parking and landscape setbacks; and iii) number of parking stalls.</p>
2. Project Location – Identify street address and cross streets or attach a map showing project site (preferably a USGS 15’ or 7 1/2’ topographical map identified by quadrangle name):	9015 Mission Gorge Road; cross streets are State Route 125 to the west and Fanita Drive to the east.
3. Entity or Person undertaking project:	Click to enter name
A. Entity	Royal Share LLC
(1) Name:	Click to enter name.
(2) Address:	Click to enter address
B. Other (Private)	A&S Engineering, c/o Royal Share LLC
(1) Name:	A&S Engineering (phone: 661-250-9300), Attention: Ahmad Ghaderi
(2) Address:	A&S Engineering, 28405 Sand Canyon Road, Canyon Country, CA 91387
<p><i>The Lead Agency, having reviewed the Initial Study of this proposed project, having reviewed the written comments received prior to the public meeting of the Lead Agency, and having reviewed the recommendation of the Lead Agency’s Staff, does hereby find and declare that the proposed project will not have a significant effect on the environment. A brief statement of the reasons supporting the Lead Agency’s findings are as follows:</i></p> <p>The Project is compatible with the Santee General Plan in that the proposed gas station / food mart is consistent with the General Commercial land use designation and with the Land Use Element goal of promoting the development of commercial and other land uses. The Project site is physically suitable and has adequate infrastructure including water, sewer, and electricity to support the proposed type and intensity of development. The Project would be developed in accordance with the Sustainable Santee Plan and not contribute significantly to greenhouse gas emissions, nor frustrate the intent of state policy relative to greenhouse gas emissions.</p> <p>All potentially significant environmental impact can be mitigated to less than significant levels through implementation of the mitigation measures identified in the Initial Study. Therefore, the Project would not result in significant impacts to the environment.</p>	

The Lead Agency hereby finds that the Mitigated Negative Declaration reflects its independent judgment. A copy of the Initial Study is attached.

The location and custodian of the documents and any other material which constitute the record of proceedings upon which the Lead Agency based its decision to adopt this Mitigated Negative Declaration are as follows:

City of Santee, Development Services Dept  
10601 Magnolia Avenue  
Santee, CA 92071

Project Planner / Phone No.:	Chris Jacobs, Principal Planner (619) 258-4100, ext. 182
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Date Received  
for Filing: February 23, 2022



CHRIS JACOBS, PRINCIPAL PLANNER

RESPONSES TO COMMENTS

COMMENTS

RESPONSES

**LEMON GROVE ULTRA MART, INC.**  
**8844 Fanita Drive**  
**Santee, CA 92071**

January 16, 2022

City of Santee  
Chris Jacobs, Project Planner  
10601 Magnolia Avenue  
Santee, CA 92071

RE: NOI, Arco Gas Station Project, 1015 Mission Gorge Road, Santee, CA 92071

Dear Mr. Jacobs,

We own the two adjacent parcels to the land that comprises the parcel that Royal Share, LLC is seeking a CUP for the development of a new Arco gas station and food mart. As you are aware, this land was previously owned by Cal Trans and in 2005, Ghazwan Kalasho was leasing the land and applied for permits to construct a 2,888 sq. ft. car wash with a waiting area and small office. This business did not require a CUP and the majority of the decisions affecting that project were made by the Development Services Department as part of their Development Review process. One of the conditions were that the ingress and egress to and from the carwash was supposed to exit and enter only from Mission Gorge Road through our driveway. In addition, the business was required to install signage stating "Left Turn Only". Unfortunately, the manager of the car wash, Ben Kalasho, removed the sign and decided that he did not have to adhere to the rules. This unfortunately created a lot of traffic through our property by their patrons wanting to exit on Fanita Drive and avoid Mission Gorge Road congestion.

Having the driveway just east of the 125 off ramp combined with the requirement to use only the Mission Gorge driveway for all of the ingress and egress will create a bottleneck on their parcel and will create traffic and safety issues mid afternoon and early evenings at the very least. I am requesting that the City of Santee complete a comprehensive traffic study before proceeding any further on this project. When the car wash was being considered in 2005, the original plan was for a large full service car wash and a large convenience store with 25 parking spaces. J. Guadalupe, an Associate Right of Way Agent with the Department of Transportation, District 11 wrote a letter to Douglas Williford, the then Deputy City Manager and Director of Development Services for the City of Santee, dated November 14, 2005, advising that "a store at the car wash location would overburden the easement with excessive traffic" as such, the City denied the proposed convenience store and only allowed the sale of a small amount of car wash accessories in the cashier area and vending

A-1

A-1 The comment states that the project will result in increased traffic congestion and requests preparation of a traffic study for the proposed project. A Transportation Impact Analysis (TIA) was prepared for the proposed project as part of the discretionary review process that is included as Appendix D of the Draft Initial Study/Mitigated Negative Declaration (IS/MND), with the results summarized in Section XVII of the IS/MND. As identified in the IS/MND, no significant traffic impacts would result from implementation of the project. The project-specific TIA concluded that intersections and roadway segments in the project vicinity would continue to operate at acceptable levels with the project as determined by the City's established guidelines. Furthermore, the proposed driveways, turn radii, and internal circulation associated with the project site have been designed in accordance with City standards. Off-site improvements are also proposed to Mission Gorge Road that would include improved ingress and egress turn lanes (corner curb line radius) to accommodate the proposed project and existing traffic. Therefore, there would be no significant impacts related to traffic design hazards or associated safety issues resulting from the project.

Traffic impacts under the California Environmental Quality Act (CEQA) are now determined based on vehicle miles traveled (VMT). Auto delay, on its own, is no longer an environmental impact. However, the TIA goes above and beyond CEQA requirements by including a level of service (LOS) analysis for informational purposes. The comment also questions the ownership and use of the shared access driveways along

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<p>A-1 cont.</p>	<p>machines in the waiting area. How are we even considering this project given that it will generate much more business and traffic overall? We also agree with the City of Santee in that the inclusion of a convenience store on this parcel will create excessive traffic and an undue burden with respect to the easement as it pertains to the ingress and egress to Mission Gorge Road.</p> <p>In the same letter dated November 14, 2005 from J. Guadalupe, from the Department of Transportation to Douglas Williford, with the City of Santee, there is also a paragraph that states "In the 1995 State right of way contract with Ms. Ainsworth, the language in Paragraph 6 in part states that the driveway would be the sole property of the grantor, the maintenance and repair of said property to be that of the grantor." Lemon Grove Ultra Mart owns the driveways leading to Mission Gorge Road that were previously owned by the grantor, Ms. Zona Ainsworth. Clearly there has been a mix up at Cal Trans and our real estate law firm is dealing with Cal Trans to correct and re-record.</p>	<p>A-1 cont.</p> <p>Mission Gorge Road that provide ingress/egress to both the project site and the commentor's property. As identified in Section 1.0, <i>Introduction</i>, of the IS/MND (page 3), there is an existing reciprocal joint-access agreement between the commentor and the owners of the project site. Vehicles commonly use the driveway on the adjacent property for access to either property. Use of either driveway is allowable based on recordation of an off-site access easement that benefits both properties. The proposed modifications to the project site revised entrance are intended to enhance access to both properties.</p>
<p>A-2</p>	<p>We also have issues with the variances that are being proposed.</p> <p>We will not accommodate this new development with any variances to the property line set backs and we oppose any variance to the parking requirements. Having inadequate parking will most impede our rights as an adjacent landowner with sufficient parking. We would like to enjoy the exclusive use of <u>our</u> land without the burden of having to monitor or enforce any imposed restrictions or variances offered by the City of Santee in order to accommodate a project that will most definitely negatively impact us, the adjacent land owner.</p>	<p>With regard to the claim that there was an error during the recordation of the ownership of the access driveway, the title reports show that a utility and ingress/egress easement is recorded per Caltrans document number 0185855 and Caltrans Right-of-Way Map 47544.2M. In addition, Caltrans was provided the opportunity to review the project site plans as part of the discretionary review process through the City. Caltrans' October 27, 2021, response to the City did not raise the issue of ownership. Caltrans noted that as designed, the project does not conflict with the Caltrans right-of-way.</p>
<p>A-3</p>	<p>We have experience with the development of gas stations and know what a project of this type and size entails. We will not agree to have our ingress and egress rights limited or taken away nor will we agree to have any construction material, machinery and or soil stored upon our property before, during or after construction.</p>	<p>The comment also notes that the "Left-Turn Only" sign had been removed from the applicant's property; however, please note that there is an existing "Left-Turn Only" sign on the property, which is installed on a light standard immediately west of the access drive into the site that directed vehicles toward Mission Gorge Road. Vehicles exiting the proposed car wash facility would continue to be restricted to left-turn movements out of the car wash and to exit the site via Mission Gorge Road, where turning movements would be restricted from the project site as right turn only onto Mission Gorge Road. Signage would be installed in the car wash area and is included in the project plans that were submitted as part of the project application.</p>
<p>A-4</p>	<p>Having the convenience store parallel to the existing water reclamation creek on soft soil will also require a special permit and specialized construction and reports, similar to the requirements imposed for Boardwalk Development Inc. when they redeveloped the property abutting Forrester Creek for the commercial building that Stanton Optical is in. Has this been addressed? Has a full geotechnical evaluation been done or provided by the landowner?</p>	
<p>A-5</p>	<p>The proposed gasoline storage tanks will also be placed in previously contaminated soil. This may require a specialized soil and groundwater management plan and environmental studies. Has this been addressed? What are the plans for the removal of the existing soil?</p>	
<p>A-6 ✓</p>	<p>We also have concerns with the design and layout. The underground tanks will be located in the small triangle area by the old donut shop and the dispensers will be located near the existing carwash. This would mean that the plumbing connections</p>	<p>A-2</p> <p>The comment is in opposition of any variances proposed for the project. Variances from development standards are proposed regarding separation between buildings, landscape setbacks, and parking. Specifically, the applicant is requesting variances to allow for (1) less than 10 feet between on-site structures; as proposed, there would be four feet of separation between the proposed convenience store and the car</p>

A-2  
cont.

With regards to parking, the minimum number of required on-site spaces is 16 (10 spaces for the convenience store, three for the gas station, and 2.5 for the car wash). The project applicant proposes a total of 20 on-site spaces, which includes five spaces in front of the convenience store, three spaces adjacent to Mission Gorge Road, and 12 spaces at the fuel islands. The IS/MND is clarified to identify that the fuel island spaces are considered as part of the on-site parking requirement (see Section 1.0, *Introduction*, page 1, and Table 1, *Existing and Proposed Facilities*). These spaces would accommodate both gas and convenience store customers, in that those purchasing fuel and also goods at the convenience store would remain parked at the fuel islands (as opposed to moving their vehicle to one of the other parking spaces). Thus, there would be adequate on-site parking for the proposed project.

The comment also states that customers of the proposed project would park on the adjacent property because there would not be adequate on-site parking. As discussed above, a total of 20 on-site parking spaces would be provided. Consequently, there would be no demand for project customers to use off-site parking on adjacent properties, with no anticipated need to monitor and enforce unauthorized off-site parking.

This comment does not affect the analysis completed or conclusions in the IS/MND. This comment is noted for the record and no changes to the IS/MND are required.

A-3

The comment states that no access restrictions to the adjacent business or use of the adjacent property for construction activities will be granted. As discussed in response A-1, the project would not impact existing access to your property. In fact, the project proposes access improvements that would be beneficial to both properties. With regard to construction activities, the project would not include the staging or storing of materials or equipment on adjacent properties. Equipment and materials may be delivered to the site using the existing shared driveway; however, this would not occur on a routine basis and as a condition of approval no construction equipment or materials would be stored in this location. In the event that equipment uses the shared drive to access the project site, the equipment would move through the drive to a location that is solely on the project site to maintain the access that is also

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	<p>A-3 cont. granted through the recorded easement (per Caltrans document number 0185855 and Caltrans Right-of-Way Map 47544.2M) to the properties to the south of the project site. Additionally, the project would apply for a one-time encroachment permit from the City of Santee for the delivery and installation of the fuel tanks if use of the public right-of-way is required. It is the preference of the project applicant to park the cranes along the project frontage that would perform this work along the south side of Mission Gorge Road for approximately three to four hours. However, in the event that the City does not issue an encroachment permit, the cranes could operate solely onsite to deliver and install the fuel tanks without operating on adjacent properties.</p> <p>This comment does not affect the analysis completed or conclusions in the IS/MND. This comment is noted for the record and no changes to the IS/MND are required.</p> <p>A-4 The comment states that the project requires a special permit and specialized construction and reports due to its location next to a waterway and also inquires whether a project-specific geotechnical evaluation was conducted. It is acknowledged that the project site is adjacent to a drainage to the San Diego River immediately west of the project site. This drainage is located on land owned by Caltrans. As identified in Section 1.0, <i>Introduction</i>, of the IS/MND (see page 2), no disturbances or improvements would occur within the drainage area due to the proposed project. Thus, no regulatory permits for impacts to the drainage are required.</p> <p>A preliminary Geotechnical Investigation Report for Foundation Design (Geotechnical Investigation) was prepared for the proposed project, as well as a third-party review of the Geotechnical Investigation, which are included as Appendix E to the Final IS/MND. These reports were inadvertently omitted from the Draft IS/MND but have been incorporated into the Final IS/MND (refer to Section VII). According to the Geotechnical Investigation, the surface and subsurface soils are adequate to support the proposed project. The Geotechnical Investigation and third-party review contain recommendations that are designed to meet the criteria set forth in the California Building Code (CBC), which is adopted into the Santee Municipal Code as</p>
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	<p>A-4 cont. Chapter 11.20.010. Accordingly, these recommendations are required by the CBC and have been incorporated into the project design.</p> <p>A-5 The comment states that the site may contain contaminated soil and requires preparation of soil and/or groundwater management plans. A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project and is included as Appendix B to the IS/MND. As discussed in Section IX of the IS/MND, the Phase I ESA noted the potential for residual soil and groundwater contamination below the eastern portion of the project site near the proposed underground fuel storage tanks. In 2018, the Regional Water Quality Control Board (RWQCB) provided a closure letter addressing the potential contamination and recommended that land use changes be evaluated to determine if the changes pose an unacceptable risk to human health, and that any contaminated soil encountered or excavated as part of future subsurface construction be managed in accordance with all applicable legal and regulatory requirements. As identified in Section IX of the IS/MND, the project would implement the following mitigation measure to reduce impacts to less than significant.</p> <p><b>HAZ-1 Soil Management Plan.</b> Prior to the issuance of a grading permit, the project applicant shall prepare a Soils Management Plan that shall be reviewed and approved by the County of San Diego Department of Environmental Health (DEH). Appropriate engineering controls shall be incorporated into the improvement plans, as may be required by DEH and RWQCB. Evacuation, management, and disposal of impacted soils shall be managed as approved/required by DEH, RWQCB, and local, state, and federal requirements.</p> <p>The comment also requests information about soil removal. As discussed in Section I of the Final IS/MND, approximately 350 cubic yards of soil would be removed to prepare an 18-foot-deep hole to install the two underground fuel storage tanks. Removed soil would be rebalanced on-site unless the soil is determined to be contaminated, in which case it would be disposed of at an approved landfill facility.</p> <p>This comment does not affect the analysis completed or conclusions in the IS/MND. This comment is noted for the record and no changes to the IS/MND are required.</p>
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COMMENTS

RESPONSES

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A-6 cont. would be run under the existing driveway, which would deem the driveway inoperable for an extended period of time, let aside, changing the integrity of the driveway and creating a big contamination hazard when big trucks and machinery use the driveways, as the pipes will fracture. Additionally, the heavy fuel trucks will be using the driveways to bring in and dispense fuel quite frequently. Our driveway access to Mission Gorge Road shall not be disrupted or interrupted at any time or cost!

A-7 What are the plans for the planter area just North of the old Mary's Donuts building? This area contains the main storm drain for both properties and it contains the public utilities and transformers, which also serves our property because this used to be one large parcel and Cal Trans had never intended on redeveloping the site.

A-8 Given the limited space of the parcel along Mission Gorge, we do not feel that there is adequate land to handle to necessary equipment needed to build this project and as an adjacent land owner, we do not want to be inconvenienced or interrupted in any way because of this project. We have already had issues that were not corrected and/or properly addressed by the Kalasho's and we have had to spend valuable time and money arguing in court over things that clearly should have been taken care of. Unfortunately we will again be faced with spending time and money to challenge this project in order to prevent this new development.

A-9 Most of the prior conditions placed upon the car wash development by the City of Santee were completely ignored and we anticipate the same behavior and lack of accountability on their behalf for this project. We do not wish to enforce conditions or monitor their compliance just to protect our rights. We are landowners just as they are and our property rights should also be considered and taken into account.

A-10 We have retained a real estate law firm that specializes in right of way and easement issues and we will address these concerns with the City of Santee upon completion of further research. In the interim, we would appreciate a response to each of our concerns as outlined in this letter.

Sincerely,

Sam Charry, President  
Lemon Grove Ultra Mart, Inc.

A-6 The comment expresses concern about the location of the proposed utility lines and access restrictions to the adjacent business. There is an existing storm drain that runs underneath the access driveways that would be protected in place. Additionally, proposed fire water and water lines would extend under the project site and access driveways to connect with existing lines in Mission Gorge Road. The placement and design of utilities are subject to a variety of regulations and the City's Engineering Department reviews all utility plans for consistency with the CBC (encoded as Section 11.20.010 of the Santee Municipal Code). In particular, the CBC contains regulations specific to the depth, location, and design of pipelines and utilities to avoid situations such as rupture as described in the comment. Additionally, the location of utilities, especially water and fire lines, are also subject to the standards of the Padre Dam Municipal Water District and the Fire Department; both agencies confirm access for emergency response and pressure flow. The Padre Dam Municipal Water District has submitted as part of their Conditions of Approval that the existing six-inch sewer servicing the adjacent properties shall be relocated away from the fueling facilities at the applicant's expense and that all sewer services shall be located outside of the driveways. It may occur that during construction one of the two drives would be temporarily closed to allow for the installation of utility infrastructure. At no time would both drives be restricted, and access would remain to the properties to the south from Fanita Drive.

Fuel and delivery trucks would use the two driveways for the proposed project to access the project site. However, fuel and delivery trucks would not idle at this location; they would ingress and continue to traverse the project site and then egress onto Mission Gorge Road. There may be times when other customers using the shared drives could experience an ingress/egress delay if they are located behind a delivery vehicle; however, these delays would not be a typical or regular experience. While it cannot be guaranteed, it is typical of deliveries to occur during non-peak hours so as to not impede access for customers or disrupt business operations.

This comment does not affect the analysis completed or conclusions in the IS/MND. This comment is noted for the record and no changes to the IS/MND are required.

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	<p>A-7 The comment asks about project facilities proposed in the area just north of the former Mary’s Donuts building and states that there are existing utilities located in this area that serve both the project site and the adjacent site. It is acknowledged that these existing utilities, including a subsurface storm drain pipeline and above-ground electrical transformer boxes, serve both properties. As shown in Figure 1, <i>Site Plan</i>, of the IS/MND, this portion of the project site (north of the Mary’s Donuts building and between the two access driveways) would include two landscaped areas, a portion of the on-site access road, and underground fuel tanks. The landscaped areas would contain a variety of ornamental vegetation within a linear swathe along the southern site boundary and a larger landscaped area along the Mission Gorge Road frontage. The access road would be paved and would also include two parallel parking spaces in this area. The fuel tanks would be installed under the access road immediately north of the linear landscaped swathe. These proposed improvements would not impact the existing storm drain pipeline in this area or the above-ground electrical transformers. The storm drain facility within this area would be protected in place, and the transformers would be located within the linear landscaped swathe (refer to IS/MND Figure 1). In addition to the existing storm drain being protected in place, a series of project-related catch basins and a biofiltration system as well as other storm drain infrastructure would be installed to adequately handle storm water runoff from the project site. The project would not result in storm water impacts and would not interfere with the municipal system that serves the project site and surrounding properties.</p> <p>This comment does not affect the analysis completed or conclusions in the IS/MND. This comment is noted for the record and no changes to the IS/MND are required.</p> <p>A-8 The comment states there is not enough land area within the project site to construct the proposed project and expresses concern over disruptions to the adjacent business during the construction period. As part of the conditions of approval, the project shall maintain unobstructed access to adjacent business to the south and east of the subject property shall be maintained at all times during and after construction.</p>
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COMMENTS

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	<p>A-8 Cont. The City prepared an IS/MND as part of the review process. Construction of the project can be accommodated on the project site. As noted, on Response to Comments A-3 and A-7, the project can be constructed without interfering with the adjacent property owners. The largest piece of equipment, the cranes required for the installation of the tanks would either be placed on Mission Gorge Road or on the project site. It is understood that there is a shared drive and at times, delivery trucks may use this drive to provide services to the project. However, this is consistent with existing business operations and does not pose a unique circumstance that would hinder the use of the adjacent property. At no time would access be denied to the adjacent property as a result of project-related deliveries or other activities. Additionally, as noted in Response A-1, there is an existing, “Left-Turn Only” sign affixed to a permanent light standard at the point of access to the property to the south that is visible to drivers as they exist the car wash. This would remain as part of the proposed project and is identified on the Preliminary Grading Plan.</p> <p>Comment noted with regard to the statement about past disputes among the property owners. However, this comment does not identify any environmental issues or concerns relative to the CEQA, nor does it address the adequacy or accuracy of information provided in the Draft IS/MND. No further response is required.</p> <p>A-9 The commenter speculates regarding future compliance with project conditions of approval. This comment does not identify any environmental issues or concerns relative to CEQA, nor does it address the adequacy or accuracy of information provided in the Draft IS/MND. No further response is required.</p> <p>A-10 The comment is a closing statement about retaining legal counsel to address the right-of-way and access easement issues raised in the comment letter. It also requests responses to the concerns discussed in the comment letter. Comment noted regarding legal counsel. Responses are provided above in responses A-1 through A-9 that address the concerns relative to environmental issues pursuant to CEQA.</p>
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# Santee Arco Station Project

## Initial Study/Mitigated Negative Declaration

February 2022 | 04779.00001.001

*Prepared for:*

**Royal Share LLC**  
9312 Mission Gorge Road  
Santee, CA 92071

*Prepared by:*

**HELIX Environmental Planning, Inc.**  
7578 El Cajon Boulevard  
La Mesa, CA 91942

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# FOREWORD

A Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Santee Arco Station Project (project) was prepared and circulated for a 30-day public review beginning December 17, 2021 and ending on January 18, 2022 (SCH No. 2021120425). Written comments received on the Draft IS/MND during the public review period, responses to the comments, and revisions to the Draft IS/MND have been incorporated into this Final IS/MND.

This Final IS/MND has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) and the CEQA guidelines. The purpose of the Final IS/MND is to provide the decision-making body, in this case the City of Santee (City), public and quasi-public agencies and groups, and the general public environmental impact information relative to the proposed project. The City will consider the information contained in this Final IS/MND prior to approving the project.

The Final IS/MND includes the Draft IS/MND with minor revisions, Technical Appendices, and copies of the public letter commenting on the Draft IS/MND and the City's responses thereto. Each public comment is assigned a comment number that corresponds to a response number. A single comment letter was received during public review of the Draft IS/MND regarding the potential impacts associated with parking, setbacks, construction, utility locations, and circulation of the proposed project. This comment letter and the City's responses are included in Appendix F of this Final IS/MND.

No new information has been presented in the Final IS/MND that would require recirculation of the Draft IS/MND pursuant to CEQA Guidelines Section 15088.5(a). Specifically, no new significant environmental impacts would result from the project or from new mitigation measures proposed for implementation. The Draft IS/MND included adequate information for a meaningful public review and comment. More specifically, clarifications have been made to Section 1.0, *Introduction*, Section VII, *Geology and Soils*, response to item I c) and response to item XI b). Further, Appendix E, *Geotechnical Reports*, was inadvertently omitted from the Draft IS/MND and is included as an appendix to the Final IS/MND with the appropriate references included in Section 3.0, *References*. The addition of new information that clarifies, amplifies, or makes insignificant modifications does not require recirculation as there are no new significant impacts and no new mitigation identified. An environmental document need only be recirculated when there is the identification of new significant environmental impacts or the addition of a new mitigation measure required to avoid a significant environmental impact. The text modifications within the Final IS/MND do not affect the environmental analysis or conclusions of the Draft IS/MND. Revisions to the Draft IS/MND are reflected in a ~~strikeout~~/underline format.

The Final IS/MND also includes the Mitigation Monitoring and Reporting Program, appended to this document as Appendix G.

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# 1.0 INTRODUCTION

## 1.1 INITIAL STUDY/MITIGATED NEGATIVE DECLARATION INFORMATION SHEET

1. **Project Title:** Santee Arco Station
2. **Lead Agency Name and Address:** City of Santee  
10601 North Magnolia Avenue  
Santee, CA 92071
3. **Contact Person and Phone Number:** Chris Jacobs, Principal Planner  
619-258-4100 Ext. 182
4. **Project Location:** 9015 Mission Gorge Road, Santee, CA 92071
5. **Project Sponsor's Name and Address:** Ghazwan Kalasho/Royal Share LLC  
9312 Mission Gorge Road, Santee, CA 92071
6. **General Plan Designation:** General Commercial (GC)
7. **Zoning:** General Commercial (GC)
8. **Description of Project**

The proposed Santee Arco Station Project (project) involves the redevelopment of a former full-service car wash into a self-service car wash with a food mart building and gas station canopy. As shown in Table 1, *Existing and Proposed Facilities*, the project would involve the demolition of about 1,200 square feet (sf) of the office and waiting room portions of the existing car wash structure and the construction of a 2,488-sf convenience store, referred to as the food mart building, a 3,576-sf gas station canopy area with 12 fuel pumps, and the conversion of an existing full-service car wash building into a self-service car wash comprising about 1,531 sf. The proposed food mart building would be a single-story structure with a building height of 24.5 feet. Other proposed site improvements include installation of utility connections, landscaping along the site perimeter, underground fuel storage tanks for fuel storage, a trash enclosure, ~~2320~~ parking spaces, which includes 12 fuel island parking spaces, and two bicycle parking spaces. The project would be accessed via the two existing drives that would be modified to be American with Disabilities Act (ADA) compliant.

**Table 1  
EXISTING AND PROPOSED FACILITIES**

Land Use	Existing	Proposed
Office/Waiting Room	1,200 sf	0
Convenience Store	0	2,488 sf
Car Wash	1,531 sf	1,531 sf
Gas Station Canopy	0	3,576 sf
Automobile Parking Spaces	18	<del>2320</del> <sup>1</sup>
Bicycle Parking Spaces	0	2
Fuel Station	0	12

<sup>1</sup> This includes the ~~existing 18 spaces for an additional 5 spaces~~ 12 fuel island parking spaces

As shown on Figure 1, *Site Plan*, the proposed layout would include a food mart building in the western portion of the site with a 12-foot car wash driveway circling around the western edge of the building. The converted car wash building would remain near the southern property line south of the food mart building. Gas islands and pumps would be located near the center of the project site, west of the existing driveways. Three underground fuel storage tanks would be installed at a depth of 18 feet in the southeastern portion of the site.<sup>1</sup> A reinforced concrete curb planter would be constructed around the proposed car wash driveway. Off-site improvements would be limited to landscape and sidewalk enhancements along the frontage of Mission Gorge Road. No disturbances or improvements would occur within the drainage area west of the project site owned by Caltrans.

Permits associated with the project primarily include a Conditional Use Permit (CUP) to allow for automotive services in a General Commercial (GC) zone in accordance with City Municipal Code section 13.12.030.B.10. A Grading Permit from the City would also be required and would involve concurrent review of a precise grading and landscape plan. A Demolition Permit and Sign Permit from the City would also be required to demolish the office and waiting room portions of the existing building and to allow new signage, respectively. Lastly, the applicant is requesting variances to allow for (1) less than 10 feet between on-site structures; as proposed, there would be four feet of separation between the proposed convenience store and the car wash; (2) a landscape setback along the Mission Gorge Road project frontage to accommodate parking (three stalls encroach into the 10-foot setback) and the 5-foot setback on the western edge of the property that abuts the Caltrans property to allow for the drive lane for the car wash; and (3) use of fuel island parking spaces to count toward on-site parking requirements.

Project grading and construction would occur over three phases over an approximately eight-month period and is anticipated to begin as early as January 2022 and end in August 2022. Due to the relatively flat nature of the site and its location adjacent to existing development, grading operations would be minimal. Approximately 350 cubic yards of soil would be removed to prepare an 18-foot-deep hole to install the two underground fuel storage tanks. Removed soil would be rebalanced on-site unless the soil is determined to be contaminated, in which case it would be disposed of at an approved landfill facility.<sup>2</sup> Construction equipment and conceptual construction phasing information is provided in Table 2, *Construction Activities by Phase*. Archaeological construction monitoring would be conducted during ground disturbing activities. Once construction is completed, the project site would operate as a commercial gas station with a food mart and self-service car wash. The gas station and food mart would be open 24 hours a day, 7 days a week and daily and operation of the car wash would be limited to between 7:00 a.m. and 10:00 p.m.

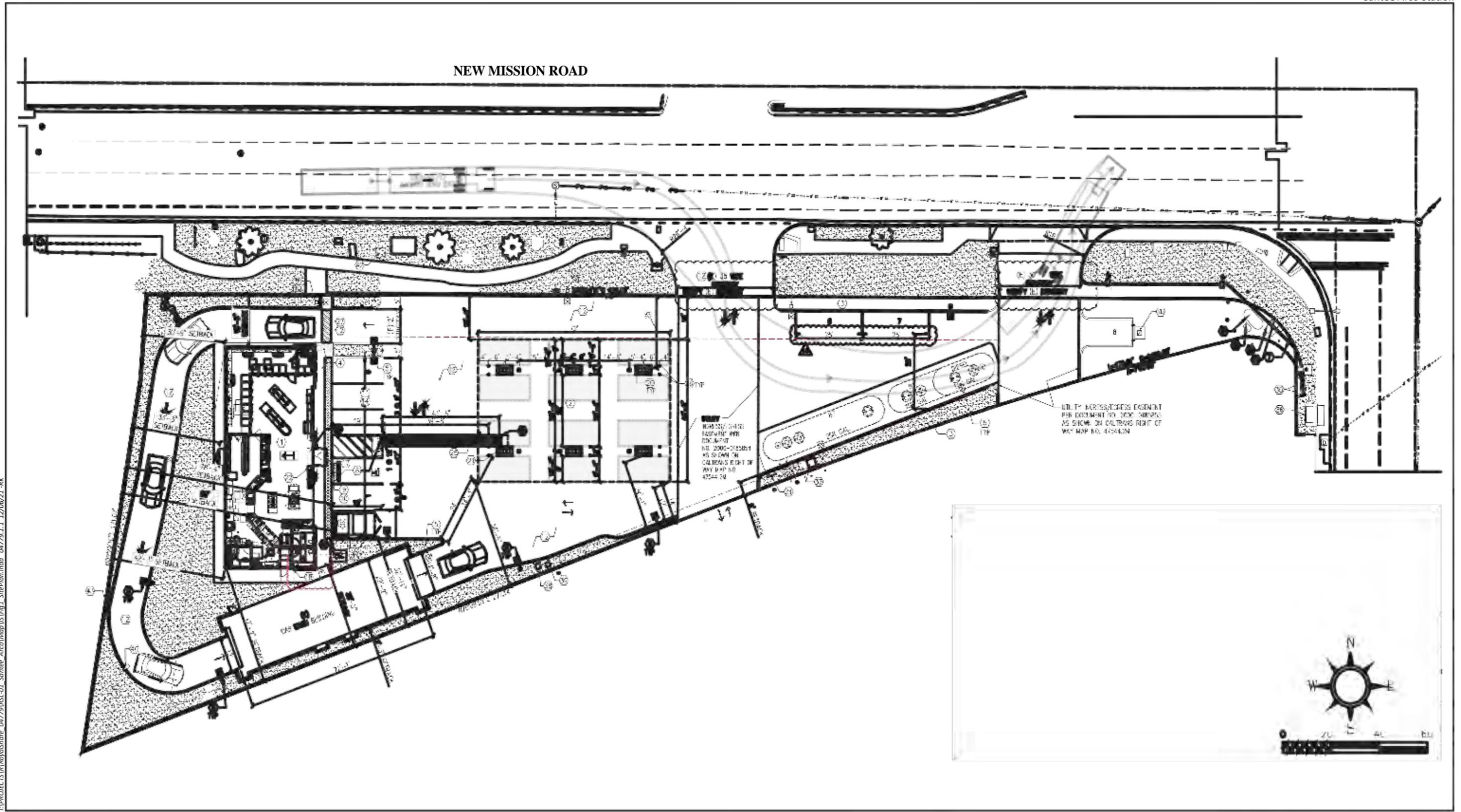
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<sup>1</sup> The project includes three tanks: a 25,000-gallon tank, 10,000-gallon tanks, and a 12,000-gallon diesel tank.

<sup>2</sup> The air quality modeling included a conservative analysis assuming an export of 350 cubic yards of soil (22 round trip haul truck trips).

NEW MISSION ROAD

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Source: A&S Engineering 2021

**Table 2  
CONSTRUCTION ACTIVITIES BY PHASE**

Phase	Start	Finish	Duration (months)	Activities
1 – Site Prep, Demolition, and Grading	January 2022	February 2022	2	Prepare site for construction; demolish existing office and waiting room (about 1,200 sf); perform remedial grading; prepare an 18-foot-deep hole for three fuel storage tanks.
2 – Building, Site Construction, Landscaping	March 2022	July 2022	5	Construct food mart (2,488 sf); gas station canopy area (3,576 sf); convert full-service car wash to self-service; install site landscaping, including off-site improvements to Mission Gorge Road frontage.
3 – Paving and Architectural Coating	August 2022	August 2022	1	Complete paving and painting of buildings; clean site and remove construction debris.

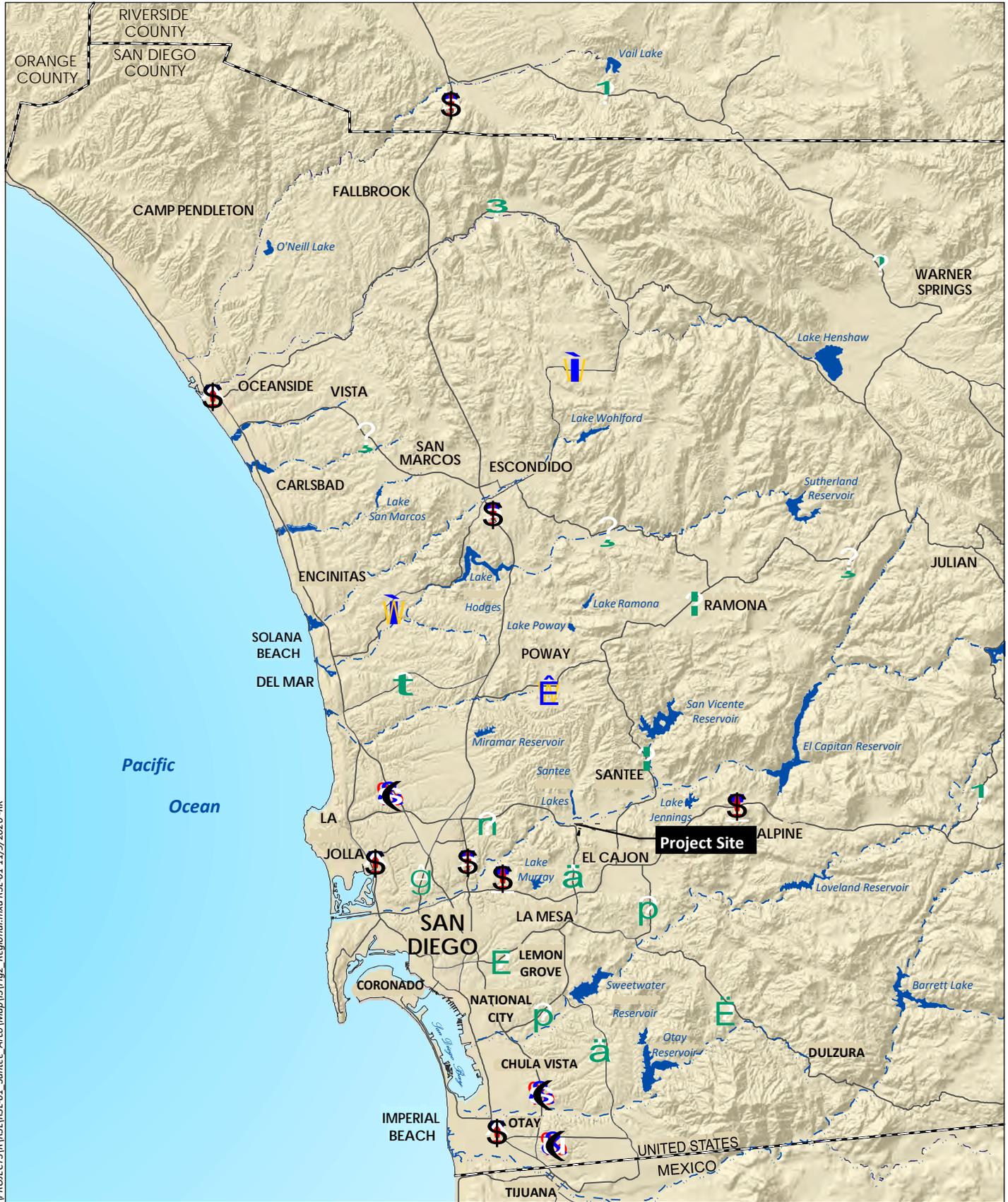
## 9. Surrounding Land Uses and Setting

The project is located on approximately 0.77 acre at 9015 Mission Gorge Road in the western portion of the City of Santee (City) in San Diego County (see Figure 2, *Regional Location*). Regional access is provided via State Route (SR) 52 and SR 125, which intersect just south and west of the project site. Vehicle access into the project site is provided at two driveways along Mission Gorge Road (see Figure 3, *Aerial Photograph*). South of the western portion of the project site are various structures (including uninhabited pre-fabricated homes and storage trailers) and vehicles stored on bare ground, just north of SR 52. Forrester Creek and the San Diego River occur north of Mission Gorge Road, opposite the project site. A drainage to the San Diego River also occurs immediately west of the project site and drains beneath Mission Gorge Road. This drainage is owned by the California Department of Transportation (Caltrans). Areas south of the eastern portion of the project site include a vacant building, gas station, and commercial development that are accessible via a driveway along Mission Gorge Road near the intersection with Fanita Drive. There is an existing reciprocal joint-access agreement between the owners of the project site and adjacent gas station property. Vehicles commonly use the adjacent property through a recorded off-site access easement for project site access and vice versa. Areas east of the project site, beyond the adjacent gas station property, include Fanita Drive, followed by commercial development including a car dealership, convenience stores, and fast-food restaurants.

The project site consists of a flat triangular lot located between SR 125 and Fanita Drive south of Mission Gorge Road that is completely developed. Existing development includes a vacant full-service car wash, office, and waiting room comprising 2,731 sf in the southwestern part of the property. The project site is almost entirely paved with asphalt and the existing building includes a single-story structure 15.7 feet in height with 20 parking stalls. A landscaped area between the project site and Mission Gorge Road exists along the northern property line and includes a concrete sidewalk and landscaping with a pedestrian connection into the parking lot.

- 10.** Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):
- State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit)
  - California Board of Equalization (Underground Storage Tank [UST] Registration)
  - San Diego Air Quality Management District (Authority to Construct; Permit to Operate)
  - San Diego County Department of Environmental Health (Permit to Operate, UST Monitoring Plan, UST Leak Response Plan, California Environmental Reporting System)
  - San Diego Regional Water Quality Control Board (RWQCB; Dewatering Permit)
- 11.** Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In accordance with the requirements of Assembly Bill (AB) 52, the City sent notifications to four Native American Tribes traditionally and culturally affiliated with the project area. Notification letters were sent to: Barona Band of Mission Indians, Jamul Tribe, Kumeyaay Tribe, and Mesa Grande Band of Mission Indians. The Jamul Indian Village Tribe of the Kumeyaay Nation (Jamul Tribe) responded on August 24, 2021, noting the project site is not within the boundaries of the Jamul Indian Reservation. However, the project site is within the boundaries of the tribe's traditional use area. Therefore, the tribe recommended the presence of a qualified Kumeyaay cultural monitor during ground disturbing activities given the proximity to known cultural resources.



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Source: Base Map Layers (SanGIS, 2016)



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Source: Aerial (Esri 2017)

0 200 Feet

## 1.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

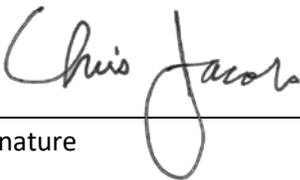
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	X Cultural Resources	<input type="checkbox"/> Energy
X Geology and Soils	<input type="checkbox"/> Greenhouse Gas Emissions	X Hazards and Hazardous Materials
<input type="checkbox"/> Hydrology and Water Quality	<input type="checkbox"/> Land Use and Planning	<input type="checkbox"/> Mineral Resources
<input type="checkbox"/> Noise	<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Public Services
<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation	X Tribal Cultural Resources
<input type="checkbox"/> Utilities and Service Systems	<input type="checkbox"/> Wildfire	X Mandatory Findings of Significance

### 1.3 DETERMINATION

On the basis of this initial evaluation:

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

  
\_\_\_\_\_  
Signature

December 17, 2021  
\_\_\_\_\_  
Date

Chris Jacobs  
\_\_\_\_\_  
Printed Name

Principal Planner, City of Santee  
\_\_\_\_\_  
Title

## 2.0 ENVIRONMENTAL INITIAL STUDY CHECKLIST

The lead agency has defined the column headings in the environmental checklist as follows:

- A. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- B. “Less Than Significant with Mitigation Incorporated” applies where the inclusion of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” All mitigation measures are described, including a brief explanation of how the measures reduce the effect to a less than significant level. Mitigation measures from earlier analyses may be cross-referenced.
- C. “Less Than Significant Impact” applies where the project does not create an impact that exceeds a stated significance threshold.
- D. “No Impact” applies where a project does not create an impact in that category. “No Impact” answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project specific screening analysis).

I. Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Have a substantial adverse effect on a scenic vista?

**Less Than Significant Impact.** Scenic vistas in the City are identified in the General Plan Community Enhancement Element, which describes several areas within and adjacent to the City that provide scenic relief and vistas and backdrops, including views of “scenic undisturbed hills and ridgelines” that surround the City, open space areas, and scenic views of the San Diego River corridor along Mission Gorge Road (City 2003). No designated scenic vistas are located on the project site. The Community Enhancement Element identifies Mission Gorge Road as a local scenic road and contains Mission Gorge Road Design Standards that establish specific design standards for properties along the Mission Gorge Road corridor. These design standards pertain to architectural theme of commercial buildings, signage, access, and landscaping, and are intended to improve the appearance and enhance the viability of commercial properties within the Mission Gorge Road corridor.

The proposed project would be consistent with applicable design standards. Specifically, Design Standard 1 calls for new and remodeled commercial buildings west of Carlton Hills Boulevard to be designed with an Old Western, Turn-of-the-Century, Alpine, or other distinctive theme exclusive of Mediterranean. Consistent with this standard, the proposed buildings would include colors, materials, and building forms characteristic of the noted architectural themes. Design Standards 2 and 3 pertain to signage and requires City review of project signage for consistency with signage regulations and compatibility with the surrounding area. Project approval would require City review and approval of proposed signage. Design Standard 4 pertains to the consolidation of entrance points and shared access points. The project site contains an existing shared access with the adjacent property that would remain upon project construction. Design Standard 5 calls for themed street trees along Mission Gorge Road, and the project would include street trees along the Mission Gorge frontage. Design Standard 6 requires a landscaped buffer and meandering sidewalks along Mission Gorge Road. A landscape buffer and

meandering sidewalk already exist along the project frontage of the roadway, and these elements would be improved during project construction. Therefore, the project would be consistent with the Mission Gorge Road Design Standards and would not adversely impact this designated local scenic road.

In addition, the Community Enhancement Element identifies the San Diego River corridor and its tributaries as important scenic resources. Forester Creek, a tributary, is located to the north across Mission Gorge Road, and the San Diego River is located further north of the project site. Views of mature trees within the San Diego River corridor are currently visible from the project site, and public vantage points that include surrounding local roadways and SR 52. The proposed project would not substantially change views of these trees within the river corridor because the proposed convenience store building and car wash would be located in a similar location as the existing on-site structures and the canopy would allow views to be maintained across the site from public vantage points. Further, the existing structure is 23 feet, and the proposed new structure would be 24.5 feet, the additional height would not create a substantial new obstruction; views of the trees and the corridor across the central and eastern portion of the site toward the river corridor would be maintained. Therefore, project implementation would not significantly impact a scenic vista because currently there is intervening development between the corridor and public vantage points and the project would be redeveloped with similar uses at a comparable scale. Thereby, the existing views of the corridor would continue to be maintained like present conditions. Impacts would be less than significant.

Consequently, the project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

**Less than Significant Impact.** There are no designated state scenic highways in the project area. A portion of SR 52 is an officially designated state scenic highway due to the available scenic views towards Mission Trails Regional Park, which includes the Mission Trails Summit and Cowles Mountain. About 3.5 miles of SR 52 within the City of San Diego is designated as a state scenic highway between Mast Boulevard and Santo Road, which is approximately two miles west of the project site (Caltrans 2019). The entirety of SR 52 is identified as eligible for designation as a state scenic highway between Interstate (I-) 5 and SR 67 but has not been officially designated. The proposed project would not be visible from the designated portion of SR 52 due to the project's low-lying elevation, distance from the scenic segment, and the intervening topography. Furthermore, the project site is not situated between SR 52 and Mission Trails Regional Park and does not contain any trees, rock outcroppings, historic buildings, or other scenic resources. Redevelopment of the project site would be visible from the eligible portion of SR 52, just south of the site; however, the project would not be highly noticeable from the nearby segments of SR 52 as it would generally appear similar to existing conditions with enhanced landscaping. Therefore, the proposed project would not substantially damage scenic resources within a state scenic highway and impacts would be less than significant.

- c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

**Less than Significant Impact.** As discussed in Section 1.0, Introduction, the project site is in an urbanized area that is surrounded by commercial land uses, including a gas station and vacant commercial building to the east, and major transportation facilities including Mission Gorge Road, SR 52 and SR 125. The project site itself formerly supported a full-service car wash. The proposed project involves the redevelopment of the former full-service car wash into a self-service car wash with a food mart building and gas station canopy.

The project site is zoned for General Commercial (GC) and the proposed uses would be consistent with this designation. The project would also comply with the ~~site development criteria~~ height limitations of the GC zone ~~such as height limitations and setbacks~~ as designated in Municipal Code Section 13.12.040. In addition, the project would be consistent with the General Plan Community Enhancement Element's Scenic Policies 6.1 and 6.2, which ensure that all new commercial developments contribute towards an overall positive and cohesive visual identity in the City and encourage the rehabilitation of underutilized commercial sites (City 2003). Therefore, the proposed uses are consistent with the GC zone and would not conflict with applicable zoning or other regulations governing scenic quality. Impacts would be less than significant.

- d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

**Less than Significant Impact.** The project site is located in a developed area with existing light sources. The proposed project would include exterior lighting for the fuel canopy station, parking lot, and car wash. Due to the use of the site as a gas station, it is anticipated lighting would be used 24 hours a day. Light spillover and glare are regulated by Section 13.30.030(B) of the Santee Municipal Code, which states that all lighting shall be designed and adjusted to reflect light away from any road or street, and away from any adjoining premises. The proposed project would comply with the City's Municipal Code and is in a developed area with existing nighttime lighting sources from the adjacent roadways and surrounding commercial development. As noted on Figure 1, the project would include energy efficient lighting that would potentially reduce the need for the existing yard lighting, and project lighting would be shielded to confine light spread to within the project site. In addition, the project area currently has lighting sources in operation for 24 hours a day because of the presence of freestanding streetlights, light fixtures on buildings, traffic signals, and vehicle headlights. South of the western portion of the project site are uninhabited pre-fabricated homes, storage trailers, and vehicles stored on bare ground, just north of SR 52. However, the introduction of new light sources would not increase the intensity of lighting in the area given the current conditions and the distance between these structures and the project's lighting sources. Therefore, although the project would introduce new sources of light, since the sources are of a similar nature to the surrounding land uses and the project would adhere to the applicable regulations, impacts related to lighting would be less than significant.

With regard to glare, the proposed buildings would include primarily stucco and composite facades. Such architectural elements are not sources of glare. Glass would be limited to windows and doors on the food mart building, typical of small-scale commercial retail construction and no other highly reflective surfaces would be provided. The extent and surface area of glass on the food mart building would not be at a scale to generate adverse glare effects. As such, glare impacts would be less than significant.

## II. Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non- forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

**No Impact.** According to mapping available from the California Department of Conservation Important Farmland Finder (California Department of Conservation 2016) the project site is mapped within an area defined as "Urban and Built-Up Land," and does not support agricultural uses. The project site does not contain lands mapped by the California Department of Conservation as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation 2016). Therefore, no impacts would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

**No Impact.** The proposed project is not located in area that is under Williamson Act contract. The project site has a land use designation of General Commercial (CG), is zoned CG, and does not support agricultural uses. Therefore, no impacts would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

**No Impact.** The project area is not zoned as forest land or timberland, and no related impacts would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

**No Impact.** The proposed project is not within or near forest land. Accordingly, project construction and operation would not convert forest land to non-forest use, and no impact would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

**No Impact.** The project site does not support agricultural or forestry uses, and implementation of the proposed project would not involve changes in the existing environment that would result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, no impacts would occur.

### III. Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Information below is based in part on the findings of the Air Quality and GHG Model Run Outputs (HELIX 2021), included in Appendix A of this IS/MND.

a) Conflict with or obstruct implementation of the applicable air quality plan?

**No Impact.** The proposed project is located within the San Diego Air Basin (SDAB). Air quality in the SDAB is regulated by the San Diego Air Pollution Control District (SDAPCD). The SDAPCD is the government agency that regulates sources of air pollution within the County of San Diego (County). Currently, the SDAB has a “non-attainment” status for criteria pollutants ozone (O<sub>3</sub>), 10-micrometer or less particulate matter (PM<sub>10</sub>), and 2.5-micrometer or less particulate matter (PM<sub>2.5</sub>). The SDAPCD has prepared an Attainment Plan for San Diego County (Attainment Plan), the applicable air quality plan, to provide control measures to achieve attainment status for these criteria pollutants. The Attainment Plan relies on information from the California Air Resources Board (CARB) and the San Diego Association of Governments (SANDAG), including mobile and area source emissions and information regarding projecting growth in the County, to project future emissions and then determine strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and the County. Projects that propose development that are consistent with the growth anticipated by the City’s General Plan are therefore consistent with the Attainment Plan. The proposed project would be consistent with the City’s General Plan designation of General Commercial (GC) and, therefore, would be consistent with the Attainment Plan. Moreover, the proposed project does not include growth-generating components, such as residential uses supporting expanded population growth. The proposed project would serve the existing population in the City. As such, no impact would occur.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

**Less Than Significant Impact.** Air quality is defined by ambient air concentrations of six specific pollutants identified by the U.S. Environmental Protection Agency (USEPA) to be of concern with respect to health and welfare of the general public (i.e., criterial pollutants). These pollutants include ozone, carbon monoxide (CO), nitrogen dioxide, PM<sub>10</sub>, PM<sub>2.5</sub>, sulfur dioxide, and lead.

### Construction Emissions

Air pollutants would be generated by the proposed project during construction activities. Construction of the proposed project would result in temporary increases in air pollutant and dust emissions generated primarily from construction equipment exhaust, earth disturbance/excavation, and construction worker vehicle trips. Construction emissions were calculated using the California Emissions Estimator Model (CalEEMod) emissions inventory model. Detailed construction emissions assumptions and CalEEMod inputs and outputs are provided in Appendix A.

Table 3, *Maximum Daily Construction Emissions*, provides a summary of the daily construction emission estimates. The maximum daily emissions are provided for each individual construction activity, as well as a total amount of emissions that assumes all construction activities would overlap concurrently. Screening thresholds established by the SDAPCD have been used based on SDAPCD Rules 20.2 and 20.3 Air Quality Impact Analysis (AQIA) trigger levels for new or modified stationary sources to determine significance for air emissions impacts. According to Rules 20.2 and 20.3, if these incremental levels are exceeded, an AQIA must be conducted to demonstrate that the project would not cause or contribute to

a violation of an air quality standard. For CEQA purposes, these screening-level thresholds can be used to demonstrate that a project's emissions would not result in a significant impact to air quality. Because the AQIA thresholds do not address reactive organic gases (ROG), the screening-level for ROG used in this analysis is from the County's Guidelines for Determining Significance. For PM<sub>2.5</sub>, the USEPA's "Final Clean Air Rule to Implement the Fine Particle National Ambient Air Quality Standards" recommends a significance threshold of 10 tons per year, which equates to 55 pounds per day. The screening level thresholds are included in Table 3.

**Table 3**  
**MAXIMUM DAILY CONSTRUCTION EMISSIONS**

Phase	ROG <sup>1</sup>	NO <sub>x</sub> <sup>1</sup>	CO <sup>1</sup>	SO <sub>2</sub> <sup>1</sup>	PM <sub>10</sub> <sup>1</sup>	PM <sub>2.5</sub> <sup>1</sup>
Demolition	0.71	6.41	7.47	0.01	0.46	0.34
Site Preparation	0.58	6.93	3.96	<0.01	0.79	0.29
and Grading	0.71	6.41	7.47	0.01	1.16	0.74
Building, Site Construction, and Landscaping	0.69	7.02	7.15	0.01	0.37	0.34
Paving	0.37	5.92	7.03	0.01	0.30	0.27
Architectural Coating	5.72	1.41	1.81	<0.01	0.08	0.08
<b>Maximum Daily Emissions<sup>2</sup></b>	<b>5.72</b>	<b>7.09</b>	<b>7.80</b>	<b>0.01</b>	<b>0.83</b>	<b>0.55</b>
<i>SDAPCD Thresholds</i>	75	250	550	250	100	55
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod (output data is provided in Appendix A)

<sup>1</sup> Criteria Pollutant Emissions (pounds per day)

<sup>2</sup> Maximum daily emissions of ROG occur during the architectural coating phase; maximum daily emissions of NO<sub>x</sub> and SO<sub>2</sub> occur during building construction activities; and maximum daily emissions of CO, PM<sub>10</sub>, and PM<sub>2.5</sub> occur during grading activities.

Note: Totals may not sum due to rounding.

ROG = reactive organic gas; NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO<sub>2</sub> = sulfur dioxide;

PM<sub>10</sub> = particulate matter 10 microns or less in diameter; PM<sub>2.5</sub> = particulate matter 2.5 microns in diameter

As shown in Table 3, emissions of criteria pollutants related to project construction would be below SDAPCD screening level thresholds. Therefore, direct impacts from criteria pollutants generated during construction would be less than significant.

### Operational Emissions

Operational sources of emissions include area, energy, and transportation sources. Operational emissions from area sources include the use of consumer products, engine emissions from landscape maintenance equipment, and volatile organic compound (VOC) emissions from repainting of buildings. Operational emissions from mobile source emissions are associated with project-related vehicle trip generation and trip length. Project generated trips were estimated by the project specific Transportation Impact Analysis (TIA). Operational impacts were estimated using CalEEMod. CalEEMod default vehicle speeds, trip purpose, and distance were used. Operational emission calculations and model outputs are provided in Appendix A. Table 4, *Maximum Daily Operational Emissions*, presents the summary of operational emissions for the project.

**Table 4**  
**MAXIMUM DAILY OPERATIONAL EMISSIONS**

<b>Category</b>	<b>ROG<sup>1</sup></b>	<b>NO<sub>x</sub><sup>1</sup></b>	<b>CO<sup>1</sup></b>	<b>SO<sub>2</sub><sup>1</sup></b>	<b>PM<sub>10</sub><sup>1</sup></b>	<b>PM<sub>2.5</sub><sup>1</sup></b>
Area	0.07	<0.01	<0.01	<0.01		
Energy	<0.01	<0.01	<0.01	<0.01		
Mobile	0.7	0.51	4.4	<0.01	0.50	0.14
<b>Total Daily Emissions</b>	<b>0.8</b>	<b>0.51</b>	<b>4.4</b>	<b>&lt;0.01</b>	<b>0.50</b>	<b>0.14</b>
<i>SDAPCD Thresholds</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod (output data is provided in Appendix A)

<sup>1</sup> Criteria Pollutant Emissions (pounds per day)

ROG = reactive organic gas; NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO<sub>2</sub> = sulfur dioxide; PM<sub>10</sub> = particulate matter 10 microns or less in diameter; PM<sub>2.5</sub> = particulate matter 2.5 microns in diameter

As shown in Table 4, emissions of criteria pollutants related to project operation would be below SDAPCD screening level thresholds. Therefore, direct impacts from criteria pollutants generated during operation would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

#### **Less Than Significant Impact.**

#### **Construction Period Toxic Air Contaminants**

There are no sensitive receptors in the immediate vicinity of the project site. Furthermore, an existing gas station is currently in operation immediately to the east of the project site. The greatest potential for toxic air contaminant (TAC) emissions during construction would be related to diesel particulate matter associated with heavy equipment operations during earth-moving activities. Due to the short-term nature of construction activities, over the course of approximately eight months, diesel-related cancer risks from construction equipment would not be an issue. Construction activities associated with the proposed project would be sporadic, transitory, and short term in nature. The assessment of cancer risk is typically based on a 30-year exposure period. Because exposure to diesel exhaust would be well below the 30-year exposure period, construction of the proposed project is not anticipated to result in an elevated cancer risk to exposed persons. As such, project-related TAC emission impacts during construction would be less than significant.

#### **Operation Period Toxic Air Contaminants**

The new fuel facility would require authority to construct (ATC) and permit to operate (PTO) approval from the SDAPCD, which will review the facility design and location for compliance with SDAPCD standards for criteria pollutants and air quality. All tanks and dispensers would be equipped with the latest Phase I and Phase II Enhanced Vapor Recovery (EVR) air pollution control equipment technology per CARB regulations and associated Executive Orders. The Phase I EVR equipment controls the vapors in the return path from the tanks back to the tanker truck during offloading filling operations. Phase I EVR systems are 98 percent effective in controlling fugitive emissions from escaping into the environment. The Phase II EVR equipment, which also includes "in-station diagnostics," controls and monitors the vapors in the return path from the vehicles back to the tanks. Phase II EVR systems are 95 percent effective in controlling fugitive emissions from escaping into the environment. Therefore, the

operations expected to occur at the proposed fueling and maintenance facility would not emit toxic chemicals in any significant quantity. While there would be other toxic substances, such as cleaning agents in use on site, compliance with State and federal handling regulations would ensure that emissions remain below a level of significance. The use of such substances such as cleaning agents is regulated by the 1990 Federal Clean Air Act Amendments as well as California-adopted regulations for the chemical composition of consumer products. As such, project-related TAC emission impacts during operation would be less than significant and no mitigation is required.

### **Operation Period CO Hotspots**

A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. If a project increases average delay at signalized intersections operating at Level of Service (LOS) E or F or causes an intersection that would operate at LOS D or better without the project to operate at LOS E or F with the project, a quantitative screening is required. With the project, existing roadways would continue to operate at LOS D or better and would therefore not have the potential to cause a CO hotspot (Linscott, Law and Greenspan, Engineers [LLG]; 2021). As such, the project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

**Less Than Significant Impact.** Construction activities would generate some temporary, intermittent odors such as diesel emissions and asphalt paving. While the project type could generate nuisance odors, there are no sensitive receptors in the project area and the project would not introduce a land use typically associated with objectionable odors. The CARB's Air Quality and Land Use Handbook includes a list of the most common sources of odor complaints received by local air districts. Typical sources of odor complaints include facilities such as sewage treatment plants, landfills, recycling facilities, petroleum refineries, and livestock operations. The proposed project would not include these uses. The fueling station would emit odors during operation in the form of exhaust emissions from vehicles and operation of the fueling pumps. The increase in odor emission, however, would be minimal as vehicle exhaust is already prevalent in the area due to its proximity to Mission Gorge Road. Additionally, solid waste generated by the proposed on-site uses would be collected by a contracted waste hauler, and any odors resulting from on-site waste would be managed and collected in a manner to prevent the proliferation of odors. Operational odor impacts would be less than significant.

#### IV. Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nurserysites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**No Impact.** The City participates in the San Diego Multiple Species Conservation Program (MSCP) under the Natural Communities Conservation Planning (NCCP) program and is in the process of preparing a MSCP Subarea Plan. As depicted in the 2006 Draft Subarea Plan, the project site is located within an area designated as “Developed” and not within a preserve area. The project site is developed and entirely paved with the exception of parking lot ornamental plantings near Mission Gorge Road. No sensitive habitat occurs within the project site that could support special status species. While a natural area that provides drainage to the San Diego River is located west of the project site, no disturbances or improvements would occur within the drainage area. The proposed project would, therefore, not have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species in

local or regional plans or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

**No Impact.** The project site is developed and almost entirely paved. No sensitive habitat occurs within the project site. A drainage that supports riparian habitat is located adjacent to the western site boundary; however, the proposed project would not develop or impact this area. Therefore, the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in any local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. No impacts to riparian habitat or other sensitive natural communities would occur.

- c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

**No Impact.** The project site is developed and almost entirely paved. No wetlands are present on the project site. A drainage is located adjacent to the western site boundary; however, the proposed project would not develop or require staging areas immediately adjacent to this area or result in indirect impacts associated with hydrological interruption. Therefore, implementation of the project would not adversely affect state or federally protected wetlands. No impact would occur.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

**No Impact.** The project site is not identified as a wildlife corridor within the City's General Plan Conservation Element and does not function as a wildlife corridor or native wildlife nursery due to its developed condition. There are no trees or existing landscaping on-site. Therefore, the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No impact would occur.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

**No impact.** As noted above, the project site does not contain sensitive or protected biological resources. The City participates in the San Diego MSCP under the NCCP program and is in the process of preparing a MSCP Subarea Plan. As depicted in the 2006 Draft Subarea Plan, the project site is located within an area designated as "Developed" and not within a preserve area. The project therefore would not conflict with the Draft Subarea Plan in terms of biological resources protection. The project also would not conflict with the City's Oak Tree Preservation Ordinance (Ordinance 421) because there are no trees present on the site. There are no other local policies or ordinances protecting biological resources that would be applicable to the project site. As such, the proposed project would not conflict with any local policies or ordinances protecting biological resources. No impact would occur.

- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

**No impact.** As described above in Item IV.e, the City does not have an adopted Habitat Conservation Plan; therefore, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As such, no impact would occur.

**V. Cultural Resources**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

**No Impact.** HELIX conducted a review of existing California Historical Resources Information System (CHRIS) records filed at the South Coastal Information Center (SCIC) for the project area and vicinity and no historical resources were identified within or adjacent to the project site. The existing on-site structures were constructed circa 2006; given their age, they are not considered potential historic resources. As no historical resources occur within or adjacent to the project site, no impacts to historical resources would occur.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

**Less Than Significant Impact with Mitigation Incorporated.** In accordance with AB 52, the City contacted Native American tribes who may have knowledge of cultural resources in the project area. Formal consultation letters were sent to the tribes on May 6, 2021. Four tribes were notified, including the Barona Band of Mission Indians, Jamul Tribe, Kumeyaay Tribe, and Mesa Grande Band of Mission Indians. The Jamul Tribe responded on August 24, 2021, noting the project site is not within the boundaries of the Jamul Indian Reservation. However, the project site is within the boundaries of the tribe’s traditional use area. Therefore, the tribe recommended the presence of a qualified Kumeyaay cultural monitor during ground-disturbing activities given the proximity to known cultural resources.

In May 2021, HELIX contacted the SCIC to conduct a records search within a one-quarter mile radius of the project site. The records search conducted for the project did not identify archaeological resources within or immediately adjacent to the project site. However, two recorded archaeological resources are located within a quarter mile of the project site: a prehistoric artifact scatter (CA-SDI-10148) and

bedrock milling features (CA-SDI-5053) located east of the project site near the San Diego River. Given the developed nature of the site, the previously disturbed underlying on-site soils, and the absence of known resources on the project site and surrounding areas, it is anticipated that no unknown archaeological resources would be encountered during project construction. In the unlikely event of accidental discovery, implementation of CUL-1 would reduce impacts to archaeological resources to less than significant.

### **Mitigation Measure**

**CUL-1 Archaeological Resources.** The following procedures shall be undertaken during ground-disturbing activities:

- A Qualified Archaeologist who meets or exceeds the Secretary of Interior’s Professional Qualifications Standards for Archaeology and a Kumeyaay Native American monitor shall be present during ground-disturbing activity for project construction, including but not limited to site clearing, grubbing, trenching, and excavation, for the duration of the proposed project or until the Qualified Archaeologist and Kumeyaay Native American monitor determines monitoring is no longer necessary.
- Prior to the issuance of a Grading Permit, the Applicant and/or Contractor shall provide a written and signed letter to the Project Planner, stating that a Qualified Archaeologist and a Kumeyaay Native American Monitor have been retained at the Applicant or Owner and/or Contractor's expense to implement the monitoring program. A copy of the letter shall be included in the Grading Plan Submittals for the Grading Permit.
- The requirement for cultural resource mitigation monitoring shall be noted on all applicable construction documents, including demolition plans, grading plans, etc.
- The Qualified Archaeologist and Kumeyaay Native American Monitor shall attend all applicable pre-construction meetings with the Contractor and/or associated Subcontractors.
- The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Kumeyaay Native American monitor during all ground disturbing or altering activities, as identified above.
- The Qualified Archaeologist and Kumeyaay Native American monitor shall prepare daily logs and submit weekly updates to the Project Planner at the City of Santee regarding the activities observed.
- The Qualified Archaeologist and/or Kumeyaay Native American monitor may halt ground disturbing activities if previously unidentified prehistoric or historic archaeological materials or potential human remains are discovered, ground disturbing activities shall be directed away from these deposits for a short time to allow a determination of potential significance. Ground disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the Kumeyaay Native American monitor, deems the cultural resource or feature has been appropriately treated and/or protected.

- The avoidance and protection of discovered unknown and significant cultural resources and/or unique archaeological resources is the preferable mitigation for the proposed project. If avoidance is not feasible a Data Recovery Plan may be authorized by the City as the Lead Agency under CEQA. If data recovery is required, then the Kumeyaay Native American monitor shall be notified and consulted in drafting and finalizing any such recovery plan.
- At the completion of monitoring, the Qualified Archaeologist shall prepare a Cultural Resources Monitoring Report to document the findings during the monitoring effort for the proposed project. The report shall include the monitoring logs completed for the proposed project and shall document any discoveries made during monitoring. The Cultural Resources Monitoring Report shall be submitted to the City of Santee and the South Coastal Information Center.

With implementation of CUL-1, impacts in relation to the disturbance of unknown archaeological resources would be less than significant.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

**Less Than Significant Impact.** The presence of cultural resources, including human remains, is not anticipated to occur on site due to the developed nature of the project site and lack of known burial sites. In the unlikely event that human remains are discovered during project construction, the County Coroner would be contacted in accordance with State of California Health and Safety Code Section 7050.5. If the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the NAHC, would be contacted in order to determine proper treatment and disposition of the remains. All requirements of Health & Safety Code Section 7050.5 and Public Resources Code Section 5097.98 shall be followed. Therefore, impacts would be less than significant.

## VI. Energy

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

**Less Than Significant Impact.** Energy used for construction would primarily consist of fuels in the form of diesel and gasoline for the operation of construction equipment and construction worker vehicles. While construction activities would consume petroleum-based fuels, consumption of such resources

would be temporary and would cease upon the completion of construction. The petroleum consumed during project construction would be typical of similar construction projects and would not require the use of new petroleum resources beyond what are typically consumed in California.

Operation of the proposed project would not require extensions of energy infrastructure and no new energy supplies beyond existing facilities would be required. Operational energy consumption includes natural gas used for space and water heating. Electricity would also be used for car wash operations, space and water heating, as well as lighting and space cooling. Vehicles traveling to and from the site will use transportation fuels such as gasoline and diesel. The project would be required to meet the mandatory energy standards of CALGreen and the California Energy Code (Title 24, Part 6 of the CCR) and would benefit from the efficiencies associated with these regulations as they relate to ventilating, and air conditioning mechanical systems, and lighting. Compliance with California energy efficiency regulations on new construction ensures that the buildings would not result in wasteful, inefficient, or unnecessary consumption of energy sources. Based on these considerations, construction and operation of the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

**No Impact.** The project would be built and operated in accordance with existing, applicable regulations, which include, but are not limited to, the California Green Building Standards Code, CARB regulations, and the Sustainable Santee Action Plan (City 2019). This plan aims to reduce the City’s GHG emissions by 40 percent below its 2005 levels by 2030. Construction equipment and operation equipment would be maintained to allow for continuous energy-efficient operations. Additionally, the project would incorporate energy-efficient features into the proposed buildings in compliance with these regulations, as described above in Item VI.a. The project would therefore not conflict with any state or local plan for energy efficiency, and no impacts would occur.

## VII. Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The information below is based in part on the findings of the Preliminary Geotechnical Report for Foundation Design Proposed Service Station 9015 Mission Gorge Road Santee, CA (Geo Environ 2020) and the Geotechnical Third Party Review Arco Station (TM 2020-01 APN 383-121-64) 9015 Mission Gorge Road Santee, California (GeoCon Incorporated 2021), included in Appendix E of this IS/MND.

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?

**Less Than Significant Impact.** No active, potentially active, or inactive faults occur within the project site and the site does not lie within an Alquist-Priolo Earthquake Fault Hazard Zone (California Department of Conservation 2015). The closest known active fault is the Newport-Inglewood–Rose Canyon fault zone located off-shore approximately 15 miles west of the site (California Department of Conservation 2015). Therefore, fault rupture on-site is unlikely, and impacts would be less than significant.

- ii. Strong seismic ground shaking?

**Less Than Significant Impact.** The project site is located within the seismically active southern California region. An earthquake along the Newport-Inglewood-Rose Canyon Fault could result in severe ground shaking at the project site. Near-Source Shaking Zones have been mapped by the County where velocity effects need to be considered in the design of buildings within a specified distance of an active fault. The proposed project is approximately 15 miles from the closest Near-Source Shaking Zone, which occurs along the Newport-Inglewood–Rose Canyon fault zone west of the project site (County 2007).

Engineering and construction of the proposed project would be required to be in conformance with the International Code Council (ICC) International Building Code (IBC, formerly the Uniform Building Code; 2006) and related California Building Code (CBC; California Building Standards Commission 2010), and other applicable standards. Conformance with standard engineering practices and seismic design criteria would reduce the effects of seismic ground shaking to less than significant levels.

iii. Seismic-related ground failure, including liquefaction?

**Less Than Significant Impact.** Liquefaction is the temporary loss of cohesion in saturated, granular soils when the pore water pressure in the soil becomes equal to the confining pressure. Liquefaction generally occurs as a “quicksand” type of ground failure caused by strong ground shaking. The primary factors influencing liquefaction potential include groundwater, soil type, relative density of the sandy soils, confining pressure, and the intensity and duration of ground shaking. The project site is located in an area identified as having potential for liquefaction hazards (County 2007). Building standards requiring specific bedding and fill materials would protect the project structures from potential liquefaction-related effects. Based on these considerations, impacts related to liquefaction would be less than significant.

iv. Landslides?

**No Impact.** The project site and surrounding area are characterized by level terrain. The project site is identified as being in an area that is “Marginally Susceptible” for landslides on the Geotechnical/Seismic Hazards Map in the General Plan Safety Element. Therefore, no impacts would occur.

b) Result in substantial soil erosion or the loss of topsoil?

**Less Than Significant Impact.** The proposed project would not result in long-term, operational impacts associated with soil erosion or loss of topsoil as the site would be paved and would not contain a substantial amount of exposed soil. In addition, although the project would increase the amount of impervious surfaces on the site by 1,186 sf, the project’s net increase in off-site runoff compared to existing conditions would be minimal due to the installation of bioretention basins (Waber Consultants, Inc. [Waber] 2020a). Potential short-term erosion and sedimentation impacts from grading and construction activities would be addressed through compliance with applicable regulations as specified by the RWQCB, including compliance with National Pollutant Discharge Elimination System (NPDES) and the adoption and implementation of an Erosion Control Plan (ECP). Implementation of Best Management Practices (BMPs) during construction would minimize or avoid impacts to short-term erosion and sedimentation from construction activities. BMPs may include the use of gravel bag barriers, silt fences, street sweeping, solid waste management, water conservation practices, and spill prevention and control. Therefore, impacts related to soil erosion and the loss of topsoil would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

**Less Than Significant Impact.** The project site is developed and has been engineered to support the existing development. Underlying soils and formations would similarly support the proposed facilities. According to the City’s General Plan Safety Element Geotechnical/Seismic Hazards Map, the project site is located in an area identified as having moderate to high potential for liquefaction hazards and

marginally susceptible for landslides. Building standards requiring specific bedding and fill materials would protect the project structures from potential effects related to unstable soils. Based on these considerations, impacts related to unstable soils would be less than significant.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

**Less Than Significant Impact.** Based on General Plan Safety Element Geotechnical/Seismic Hazards Map, the project site is located in an area identified as having variable soil expansion conditions. As described above, the proposed project would adhere to standard engineering practices contained within the IBC and CBC to reduce hazards related to expansive soils. Impacts would be less than significant.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

**No Impact.** The proposed project does not include the use of septic tanks or alternative wastewater disposal systems. The project would connect to the existing sewer infrastructure within Mission Gorge Road. No impact would occur.

- f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

**Less Than Significant with Mitigation Incorporated.** The project site is underlain with alluvial valley floodplain deposits. Based on its relatively young age and high-energy depositional history, younger alluvium is considered unlikely to produce unique fossil remains and is assigned a low paleontological resource sensitivity (County 2007). However, in the event of an inadvertent discovery, the project would implement a paleontological monitoring program, as detailed below in mitigation measures GEO-1.

### **Mitigation Measure**

**GEO-1 Paleontological Resources.** Prior to construction, a paleontological resource monitoring and mitigation plan (PRMMP) shall be prepared. It shall provide a description of a paleontological resources to inform construction personnel of the potential for fossil discoveries and of the types of fossils that may be encountered; detailed procedures for monitoring, fossil recovery, laboratory analysis, and museum curation; and notification procedures in the event of a fossil discovery by a paleontological monitor or other project personnel. In the event that paleontological resources are discovered during the construction phase of the project, a curation agreement from an accredited museum repository shall be obtained.

With implementation of mitigation measure GEO-1, impacts would be less than significant.

## VIII. Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Information below is based in part on the findings of the Air Quality and Greenhouse Gas Emissions Model Run Outputs and Sustainable Santee Climate Action Plan Consistency Checklist, included as Appendix A of this IS/MND (HELIX 2021; Royal Share 2020).

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

**Less Than Significant Impact.** Global climate change refers to changes in average climatic conditions on Earth as a whole, including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by naturally occurring atmospheric gases, including water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), ozone, and certain hydro-fluorocarbons. These gases, known as GHGs, allow solar radiation (sunlight) into the Earth’s atmosphere, but prevent radiative heat from escaping, thus warming the Earth’s atmosphere. GHGs are emitted by both natural processes and human activities. The accumulation of GHGs in the atmosphere regulates the Earth’s temperature. Emissions of GHGs in excess of natural ambient concentrations are thought to be responsible for the enhancement of the greenhouse effect and contributing to what is termed “global warming,” the trend of warming of the Earth’s climate from anthropogenic activities. Global climate change impacts are by nature cumulative; direct impacts cannot be evaluated because the impacts themselves are global rather than localized impacts.

California Health and Safety Code Section 38505(g) defines GHGs to include the following compounds: CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, ozone, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. As individual GHGs have varying heat-trapping properties and atmospheric lifetimes, GHG emissions are converted to carbon dioxide equivalent (CO<sub>2</sub>e) units for comparison. The CO<sub>2</sub>e is a consistent methodology for comparing GHG emissions because it normalizes various GHG emissions to a consistent measure.<sup>3</sup> The most common GHGs related to the project are those primarily related to energy usage: CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O.

<sup>3</sup>The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential. The global warming potential is the potential of a gas or aerosol to trap heat in the atmosphere and is expressed as a function of how much warming would be caused by the same mass of CO<sub>2</sub>. For instance, CH<sub>4</sub> has a global warming potential of 21, meaning that 1 gram of CH<sub>4</sub> traps the same amount of heat as 21 grams of CO<sub>2</sub>. N<sub>2</sub>O has a global warming potential of 310.

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

The Sustainable Santee Plan Project Consistency Checklist (Checklist) is intended to be a tool for development projects to demonstrate consistency with the Sustainable Santee Plan, which is a qualified GHG emissions reduction plan in accordance with CEQA Guidelines Section 15183.5. The Checklist has been developed as part of the Sustainable Santee Plan implementation and monitoring process and supports the achievement of individual GHG reduction measures as well as the City's overall GHG reduction goals. Additionally, the Checklist supports the City's sustainability goals and policies that encourage sustainable development and aim to conserve and reduce the consumption of resources, such as energy and water, among others. Projects that meet the requirements of the Checklist are considered consistent with the Sustainable Santee Plan and would have a less than significant contribution to cumulative GHG impacts (i.e., the project's incremental contribution to cumulative GHG effects is not cumulatively considerable), pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b).

The Checklist includes a two-step process to determine if a project would result in a GHG impact. Step 1 consists of an evaluation to determine the project's consistency with existing General Plan land use and zoning designations for the site. Step 2 consists of an evaluation of the project's design features compliance with the Sustainable Santee Plan's GHG emission reduction measures.

A Checklist was completed for the proposed project by the project sponsor and submitted to the City as part of their application submittal in October 2020. Under Step 1 of the Checklist, the project would be consistent with the existing General Plan land use and zoning designations for the site. The project site has a land use and zoning designation of General Commercial (GC). The project would involve the construction of a car wash, food mart, and gas station, which are consistent with the GC land use and zoning designation. Therefore, the project is consistent with the land use assumptions used in the Sustainable Santee Plan.

Furthermore, completion of Step 2 of the Checklist demonstrates that the project would be consistent with applicable strategies and actions for reducing GHG emissions. This includes project features consistent with strategies related to energy efficiency and energy demand, non-motorized transportation, solid waste reduction, and clean energy. The project would incorporate California Green Building Standards Tier 2 Voluntary Measures, which include a suite of options that allow an applicant to select a combination of measures. Specific measures include designated parking for clean vehicles, outdoor lighting standards, reduction of potable water use, more stringent recycling protocols, and low emitting heating and cooling units. The specific Tier 2 Voluntary Measures would be determined prior to project approval and included in the project as conditions of project approval. The measures are discussed in the Sustainable Santee Climate Action Plan Consistency Checklist (City 2019; Appendix A). Additionally, during construction as noted in the Checklist, the applicant would prepare a solid waste diversion plan that outlines the measures that will be undertaken to reduce construction waste by 75 percent and once operational, the project would include rooftop solar photovoltaic panels.

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

- b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

**Less Than Significant Impact.** As described in Item VIII.a, the project would be consistent with the existing General Plan and land use zoning designations, and therefore would be consistent with the land use assumptions used in the Sustainable Santee Plan. The project is a development within the jurisdiction of the City of Santee. GHG emissions resulting from implementation of the project would be included in the City’s GHG inventory. Therefore, the GHG reduction targets and control measures contained in the Sustainable Santee Plan are applicable to the project. The Sustainable Santee Plan is discussed in detail in Checklist Item VIII.a. As demonstrated in the Checklist, the project would implement all applicable GHG reduction measures related to energy efficiency, solid waste, and clean energy required by the City’s Sustainable Santee Climate Action Plan Consistency Checklist (City 2019; Appendix A). As discussed under response to Item VIII.a, the project would include California Green Building Standards Tier 2 Voluntary Measures that would be incorporated as a conditions of project approval as well as prepare a solid waste diversion plan and install rooftop solar panels. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant.

**IX. Hazards and Hazardous Materials**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Information below is based in part on the findings of the Phase I Environmental Site Assessment (ESA) prepared for the proposed project by Allied Geotechnical Engineers, Inc (Allied 2020; Appendix B).

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

**Less than Significant Impact.** Materials and waste are generally considered hazardous if they are poisonous (toxicity), can be ignited by open flame (ignitability), corrode other materials (corrosivity), or react violently, explode, or generate vapors when mixed with water (reactivity). The term “hazardous material” is defined in the State Health and Safety Code (Chapter 6.95, Section 25501[o]) as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment. Hazardous waste is defined as any hazardous material that is abandoned, discarded, or recycled, as defined in the State Health and Safety Code (Chapter 6.95, Section 25125). The transportation, use, and disposal of hazardous materials, as well as the potential releases of hazardous materials to the environment, are closely regulated through many state and federal laws.

During the project construction period, hazardous substances used to maintain and operate construction equipment (such as fuel, lubricants, adhesives, and solvents) would be present. The use of these materials could potentially result in significant impacts through accidental discharge associated with use and storage of hazardous materials. The transport, use, and disposal of hazardous materials and/or wastes would be conducted in accordance with applicable federal and state laws. In addition, implementation of the proposed project would require conformance with the NPDES Construction General Permit, as described in Item VII, *Geology and Soils*. Specifically, this would entail implementation of a Stormwater Pollution Prevention Program (SWPPP) to address the use of hazardous materials and the potential discharge of contaminants including construction-related hazardous wastes through the installation of appropriate BMPs. While specific BMPs would be determined during the SWPPP process, the suite of BMPs would include standard industry measures and guidelines contained in the NPDES Construction Permit text and Stormwater Best Management Practices Construction Handbook (California Stormwater Quality Association [CASQA] 2019). Based on implementation of appropriate BMPs, hazardous material impacts related to construction activities would be less than significant.

Operation of the proposed facilities would involve the routine use and storage of hazardous materials, which includes storage of gasoline in the project's underground fuel storage tanks, as well as delivery of gasoline and subsequent refilling of the tanks. Gasoline is considered a hazardous waste, and therefore the installation and operation of underground fuel storage tanks are regulated by a variety of state and local agencies.

The USEPA has designed technical regulations for underground storage tanks to prevent releases from the tanks, last updated in 2015 (USEPA 2015). In addition, California's Underground Storage Tank Act is contained in Chapter 6.7 of the California Health and Safety Code and Title 23 of the California Code of Regulations. The program was developed to ensure that the facilities meet regulatory requirements for design, monitoring, maintenance, and emergency response in operating or owning underground storage tanks. This act requires an underground storage tank monitoring and response program. The County of San Diego Department of Environmental Health (DEH) Hazardous Materials Division is the Certified Unified Program Agency (CUPA) for San Diego County responsible for enforcing the Underground Storage Tank Act. As the CUPA, the DEH is required to regulate hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk management plans.

For project approval by DEH for the use of underground fuel storage tanks, the project would be required to submit a Hazardous Materials Business Plan (HMBEP). The HMBEP is required to contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of onsite. The plan also contains an emergency response plan which describes the procedures for mitigating a hazardous release, procedures, and equipment for minimizing the potential damage of a hazardous materials release, and provisions for immediate notification of the DEH and other emergency response personnel such as the local fire agency having jurisdiction. Implementation of the emergency response plan facilitates rapid response in the event of an accidental spill or release, thereby reducing potential adverse impacts. As a result, impacts would be less than significant via compliance with regulatory requirements and oversight.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

**Less Than Significant Impact with Mitigation Incorporated.** Below is a discussion of both construction and operational impacts.

#### Construction

During the temporary, short-term construction period, there is the possibility of accidental release of hazardous substances such as spilling of hydraulic fluid or diesel fuel associated with construction equipment maintenance. The level of risk associated with the accidental release of these hazardous substances is not considered significant due to the small volume and low concentration of these hazardous materials. The construction contractor would be required to use standard construction controls and safety procedures to avoid or minimize the potential for accidental release of such substances into the environment.

The Phase I ESA noted the potential for residual soil and groundwater contamination below the eastern portion of the project site near the proposed underground fuel storage tanks (Case ID Nos. B3 through B9; Allied 2020). In 2018, the RWQCB provided a closure letter addressing the potential contamination associated with the direction of groundwater flow from the adjacent gas station property. The letter

recommended that land use changes be evaluated to determine if the changes pose an unacceptable risk to human health, and that any contaminated soil encountered or excavated as part of future subsurface construction/utility work be managed in accordance with all applicable legal and regulatory requirements. The ESA recommended the preparation of a Soil Management Plan to direct the proper use of Personal Protective Equipment (PPE) by construction workers if potentially contaminated soil or groundwater is encountered during construction. To reduce impacts to less than significant, the following mitigation measure is required:

### **Mitigation Measure**

**HAZ-1 Soil Management Plan.** Prior to the issuance of a grading permit, the project applicant shall prepare a Soils Management Plan that shall be reviewed and approved by the County of San Diego Department of Environmental Health (DEH). Appropriate engineering controls shall be incorporated into the improvement plans, as may be required by DEH and RWQCB. Evacuation, management, and disposal of impacted soils shall be managed as approved/required by DEH, RWQCB, and local, state, and federal requirements.

With implementation of HAZ-1, the project would have less than significant impacts in relation to hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction.

### Operation

As discussed under response to Item IX.a, the project would involve the routine use and storage of hazardous materials, which includes storage of gasoline in the project's underground fuel storage tanks, as well as delivery of gasoline and subsequent refilling of the tanks. Gasoline is considered a hazardous waste, and therefore the installation and operation of underground fuel storage tanks are regulated by a variety of state and local agencies. However, these activities are regulated at the local, state, and federal level. In addition to the preparation of an emergency response plan as discussed above, the DEH is required to conduct ongoing routine inspections to ensure compliance with existing laws and regulations, to identify safety hazards that could cause or contribute to an accidental spill or release, and to suggest preventative measures to minimize the risk of a spill or release of hazardous substances. Impacts would be less than significant based on compliance with regulatory requirements.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

**No Impact.** The nearest school to the project site is PRIDE Academy, which is located greater than 0.25 mile from the project site at a distance of 0.5 mile to the southeast. Therefore, no impact would occur.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

**Less Than Significant Impact with Mitigation Incorporated.** Pursuant to Government Code Section 65962.5 (Cortese List) requirements, the State Water Resource Control Board (SWRCB) GeoTracker database (SWRCB 2020) and the California Department of Toxic Substances Control (DTSC) EnviroStor database (DTSC 2020) were searched for hazardous materials sites within the project area. The project

site is not listed on a hazardous materials database and there are no active cleanup sites mapped in the vicinity of the project site. Specifically, according to the SWRCB GeoTracker database, there are fourteen sites within 0.5 mile of the project site; however, all of these sites have a closed case status. According to the Phase I ESA, groundwater flow from these sites is directed toward the project site (Allied 2020).

There are a total of nine cases within 0.5 mile of the project site pertaining to properties contaminated with hazardous substances that are under review by the San Diego County Site Assessment and Mitigation (SAM) program. Many of these cases involved leaking underground storage tanks, one of which is the adjacent gas station to the east at the Ron's Self-Serve Gas and Dairy/Qwik Corner, however, none of the nine cases are currently open. The Phase I ESA noted a closed environmental investigation to remediate contamination from the leaking underground storage tank at the adjacent property. With the exception of the nearby gas station, none of the other cases could affect the proposed project.

The Ron's Self-Serve Gas and Dairy/Qwik Corner site was granted closure by the California RWQCB in 2018. The closure letter stipulated that land use changes may require reevaluation to determine if the changes pose an unacceptable risk to human health, and that any contaminated soil encountered or excavated as part of future subsurface construction/utility work must be managed in accordance with all applicable legal and regulatory requirements. As identified above in Item IX.b, the project would incorporate mitigation measure HAZ-1. With implementation of HAZ-1, impacts would be less than significant.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

**No Impact.** The project site is located within the Airport Influence Area for Gillespie Field Airport, which is located approximately 1.2 miles southeast of the project site. However, the project would not conflict with airport operations or height restrictions due to the limited height of proposed buildings. The Federal Aviation Administration (FAA) determined the project would have no impact on aircraft safety or operation. The FAA issued a "No Hazard" determination for the proposed project in December 2020. Furthermore, as noted in response to Item XIII.c, the project site is not located in any of the noise contours associated with Gillespie Field and thus, people on the project site would not be exposed to excessive aircraft noise levels. Therefore, no impacts would occur.

- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

**No Impact.** The project site does not contain emergency facilities. Construction activities could temporarily block portions (e.g., up to one lane at a time) of Mission Gorge Road. However, the City requires that the contractor prepare and implement a traffic control plan which would include measures to minimize effects related to lane closures. The project would include two driveways that would accommodate access of emergency vehicles. In addition, a fire hydrant is located along Mission Gorge Road for fire-related issues. Upon completion of construction, emergency access to surrounding areas would not be affected by the project. Therefore, no impacts would occur.

- g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

**No Impact.** The project site is not located within or near an area designated as a state responsibility area, nor is it classified as or located near a Very High Fire Hazard Severity Zone (VHFHSZ; California Department of Forestry and Fire Protection [CAL FIRE] 2020). The project site is surrounded by existing development except for a drainage area to the west (and Forrester Creek and the San Diego River north of Mission Gorge Road) and is not located adjacent to undeveloped land or open space containing wildlands susceptible to wildfires. According to the VHFHSZ maps prepared by CAL FIRE, the nearest VHFHSZ is located approximately 0.3 miles west of the project near the Carlton Oaks Country Club. Therefore, the proposed project would not result in the exposure of people or structures to a significant risk of loss, injury or death involving wildland fires. No impact would occur.

## X. Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The information below is based in part on the Preliminary Hydrology Report and Storm Water Quality Management Plan prepared for the proposed project included as Appendix C of this IS/MND (Waber 2020a; 2020b).

- a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

**Less Than Significant Impact.** Project construction would entail demolition, paving, building construction, utility installation, and landscaping installation, which could potentially result in water quality pollutants including silt, debris, chemicals, paint, and other solvents. The project would be required to implement an ECP and is also considered a Priority Development Project (PDP), which means that the project involves new or substantial redevelopment and that additional technical documentation related to stormwater is required. Because the project is a PDP, a Storm Water Quality Management Plan (SWQMP) has been prepared (Waber 2020b). The ECP includes construction BMPs and the PDP SWQMP includes post-construction BMPs in compliance with the City and SDRWQCB regulations such as source control, bioretention basins, and hydromodification designs. Implementation of these BMPs under the ECP and PDP SWQMP would preclude any potential violations of applicable standards and discharge violations. Therefore, the project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts would be less than significant.

- b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

**Less Than Significant Impact.** The proposed project would not require the use of, or otherwise substantially interfere with, groundwater supplies or recharge compared to existing conditions. The project would not involve any long-term use of groundwater and would obtain its water supply from the Padre Dam Municipal Water District, which obtains its water from surface reservoirs and imported sources. Due to the net increase in on-site impervious surfaces (1,186 sf), the area available for groundwater recharge would decrease. However, the project would result in a minimal change to groundwater recharge and the runoff would be conveyed to the proposed catch basins. Groundwater is anticipated to be encountered at depths of 10-15 feet according to the project's Percolation Report (Waber 2020a). Groundwater could be encountered during construction of the underground fuel storage tanks. Therefore, the project could require the issuance of a Dewatering Permit for the temporary and localized dewatering activities that would occur during construction. The project would comply with applicable groundwater regulations and BMPs. As a result, impacts associated with groundwater would be less than significant.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- i. Result in substantial erosion or siltation on- or off-site?

**Less Than Significant Impact.** Implementation of the proposed project would increase the impervious surface area at the site. However, according to the Preliminary Hydrology Report, project implementation would not substantially alter the existing drainage pattern at the site (Waber 2020a; Appendix C). Runoff would continue to flow northwesterly to the existing storm drain system along Mission Gorge Road, but the project would include construction of two biofiltration basins to capture

project runoff. Additionally, as stated above in Item X.a, an ECP is required to address construction BMPs and PDP SWQMP has been prepared to establish post-construction BMPs in compliance with the City and RWQCB regulations. Through implementation of the BMPs outlined in the ECP and PDP SWQMP, the proposed project would not result in substantial erosion or siltation on- or off-site. Impacts would be less than significant.

- ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?

**Less Than Significant Impact.** The project would redevelop the existing developed site with additional facilities that would increase the area of impervious surfaces, and thus increase the rate and amount of runoff. The existing on-site impervious surfaces total 26,487 sf (Waber 2020a). Upon project completion, the total on-site impervious surfaces would increase to 27,673 sf, resulting in a 1,186-sf net increase from existing conditions. This increase in runoff would be accommodated by the stormwater control project design features. As stated above in Item X.a, a PDP SWQMP has been prepared for the project, and an ECP would be prepared. The PDP SWQMP would be implemented for the proposed project, which would establish BMPs to minimize impacts to existing drainage patterns of the area such that a substantial increase in the rate or volume of surface runoff and resultant flooding would not occur. The proposed biofiltration basins would decrease surface runoff rates such that flooding on or off site would not occur. Therefore, associated impacts would be less than significant.

- iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff?

**Less Than Significant Impact.** As stated above in Item X.a, both an ECP and a PDP SWQMP would be implemented for the proposed project. Each would establish BMPs that would minimize impacts to existing drainage patterns of the area such that site runoff would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff. Additionally, as discussed in Item X.c.ii, project implementation would not result in a substantial adverse change in the existing drainage pattern at the site, and the net increase in runoff volumes would be accommodated by the proposed biofiltration basins. As such, the project would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources or polluted runoff, and impacts would be less than significant.

- iv. Impede or redirect flood flows?

**Less Than Significant Impact.** According to the Federal Emergency Management Agency (FEMA) Flood Map Service Center (FEMA 2020), the project site is not mapped within a special flood hazard area or floodplains. The site is not within a mapped floodplain and thus, drainage alteration would not affect any flood flows. Although the project would result in an increase of impervious surfaces at the site, project implementation would not result in a substantial adverse change in the existing drainage pattern at the site, and the net increase in runoff volumes would be accommodated by the proposed biofiltration basins. Therefore, the project would not impede or redirect flood flows. Impacts would be less than significant.

- d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

**Less Than Significant Impact.** As noted in Item X.c.iv, the project site is not mapped within a special flood hazard area or floodplain (FEMA 2020) and thus would not subject to flood conditions.

Furthermore, the project site is located approximately 15 miles inland from the Pacific Ocean and thus, the project site would not be subject to inundation by tsunami. Additionally, the project site is not located in an area where seismically induced seiches are considered a potential hazard. The nearest enclosed body of water is Santee Lakes, located approximately one mile north of the project site. Impacts related to floods, tsunamis, or seiches would be less than significant.

- e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

**Less Than Significant Impact.** The project site is located within the San Diego River Valley Groundwater Basin and the regulatory boundaries of the RWQCB. The RWQCB is responsible for the adoption and implementation of water quality control plans, issuance of discharge permits, and performs other functions in relation to regulating the region's water quality. The Water Quality Control Plan for the San Diego Basin (RWQCB 2016) identifies the project site as within the Santee hydrologic subarea (HSA) of the Lower San Diego hydrologic area of the San Diego hydrologic unit (907.12). Downstream receiving waters listed as impaired on the Section 303(d) List include Forester Creek (for fecal coliform, pH, selenium, and total dissolved solids) and the Lower San Diego River (for enterococcus, fecal coliform, low dissolved oxygen, manganese, nitrogen, phosphorus, total dissolved solids, and toxicity). Runoff from the project site would be collected by the on-site storm drain system and biofiltration basins, treated in accordance with the water quality regulations, and then discharged into the existing storm drain system along Mission Gorge Road that ultimately discharges into Forester Creek and the San Diego River. The proposed project would be required to comply with all storm water quality standards during construction and operation. Conformance with the Basin Plan water quality objectives would be demonstrated through compliance with applicable regulations and implementation of construction and post-construction BMPs. Thus, the project would be consistent with the Basin Plan.

In relation to sustainable groundwater management, the project site is located within the larger San Diego River Valley Basin that is comprised of four contiguous sub-basins. The San Diego River Valley Basin has multiple users, is not adjudicated, and currently does not have an overall groundwater basin management plan. To comply with the Sustainable Groundwater Management Act and the California Statewide Groundwater Elevation Monitoring Program, in 2015, several local jurisdictions and water agencies formed a cooperative to monitor groundwater. Currently the San Diego River Valley Basin is not exhibiting signs of overdraft or being at risk of overdraft. The project would not directly involve groundwater use; however, groundwater may be encountered during excavation for the proposed underground fuel storage tanks. As such, de-watering could be required during construction and could entail a Dewatering Permit from the RWQCB, which include the appropriate measures to safeguard against adverse impacts to groundwater recharge. Moreover, these activities would be temporary. Thus, impacts are less than significant in relation to this issue. Implementation of the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

## XI. Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Physically divide an established community?

**No Impact.** The proposed project includes the construction and operation of a self-serve car wash, gas station, and convenience store on an existing developed lot in an urban area. The project site has a General Plan and zoning designation of General Commercial (CG) and is consistent and compatible with surrounding land uses, which include commercial uses to the east. The project does not propose construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. As such, implementation of the proposed project would not physically divide an established community, and no impacts would occur.

b) Cause significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

**Less Than Significant Impact.** The project site has a General Plan land use and zoning designation of General Commercial (GC). The proposed project would redevelop a former full-service car wash into a self-service car wash with a food mart building and gas station canopy, which is consistent with the current land use designation and the zoning designation for the site. The City General Plan and Municipal Code (Section 13.12.030) permit convenience markets within the General Commercial land use designation and zone. Therefore, the proposed food mart convenience store would be an allowable use under the GC land use and zoning designation. The project would also comply with the ~~site-development criteria such as height limitations and setbacks~~ as designated in Municipal Code Section 13.12.040. The project requires a Conditional Use Permit (CUP) to allow for the operation of the proposed car wash and gas station and variances for the parking and setbacks. These variances would allow for the 12 fuel island parking spaces to serve a dual use as patrons who are pumping gas and also want to visit the convenience store as patrons would leave their vehicles parked at the fuel island. Additionally, the applicant would apply for a project variance for this as well as the landscape setbacks to allow for the car wash drive aisle along the western perimeter adjacent to the Caltrans right-of-way and for parking stalls on the northern frontage along Mission Gorge Road. The project is consistent with the surrounding land uses, such as the adjacent gas station and commercial developments including a car dealership, convenience stores, and fast-food restaurants. The variances proposed are not in relation to any land use plan, policy, or regulation adopted for purposes of avoiding or mitigating and environmental effect.

The City participates in the San Diego MSCP under the NCCP program and is in the process of preparing a MSCP Subarea Plan. As depicted in the 2006 Draft Subarea Plan, the project site is located within an area designated as “Developed” and not within a preserve area. Therefore, the proposed project would not conflict with any applicable land use plans, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

## XII. Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

**No Impact.** The Surface Mining and Reclamation Act of 1975 required the classification of land into mineral resource zones (MRZ), according to known or inferred mineral resource potential. The process was based solely on geology, without regard to existing land use or land ownership. The proposed project site is located in an area designated as MRZ-2, which includes areas where the potential for mining deposits exists (California Department of Conservation 2015). According to the City’s General Plan Land Use Element, areas within the City that contain valuable mineral resources are located along the floodplain of the San Diego River and on the surrounding hills underlain by granite. The project site is not located within these areas. Moreover, no existing or planned future mining operations occur on-site and site is not zoned for such uses. Therefore, implementation of the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impacts would occur.

- b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

**No Impact.** As described in Item XII.a, the project site is not zoned for mining operations and no existing or planned mining operations occur on-site or in the immediate project vicinity. Therefore, the project would not result in the loss of availability of a locally important mineral resource recovery site. No impacts would occur.

### XIII. Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

**Less Than Significant Impact.** The project site is located in a developed area that includes commercial and industrial uses, as well as major transportation facilities (Mission Gorge Road, SR 125, and SR 52). Vehicular noise along the freeways and roadways is the dominant source of ambient noise in the project area. According to the General Plan Noise Element (in Figure 7-2), the project site is exposed to noise levels up to 70 L<sub>DN</sub>. Noise sensitive land uses (NSLUs) are land uses that may be subject to stress or interference from excessive noise. The General Plan Noise Element defines NSLUs as areas containing residences, schools, hospitals, rest homes, or long-term medical or mental care facilities. Industrial and commercial land uses are generally not considered sensitive to noise. There are no NSLUs located on the project site or in the surrounding area.

#### Construction Noise

Construction of the project would potentially result in temporary increases in ambient noise levels from operation of construction equipment. Construction activities could temporarily produce elevated short-term noise levels in the project vicinity. However, as noted above there are no NSLUs in the immediate project area. While south of the western portion of the project site there are various structures, including uninhabited pre-fabricated homes and storage trailers. Nevertheless, construction activities would comply with Municipal Code Section 5.04.090 (Noise Abatement and Control) which specifically pertains to construction equipment and prohibits operation of construction equipment outside the hours of 7:00 a.m. through 7:00 p.m., Monday through Saturday, except holidays, unless the operation is expressly approved by the Director of Development Services. Furthermore, this Municipal Code Section stipulates that construction equipment with a manufacturer's noise rating of 85 dBA L<sub>MAX</sub> or greater may only operate at a specific location for ten consecutive workdays. If work involving such

equipment would involve more than ten consecutive workdays, a notice must be provided to all property owners and residents within 300 feet of the site no later than 10 days before the start of construction. Given the absence of NSLUs and compliance with the Noise Abatement and Control requirements, noise impacts resulting from temporary increases in ambient noise levels from construction activities would be less than significant.

### Operational Noise

The project entails the development of a car wash, food mart, and gas station in a developed area with other commercial and industrial uses. As noted above, major transportation facilities are present in the immediate project area that are the dominant noise source in the area. There are no NSLUs in the immediate area, nor are there any exterior use areas at the surrounding commercial and industrial uses. The nearest NSLU is the unoccupied pre-fabricated home located more than 500 feet from the project site.

The City of Santee provides no specific numerical noise limits for commercial or industrial land uses. The general ambient noise environment is considered high given the major roadways and freeways nearby (Mission Gorge Road to the north, Fanita Drive to the east, SR-52 to the south overlooking the site, and the terminus of SR-152 to the west). The nearest permanent known NSLUs are residential homes located approximately 535 feet north of the site and across Mission Gorge Road and the river corridor. The approximately 300 feet of vegetation associated with the river corridor would attenuate noise levels generated by the proposed uses. The pre-fabricated homes, located approximately 340 feet to the south of the site, are not inhabited and therefore are not considered NSLUs.

The project would generate vehicular traffic that would utilize surrounding streets and have the potential to result in increased noise levels. A general rule of thumb is that a doubling of average daily traffic (ADT) would cause a doubling in noise (a 3 dBA increase), which would be considered a significant increase. According to the project's TIA, the surrounding roadways currently have high levels of traffic and the addition of 490 new trips to these existing roadways would not double ADT. Thus, although the proposed project would generate noise associated with the car wash and gas station, such noise would not be excessive such that it would exceed applicable noise standards at nearby properties given the absence of NSLUs in the immediate vicinity. Therefore, increases in ambient noise levels resulting from project operations would be less than significant.

### Noise – Land Use Compatibility

The General Plan Noise Element establishes noise – land use compatibility guidelines (in terms of exterior ambient noise levels) for various land uses. Normally acceptable noise levels are defined as satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. Conditionally acceptable noise levels indicate that new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features have been included in the design. Conventional construction with closed windows and fresh air supply systems or air conditioning will normally suffice. Commercial uses are considered normally acceptable to exposure of noise levels between 50 and 70  $L_{DN}$ , and are considered conditionally acceptable between 70 and 75  $L_{DN}$ . According to the General Plan Noise Element (in Figure 7-2), the project site is exposed to noise levels up to 70  $L_{DN}$ .

The car wash, which is situated along the southern property line, would be the loudest noise source due to the use of blowoff dryers. A typical dryer would generate noise levels of approximately 70 to 75 dBA at a distance of 50 feet. However, the project would not change existing car wash noise levels because the project is not introducing a new car wash use, but rather converting an existing full-service car wash to a self-service car wash. Furthermore, the blowoff dryers would be setback within the car wash tunnel and would propagate noise directed to the adjacent parcel south and southeast of the carwash. The properties immediately south and southeast are designated as General Commercial and do not support NSLUs, including a car wash at the intersection of Mission Gorge Road and Fanita Drive immediately east of the project site. It is noted that there are uninhabited pre-fabricated homes approximately 340 feet to the south that are situated on land that is designated as General Commercial. However, source to receiver sound attenuation factor is approximately six dB per doubling of distance (with no additional intervening obstructions). Additionally, blowers would operate on a cycle triggered by car wash use and thus would not be a constant source of noise. The car wash would also not be in operation at night. Therefore, given the lack of NSLUs in the immediate area and the distance to the nearest potentially inhabited structures, impacts would be less than significant, and the addition of the proposed project's commercial use would be consistent with the noise-land use compatibility guidelines contained in the Noise Element.

b) Generation of excessive groundborne vibration or groundborne noise levels?

**Less Than Significant Impact.** No vibration-sensitive land uses (i.e., land uses where equipment or operations would be disrupted by excessive vibration) are located in the project area. Construction activities known to generate excessive ground-borne vibration, such as pile driving or a vibratory roller, would not be conducted by the project. Land uses that may generate substantial operational vibration include heavy industrial or mining operations that would require the use of vibratory equipment. The proposed project does not include uses or equipment that would generate substantial vibration. Therefore, vibration impacts would be less than significant.

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

**Less Than Significant Impact.** The project site is located within the Airport Influence Area for Gillespie Field Airport, which is located approximately 1.2 miles southeast of the project site. However, the project site is not located in any of the noise contours associated with Gillespie Field and thus, people on the project site would not be exposed to excessive aircraft noise levels. Impacts would be less than significant.

### XIV. Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

**No Impact.** The project entails the redevelopment of a former full-service car wash to include a self-service car wash, commercial gas station, and food mart. The project is expected to serve the existing population and visitors. No new residences, roadways, utility corridors to currently unserved areas, or other infrastructure that would indirectly induce population growth are proposed as part of the project. Therefore, the project would not induce substantial direct or indirect population growth. No impact would occur.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

**No Impact.** No residential uses are located on the project site, and no existing housing would be displaced because of the project. No impacts associated with displacing housing or people would occur.

### XV. Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

a) Fire protection?

b) Police protection?

**Less Than Significant Impact.** Although the proposed project would generate an increase in the number of on-site customers, a substantial increase in the number of calls for fire or police services is not anticipated. In addition, the demand for the self-service car wash, commercial gas station, and food mart would be similar to the demand of the former full-service car wash on the site due to the comparable ADT noted in the TIA (see Appendix D). The project site is located in a developed area currently served by fire and police protection services, and project implementation would not require the construction of new or expanded fire and police facilities. The nearest fire station, Santee Fire Station #5, is located 0.5 mile north of the project site on Carlton Oaks Drive. The nearest police station, the County of San Diego Sherriff’s Santee Station, is located one mile east of the project site on Cuyamaca Street. The project would not generate population or result in additional demand to these existing stations such that the construction of new facilities would be required. Therefore, impacts would be less than significant.

c) Schools?

d) Parks?

e) Other public facilities?

**No Impact.** The proposed project would not result in an increase in population, and there would be no increased demand on schools, parks, or other public facilities. No impacts would occur.

## XVI. Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

**No Impact.** The proposed project does not include housing and would therefore not generate residents who would require parks or other recreational facilities. No impacts would occur to such facilities.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

**No Impact.** The proposed project neither includes recreational facilities nor requires the construction or expansion of recreational facilities. Therefore, no impacts would occur.

## XVII. Transportation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is based on the Impact Analysis prepared for the project by LLG, attached to this IS/MND as Appendix D.

- a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

**Less Than Significant Impact.** According to the project’s TIA, the project would result in a net increase in trips of 490 ADT over the existing land use. The surrounding roadways all carry high volumes of existing traffic, including 41,100 ADT on Mission Gorge Road and 80,000 ADT along SR 52. Therefore, the project

would result in a minor increase in trips to the circulation system. Transit service in the project area is provided by San Diego Metropolitan Transit Service (MTS) Bus Route #834. This route extends along Mission Gorge Road, with the closest bus stop approximately 200 feet to the northeast (just east of the Mission Forge Road/Fanita Drive intersection). A Class II Bike lane is currently provided approximately 30 feet south of the project site along Mission Gorge Road west of Fanita Drive. The project would also provide two bicycle racks and would not impact the existing Class II bicycle lane on Mission Gorge Road. A contiguous sidewalk currently exists on the south side of Mission Gorge Road along the project frontage. The project would include landscaping and sidewalk improvements to the area fronting Mission Gorge Road. The project's traffic control plan would ensure construction-related activities would not adversely affect the bus stop, bus route, bicycle lanes, and sidewalks in the project area. Once construction is complete, the project would have no potential to affect alternative transportation programs or facilities. Therefore, impacts would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

**Less Than Significant Impact.** A TIA was prepared for the proposed project by LLG in April 2021 (LLG 2021; Appendix D). An assessment was conducted to determine the impacts on Vehicle Miles Traveled (VMT) for the project in compliance with SB 743, which resulted in a shift in the measure of effectiveness for determining transportation impacts from Level of Service (LOS) and vehicular delay to VMT. VMT analyses are required for use in all CEQA documents as of July 2020. The City does not have guidelines available for the preparation of a VMT analysis. Therefore, the Institute of Transportation Engineer's (ITE) Guidelines for Transportation Impact Studies in the San Diego Region were used after consultation with the City by LLG. The proposed project is classified as a local-serving retail project, which are presumed to have less than significant VMT impacts under these guidelines. This designation is applicable when a project is a locally serving retail/recreational project having less than 50,000 sf of gross floor area. The project would primarily serve the local population already driving by the site on Mission Gorge Road. Thus, the TIA concluded the project would have no significant impact on VMT for the purposes of CEQA, and no VMT-related improvements are required. Therefore, no significant impacts would occur as a result of project implementation.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

**Less Than Significant Impact.** The proposed project would not include design features or incompatible uses that would affect traffic safety. The project would include two driveways off of Mission Gorge Road. The existing driveway would be shared with the adjacent gas station to the east. Fuel trucks would access the site via Mission Gorge Road. Likewise, a delivery truck to the convenience store component can utilize either entrance. The driveways are designed as right turn-in/right turn-out per the TIA. Therefore, these larger trucks would not inhibit traffic on Mission Gorge Road during deliveries or exit. All driveways, turn radii, and internal circulation (queue storage for fuel islands) have been designed in accordance with City standards. No queuing onto local streets would occur. Off-site improvements to Mission Gorge Road would include improve ingress and egress turn lanes to accommodate the proposed project. Therefore, due to design of the project's driveways, substantial hazards would not occur, and impacts would be less than significant.

d) Result in inadequate emergency access?

**No Impact.** During construction, no road closures or detours would be required. The project would include two driveways for access, both of which could be used for emergency vehicles. Internal drive-aisles are designed to meet City Municipal Code design standards for providing adequate emergency access. Therefore, the project would result in inadequate emergency access. No impacts would occur.

**XVIII. Tribal Cultural Resources**

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

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

**No Impact.** As discussed in Item V.a, HELIX conducted a review of existing CHRIS records filed at the SCIC for the project area and vicinity and no historical resources were identified within or adjacent to the project site. The existing on-site structures were constructed circa 2006; given their age, they are not considered potential historic resources. As no historical resources occur within or adjacent to the project site, no impacts to historical resources would occur.

- ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe?

**Less Than Significant Impact with Mitigation Incorporated.** Tribal cultural resources (TCRs) are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources (CRHR) or included in a local register of historical resources, as defined in subdivision (k) of Public Resources Code Section 5020.1, or determined to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1. As discussed in Item III.b, the records search conducted for the project did not identify archaeological resources within or immediately adjacent to the project site. However, two resources were located within one-quarter mile of the project site.

In accordance with AB 52, the City contacted Native American tribes who may have knowledge of cultural resources in the project area. Formal consultation letters were sent to the tribes on May 6, 2021. Four tribes were notified, including the Barona Band of Mission Indians, Jamul Tribe, Kumeyaay Tribe, and Mesa Grande Band of Mission Indians. The Jamul Tribe responded on August 24, 2021, noting the project site is not within the boundaries of the Jamul Indian Reservation. However, the project site is within the boundaries of the tribe's traditional use area. Therefore, the tribe recommended the presence of a qualified Kumeyaay cultural monitor during ground disturbing activities given the proximity to known cultural resources.

In addition, the City requested a Sacred Lands File search on May 6, 2021 as part of their AB 52 consultation. The Sacred Land File did not identify the project site as being within a culturally sensitive site. Given the developed nature of the site and the absence of known resources on the project site and surrounding areas, it is anticipated that no unknown TCRs would be encountered during project construction.

In the unlikely event of accidental discovery, implementation of CUL-1, as identified in Section V, Cultural Resources, would reduce impacts to less than significant.

#### **Mitigation Measure**

See mitigation measure CUL-1.

With implementation of CUL-1, impacts in relation to the disturbance of unknown TCRs would be less than significant.

## XIX. Utilities and Service Systems

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

- a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

**Less Than Significant Impact.** The project's generation of wastewater would be accommodated by the existing capacity of the Padre Dam Municipal Water District (PDMWD) collection system. Sewage transmission and collection facilities would be installed as part of the project to accommodate the project's wastewater and would connect to the existing sewer system within Mission Gorge Road. Storm water drainage would be accommodated by the provision of on-site drainage and catch basins that would connect to the existing municipal storm drain system. PDMWD would also provide potable water service to the project site via connections in Mission Gorge Road. Project Facility Availability forms for both sewer and water have been submitted to and signed by the PDMWD for the project confirming that sewer and water facilities to serve the project are reasonably expected to be available within the next five years based on the capital facility plans of the PDMWD.

Electrical, gas, and telecommunication facilities would be constructed on-site as necessary and would connect to existing lines in Mission Gorge Road. The project proposes a land use consistent with the surrounding development and would not result in additional impacts to local utilities or service systems. All new utility services would be grounded per SMC 11.24 prior to occupancy. However, the project would not require new or expanded utility infrastructure systems other than the noted utility

connections to existing facilities, the environmental effects of which are evaluated in this Initial Study. As identified in this Initial Study, no significant environmental effects would occur due to project implementation. Therefore, the project would result in less than significant impacts from construction or expansion of water, wastewater, stormwater, or related treatment facilities.

- b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

**Less Than Significant Impact.** Water service is provided by PDMWD. Construction of the project would not substantially increase the demand for water services particularly since a car wash was previously operational at the site. The PDMWD has signed a Project Facility Availability Form for water supply for the project and the new car wash, food mart, and gas station would not trigger the need for new water facilities or the expansion of existing facilities. Adequate services are available to serve the project. Impacts would be less than significant.

- c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

**Less Than Significant Impact.** Wastewater service is provided by PDMWD. As discussed above, PDMWD would provide wastewater service via connections in Mission Gorge Road. Project Facility Availability forms for both sewer and water have been submitted to and signed by the PDMWD for the project confirming that sewer and water facilities to serve the project are reasonably expected to be available within the next five years based on the capital facility plans of the PDMWD. The project would not substantially increase the demand for wastewater services and thus, the new car wash, food mart, and gas station would not trigger the need for new wastewater facilities or the expansion of existing facilities. Adequate services are available to serve the project. Impacts would be less than significant.

- d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

**Less Than Significant Impact.** Waste Management provides solid waste collection services in the City. The majority of solid waste collected in the City is disposed of at Sycamore Landfill. Construction of the project would incorporate required source reduction techniques and recycling measures to divert waste away from area landfills to help meet County and State requirements, including AB 939, which requires cities to divert 50 percent of solid waste to recycling programs and away from landfills. Operation of the proposed project would generate solid waste associated with the proposed uses. The project would be required to comply with AB 939, which requires cities to divert 50 percent of solid waste to recycling programs and away from landfills. Solid waste generated by the proposed project would be hauled to the nearby Sycamore Landfill in San Diego, which has a permitted capacity of 2,500 tons per day (tpd) and an average daily intake of 900 tpd, The Sycamore Canyon Landfill is capable of accommodating the solid waste generated by the proposed project. Additionally, the proposed project would be required to comply with all regulations related to solid waste such as the California Integrated Waste Management Act and City recycling programs. Therefore, impacts would be less than significant for d) and e) above.

**XX. Wildfire**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

**Less Than Significant Impact.** Emergency management services are overseen by the City Fire Department. The proposed project would provide emergency response access in compliance with the City standards and is located in an existing developed area already served by the City Fire Department with access to major roadways that would allow for emergency evacuations. Additionally, as part of the City’s Development Review process, the project would be reviewed by the City’s Fire Marshal to ensure it does not impair any emergency response or evacuation plans. All conditions set forth by the Fire Department through the Fire Marshal would be incorporated into project design. As such, impacts would be less than significant.

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

**Less Than Significant Impact.** The City is subject to both wildland and urban fires due to its climate, topography, and native vegetation. The extended droughts characteristic of the region’s Mediterranean climate and increasingly severe dry periods associated with global warming result in large areas of dry native vegetation that provide fuel for wildland fires. State law requires that all local jurisdictions identify Very High Fire Hazard Severity Zones (VHFHSZs) within their areas of responsibility (California Government Code Sections 51175–51189). Inclusion within these zones is based on vegetation density, slope severity, and other relevant factors that contribute to fire severity.

The project site is not located within or near an area designated as a state responsibility area, nor is it classified as or located near a VHFHSZ (CAL FIRE 2020). The project site is mapped as Non-VHFHSZ per the CAL FIRE maps prepared under the Fire and Resource Assessment Program (FRAP). According to the VHFHSZ maps, the nearest VHFHSZ is located approximately 0.3 miles west of the project near the Carlton Oaks Country Club. In addition, the proposed project would not result in an increase in the City’s population which could potentially result in the expose of additional people. As a result, project implementation would not exacerbate wildlife risk, and impacts would be less than significant.

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

**Less Than Significant Impact.** As stated above in Item XX.a, the project site is not located within a VHFHSZ, so it is not considered to be at a great risk for wildfires. The project would involve the redevelopment of an existing site occupied by a similar use. The project site is served by all necessary utilities and is surrounded by public streets and urban development. Therefore, the project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. All utilities are currently within underground easements and would remain so with the project. Impacts would be less than significant.

- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

**Less Than Significant Impact.** As stated in Item XX.a, the project site is not located within a VHFHSZ, so it is not considered to be at a great risk for wildfires (CAL FIRE 2020). The project site and surrounding area is characterized by relatively flat terrain. The site is currently and would continue to be almost entirely paved. As a result, post-fire-related effects would not occur to adjacent properties. As such, impacts would be less than significant.

**XXI. Mandatory Findings of Significance**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present, and probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Would the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

**Less Than Significant Impact with Mitigation Incorporated.** The project would have no impacts on biological resources, and historical resources. As discussed in Items V, *Cultural Resources*, and XVIII, *Tribal Cultural Resources*, although unlikely, there is the potential for unknown archaeological resources or TCRs to be disturbed. Implementation of mitigation measure CUL-1 would reduce potential impacts to less than significant. Additionally, as discussed in item VII, *Geology and Soils*, in the event of an inadvertent discovery, the project would implement a paleontological monitoring program, as detailed in mitigation measure GEO-1. The mitigation would require the preparation of a PRMMP to be prepared for the project. Therefore, with the implementation of CUL-1 and GEO-1, impacts would be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present, and probable future projects)?

**Less Than Significant Impact.** Implementation of the proposed project would not result in individually limited, but cumulatively considerable significant impacts. All resource topics associated with the project have been analyzed in accordance with State CEQA Guidelines and found to result in no impact or less less-than-significant impacts. The project is located in a developed area that is largely built out; no other construction projects are anticipated in the immediate area of the project. Cumulative projects in the surrounding area include the Carlton Oaks Country Club expansion, Woodspring Suites development, and Costco and Food Court expansion.

As discussed under Item III.c, criteria pollutant and precursor pollutant emissions generated during project construction and operation activities would not exceed the SDAPCD screening thresholds and emissions of criteria pollutants and precursors related to implementation of the project would not be cumulatively considerable. Similarly, the project would have a less than significant impact in relation to GHG, which is inherently discussed in terms of cumulative impacts.

In addition, there is the potential for unknown cultural, paleontological, or TCRs to be encountered during ground disturbing activities. These impacts would be localized to the site and with the implementation of mitigation measures CUL-1 and GEO-1, impacts would be reduced to less than significant and no cumulative impacts would occur.

Lastly, cumulative projects within the general vicinity would be required to comply with applicable local, state, and federal regulations to reduce potential impacts to less than significant, or to the extent possible. As such, the project is not anticipated to contribute to potentially significant cumulative environmental impacts. Project cumulative impacts would be less than significant.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

**Less Than Significant Impact with Mitigation Incorporated.** The proposed project would cause an increase in ambient noise levels during construction and occasional operational noise. However, impacts would be temporary and in compliance with local ordinances, and noise levels would be reduced through implementation of project design features. The temporarily increased noise levels would not cause substantial adverse impacts on human beings. Risks to humans from encountering hazardous materials associated with existing hydrocarbon contamination in the soil and groundwater during construction, and from project operation through leaking from the project's underground fuel storage tanks or from general spillage of gasoline above ground would be avoided through compliance with applicable regulations. As discussed in Item IX, *Hazards and Hazardous Materials*, the project applicant would prepare a soils management plan that would be reviewed and approved by the DEH (see mitigation measure HAZ-1). Post-construction, the operation and maintenance of the gasoline and diesel underground storage tanks is regulated by the California Water Resources Control Board Underground Storage Tank Program. Installation and maintenance of the proposed USTs will be subject to CCR Title 23, Chapter 16 (Underground Tank Regulations). Thus, with the implementation of HAZ-1, impacts resulting in substantial adverse effects on human beings are less than significant.

- d) Would the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?

**Less Than Significant Impact.** Implementation of the proposed project would not result in the achievement of short-term environmental goals to the disadvantage of long-term environmental goals. This document includes analysis of the potential short-term (construction phase) and long-term (operation phase) impacts that could occur as a result of project implementation. As discussed above, the project would be required to implement mitigation measures to reduce impacts to a less than significant level. All resource topics associated with the project have been analyzed in accordance with State CEQA Guidelines and found to result in no impact or less than significant impacts.

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## 4.0 PREPARERS

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Brendan Sullivan, Environmental Planner, Primary Document Author

Rebecca Kress, GIS Specialist/Figures

Tim Belzman, QA/QC

Ana Topete, Document Processing

Arco gas station project Mitigated Negative Declaration Technical Appendices are available

i) on the City Website at:

<https://www.cityofsanteeca.gov/services/project-environmental-review>

ii) at the Department of Development Services located in Building 4 of the Santee Civic Center, 10601 Magnolia Avenue, Santee, CA 92071

For questions regarding the Technical Appendices please contact Project Planner Chris Jacobs at 619-258-4100, ext. 182.

# EXHIBIT B

## MITIGATION MONITORING REPORTING PROGRAM

**Project Name:** Santee Arco Station

**Project Location:** 9015 Mission Gorge Road, Santee, CA 9207

The City of Santee (City) adopts this Mitigation Monitoring and Reporting Program (MMRP) in accordance with Public Resources Code (PRC) Section 21081.6 and Section 15097 of the California Environmental Quality Act (CEQA) Guidelines. The purpose of the MMRP is to ensure that the Santee Arco Station Project (project), which is the subject of the Initial Study/Mitigated Negative Declaration (IS/MND), complies with applicable environmental mitigation requirements. The mitigation described in the IS/MND and summarized below provides a broad purpose and overview of actions that will occur in order to reduce identified environmental impacts.

For each project that is subject to CEQA, PRC Section 21081.6 requires the Lead Agency to monitor performance of the mitigation measures included in environmental documents to ensure that the specified mitigation is implemented. The City is the designated Lead Agency for the proposed project. The City is responsible for review of monitoring reports, enforcement actions, and document disposition related to implementation of the MMRP.

After review and approval by the Lead Agency, minor changes to the MMRP are permitted but can only be made by the City. No deviations from this MMRP shall be permitted unless it continues to satisfy the requirements of PRC Section 21081.6, as determined by the City.

The organization of the MMRP follows the subsection formatting style presented within the IS/MND. Only those subsections of the environmental issues presented in the Initial Study Environmental Checklist that have mitigation measures are provided below in the MMRP table. All other subsections do not contain mitigation measures. For each mitigation measure, the MMRP table identifies the following: (1) mitigation measure; (2) responsible party for mitigation; (3) responsible party for verifying mitigation; (4) method of verification; (5) timing of verification (6) verification date; and (7) comments.

**Project Description:** The proposed project involves the redevelopment of a former full-service car wash into a self-service car wash with a food mart building and gas station canopy. The project would involve the demolition of about 1,200 square feet (sf) of the office and waiting room portions of the existing car wash structure and the construction of a 2,488-sf convenience store, a 3,576-sf gas station canopy area with 12 fuel pumps, and the conversion of an existing full-service car wash building into a self-service car wash comprising about 1,531 sf. The proposed food mart building would be a single-story structure with a building height of 24.5 feet. Other proposed site improvements include installation of utility connections, landscaping along the site perimeter, underground fuel storage tanks for fuel storage, a trash enclosure, 20 parking spaces, including 12 fuel island parking spaces,

and two bicycle parking spaces. The project would be accessed via the two existing drives along Mission Gorge Road that would be modified to be American with Disabilities Act (ADA) compliant.

**City Contact:** Chris Jacobs, Principal Planner, City of Santee, Department of Development Services; Phone Number: 619-258-4100 Ext. 182

Mitigation Measure	Responsible Party for Mitigation	Responsible Party for Verification	Method of Verification	Timing of Verification	Verification Date	Comments
<b>Cultural Resources</b>						
<p><b>CUL-1 Archaeological Resources:</b> The following procedures shall be undertaken during ground-disturbing activities:</p> <ul style="list-style-type: none"> <li>- A Qualified Archaeologist who meets or exceeds the Secretary of Interior’s Professional Qualifications Standards for Archaeology and a Kumeyaay Native American monitor shall be present during ground-disturbing activity for project construction, including but not limited to site clearing, grubbing, trenching, and excavation, for the duration of the proposed project or until the Qualified Archaeologist and Kumeyaay Native American monitor determines monitoring is no longer necessary.</li> <li>- Prior to the issuance of a Grading Permit, the Applicant and/or Contractor shall provide a written and signed letter to the Project Planner, stating that a Qualified Archaeologist and a Kumeyaay Native American Monitor have been retained at the Applicant or Owner and/or Contractor's expense to implement the monitoring program. A</li> </ul>	Applicant's Construction Contractor	Department of Development Services/Qualified Archaeologist and Native American Monitor	Field Monitoring	During construction		

Mitigation Measure	Responsible Party for Mitigation	Responsible Party for Verification	Method of Verification	Timing of Verification	Verification Date	Comments
<p>copy of the letter shall be included in the Grading Plan Submittals for the Grading Permit.</p> <ul style="list-style-type: none"> <li>- The requirement for cultural resource mitigation monitoring shall be noted on all applicable construction documents, including demolition plans, grading plans, etc.</li> <li>- The Qualified Archaeologist and Kumeyaay Native American Monitor shall attend all applicable pre-construction meetings with the Contractor and/or associated Subcontractors.</li> <li>- The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Kumeyaay Native American monitor during all ground disturbing or altering activities, as identified above.</li> <li>- The Qualified Archaeologist and Kumeyaay Native American monitor shall prepare daily logs and submit weekly updates to the Project Planner at the City of Santee regarding the activities observed.</li> <li>- The Qualified Archaeologist and/or Kumeyaay Native American monitor may halt ground disturbing activities if previously unidentified prehistoric or historic archaeological materials or potential human remains are discovered, ground disturbing activities shall be directed away from these deposits for a short time to allow a determination of potential significance. Ground</li> </ul>						

Mitigation Measure	Responsible Party for Mitigation	Responsible Party for Verification	Method of Verification	Timing of Verification	Verification Date	Comments
<p>disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the Kumeyaay Native American monitor, deems the cultural resource or feature has been appropriately treated and/or protected.</p> <ul style="list-style-type: none"> <li>- The avoidance and protection of discovered unknown and significant cultural resources and/or unique archaeological resources is the preferable mitigation for the proposed project. If avoidance is not feasible a Data Recovery Plan may be authorized by the City as the Lead Agency under CEQA. If data recovery is required, then the Kumeyaay Native American monitor shall be notified and consulted in drafting and finalizing any such recovery plan.</li> <li>- At the completion of monitoring, the Qualified Archaeologist shall prepare a Cultural Resources Monitoring Report to document the findings during the monitoring effort for the proposed project. The report shall include the monitoring logs completed for the proposed project and shall document any discoveries made during monitoring. The Cultural Resources Monitoring Report shall be submitted to the City of Santee and the South Coastal Information Center.</li> </ul>						
<b>Geology and Soils</b>						
<p><b>GEO-1 Paleontological Resources:</b> Prior to construction, a paleontological resource monitoring and mitigation plan (PRMMP) shall be prepared. It shall provide a description of</p>	Applicant's Construction Contractor	Department of Development Services	Field Monitoring	Prior to and during construction		

Mitigation Measure	Responsible Party for Mitigation	Responsible Party for Verification	Method of Verification	Timing of Verification	Verification Date	Comments
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a paleontological resources to inform construction personnel of the potential for fossil discoveries and of the types of fossils that may be encountered; detailed procedures for monitoring, fossil recovery, laboratory analysis, and museum curation; and notification procedures in the event of a fossil discovery by a paleontological monitor or other project personnel. In the event that paleontological resources are discovered during the construction phase of the project, a curation agreement from an accredited museum repository shall be obtained.

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**Hazards and Hazardous Materials**

<p><b>HAZ-1 Soil Management Plan:</b> Prior to the issuance of a grading permit, the project applicant shall prepare a Soils Management Plan that shall be reviewed and approved by the County of San Diego Department of Environmental Health (DEH). Appropriate engineering controls shall be incorporated into the improvement plans, as may be required by DEH and RWQCB. Evacuation, management and disposal of impacted soils shall be managed as approved/required by DEH, RWQCB, and local, state and federal requirements.</p>	<p>Applicant's Construction Contractor</p>	<p>Department of Development Services</p>	<p>Field Survey and Mitigation Report</p>	<p>Prior to and during construction</p>
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RESOLUTION NO. \_\_\_\_\_

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA  
APPROVING CONDITIONAL USE PERMIT P2020-3 AND VARIANCE V2020-2 FOR  
A GASOLINE DISPENSING STATION WITH MINI-MART AND ACCESSORY CAR  
WASH, LOCATED AT 9015 MISSION GORGE ROAD, IN THE GENERAL  
COMMERCIAL (GC) ZONE**

**APPLICANT: ROYAL SHARE LLC  
APN: 383-121-64  
(RELATED CASE FILE: AEIS2020-2)**

**WHEREAS**, on October 28, 2020, Royal Share LLC applied for Conditional Use Permit P2020-3 to allow a gasoline dispensing station with mini-mart and accessory car wash located at 9015 Mission Gorge Road in the General Commercial (GC) zone; and

**WHEREAS**, the subject property is developed with a full-service car wash and accessory structures; and

**WHEREAS**, the full-service car wash building is proposed to be partially demolished and made into an automated self-service car wash, accessory to the gasoline dispensing station and mini-mart; and

**WHEREAS**, on October 28, 2021, the project was deemed complete for processing, including Variance V2020-2 to reduce setbacks, distance between buildings and the minimum amount of required parking; and

**WHEREAS**, Santee Municipal Code Chapter 13.12 entitled "Commercial / Office Districts" allows automotive services such as gasoline dispensing stations including mini-marts and accessory car washes in accordance with the use regulations shown on Table 13.12.030A, section B.10.e, subject to review and approval of a Conditional Use Permit for property located in the General Commercial zone; and

**WHEREAS**, the project is consistent with the Santee General Plan "General Commercial" land use designation intended for service-oriented uses primarily along major transportation routes;

**WHEREAS**, pursuant to the requirements of the California Environmental Quality Act ("CEQA"), an initial Study (AEIS 2020-2) was conducted for the project that determined all environmental impacts of the project would be less than significant with mitigation; and

**WHEREAS**, a Notice of Intent to Adopt a Mitigated Negative Declaration (State Clearinghouse No. 2021120425) ("MND") was prepared and advertised for public review for the requisite 30-day public review period, during which time the City received one comment letter; and

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**WHEREAS**, the Mitigation Monitoring and Reporting Program (“MMRP”) prepared for the Project is attached to this Resolution as Exhibit “A” and made a condition of Project approval; and

**WHEREAS**, all proposed structures are located outside of Review Area 1 of the Gillespie Field Airport Land Use Plan, and accordingly, no determination of consistency from the Airport Land Use Commission is required for the project; and

**WHEREAS**, on December 21, 2020, and January 15, 2021, the Federal Aviation Administration (FAA) determined that the project, as designed, presented no hazard to air navigation, and

**WHEREAS**, the Director of Development Services scheduled Conditional Use Permit P2020-3 Variance V2020-2 and AEIS 2020-2 for a public hearing on February 23, 2022; and

**WHEREAS**, on February 23, 2022, the City Council held a duly advertised public hearing on project; and

**WHEREAS**, the City Council considered the Staff Report, all recommendations by staff, public testimony, and all other relevant information contained in the administrative record regarding the Project.

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

**SECTION 1:** The findings in accordance with Section 13.06.030(E) of the Santee Municipal Code for a Conditional Use Permit are made as follows:

- A. *That the proposed use is in accord with the General Plan, the objectives of the zoning ordinance, and the purposes of the district in which the site is located.*

The use is in accord with the General Plan, the objectives of the zoning ordinance, and the purposes of the district in which the site is located because the site is designated for General Commercial use in the Santee General Plan which is applied to areas in the City with direct access to prime arterials such as Mission Gorge Road. The proposed gas station land use is permitted by Conditional Use Permit in accordance with the provisions of Santee Municipal Code Chapter 13.12 which regulates commercial districts, subject to Variance V2020-2. The site will be comprehensively redeveloped to provide services to meet the needs of the community consistent with the intent of General Commercial general plan land use designation and corresponding zoning district.

- B. *That the proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.*

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The use, as designed and conditioned, will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity, because:

- i) The proposed project is located within a commercially zoned area appropriate for a gasoline dispensing station and related services.
- ii) The location of the gasoline dispensing station would not interfere with the functions of adjacent land uses in the surrounding vicinity because the site is accessed directly from Mission Gorge Road. Property to the south takes access through common access driveways that front on Mission Gorge Road; continued access to the public right-of-way is assured through recorded access easements. The property to the west of the site is owned by Caltrans as part of the SR-125 right-of-way; Caltrans has reviewed the project plans and does not object to the development proposal.
- iii) Project buildings are separated from existing buildings on other parcels. Properties to the south and east are developed with buildings setback from the subject property and used for various purposes such as the former Stiang Heating and Air Conditioning building, the former Mary's Donuts building, the Qwik Korner gas station / mini-mart and Santee Car Wash located on the southwest corner of Mission Gorge Road and Fanita Drive.
- iv) The proposed gasoline dispensing station and related uses are compatible with surrounding land uses in that the project replaces an automotive service in the form of an existing full- service car wash with another automotive service land use in the form of a gasoline dispensing station, mini-mart and automatic car wash.
- v) There will be no significant adverse traffic impact because Mission Gorge Road has the capacity to absorb the estimated average daily trips generated from the proposed land uses. In terms of parking, customers typically stage for limited times while fueling at a gas pump, queue in front of an automated car wash, or park in short durations to use a mini-mart. Therefore, no significant adverse parking impacts are anticipated.
- vi) The subject property is fully developed and contains no endangered, threatened, or sensitive animal or vegetation species.

C. *That the proposed use complies with each of the applicable provisions of the zoning ordinance.*

The project is subject to Variance V2020-2 to reduce setbacks, distance between buildings and the minimum amount of required parking as shown on the project plans submitted to the City dated October 4, 2021. The use, as designed and

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conditioned, complies with all other applicable provisions of the zoning ordinance, including development standards of the GC zone pertaining to building height.

- D. *Regarding all properties designated as general commercial, neighborhood commercial or office professional: Development and redevelopment shall be comprehensively designed, entitled and developed whenever it is determined by the City that the permitting of incremental construction and uses may significantly inhibit or otherwise be detrimental to fulfilling the economic and development potential of the site. Any development review permit, conditional use permit or minor conditional use permit which is not consistent with this policy shall be denied.*

The proposed redevelopment project involves a comprehensively designed site which will demolish certain existing improvements in place of new structures to fully maximize the development potential of the site. Accessory structures are designed to complement primary buildings in terms of materials, colors and scale. The overall intent is to refresh site amenities including landscaping, lighting and signage with new materials.

**SECTION 2:** The findings in accordance with Section 13.06.040(E) of the Santee Municipal Code for a Variance are made as follows:

- A. *That the strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary physical hardship inconsistent with the objectives of the General Plan and intent of this code.*

The request for a variance to reduce setbacks, distance between buildings and the minimum amount of required parking is needed given the size and shape of the subject property, which is approximately 171 feet wide on west east side of the property, tapering to zero feet on the east side. The irregular shape of the property results in difficulty and hardship in siting proposed buildings while adhering to development standards because without the variance the full utilization of the site is not feasible.

- B. *That there are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property that do not apply generally to other properties in the same zoning district.*

Exceptional or extraordinary circumstances exist due to the size and shape of the subject property, as well as the location of existing easements and improvements proposed to remain such as the common driveway access easements and location of the existing car wash tunnel.

- C. *That strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the same zoning district.*

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The adjacent property to the east is developed with a gasoline dispensing station with mini-mart and accessory self-service car wash. Strict or literal interpretation of development and parking standards would deprive the applicant of the ability to develop the subject property with similar uses enjoyed by the owner of the other property to east, located in the same zoning district.

- D. *That the granting of the variance will not constitute a grant of special privilege inconsistent with the limitations on other properties classified in the same district, and will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.*

The granting of Variance V2020-2 would not constitute a grant of special privilege because the adjacent property to the east is developed with a similar land use as explained in answer "C" above. The subject property is constrained in terms of shape, unlike the property to the east which has more land area. The proposal to develop a gasoline dispensing station with mini-mart and accessory car wash would not be detrimental to the public health, safety or welfare due to project conditions imposed to ensure that the project is constructed and operated in a safe manner. The proposed land use would not be injurious to properties or improvements in the vicinity because the site has direct access to the public right-of-way, allowing patrons to enter and exit the site from Mission Gorge Road.

**SECTION 3:** Conditional Use Permit P2020-3 and Variance V2020-2 to allow a gasoline dispensing station and related uses at 9015 Mission Gorge Road in the General Commercial (GC) Zone, on property further identified by Assessor's Parcel Number 383-121-64, is hereby approved subject to the following conditions:

- A. The applicant shall comply with all applicable Sections of the Municipal Code, Land Development Manual and Public Works Standards of the City of Santee.
- B. The applicant shall comply with all mitigation measures adopted for the project as set forth in the Mitigation Monitoring and Reporting Program for Mitigated Negative Declaration AEIS2020-2.
- C. Revisions to the Conditional Use Permit, such as changes to the building elevations, site design, and landscaping design, shall be approved by the Director of Development Services unless in the Director's judgment a Major Revision should be reviewed by the City Council.
- D. All conditions shall remain in effect for the previous car wash project, Development Review DR05-22, unless as modified by this Resolution.
- E. Prior to issuance of a Building Permit, the applicant shall complete the following to the satisfaction of the Director of Development Services:
  - 1. All construction shall be in substantial conformance with the approved project plans dated February 23, 2022, as amended by this Resolution.

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2. Building plans shall include energy conservation measures and sustainable design features as required by the City of Santee's Sustainable Santee Plan and Santee Municipal Code (SMC) Titles 11 and 13.
3. A Debris Management Plan Application shall be submitted to the Department of Development Services Planning Division for compliance with the Construction and Demolition Debris Recycling Ordinance in accordance with SMC Chapter 9.04.
4. Trash dumpsters shall be enclosed by a solid six-foot high decorative block or stucco wall with view obstructing metal gates painted to match the proposed building. A solid cover roof shall also be provided for the trash enclosure in accordance with the City's Trash Enclosure Standards and SMC 13.30.020.J, subject to approval of the Director of Development Services.
5. Lighting shall be down shielded and installed in accordance with the lighting standards in SMC Sections 13.24.030 and 13.30.030.
6. Any fence or wall improvements shall conform to SMC Section 13.30.020.F
7. Landscaping shall comply with the Santee Water Efficient Landscape Ordinance and SMC 13.36.
8. All new commercial signage shall be reviewed and approved separately through a Sign Permit subject to the requirements of SMC Chapter 13.32.
9. Directional signage shall be provided and maintained directing vehicles on-site to i) turn left from the south drive aisle exit (toward Mission Gorge Road), and to ii) turn right-only on to Mission Gorge Road upon exiting the site. The signage shall be subject to review and approval of the Department of Development Services Engineering – Traffic Division.
10. All mechanical equipment, whether on the roof, on the side of a building, or on the ground, shall be screened from view pursuant to SMC 13.30.020.I. The method of screening shall be architecturally integrated with the building design in terms of material, color, shape and size. All elevations submitted for building plan check shall show the method of screening for any proposed rooftop mechanical equipment.
11. Minimum required parking, setbacks and distance between buildings subject to Variance V2020-2 shall be as shown on the approved plans.
12. The maximum height of the fuel dispensing canopy shall be 17 feet.

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13. Site plans shall clearly identify the one-way drive aisles and one-way pump island parking, as follows:
  - a. The north one-way drive aisle shall have one-way demarcations pointing west. The south one-way drive aisle shall have one-way demarcations pointing east. Both drive aisles shall be a minimum of sixteen feet in width.
  - b. The six northern fuel pump stalls serving the northern three pump islands shall have one-way demarcations pointing west. The six southern fuel pump stalls serving the southern three pump islands shall have one-way demarcations pointing east.
14. Following project approval, the applicant shall schedule with the City Project Planner a post approval meeting to discuss the project conditions of approval, timing of design and construction, and implementation of the project conditions. The meeting shall be scheduled within thirty days of project approval and prior to any plan submittals. The applicant should include their project design team including the project architect, their design engineer and their landscape architect.
15. The applicant shall include provisions in their design contract with their design consultants that following approval by the City, all construction drawings or technical reports accepted by the City, exclusive of architectural building plans, shall become the property of the City. Once accepted, these plans may be freely used, copied or distributed by the City to the public or other agencies, as the City may deem appropriate. A letter of acknowledgement of this requirement from each design consultant is required at the time of plan submittal. This letter shall be in a format acceptable to the City Engineer.
16. To coordinate with the City Geographic Information System, horizontal and vertical control for all construction drawings, grading plans, landscape plans, street improvement plans, plot plans, etc., shall be obtained from ROS 11252. All plans, exclusive of building plans, shall be prepared at an engineering scale of 1" = 20' unless otherwise approved by the project engineer.
17. Applicant shall ensure that all property corners are properly monumented. If corners have been lost or do not exist, corners shall be set and a Record of Survey filed prior to issuance of a building permit.
18. Starting with the first plan check submittal, all plan sets including the Parcel Map shall be submitted concurrently to Padre Dam Municipal Water District, Caltrans, and all other outside agencies for review and approval. The City does not coordinate the review process with outside agencies; this is the

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responsibility of the design engineer and the landscape architect. Failure to properly coordinate this review may result in delay of issuance of permits required for construction. It is incumbent upon the applicant to oversee the plan submittals of their design consultants.

19. The applicant shall submit all plans and reports of the proposed project to Caltrans for their review, comment, and approval as required. In addition, Caltrans shall provide confirmation regarding the need for an encroachment permit from them. This written confirmation shall be obtained prior to issuance of a grading permit. The applicant is responsible for the coordination and efforts necessary to obtain the written approval and / or encroachment permit from Caltrans.
20. The applicant shall show the location of all existing utilities and / or note any relocations required. There appear to be water backflows at the east end of the site, a hydrant in the ramp of the westerly driveway, and two new streetlights adjacent to the driveways. The applicant shall relocate these on the final design plans to the satisfaction of the City Engineer.
21. The applicant shall show on the final design plans, to the satisfaction of the City Engineer, the location of property lines, adjacent properties, and how new curbs align with and transition with existing conditions on those sites, such as at the easterly driveway and the area where landscaping is proposed, the existing adjacent gas station has asphalt, and there is an existing propane tank.
22. Near the westerly driveway, a corner radius of 15 feet to 20 feet shall be provided at the southeast corner of the landscape strip fronting Mission Gorge Road.
23. Street Improvement Plans shall be submitted to the Department of Development Services Engineering Division for review and acceptance. Prior to the start of construction of any improvements, public or private, within the limits of the public right-of-way, the applicant shall have plans accepted, agreements executed, securities posted and an encroachment permit issued. All improvements shall be installed in accordance with City standards and at the applicant's cost unless otherwise indicated. The following improvements are conditioned as part of this development:
  - a. Construct two commercial driveways on Mission Gorge Road a minimum width of 36 feet each and per City of Santee Standards. The driveway design shall be per the City of Santee Public Works Standard Drawing PW-21 and to the satisfaction of the Director of Development Services. Place striping for a 20-foot entry lane and a 16-foot exit lane.

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b. Street Improvement plans shall be one hundred percent **(100%)** complete at the time of plan check submittal, be prepared in accordance with City guidelines and the requirements set forth herein, and be ready for acceptance by the City. Partial or incomplete submittals will not be accepted for plan check. At the time of plan check submittal, the applicant shall schedule an appointment with their designated City project engineer and the applicant's design engineer to review the plan submittal for completeness. The following shall be included as part of the improvement plan submittal package:

- 1) Six sets of plans bound and stapled (improvements).
- 2) Plan check fees.
- 3) Preliminary cost estimate for the improvements.
- 4) One copy of the Resolution of Approval approving the project.

Plan check and inspection fees shall be paid in accordance with the City Fee Schedule prior to issuance of the permit.

24. Precise Grading Plans shall be submitted to the Department of Development Services Engineering Division for review and acceptance.

a. Horizontal and vertical control for all plans shall be obtained from ROS 11252 and shall be prepared at an engineering scale of 1" = 20' unless otherwise approved by the City project engineer.

b. Project landscape and irrigation plans shall be separate from the grading plan set but must be submitted by the second grading plan check.

c. All recommended measures identified in the approved geotechnical study shall be incorporated into the project design and construction.

d. Grading plans shall include preliminary recommendations for all pavement design sections within the project limits. The pavement structural section shall be designed based on the "R" value method using a minimum traffic index of 5.0. Structural sections shall consist of asphalt concrete over approved aggregate base material. Minimum concrete section shall be 5 1/2 inches PCC over compacted, non-expansive soil. Mix design shall be a minimum class 520-C-2500. R-value test data and design calculations shall be submitted for approval to the Department of Development Services Engineering Division a minimum of seven days prior to placement of paving. The pavement design report shall conform to City of Santee Form 435 – PAVEMENT DESIGN AND R-VALUE TEST SUBMITTAL PROCEDURES.

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- e. Clearly indicate on the plans the required area and provided area of water quality facilities. Basins and trash enclosures shall be sized and designed in accordance with the City of Santee BMP design manual. The basin design shall include an emergency overflow and clearly show on the plans the path in the event of an overflow.
- f. Clearly show on the plans the drainage path of all roof drains. Roof drains shall drain to landscape areas.
- g. Design the gas canopy in accordance with the California Stormwater Quality Association (CASQA) standard SD-30. The proposed inlet located under the canopy shall be designed as a drywell, catch basin, water/oil separator or other facility which is not connected to the existing or proposed drainage system and or sewer system.
- h. Provide letters of permission from the adjoining property owners to install the proposed off-site drainage inlets located south of the project site. In the event this permission cannot be obtained, the project shall be re-designed with on-site facilities to accept and convey the drainage to a suitable outfall via a bypass pipe, or the run-on shall be treated on-site.
- i. The site shall be designed such that the proposed drainage design does not result in runoff rates that exceed the existing condition at existing outlets. The final drainage design is subject to the approval of Caltrans as the existing headwall is located within their jurisdiction. The City of Santee will not allow the run-off to be discharged via a pump onto Mission Gorge Road. Proposed diversion of run-off shall be clearly documented within the required drainage report.
- j. Prior to the issuance of a grading permit, the contractor shall provide a detailed phasing plan demonstrating the various stages of work while maintaining the access to the adjoining properties. Unobstructed access to adjacent business to the south and east of the subject property shall be maintained at all times during and after construction.
- k. Grading plans shall be one hundred percent (**100%**) complete at the time of plan check submittal, be prepared in accordance with City guidelines and be ready for acceptance by the City. Partial or incomplete submittals will not be accepted for plan check. At the time of plan submittal, the applicant shall schedule an appointment with their designated City project engineer and the applicant's design engineer to review the plan submittal for completeness. The following shall be included as part of the grading, landscape and

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irrigation plan submittal package:

- 1) Six sets of grading, landscape and irrigation plans bound and stapled.
- 2) Plan check fees.
- 3) A completed grading permit application.
- 4) A cost estimate for the cost of construction.
- 5) Two copies of the Drainage Study specified here within.
- 6) Two copies of the Storm Water Quality Management Plan (SWQMP) specified here within.
- 7) Two copies of an Operation & Maintenance (O&M) plan specified her within.
- 8) Two copies of the Geotechnical Study specified here within.
- 9) Two copies of the Traffic Study specified here within.
- 10) A copy of any letters of permission from any adjoining property owners if grading is proposed off-site. Letters shall be in a form acceptable to the City.
- 11) A letter of acknowledgement, signed and sealed, from each design consultant acknowledging City ownership of all construction drawings following City approval as specified here within.
- 12) One copy of the Resolution of Approval approving the project.

Plan check and inspection fees shall be paid in accordance with the City Fee Schedule prior to issuance of the permit.

25. Landscape and Irrigation Plans shall be submitted to the Department of Development Services Engineering Division for review and acceptance.
  - a. Horizontal and vertical control for all plans shall be obtained from ROS 11252 and shall be prepared at an engineering scale of 1" = 20' unless otherwise approved by the City project engineer.
  - b. Landscape plans shall include proposed irrigation and landscaping for the entire area that fronts Mission Gorge Road. This shall include, but not be limited to, the relocation of existing signage, landscaping, hardscape and improvements to accommodate the replanting of this area. This shall begin at the east end of the property at Fanita Parkway and extend to the west to the Caltrans / City of Santee boundary.
  - c. Landscape and irrigation plans shall be one hundred percent (100%) complete at the time of plan check submittal, be prepared in accordance with City guidelines and be ready for acceptance by the City. Partial or incomplete submittals will not be accepted for plan check. At the time of plan submittal, the applicant shall schedule an

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appointment with their designated City project engineer and the applicant's design engineer to review the plan submittal for completeness. The following shall be included as part of the grading, landscape and irrigation plan submittal package:

- 1) Six sets of landscape and irrigation plans bound and stapled.
- 2) Plan check fees.
- 3) A cost estimate for the cost of construction.
- 4) A letter of acknowledgement, signed and sealed, from each design consultant acknowledging City ownership of all construction drawings following City approval as specified here within.

Plan check and inspection fees shall be paid in accordance with the City Fee Schedule.

26. Provide two copies of a geotechnical study prepared in accordance with the Santee General Plan. The investigation will be subject to independent third-party review to be paid for by the applicant. The applicant shall place a deposit with the Department of Development Services in an amount satisfactory to the Director of Development Services to cover the cost of the review. All recommended measures identified in the approved study shall be incorporated into the project design. Copies of the Geotechnical/Seismic Hazard Study for the Safety Element of the Santee General Plan which details, in Table A-1, study criteria necessary to conform to the General Plan requirements, can be purchased from the Department of Development Services Engineering Division.
- a. The geotechnical report shall analyze any proposed infiltration techniques (trenches, basins, dry wells, permeable pavements with underground reservoir for infiltration) for any potential adverse geotechnical concerns. Geotechnical conditions such as: slope stability, expansive soils, compressible soils, seepage, groundwater depth, and loss of foundation or pavement subgrade strength should be addressed, and mitigation measures provided.
  - b. The following comments from the preliminary geotechnical investigation and infiltration investigation shall be incorporated within the revised final report which is subject to third-party review and subject to approval prior to City acceptance:

Preliminary Geotechnical Investigation

- 1) The geotechnical report should be reviewed and signed by a Certified Engineering Geologist.

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- 2) The logs should be revised to include geologic units and their estimated contacts.
- 3) Based on the boring logs, the samples were collected with an SPT split-spoon sampler. Please describe how the samples were prepared for the consolidation tests? Were they remolded into ring samples from the SPT samples?
- 4) Page 6 states the liquefaction potential is minimal. However, the borings did not extend to 50 feet and they do not appear to encounter underlying formational materials. A liquefaction analysis should be performed for the property. This may require performing additional borings or cone penetrometer tests (CPTs), as necessary.
- 5) The grading recommendations state "*The competency of the exposed over-excavation bottoms must be determined by the soil engineer or his representative at the time they are exposed and prior to scarification or placement of fill.*" What parameters or observations define a competent bottom?
- 6) The "Canopy Footings" section states the footings should be penetrated into the competent native soil. Please describe the characteristics of the competent native soil and what observations you will perform to evaluate the competency. We assume the footings will consist of drilled piers or cast-in-drilled-hole (CIDH) piles. Please provide recommendations for these types of foundations.
- 7) The "Cement Type" section provides recommendations regarding potential exposure to sulfate. However, it does not appear that laboratory water-soluble sulfate tests were performed for the project. Provide the results of the tests, if performed, or provide background on how this evaluation was performed.
- 8) The pavement recommendations included an R-Value of 50 in the design; however, it does not appear that R-Value tests were performed. Please confirm if R-Value tests were performed on the on-site materials and if 50 is applicable to the on-site materials. Also, the table does not include a traffic index of 7.0 as described in the paragraph above the table. Please provide the pavement section for 7.0, if planned. In addition, the City of Santee normally assumes an R Value of 30 for estimating purposes.

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- 9) The pavement recommendations state the subgrade soils should be compacted to at least 90 percent of the laboratory maximum dry density. However, it is common to compact the subgrade soil to a dry density of at least 95 percent of the laboratory maximum dry density near to slightly above optimum moisture content. Please revise the recommendations to include the higher compaction requirement.
- 10) The project geotechnical consultant should review the civil and structural plans and check to see if their recommendations have been incorporated into the design of the project.

Infiltration Investigation

- 1) The infiltration report provides percolation rates of 0.45 inches per hour. However, percolation rates are normally reported in hours per inch. Infiltration rates are reported in inches per hour. Verify if the results of the tests are percolation rates or infiltration rates.
  - 2) The report only provides the results of 1 test within Boring B-1. Normally, a minimum of 2 tests are required that are within 50 feet of the proposed basin. Additional testing may be required in the area of the proposed basin.
  - 3) The geotechnical consultant recommends a minimum setback distance of 10 feet from the foundation zone to the infiltration area and outside a 1:1 plane outside of the foundations. Based on the grading plans submitted, it appears the infiltration area is within the 10-foot zone. The plan may need to be adjusted to provide the proper setback distance.
  - 4) An evaluation of liquefaction will be required to help evaluate if infiltration will be feasible on the site.
27. Replace failed or inadequate pavement to the centerline and / or sidewalk adjacent to the site on Mission Gorge Road to the satisfaction of the City Engineer.
  28. The existing median left turn pocket in Mission Gorge Road was installed on a temporary basis at the time Mission Gorge Road was relocated to its current location. This pocket will be closed at some time in the future as traffic on Mission Gorge Road increases. The applicant is hereby given notice of the City's intent to close the existing median left turn pocket at a

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future date.

29. Applicant shall pay all development impact fees in effect at the time of issuance of building permits. At present, the fees are estimated to be as follows:

- a. Traffic . . . . . \$ 51,343.89  
calculated based on a fee rate of \$ 8,467 / 1000 square feet of area.
- b. Traffic Signal . . . . . \$ 8,283.42  
calculated based on a fee rate of \$ 1,366 / 1000 square feet of area.

Impact fee amounts shall be calculated in accordance with the City Fee Schedule and based on current fee ordinances in effect at issuance of building permit. The drainage fee shall be calculated based on the actual impermeable area created by the project including off-site street improvements or other improvements beyond the project boundary. The applicant shall provide certification of final site and building areas by their engineer of work to be approved by the City Engineer for use in calculating the final fee amounts. Fees shall be adjusted on an annual basis in accordance with the Municipal Code.

30. Following issuance of a grading permit the applicant shall complete rough grading in accordance with the approved grading plans and the recommendations of the project's geotechnical engineer. Following completion of the rough grading and prior to issuance of any building permits, provide three originals of the pad compaction certification from the geotechnical engineer and three originals of the pad elevation certification from the project civil engineer to the City project engineer.

31. Provide two copies of a drainage study prepared by a registered Civil Engineer, with demonstrated expertise in drainage analysis and experience in fluvial geomorphology and water resources management. Storm drainage shall be designed to adequately convey storm water runoff without damage or flooding of surrounding properties or degradation of water quality.

- a. The drainage study shall identify and calculate storm water runoff quantities expected from the site and upstream of the site and verify the adequacy of all on-site or off-site facilities necessary to discharge this runoff. The drainage system design shall be capable of collecting and conveying all surface water originating within the site, and surface water that may flow onto the site from upstream lands, and shall be in accordance with the latest adopted Master Drainage

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Plan, the requirements of the City of Santee Public Works Standards, including analysis of the 10-year, 50-year and 100-year frequency storms, and be based on full development of upstream areas.

- b. The drainage study shall compute rainfall runoff characteristics from the project area including, at a minimum, peak flow rate, flow velocity, runoff volume, time of concentration, and retention volume. These characteristics shall be developed for the 10-year, 50-year and 100-year frequency six-hour storm during critical hydrologic conditions for soil and vegetative cover. Storm events shall be developed using isopluvial maps and in accordance with the San Diego County Hydrology Manual.
  - c. Identify on Table 3-1 the runoff coefficients; where they were selected, mark up Figure 3-3 to indicate how the time of concentration was determined, and fill in Figure 3-1 to demonstrate the determination of rainfall intensity.
  - d. The final drainage study acceptance is contingent upon approval by Caltrans.
32. Provide two copies of a Storm Water Quality Management Plan (SWQMP) prepared and in accordance with the City of Santee Storm Water Ordinance and in accordance with the City of Santee Best Management Practices (BMP) Design Manual dated February 2016. The SWQMP must include best management practices (BMPs) to address water quality and hydromodification. An Operation and Maintenance Plan describing maintenance requirements and costs for BMP maintenance and provision of maintenance verification will be provided.

The SWQMP shall include the following:

- a. Develop and implement appropriate Best Management Practices (BMPs) to ensure that the project does not increase pollutant loads from the site. A combination of respective storm water BMPs, including Site Design, Source Control, and Structural Treatment Control shall be implemented in accordance with the approved SWQMP.
- b. The project design shall incorporate Low Impact Development (LID) and site design BMPs to minimize directly connected impervious areas and to promote infiltration using LID techniques as outlined in the County of San Diego's LID handbook. Parking areas shall be designed to drain to landscape areas. Private roads shall be designed to drain to vegetated swales or landscaped areas.

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- c. The site shall comply with full trash capture requirements by providing completely enclosed trash and recycling enclosures, and fitting all storm drain inlets with a State certified grate/screen or trash rack. Said devices must be designed to capture debris of 5 mm or greater, while preventing flooding potential. In addition, any adjacent public storm drain inlet structure to which the site discharges must also be retrofitted with trash capture devices. The device which shall be used for public inlets is the ADS FlexStorm Connector Pipe Screen system or approved equal.
- d. All inlets must be labeled with concrete stamp or equivalent - stating, "No Dumping - Drains to River". If work is performed on a public inlet, the public inlet must be labeled with the following standard specification: Public storm drain inlet markers shall be 4" diameter, stainless steel, natural embossed, inlet marker as manufactured by Almetek Industries or approved equal. Marker shall contain/state "No Dumping" with "Fish w/ Wave" symbol and "Drains to Waterways" legend. Marker shall contain 2" long x 1/4" diameter threaded rod and shall be installed flush and wet-set in top of inlet, centered on width of inlet opening.
- e. Down spouts and HVAC systems are not permitted to be connected to any storm drain conveyance system. All non-storm water discharges must either drain to landscaped areas, or be plumbed to the sewer.
- f. Fire suppression systems must be designed to be able to discharge to a sewer clean out for all maintenance and testing activities, or otherwise captured and contained on-site.
- g. California native/drought-tolerant plants shall be used to the maximum extent feasible to minimize the need for irrigation. Where irrigation is necessary, then the system shall be designed and installed to prevent overspray or irrigation runoff during normal operations and during a break in the line.
- h. Provide a narrative in the source control section regarding the types of material to be stored outdoors and how materials shall be covered and/or protected from the outside elements and be stored above the finished grade to prevent contact with the storm water runoff.
- i. The final project submittal shall include a standalone Operation and Maintenance (O&M) Plan in accordance with the City of Santee BMP Design Manual.
- j. The final report, starting with the first submittal and all subsequent submittal, shall be wet signed and sealed by the engineer of record and include the owner's signature. The report shall accurately describe the existing site drainage patterns on Form I-3B, page 3 of 10. The narrative found on page

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7 of 10 should be revised to indicate the discharge from the site into the Caltrans channel rather than the municipal storm drain. The drainage system identified on page 8 of 10 does not reflect the system the drainage that will convey runoff from the site. Revise this page as necessary to demonstrate hydromodification exception. Revise Form I-8 as necessary based on the third-party geotechnical comments and revised infiltration finding from an updated study.

33. Emergency Access / Fire Lanes:
- a. Fire apparatus access drive aisles shall have an unobstructed width of not less than 26 feet. A fire apparatus access drive aisle may be reduced to an unobstructed width of not less than 16 feet when, in the opinion of the Fire Chief, the number of vehicles using the drive aisle will not limit or impair adequate emergency fire department access.
  - b. The gas station canopy shall not encroach into driveways unless the unobstructed height of the canopy structure is a minimum of 15' – 6".
34. Address numbers shall be placed near the roofline of all structures visible from the street or access driveways. Numbers shall be block style, 12" in height, black in color (or other approved color), in contrast to their background. Address numbers shall be illuminated for nighttime visibility.
35. The mini-mart building is required to be constructed with an approved automatic fire sprinkler system installed by a licensed fire sprinkler contractor. Separate plans are required to be submitted to the Fire Department for approval prior to installation. The sprinkler system is required to be monitored by an approved central station monitoring company. A Potter, "SASH-120" Horn/Strobe (or equivalent) shall be located below each address placement for indication of fire sprinkler activation.
- While the car wash building / tunnel does not need fire sprinklers, equipment / mechanical rooms are required to be equipped with fire sprinklers.
36. The building shall have a fire sprinkler riser enclosure accessible from the outside. The exact size and location of the enclosure shall be approved by the Fire Department prior to construction. This enclosure shall contain the fire sprinkler riser for the building, pressure gauges for the system, applicable valves, sprinkler head box, "test and drain" inspectors test valve and any diagrams or documentation for the fire protection systems. The enclosure door shall have labeling or signage approved by the fire code official indicating "FIRE RISER INSIDE".

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37. The applicant shall provide a Double Detector Check Valve Assembly / Fire Department Connection (RPDA/FDC). This device that supplies water to the automatic fire sprinkler system shall be placed in an approved location within 50' of a fire hydrant. The device shall be installed per San Diego County Regional Standard WF-05. The finished height of the Fire Department Connection (FDC) shall be no higher than 48" from grade. The entire device may be painted dark green or brown to blend in with adjacent landscaping. The Fire Department Connection (FDC) shall be painted red. The Fire Department Connection (FDC), once installed, shall be "pinned" in place for theft protection. The (RPDA) device shall be stenciled with 2" white numbers indicating the address served. The assembly shall be equipped with a chain and breakaway locks for security. The location of these devices shall be approved prior to installation. If the building is equipped with central station monitoring of the sprinkler system, the control valves on the device shall be monitored for tamper of the valves.
38. A Knox Box key safe for emergency access of Fire Department personnel is required for the building. Knox Boxes shall be installed at the front entrance, riser room and other required location(s). Knox Box applications may be obtained from the Fire Department. Approval of the number and exact mounting location shall be determined by the fire code official prior to installation.
39. The applicant shall provide Knox Fire Department Connection (FDC) Plugs. Santee has adopted the use of Knox Fire Department Connection (FDC) Plugs for FDC hose connections to the automatic fire sprinkler systems. These plugs ensure that the FDC's will be clear of obstructions and allow for the proper Fire Department use of automatic fire sprinkler systems. Knox Plugs can be ordered online directly from the Knox Company at [Knoxbox.com](http://Knoxbox.com). Order FDC Plugs for use in the City of Santee. Order model #3043 (two per building if using Siamese connection). Contact Santee Fire Department if assistance is needed in ordering.
40. A minimum of one, 2A10BC fire extinguisher shall be located every 75 feet of travel distance throughout the building. The exact extinguisher location shall be determined by the fire code official prior to installation.

Fire extinguishers shall also be located at approved locations near the gas pumps. The exact number and placement of these extinguishers shall be determined by the fire code official prior to installation.
41. The design of the motor fuel dispensing component of the project shall comply with Chapter 23 of the 2019 California Fire Code and all other applicable codes and standards. Plans and specifications shall be submitted to the Fire Department for the underground tank installation and

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the fuel dispensing operations. Plans and specifications shall also be submitted to the San Diego County Hazardous Materials Division for review and approval of the underground tank installation and the motor fuel dispensing operations.

42. All trash, recycle and storage enclosures, including associated roof structures, must be constructed of non-combustible materials.
  43. The applicant shall prepare and provide a notice to all property owners and residents within 300 feet of the project site no later than ten (10) days before the start of construction activities. The notice must be approved by the Director of Development Services and describe the project, the expected duration of construction activities, and provide a point of contact.
- F. During construction, the applicant shall complete the following to the satisfaction of the Director of Development Services:
1. The applicant shall comply at all times with the following work hour requirements:
    - a. No site work, building construction, or related activities, including equipment mobilization will be permitted to start on the project prior to 7:00 am and all work for the day shall be completed by 7:00 pm, no exceptions.
    - b. No work is permitted on Sundays or City Holidays.
    - c. No deliveries, including equipment drop off and pick-up, shall be made to the project except between the hours of 8:00 am and 6:00 pm, Monday through Saturday, excluding Sundays and City Holidays. Deliveries of emergency supplies or equipment necessary to secure the site or protect the public are permitted.
    - d. If the applicant fails or is unable to enforce compliance with their contractors, subcontractors and material suppliers regarding the specified work hours, additional reduction of work hours may be imposed by the Department of Development Services.

In addition to the above, the applicant shall erect one or more signs stating the work hour restrictions. Signs shall be installed as may be required in the vicinity of the project construction trailer, if a job site trailer is used, or at such other locations as may be deemed appropriate by the Department of Development Services. The sign shall be a minimum of 24" x 36" and shall be weather proofed. The sign content shall be provided by the Department of Development Services.

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

2. Trench work when required within City streets shall be completed within two weeks of the initial start date, including placement of the final trench patch. Trench plates or temporary pavement placement shall be installed at the end of each work day. Advance warning signs on lighted barricades notifying the public of trench plates and / or uneven pavement shall be placed and maintained until permanent pavement repairs are made. The maximum length of time including weekends and holidays that trench plates may remain on the street is 72 hours after which temporary or permanent asphalt paving shall be placed.
  3. Vehicle access on Mission Gorge Road, Cuyamaca Street, Olive Lane, Town Center Parkway, Carlton Hills Boulevard, Woodside Avenue, and Riverview Parkway shall be maintained at all times and all work within the public right-of-way shall be done at night unless otherwise approved by the City Engineer. When day work is permitted, work hours shall be from 8:30 am to 3:30 pm, including set up and break down of traffic control. No day work will be permitted during the holiday season, defined as beginning the Saturday before Thanksgiving Day and shall extend through New Year's Day, unless otherwise approved by the Director of Development Services.
  4. Comply with all applicable sections of the Municipal Code, Land Development Manual and Public Works Standards of the City of Santee.
- G. Prior to Occupancy, the applicant shall complete the following to the satisfaction of the Director of Development Services:
1. Provide two print copies and a digital copy of both the final approved Storm Water Quality Management Plan and the Operation and Maintenance Plan.
  2. Submit a print and digital copy of the BMP Certification package. The BMP certification package includes but is not limited to: 'wet' signed and stamped certification form(s), all BMP related product receipts and materials delivery receipts, an inspection and installation log sheet, and photographs to document each stage of BMP installation.
  3. Provide an executed contract must be in place with a qualified storm water service provider and a copy of the SWQMP provided to the consultant and the property owner / manager.
  4. Provide a Storm Water Facilities Maintenance Agreement accepting responsibility for all structural BMP maintenance, repair and replacement as outlined in said O&M plan binding on the land throughout the life of the project will be required prior to issuance of building permits.
  5. Submit two copies of a current preliminary title report (dated within six months of plan submittal) and two copies of all documents listed in the title

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

report. Copies of recorded documents must be clear and legible copies of the original recorded document.

6. Place all new utilities required to serve the project underground. No overhead facilities or extension of overhead facilities is permitted.
  7. Plant all new trees in and within 10 feet of the public right-of-way with root control barriers.
  8. Construct all improvements within the public right-of-way and improvements as shown on the approved precise grading plans. Improvements shall be completed to the satisfaction of the Director of Development Services.
  9. Record a Notice of Restrictions which discloses the conditions of Conditional Use Permit P2020-3 and existing zoning regulations to the future property owners. The form and content of said document shall be approved by the Director of Development Services.
- H. Upon establishment of the use pursuant to this Conditional Use Permit P2020-3, the following conditions shall apply:
1. A minimum of twenty off-street parking spaces shall be maintained on the site as shown on the approved plans. Twelve of these are located under the fueling canopy, five are in front of the food mart, and three are located on the east portion of the site. Parking areas and driveways shall be well maintained.
  2. All required landscaping shall be adequately watered and maintained in a healthy thriving condition, free from weeds, trash, and debris. All groundcover installed pursuant to an approved landscape plan shall provide 100 percent coverage within nine months of planting or additional landscaping, to be approved by the City Engineer, shall be required in order to meet this standard.
  3. All light fixtures shall be designed and adjusted to reflect light downward, away from any road or street, and shall otherwise conform to the requirements of Title 13 of the SMC.
  4. If the service station use becomes vacant or ceases operation beyond 180 days, the applicant shall remove all underground storage tanks, gasoline pumps and pump islands, and freestanding canopies in accordance with SMC 13.12.030.H.
  5. The uses established on the subject property shall be operated in compliance with the City noise ordinance, commencing with Section 5.04.010 of the SMC, or as may be hereafter amended.

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

**SECTION 4:** The terms and conditions of Conditional Use Permit P2020-3 and Variance V2020-2 approval shall be binding upon the permittee and all persons, firms and corporations having an interest in the property subject to these permits and the heirs, executors, administrators, successors and assigns of each of them, including municipal corporations, public agencies and districts.

**SECTION 5:** In addition to all other available remedies, the City of Santee Municipal Code, Chapter 1.14, provides for the issuance of Administrative citations for Municipal Code violations. Should non-compliance with said terms and conditions of this Conditional Use Permit or any violation of the Municipal Code that includes the City's Storm Water Ordinance, the City has the right to issue administrative citations containing an assessment of civil fines for each violation and collect administrative fines for violations.

**SECTION 6:** Pursuant to Government Code Section 66020, the 90-day approval period in which the applicant may protest the imposition of any fees, dedications, reservations, or exactions imposed pursuant to this approval, shall begin on February 23, 2022.

**SECTION 7:** The applicant shall defend, indemnify, and hold harmless the City of Santee and its officers, employees and agents from any claim, action, or proceeding against the City and/or its officers, employees or agents to attack or set aside, void, or annul the approval of the City of Santee concerning this Resolution or any action relating to or arising out of its approval.

**SECTION 8:** Conditional Use Permit P2020-3 and Variance V2020-2 shall expire on February 23, 2025 except where substantial use has commenced prior to its expiration. If use of the development has not commenced within the three-year period, said expiration date may be extended pursuant to a request for time extension received 60 days prior to the original expiration date. The City Council expressly grants to the Director of Development Services the authority to extend the expiration date of this approval pursuant to Section 13.04.090(B) of the Santee Municipal Code, when a request for an extension is filed at least 60 days prior to the original expiration date.

**SECTION 9:** The documents and materials that constitute the record of proceedings on which these findings have been based are located with the City Clerk at the City of Santee City Clerk's office at 10601 Magnolia Avenue, Building #3, Santee, CA 92071.

**ADOPTED** by the City Council of the City of Santee, California, at a Regular meeting thereof held this 23<sup>rd</sup> day of February 2022, by the following roll call vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

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

APPROVED:

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

ATTEST:

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

Attachment: Exhibit A – Mitigation Monitoring and Reporting Program (MMRP)

# EXHIBIT A

## MITIGATION MONITORING REPORTING PROGRAM

**Project Name:** Santee Arco Station

**Project Location:** 9015 Mission Gorge Road, Santee, CA 9207

The City of Santee (City) adopts this Mitigation Monitoring and Reporting Program (MMRP) in accordance with Public Resources Code (PRC) Section 21081.6 and Section 15097 of the California Environmental Quality Act (CEQA) Guidelines. The purpose of the MMRP is to ensure that the Santee Arco Station Project (project), which is the subject of the Initial Study/Mitigated Negative Declaration (IS/MND), complies with applicable environmental mitigation requirements. The mitigation described in the IS/MND and summarized below provides a broad purpose and overview of actions that will occur in order to reduce identified environmental impacts.

For each project that is subject to CEQA, PRC Section 21081.6 requires the Lead Agency to monitor performance of the mitigation measures included in environmental documents to ensure that the specified mitigation is implemented. The City is the designated Lead Agency for the proposed project. The City is responsible for review of monitoring reports, enforcement actions, and document disposition related to implementation of the MMRP.

After review and approval by the Lead Agency, minor changes to the MMRP are permitted but can only be made by the City. No deviations from this MMRP shall be permitted unless it continues to satisfy the requirements of PRC Section 21081.6, as determined by the City.

The organization of the MMRP follows the subsection formatting style presented within the IS/MND. Only those subsections of the environmental issues presented in the Initial Study Environmental Checklist that have mitigation measures are provided below in the MMRP table. All other subsections do not contain mitigation measures. For each mitigation measure, the MMRP table identifies the following: (1) mitigation measure; (2) responsible party for mitigation; (3) responsible party for verifying mitigation; (4) method of verification; (5) timing of verification (6) verification date; and (7) comments.

**Project Description:** The proposed project involves the redevelopment of a former full-service car wash into a self-service car wash with a food mart building and gas station canopy. The project would involve the demolition of about 1,200 square feet (sf) of the office and waiting room portions of the existing car wash structure and the construction of a 2,488-sf convenience store, a 3,576-sf gas station canopy area with 12 fuel pumps, and the conversion of an existing full-service car wash building into a self-service car wash comprising about 1,531 sf. The proposed food mart building would be a single-story structure with a building height of 24.5 feet. Other proposed site improvements include installation of utility connections, landscaping along the site perimeter, underground fuel storage tanks for fuel storage, a trash enclosure, 20 parking spaces, including 12 fuel island parking spaces, and two bicycle parking spaces. The project would be accessed via the two existing drives along Mission Gorge Road that would be modified to be American with Disabilities Act (ADA) compliant.

**City Contact:** Chris Jacobs, Principal Planner, City of Santee, Department of Development Services; Phone Number: 619-258-4100 Ext. 182

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

Mitigation Measure	Responsible Party for Mitigation	Responsible Party for Verification	Method of Verification	Timing of Verification	Verification Date	Comments
<b>Cultural Resources</b>						
<p><b>CUL-1 Archaeological Resources:</b> The following procedures shall be undertaken during ground-disturbing activities:</p> <ul style="list-style-type: none"> <li>- A Qualified Archaeologist who meets or exceeds the Secretary of Interior’s Professional Qualifications Standards for Archaeology and a Kumeyaay Native American monitor shall be present during ground-disturbing activity for project construction, including but not limited to site clearing, grubbing, trenching, and excavation, for the duration of the proposed project or until the Qualified Archaeologist and Kumeyaay Native American monitor determines monitoring is no longer necessary.</li> <li>- Prior to the issuance of a Grading Permit, the Applicant and/or Contractor shall provide a written and signed letter to the Project Planner, stating that a Qualified Archaeologist and a Kumeyaay Native American Monitor have been retained at the Applicant or Owner and/or Contractor's expense to implement the monitoring program. A copy of the letter shall be included in the Grading Plan Submittals for the Grading Permit.</li> <li>- The requirement for cultural resource mitigation monitoring shall be noted on all</li> </ul>	<p>Applicant’s Construction Contractor</p>	<p>Department of Development Services/Qualified Archaeologist and Native American Monitor</p>	<p>Field Monitoring</p>	<p>During construction</p>		

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

<b>Mitigation Measure</b>	<b>Responsible Party for Mitigation</b>	<b>Responsible Party for Verification</b>	<b>Method of Verification</b>	<b>Timing of Verification</b>	<b>Verification Date</b>	<b>Comments</b>
<p>applicable construction documents, including demolition plans, grading plans, etc.</p> <ul style="list-style-type: none"> <li>- The Qualified Archaeologist and Kumeyaay Native American Monitor shall attend all applicable pre-construction meetings with the Contractor and/or associated Subcontractors.</li> <li>- The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Kumeyaay Native American monitor during all ground disturbing or altering activities, as identified above.</li> <li>- The Qualified Archaeologist and Kumeyaay Native American monitor shall prepare daily logs and submit weekly updates to the Project Planner at the City of Santee regarding the activities observed.</li> <li>- The Qualified Archaeologist and/or Kumeyaay Native American monitor may halt ground disturbing activities if previously unidentified prehistoric or historic archaeological materials or potential human remains are discovered, ground disturbing activities shall be directed away from these deposits for a short time to allow a determination of potential significance. Ground disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the Kumeyaay Native American monitor, deems the cultural</li> </ul>						

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

Mitigation Measure	Responsible Party for Mitigation	Responsible Party for Verification	Method of Verification	Timing of Verification	Verification Date	Comments
<p>resource or feature has been appropriately treated and/or protected.</p> <ul style="list-style-type: none"> <li>- The avoidance and protection of discovered unknown and significant cultural resources and/or unique archaeological resources is the preferable mitigation for the proposed project. If avoidance is not feasible a Data Recovery Plan may be authorized by the City as the Lead Agency under CEQA. If data recovery is required, then the Kumeyaay Native American monitor shall be notified and consulted in drafting and finalizing any such recovery plan.</li> <li>- At the completion of monitoring, the Qualified Archaeologist shall prepare a Cultural Resources Monitoring Report to document the findings during the monitoring effort for the proposed project. The report shall include the monitoring logs completed for the proposed project and shall document any discoveries made during monitoring. The Cultural Resources Monitoring Report shall be submitted to the City of Santee and the South Coastal Information Center.</li> </ul>						
<b>Geology and Soils</b>						
<p><b>GEO-1 Paleontological Resources:</b> Prior to construction, a paleontological resource monitoring and mitigation plan (PRMMP) shall be prepared. It shall provide a description of a paleontological resources to inform construction personnel of the potential for fossil</p>	<p>Applicant's Construction Contractor</p>	<p>Department of Development Services</p>	<p>Field Monitoring</p>	<p>Prior to and during construction</p>		

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

<b>Mitigation Measure</b>	<b>Responsible Party for Mitigation</b>	<b>Responsible Party for Verification</b>	<b>Method of Verification</b>	<b>Timing of Verification</b>	<b>Verification Date</b>	<b>Comments</b>
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discoveries and of the types of fossils that may be encountered; detailed procedures for monitoring, fossil recovery, laboratory analysis, and museum curation; and notification procedures in the event of a fossil discovery by a paleontological monitor or other project personnel. In the event that paleontological resources are discovered during the construction phase of the project, a curation agreement from an accredited museum repository shall be obtained.

**Hazards and Hazardous Materials**

**HAZ-1 Soil Management Plan:** Prior to the issuance of a grading permit, the project applicant shall prepare a Soils Management Plan that shall be reviewed and approved by the County of San Diego Department of Environmental Health (DEH). Appropriate engineering controls shall be incorporated into the improvement plans, as may be required by DEH and RWQCB. Evacuation, management and disposal of impacted soils shall be managed as approved/required by DEH, RWQCB, and local, state and federal requirements.

Applicant's  
Construction  
Contractor

Department of Development  
Services

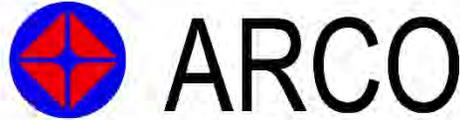
Field Survey  
and Mitigation  
Report

Prior to and during  
construction

**Aerial Vicinity Map**  
Conditional Use Permit P2020-3



# ARCO GAS STATION PROJECT PLANS CONDITIONAL USE PERMIT P2020-3/VARIANCE V2020-2



ADDRESS: 9015 MISSION GORGE ROAD  
SANTEE, CA 92071

PLANNING DEPT. NOTES	REVISIONS	REV
<ul style="list-style-type: none"> <li>• CARWASH COMMENTS                             <ul style="list-style-type: none"> <li>A. EXISTING CARWASH EQUIPMENT IS TO BE REMOVED.</li> <li>B. NEW CARWASH EQUIPMENT WILL BE INSTALLED.</li> <li>C. CONVERT EXISTING FULL SERVICE CARWASH TO SELF-SERVE.</li> <li>D. NO ATTENDANT WILL BE AVAILABLE TO SERVICE ANY VEHICLE.</li> </ul> </li> <li>• ENERGY CONSERVATION                             <ul style="list-style-type: none"> <li>A. INSTALL FUTURE CONDUIT FOR FUTURE EV UNITS.</li> <li>B. DESIGN CANOPY &amp; BUILDING ROOF FOR FUTURE SOLAR PANEL.</li> </ul> </li> </ul>	Δ03/11/2021	LJ
	Δ05/11/2021	LJ
	Δ07/23/2021	EC
	Δ09/29/2021	SK
	Δ	
	Δ	
	Δ	
	Δ	
	Δ	
	Δ	
	Δ	
	Δ	

PLANS PREPARED BY:  
**A & S ENGINEERING INC.**  
REGISTERED PROFESSIONAL ENGINEER  
 CIVIL ENGINEERING  
 10000 S. GARDEN AVENUE, SUITE 800  
 DENVER, CO 80231 (303) 750-4333



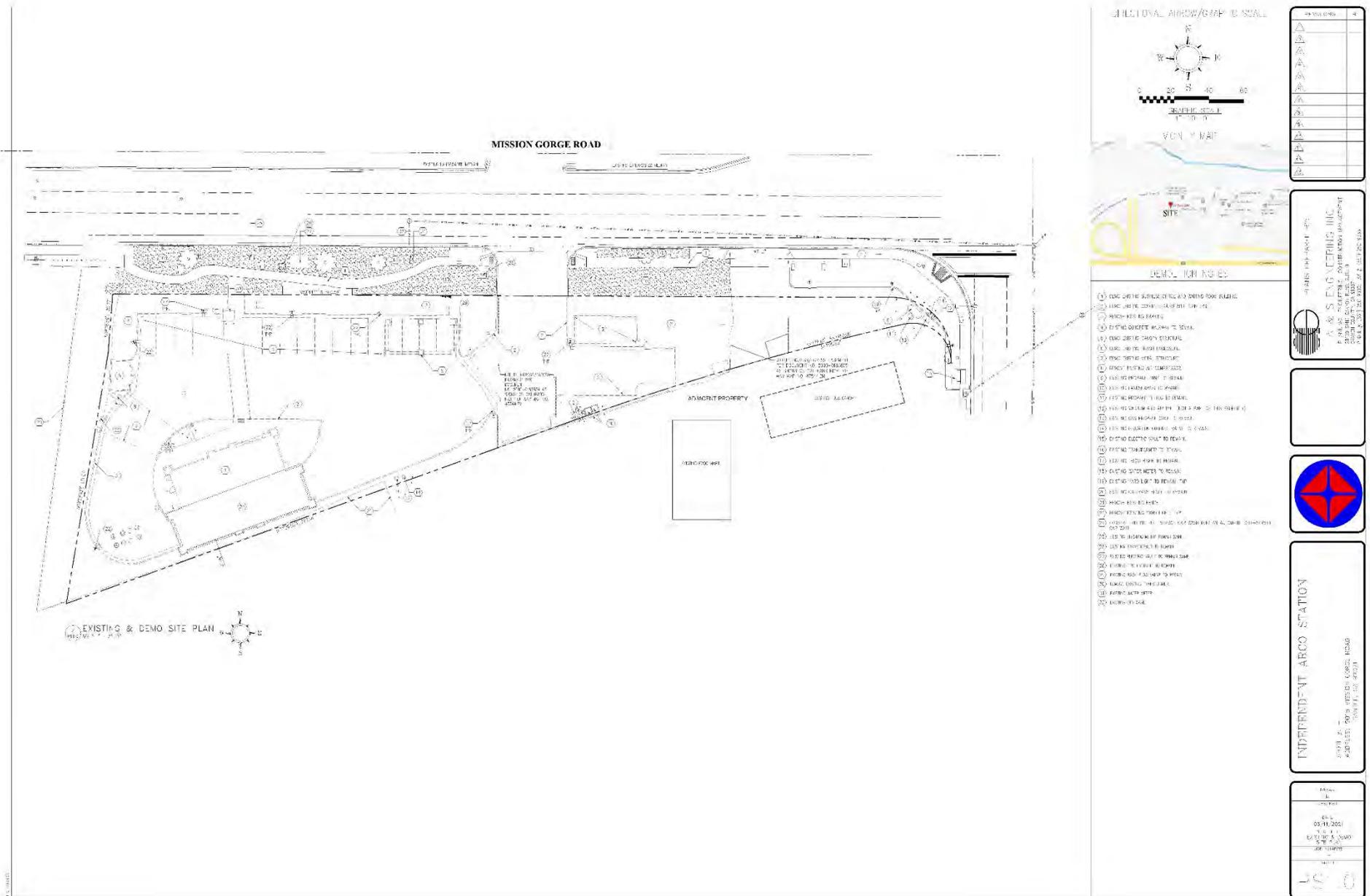
INDEPENDENT ARCO STATION  
 STORE # 9015 MISSION GORGE ROAD  
 ADDRESS: 9015 MISSION GORGE ROAD  
 SANTEE, CA 92071

TITLE SHEET	
<b>GENERAL</b>	
T1	COVER SHEET
<b>ARCHITECTURAL</b>	
PS1.0	EXISTING & DEMO SITE PLAN
PS1.1	PROPOSED SITE PLAN
SO1.0	SITE DETAILS
TE1.0	TRASH/ RECYCLE ENCLOSURE
TE2.0	TRASH ENCLOSURE DETAILS
A1.1	CONSTRUCTION FLOOR PLAN
A1.4	ROOF PLAN
A2.1	EXTERIOR ELEVATIONS
A2.2	EXTERIOR COLOR ELEVATIONS
A2.3	CANOPY PLAN
A2.4	CANOPY ELEVATIONS
A2.5	CANOPY ELEVATIONS
A3.1	CAR WASH ELEVATIONS
A3.2	CAR WASH COLOR ELEVATIONS
<b>TOPOGRAPHIC SURVEY</b>	
SHEET 1	OUT OF 3
SHEET 2	OUT OF 3
SHEET 3	OUT OF 3
<b>LANDSCAPE</b>	
PL1	PRELIMINARY LANDSCAPE PLAN
<b>CIVIL</b>	
SHEET 1 -3	PRELIMINARY GRADING PLANS
SHEET 2 -3	PRELIMINARY DWA EXHIBIT
SHEET 3 -3	PRELIMINARY UTILITIES PLANS
<b>EXISTING OFFSITE LANDSCAPE AND IRRIGATION PLAN</b>	
SHEET L-1	LANDSCAPE PLAN
SHEET L-5	IRRIGATION PLAN

DRAWN U
CHECKED
DATE 07/28/2020
BY: VINCE
TITLE SHEET
JOB NUMBER
SHEET
T1

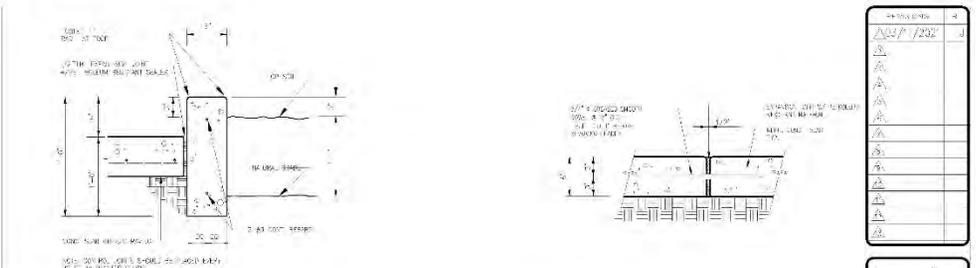
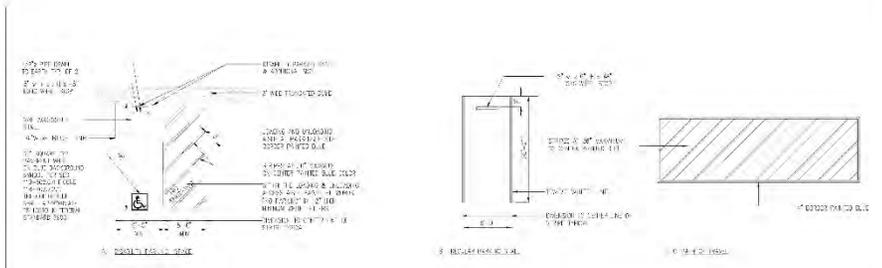
Project Plans

# ARCO GAS STATION PROJECT PLANS CONDITIONAL USE PERMIT P2020-3/VARIANCE V2020-2

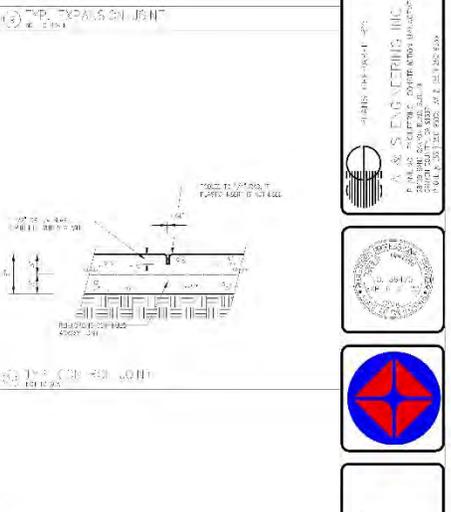
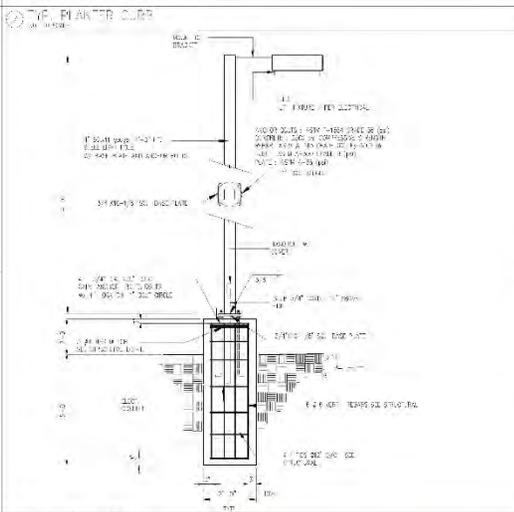
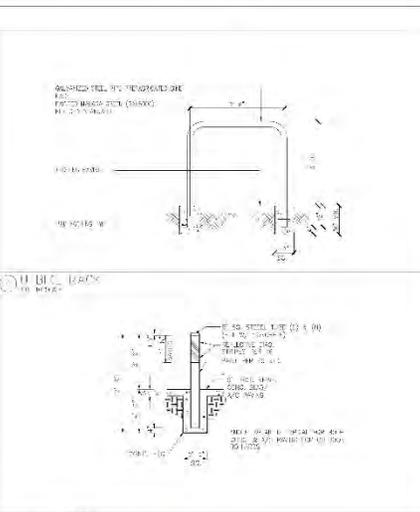
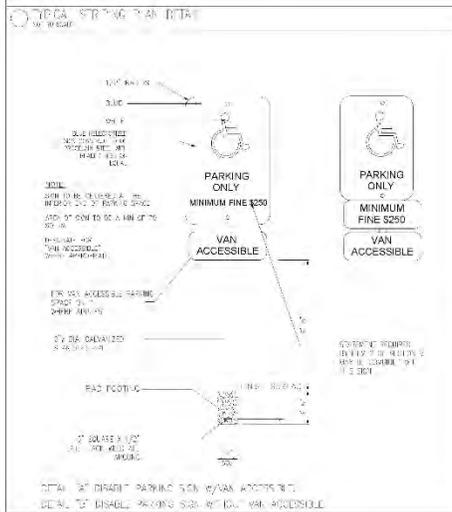




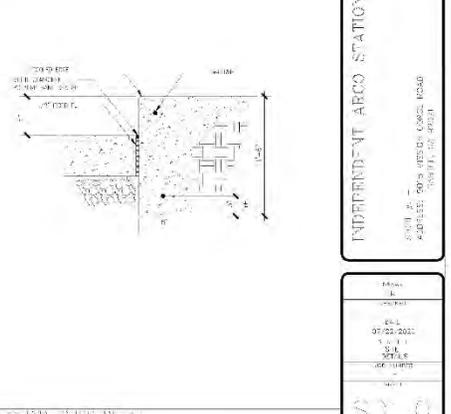
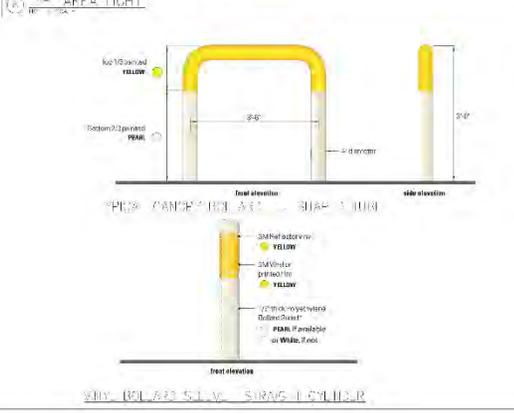
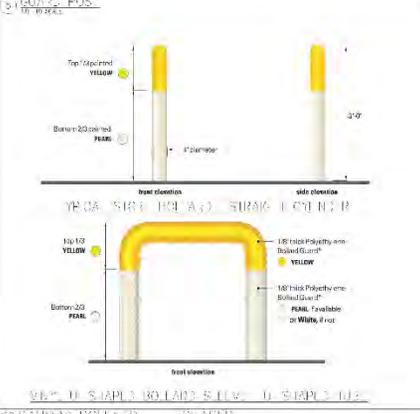
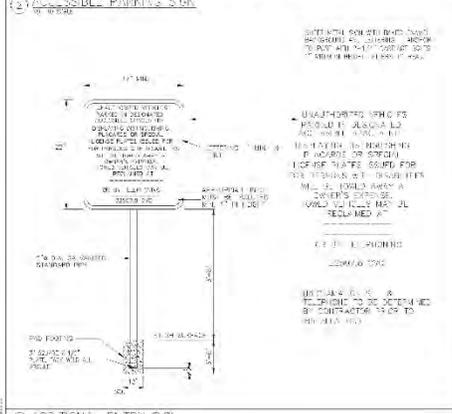
# ARCO GAS STATION PROJECT PLANS CONDITIONAL USE PERMIT P2020-3/VARIANCE V2020-2



NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	NO. 10	NO. 11	NO. 12	NO. 13	NO. 14	NO. 15	NO. 16	NO. 17	NO. 18	NO. 19	NO. 20	NO. 21	NO. 22	NO. 23	NO. 24	NO. 25	NO. 26	NO. 27	NO. 28	NO. 29	NO. 30	NO. 31	NO. 32	NO. 33	NO. 34	NO. 35	NO. 36	NO. 37	NO. 38	NO. 39	NO. 40	NO. 41	NO. 42	NO. 43	NO. 44	NO. 45	NO. 46	NO. 47	NO. 48	NO. 49	NO. 50	NO. 51	NO. 52	NO. 53	NO. 54	NO. 55	NO. 56	NO. 57	NO. 58	NO. 59	NO. 60	NO. 61	NO. 62	NO. 63	NO. 64	NO. 65	NO. 66	NO. 67	NO. 68	NO. 69	NO. 70	NO. 71	NO. 72	NO. 73	NO. 74	NO. 75	NO. 76	NO. 77	NO. 78	NO. 79	NO. 80	NO. 81	NO. 82	NO. 83	NO. 84	NO. 85	NO. 86	NO. 87	NO. 88	NO. 89	NO. 90	NO. 91	NO. 92	NO. 93	NO. 94	NO. 95	NO. 96	NO. 97	NO. 98	NO. 99	NO. 100
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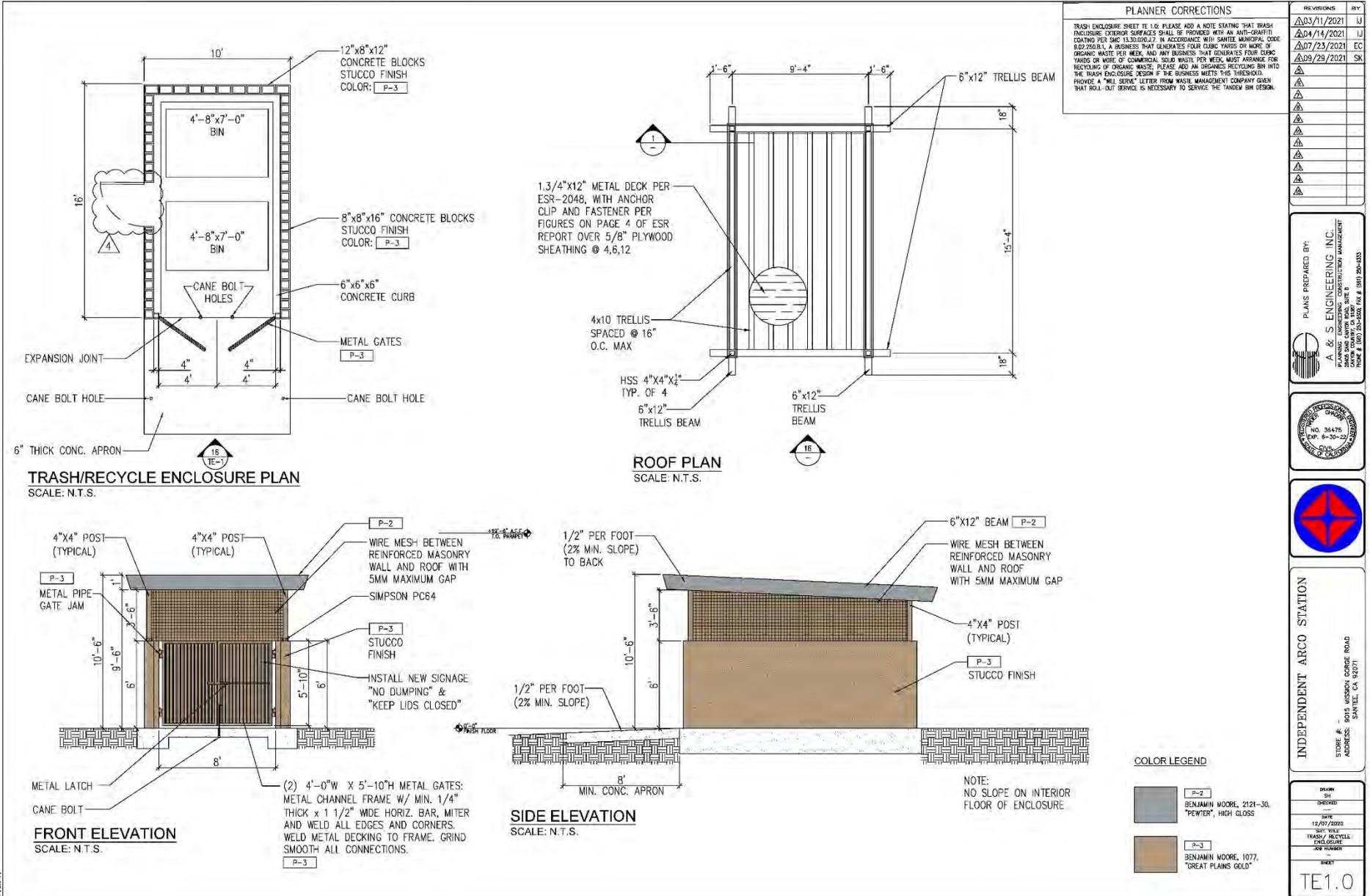
DESIGNED BY: **STANLEY W. WATKINS, INC.**  
 1000 S. 10TH AVENUE, SUITE 100  
 DENVER, CO 80202  
 PHONE: 303.733.1111  
 FAX: 303.733.1112  
 WWW: WWW.SWATKINS.COM



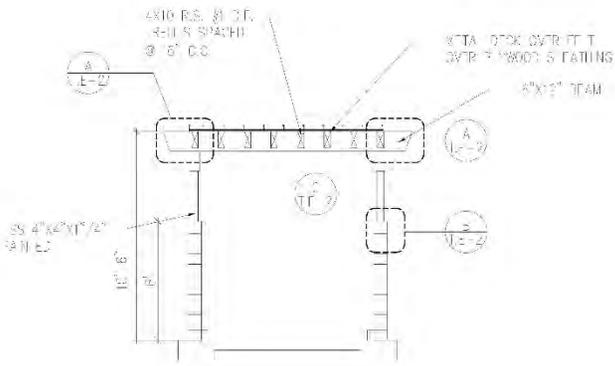
**INDEPENDENT ARCO STATION**  
 1000 S. 10TH AVENUE, SUITE 100  
 DENVER, CO 80202  
 PHONE: 303.733.1111  
 FAX: 303.733.1112  
 WWW: WWW.SWATKINS.COM

SCALE: 1/8" = 1'-0"  
 DATE: 07/23/2011  
 DRAWN BY: SWW  
 CHECKED BY: JWP  
 PROJECT: ARCO STATION

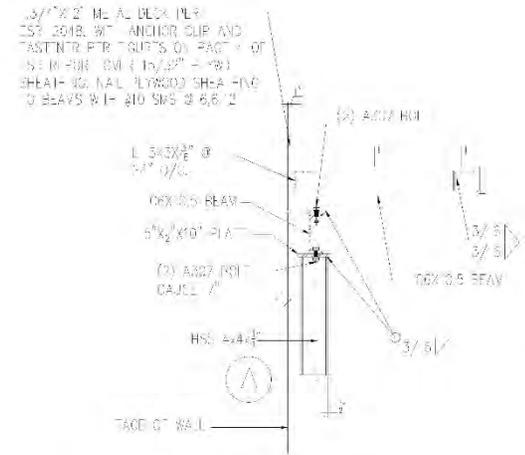
# ARCO GAS STATION PROJECT PLANS CONDITIONAL USE PERMIT P2020-3/VARIANCE V2020-2



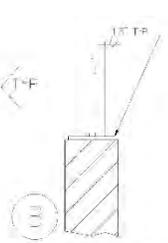
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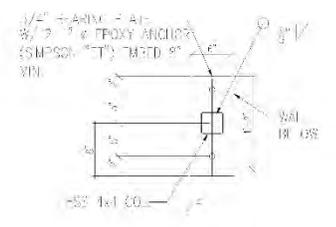
**SECTION-1**  
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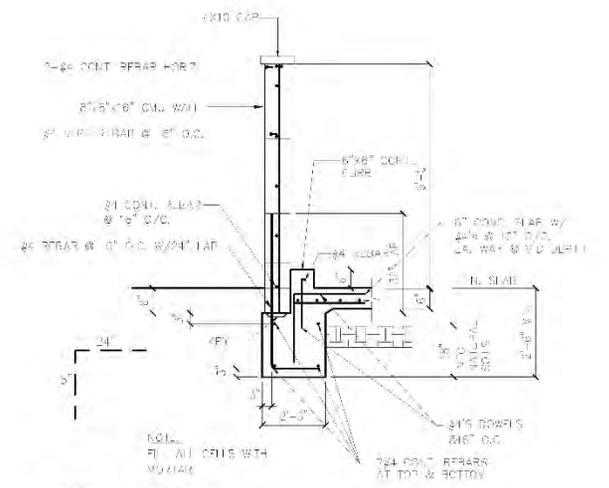
**TRASH ENCLOSURE TRELLIS DETAILS**  
SCALE: N.T.S.



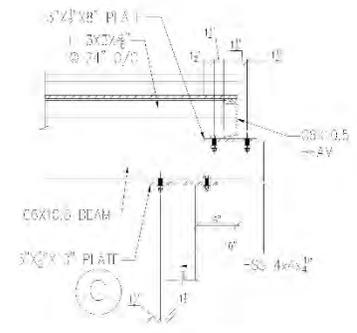
**DETAIL-B**  
SCALE: N.T.S.



**PLAN VIEW**  
SCALE: N.T.S.



**WALL SECTION**  
SCALE: N.T.S.



**DETAIL-C**  
SCALE: N.T.S.

DATE	BY	REVISION
11/17/2021	LS	

ARCHITECT  
**S. D. VENTRIS, INC.**  
 2200 W. 10TH AVENUE, SUITE 100  
 DENVER, CO 80202  
 TEL: 303.733.8888 FAX: 303.733.8339

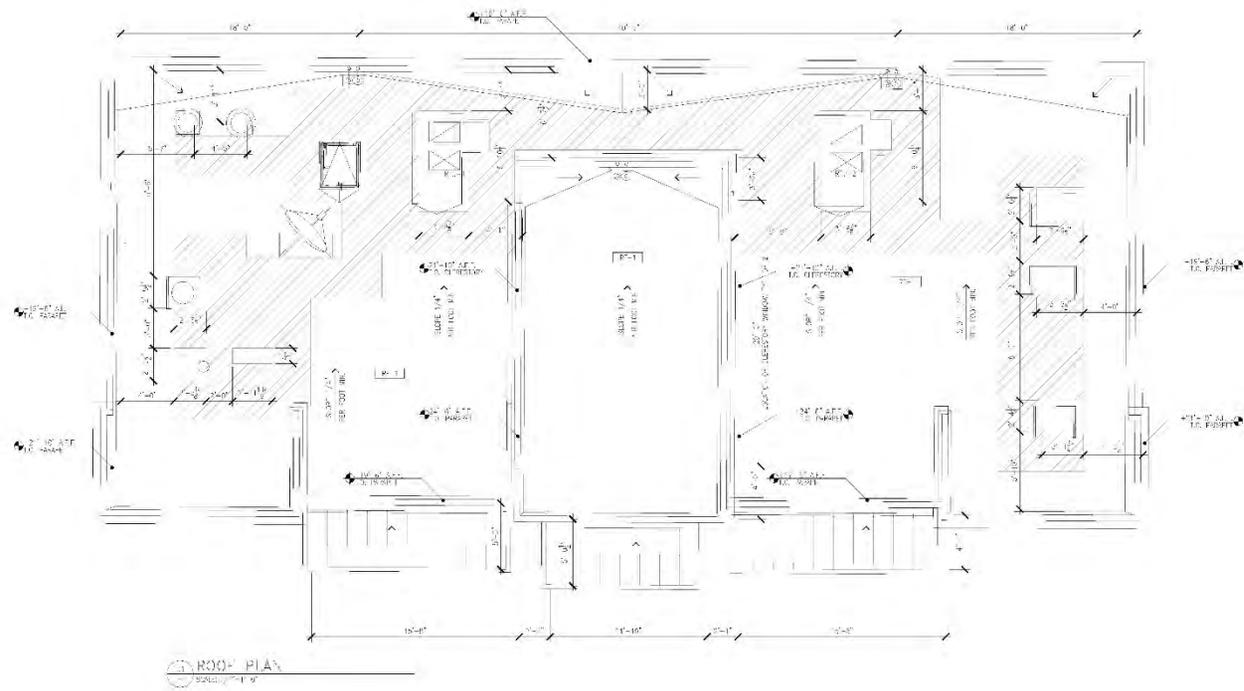


INDEPENDENT ARCO STATION  
 4300 E. 90th AVENUE, COME ROAD  
 DENVER, CO 80231

DATE	BY	REVISION
11/20		



# ARCO GAS STATION PROJECT PLANS CONDITIONAL USE PERMIT P2020-3/VARIANCE V2020-2



**ROOFING**

- 1" x 2" GRID WITH 1/2" G - REFLECT GRADE
- 4" R-10 INSULATION
- 2" R-19 INSULATION
- ASPH/FLT BURSTMAST MAT

**ROOF PLAN**  
SCALE: 1/8" = 1'-0"

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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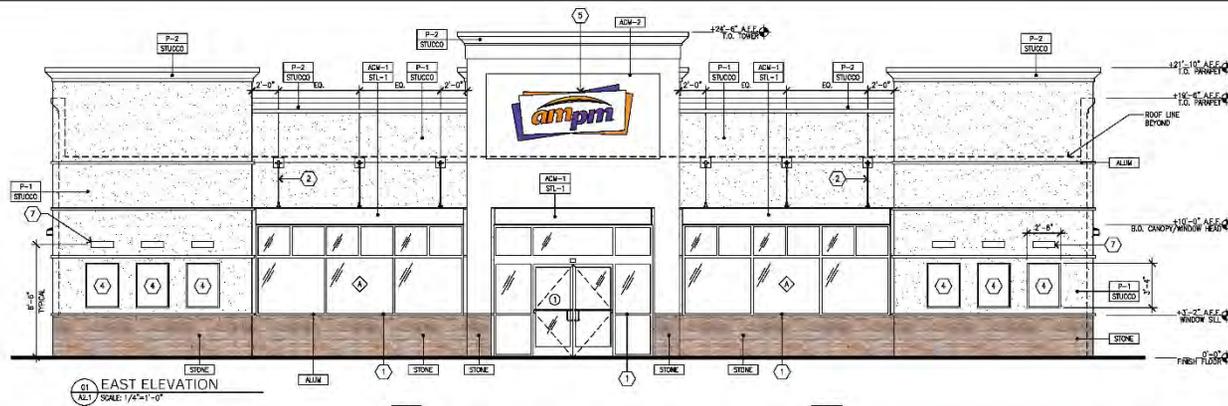
  
**S. D. A. V. E. R. T. I. N. G. I. N. C.**  
 10000 S. 100th Ave., Suite 100  
 Greenwood, CO 80042  
 (303) 441-1111



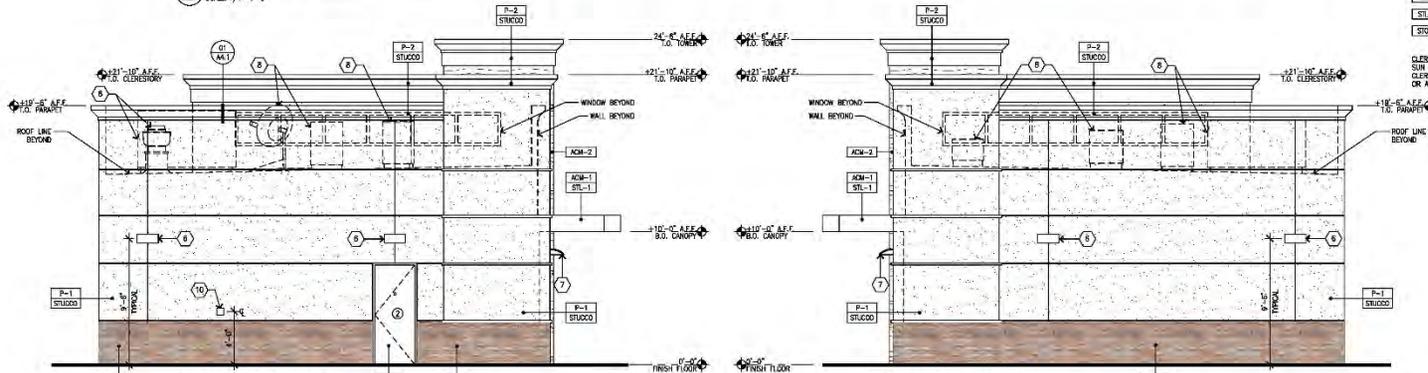
**INDEPENDENT ARCO STATION**  
 4300 E. 100th Ave., Suite 100  
 Greenwood, CO 80042

Date: 2/23/22  
 Scale: 1/8" = 1'-0"  
 Sheet: 1 of 1  
 Project: ARCO STATION  
 A1.4

# ARCO GAS STATION PROJECT PLANS CONDITIONAL USE PERMIT P2020-3/VARIANCE V2020-2

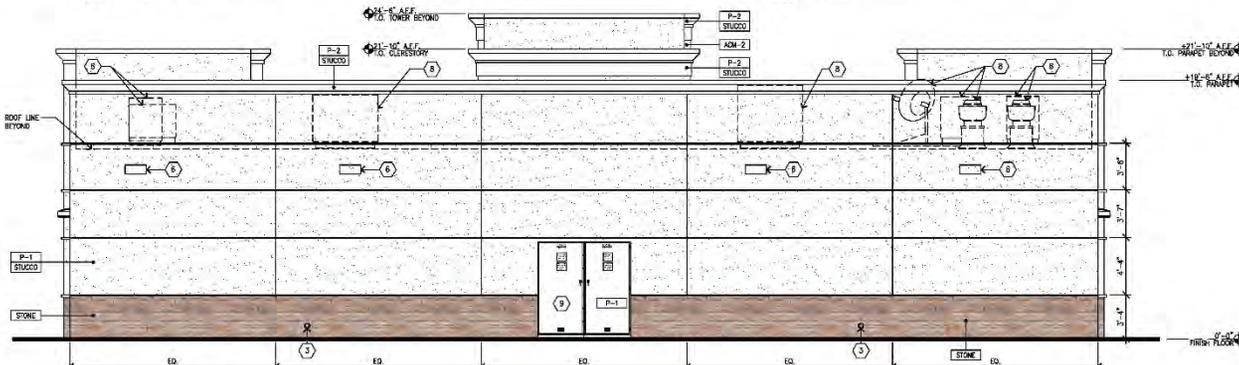


**01 EAST ELEVATION**  
SCALE: 1/4"=1'-0"



**02 SOUTH ELEVATION**  
SCALE: 1/4"=1'-0"

**03 NORTH ELEVATION**  
SCALE: 1/4"=1'-0"



**04 WEST ELEVATION**  
SCALE: 1/4"=1'-0"

**GENERAL NOTES**

A. RECAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELDARINGS.

**KEYED NOTES**

- 1 ALUMINUM ENTRANCE AND STOREFRONT SYSTEM, REFER TO SHEET AS 3 & SPECIFICATIONS
- 2 STEEL RAINING ROD AND CLEWS
- 3 OVERFLOW DRAIN
- 4 WALL PASTER
- 5 INTERNALLY ILLUMINATED SURFACE MOUNTED WALL SIGN
- 6 WALL MOUNTED LED FIXTURE
- 7 WALL MOUNTED SIGN LIGHTING
- 8 ROOFTOP EQUIPMENT BEYOND
- 9 MAIN SWIRL-GEAR
- 10 CO2 FILL/VENT BOX, VERIFY LOCATION PRIOR TO INSTALLATION

**COLOR LEGEND**

- P-1 BENJAMIN MOORE, DC-98, "WHITE OPULENCE"
- P-2 BENJAMIN MOORE, 2121-30, "TOWERT", HIGH GLOSS

**MATERIAL LEGEND**

- STUCCO 1/2" CEMENT PLASTER, INSTALLED PER MFG. SPECIFICATIONS, TEXTURE: FINE SAND FINISH
- ACM-1 ALUMINUM COMPOSITE MATERIAL, PANTONE PMS 166C, "ORANGE"
- ACM-2 ALUMINUM COMPOSITE MATERIAL, ALICORON, "RUSTIC WALNUT"
- ALUM CLEAR ANODIZED ALUMINUM
- SL-1 CLEAR ANODIZED ALUMINUM
- STONE 1/2" PANELIZED STONE VENEER (PROTOTYPE OPTION), MFR: CORAMODA, SERIES: PRO-LEGE COLOR: "ALASKAN SUNSET"

**CLOSETORY DESIGNER NOTE:**  
SUN EXPOSURE SHOULD BE CONSIDERED FOR WINDOW USE AT CLOSETORY IN TEMPERATE CLIMATE AVOID SOUTH AND WEST EXPOSURE OR ADD SHADING OR LOW E GLAZING

REVISIONS	BY
03/11/2021	UJ
07/23/2021	EC
09/29/2021	SK

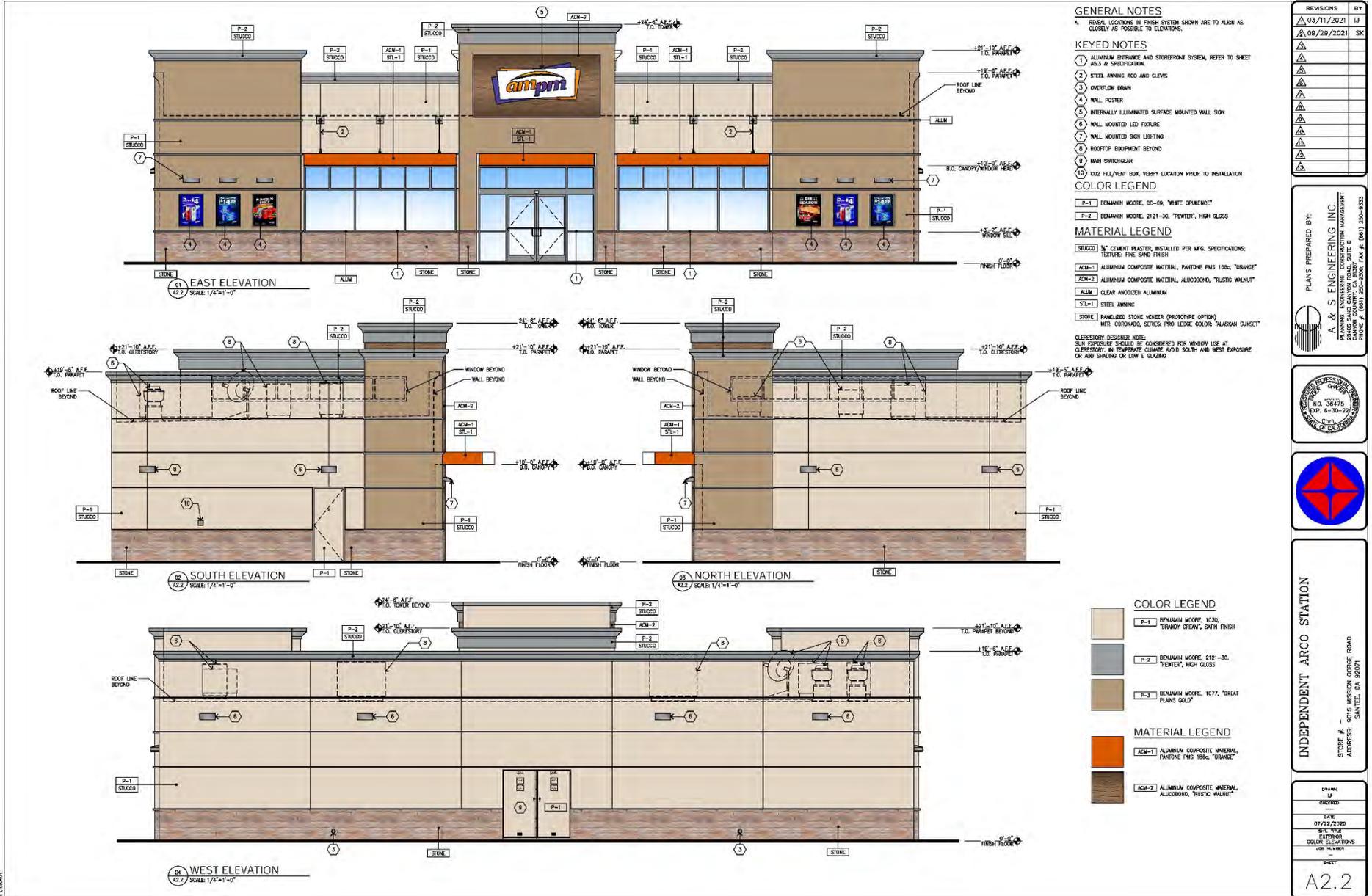
PLANS PREPARED BY:  
**A & S ENGINEERING, INC.**  
PROFESSIONAL ARCHITECTURAL MANAGEMENT  
1000 S. MICHIGAN AVE., SUITE 8  
PHOENIX, AZ 85024  
PHONE: (602) 252-3300 FAX: (602) 252-8833



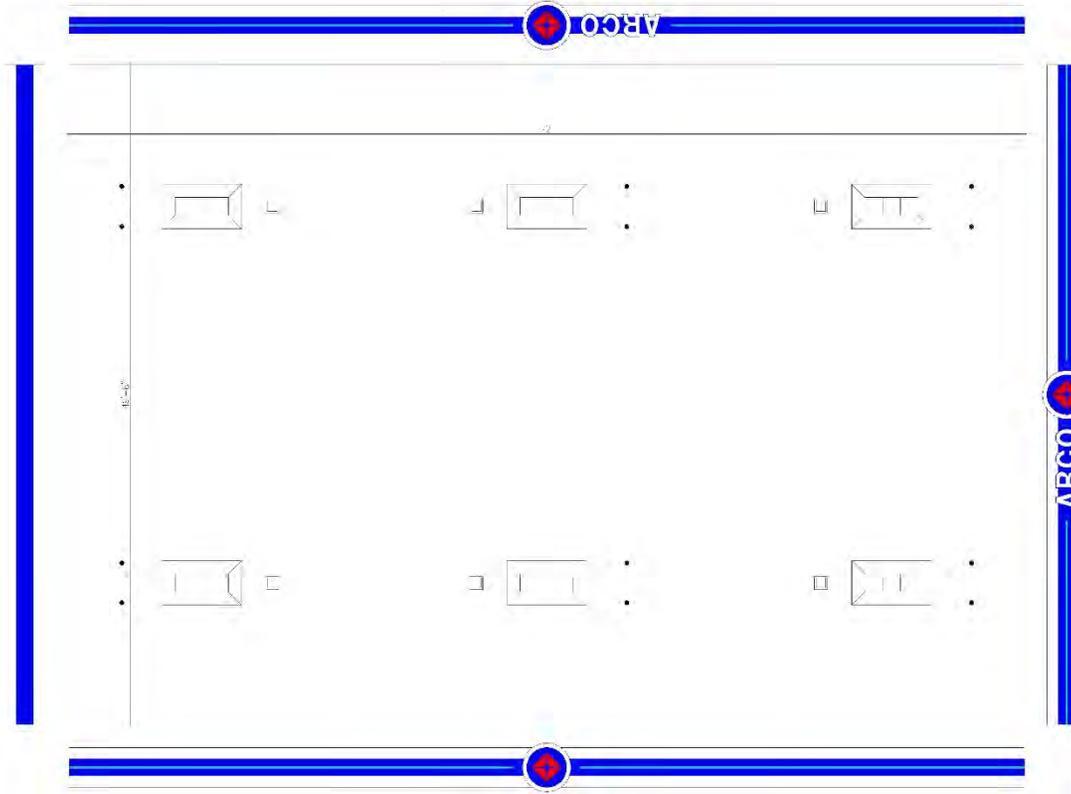
**INDEPENDENT ARCO STATION**  
STORE # 9016 MISSION GORGE ROAD  
SANTAE, CA 94071

DRAWN	UJ
ORDERED	
DATE	07/23/2020
BY	UJ
PROJECT	ELEVATIONS FOR NUMBER
SHEET	A2.1

# ARCO GAS STATION PROJECT PLANS CONDITIONAL USE PERMIT P2020-3/VARIANCE V2020-2



# ARCO GAS STATION PROJECT PLANS CONDITIONAL USE PERMIT P2020-3/VARIANCE V2020-2



CANOPY PLAN  
SCALE 1/4" = 1'-0"



NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR PERMIT	1/20/22	J
2			
3			
4			
5			
6			
7			
8			
9			
10			

  
**S. E. McElroy, Inc.**  
 PROFESSIONAL ENGINEERS  
 2520 N. 10th St., Suite 100  
 Phoenix, AZ 85016  
 P: 602.955.1500  
 F: 602.955.1505

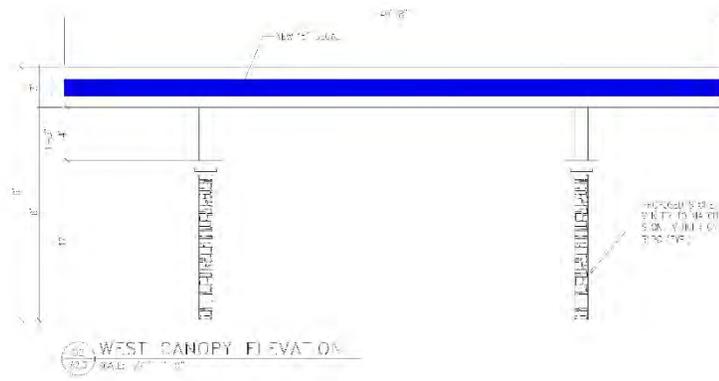
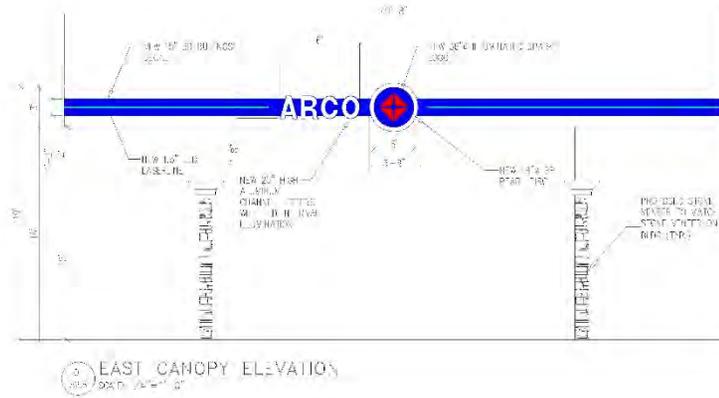


**INDEPENDENT ARCO STATION**  
 6500 N. 10th St.  
 Suite 100  
 Phoenix, AZ 85016

Project No. 2020-3  
 Date: 1/20/22  
 Scale: 1/4" = 1'-0"  
 Drawing Name: Canopy Plan  
 Drawing No.: 2020-3-CP-01  
 Scale: 1/4" = 1'-0"  
**A-2-6**



# ARCO GAS STATION PROJECT PLANS CONDITIONAL USE PERMIT P2020-3/VARIANCE V2020-2



NO. 1	DATE	BY	CHKD.
1	1/20/22	J	
2	1/23/22	J	
3			
4			
5			
6			
7			
8			

STEVEN M. MCNEIL  
 PROFESSIONAL ENGINEER  
 STATE OF MICHIGAN  
 LICENSE NO. 90001  
 EXPIRES 12/31/2024



INDEPENDENT ARCO STATION  
 4000 S. WOODRIDGE ROAD  
 TROY, MI 48063

ARCO  
 4000 S. WOODRIDGE ROAD  
 TROY, MI 48063  
 313.487.4400  
 WWW.ARCO.COM



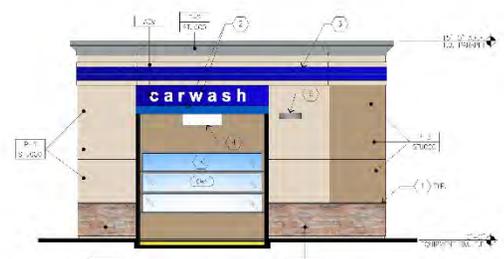
# ARCO GAS STATION PROJECT PLANS CONDITIONAL USE PERMIT P2020-3/VARIANCE V2020-2



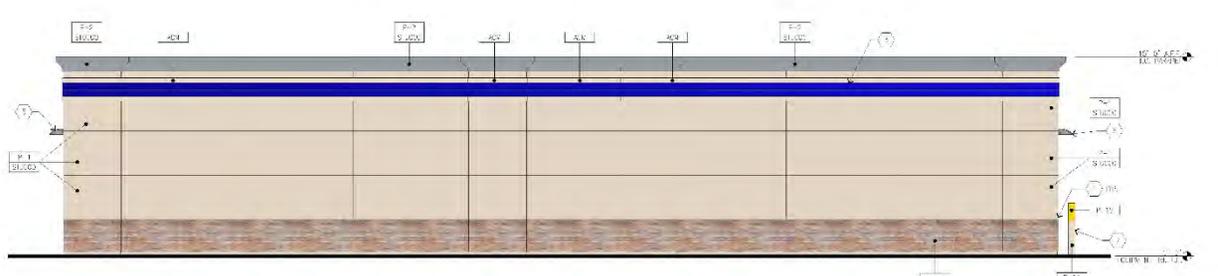
**01 NORTH ELEVATION**  
SCALE: 1/4" = 1'-0"



**02 WEST ELEVATION**  
SCALE: 1/4" = 1'-0"



**03 EAST ELEVATION**  
SCALE: 1/4" = 1'-0"



**04 SOUTH ELEVATION**  
SCALE: 1/4" = 1'-0"

**KEYED NOTES**

- (1) 1/2" x 1/2" x 1/2" BRICK
- (2) 1/2" x 1/2" x 1/2" BRICK
- (3) 1/2" x 1/2" x 1/2" BRICK
- (4) 1/2" x 1/2" x 1/2" BRICK
- (5) OVERHANG CLEARANCE FIN.
- (6) WALL, ISOLATED IBC FINISH
- (7) COMPLETE FILLER BEARING, REFER TO 01 & 02/03/04
- (8) 1/2" x 1/2" x 1/2" BRICK
- (9) ISOLATED IBC FIN.

**COLOR LEGEND**

- 1 - BRICK'S ROOF, 100% "BRICK" COLOR, 3/4" x 1/2" x 1/2"
- 2 - BRICK'S ROOF, 100% "BRICK" COLOR, 3/4" x 1/2" x 1/2"
- 3 - 1/2" x 1/2" x 1/2" BRICK, 100% "BRICK" COLOR
- 4 - 1/2" x 1/2" x 1/2" BRICK, 100% "BRICK" COLOR

**MATERIAL LEGEND**

- 1 - BRICK'S ROOF, 100% "BRICK" COLOR, 3/4" x 1/2" x 1/2"
- 2 - BRICK'S ROOF, 100% "BRICK" COLOR, 3/4" x 1/2" x 1/2"
- 3 - 1/2" x 1/2" x 1/2" BRICK, 100% "BRICK" COLOR
- 4 - 1/2" x 1/2" x 1/2" BRICK, 100% "BRICK" COLOR

**COLOR LEGEND**

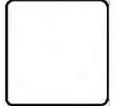
- 1 - BRICK'S ROOF, 100% "BRICK" COLOR, 3/4" x 1/2" x 1/2"
- 2 - BRICK'S ROOF, 100% "BRICK" COLOR, 3/4" x 1/2" x 1/2"
- 3 - 1/2" x 1/2" x 1/2" BRICK, 100% "BRICK" COLOR
- 4 - 1/2" x 1/2" x 1/2" BRICK, 100% "BRICK" COLOR
- 5 - 1/2" x 1/2" x 1/2" BRICK, 100% "BRICK" COLOR

NO.	DESCRIPTION	DATE
1		
2		
3		
4		
5		
6		
7		
8		
9		

ARCHITECT

**S. J. DAVIDSON, INC.**

1000 S. 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.8888  
WWW.SJDASIDON.COM



INDEPENDENT ARCO STATION

3000 S. W. 10TH AVENUE, SUITE 100  
DENVER, CO 80202

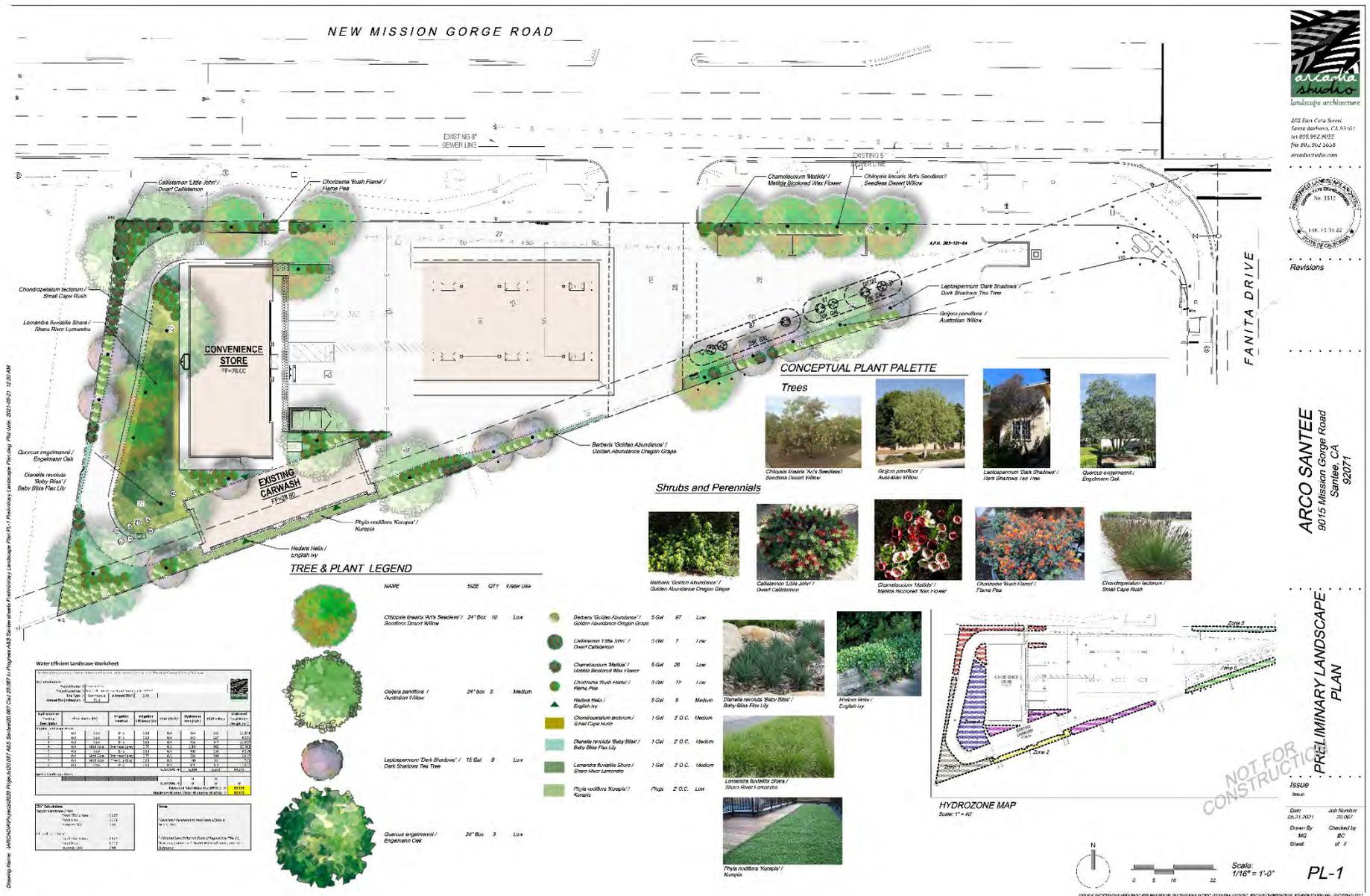
DATE: 02/23/22  
BY: [Signature]  
SCALE: 1/4" = 1'-0"  
PROJECT: ARCO STATION  
SHEET: A.3.2







# ARCO GAS STATION PROJECT PLANS CONDITIONAL USE PERMIT P2020-3/VARIANCE V2020-2



**arcadia studio**  
Landscape Architecture  
202 East Curia Street  
Santa Barbara, CA 93101  
Tel: 805.962.2655  
Fax: 805.962.3658  
arcadiastudio.com



Revisions

**ARCO SANTEE**  
9015 Mission Gorge Road  
Santee, CA  
92071

### CONCEPTUAL PLANT PALETTE



### Shrubs and Perennials

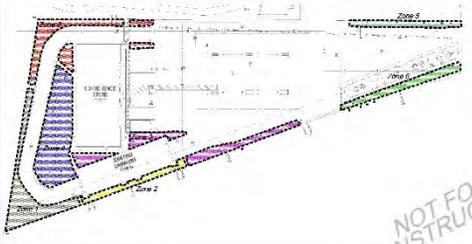


### TREE & PLANT LEGEND

NAME	SIZE	QTY	VISIB. USE
<i>Chamaecyparis nana</i> / Dwarf Callistemon	24" Box	10	Low
<i>Chamaecyparis nana</i> / Dwarf Callistemon	24" Box	5	Medium
<i>Chamaecyparis nana</i> / Dwarf Callistemon	24" Box	3	Low
<i>Chamaecyparis nana</i> / Dwarf Callistemon	24" Box	3	Low

Water Efficient Landscape Worksheet

Plant	Area (sq ft)	Water Use (gal)	Water Use (ft <sup>3</sup> )
Callistemon	100	100	100
Chamaecyparis	200	200	200
Chamaecyparis	300	300	300
Chamaecyparis	400	400	400
Chamaecyparis	500	500	500
Chamaecyparis	600	600	600
Chamaecyparis	700	700	700
Chamaecyparis	800	800	800
Chamaecyparis	900	900	900
Chamaecyparis	1000	1000	1000



**HYDROZONE MAP**  
Scale: 1" = 4'

NOT FOR CONSTRUCTION

**PRELIMINARY LANDSCAPE PLAN**

Issue:  
Date: 08/21/2021  
Job Number: 201807  
Drawn by: MG  
Checked by: BC  
Sheet: of 1

PL-1

Scale: 1/16" = 1'-0"

# ARCO GAS STATION PROJECT PLANS CONDITIONAL USE PERMIT P2020-3/VARIANCE V2020-2

## PRELIMINARY GRADING PLAN ARCO SANTEE

9015 MISSION GORGE ROAD, SANTEE, CA 92071



VICINITY MAP  
SCALE: 1" = 100'

### LEGAL DESCRIPTION:

THAT REAL PROPERTY IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA WITHIN LOT 1 OF THE RE-SUBDIVISION OF PART OF FANITA RANCH, ACCORDING TO MAP NO. 1101 FILED FEBRUARY 28, 1988, IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, STATE OF CALIFORNIA, TOGETHER WITH THAT PORTION OF LOT 1 IN BLOCK "C" OF FANITA RANCH, ACCORDING TO MAP NO. 986 FILED IN SAID OFFICE OF SAID COUNTY RECORDER ON OCTOBER 29, 1981, WITHIN THE AREA MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 1" IRON PIPE WITH TAG STAMPED "CAL DOT" PER RECORD OF SURVEY MAP NO. 2718A FILED ON DECEMBER 23, 2011, IN THE OFFICE OF THE COUNTY SUPERVISOR OF SAID COUNTY, SAID POINT MARKING THE EASTWEST TERMINUS OF THAT CERTAIN CURVE SHOWN AS N 37° 02' 00" E 438.87' ON SHEET 4 OF 9 OF SAID RECORD OF SURVEY MAP SAID POINT BEARS SURVEY TO N 31.10' FEET (PER RECORD OF SURVEY MAP NO. 2814) BEARS PER SAID RECORD OF SURVEY FROM A 1" IRON PIPE WITH TAG STAMPED "CAL DOT";

THENCE (1) ALONG THE FOLLOWING 2 COURSES OF THE NORTHERLY LINE OF THAT PARCEL SHOWN ON RECORD OF SURVEY MAP NO. 2718A FILED ON DECEMBER 23, 2011, AS SAID NUMBER 2814 AS SHOWN IN THE OFFICE OF THE COUNTY SUPERVISOR OF SAID COUNTY, N 70° 19' 45" E 277.14 FEET TO THE BEGINNING OF A 148.80' RADIUS BACKSIGHT CURVE BEARING S 01° 16' 00" W, PARALLEL TO SAID CURVE BEARS N 87° 49' 00" W;

THENCE (2) NORTH-EASTERLY ALONG SAID CURVE A DISTANCE OF 178.54 FEET THROUGH A CENTRAL ANGLE 87° 00" TO A POINT OF COMPOUND CURVATURE SAID CURVE HAVING A RADIUS OF 200 FEET AT ANGLE 12° 56' 00" CURVE BEARS N 79° 00' 00" W;

THENCE (3) EASTERLY, SOUTH-EASTERLY AND SOUTHWESTERLY ALONG SAID CURVE A DISTANCE OF 36.83 FEET THROUGH A CENTRAL ANGLE 182° 06' 00" W;

THENCE (4) LEAVING SAID NORTHERLY LINE, N 80° 11' 59" E 312 FEET TO A 50 X 50 FOOT WOODS CURVE CURVING SOUTHWESTERLY;

THENCE (5) NORTHWESTERLY ALONG SAID CURVE A DISTANCE OF 47.68 FEET THROUGH A CENTRAL ANGLE OF 89° 00' TO A POINT THAT IS 70 FEET SOUTH OF THE CENTERLINE OF RE-ALIGNED MISSION GORGE ROAD, AS SHOWN IN A RE-ALIGNMENT TO THE CITY OF SANTEE PER DOCUMENT NUMBER 200-033232, RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY ON MAY 23, 2001, AND RECORDED IN THE COUNTY MAP NO. 206 FILED WITH THE COUNTY SUPERVISOR OF SAID COUNTY AS FILE NO. 200-102091 ON APRIL 9, 2001;

THENCE (6) PARALLEL WITH AND 73.60 FEET PERPENDICULAR TO AND SOUTHWESTERLY OF THE CENTERLINE OF SAID RE-ALIGNED MISSION GORGE ROAD, N 80° 18' 10" E 260.85 FEET TO A POINT ON BEARING 4° 05' SAID RE-ALIGNMENT AS SHOWN ON SHEET 10 OF 11 SHEETS OF SAID MAP NO. 206, 1741' 31.25' E 32.58' FEET PERPENDICULAR TO AND SOUTHWESTERLY OF THE CENTERLINE OF SAID RE-ALIGNED MISSION GORGE ROAD;

THENCE (7) CONTINUING N 80° 18' 10" E 322.88 FEET TO A 1" IRON PIPE WITH TAG STAMPED "CAL DOT" PER SAID RECORD OF SURVEY MAP NO. 2115A;

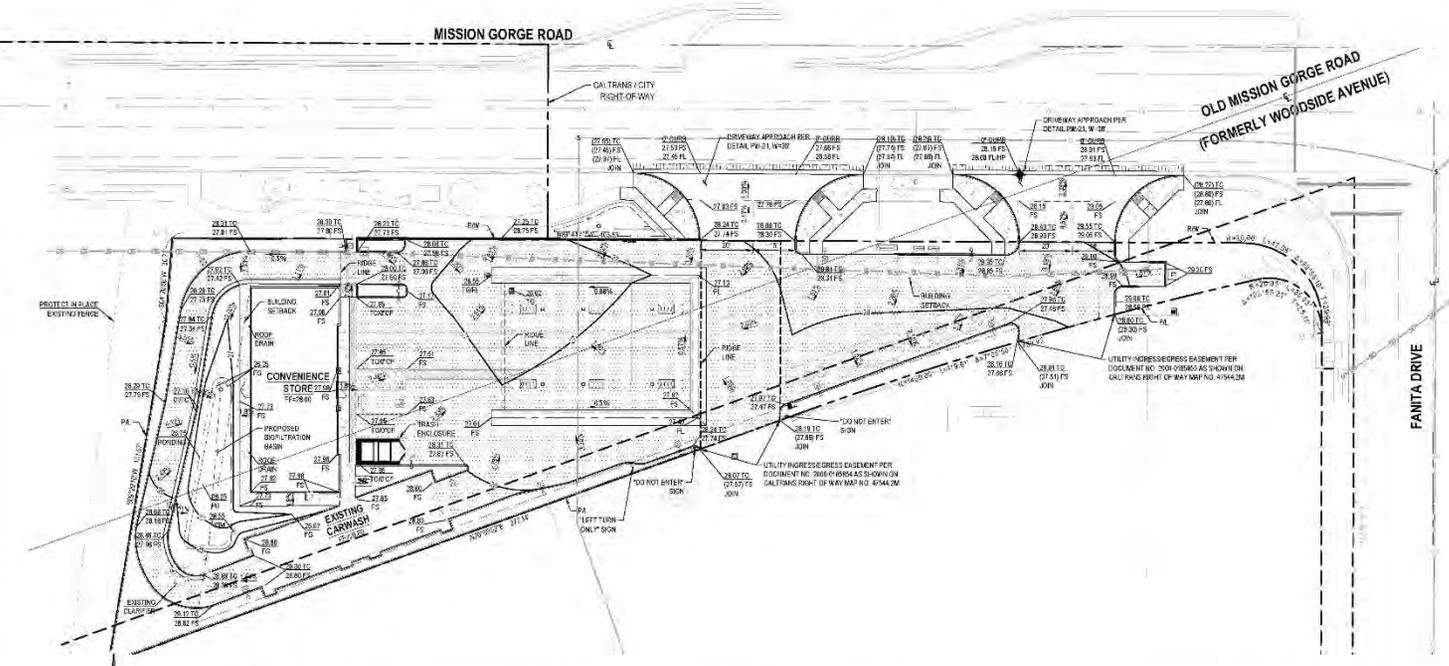
THENCE (8) S 64° 27' 30" W 36.78 FEET TO A 4" IRON PIPE WITH TAG STAMPED "CAL DOT" PER SAID RECORD OF SURVEY MAP NO. 2718A;

THENCE (9) S 53° 03' 30" W 131.87 FEET TO THE POINT OF BEGINNING.

THERE SHALL BE NO ADJUTANT'S RIGHTS, INCLUDING RIGHTS OF ACCESS, APPURTENANT TO THE ABOVE DESCRIBED REAL PROPERTY IN AND TO THE ADJACENT STATE HIGHWAY OR TO MASSON GORGE ROAD, ALONG COURSES (1) THROUGH (9) AS DESCRIBED ABOVE.

NOTE: THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT.

ABBREVIATIONS:		LEGEND:	
AC	ASPHALT CONCRETE	CCC	CONCRETE
BW	BACK OF WALK	CSW	CURB SIDEWALK
CF	CURB FACE	EG	EXISTING GROUND
ES	EXISTING SURFACE	FF	FINISHED FLOOR
EX	EXISTING	FG	FINISHED GROUND
FF	FINISHED FLOOR	FL	FLOW LINE
FL	FLOW LINE	FS	FINISHED SURFACE
FS	FINISHED SURFACE	IN	INVERT
IN	INVERT	LP	LOW POINT
LP	LOW POINT	MAX	MAXIMUM
MAX	MAXIMUM	MIN	MINIMUM
MIN	MINIMUM	PL	PROPERTY LINE
PL	PROPERTY LINE	R/W	RIGHT OF WAY
R/W	RIGHT OF WAY	SP	STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION
SP	STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION	SW	SEWER LINE
SW	SEWER LINE	TC	TOP OF CURB
TC	TOP OF CURB	TD	STORM DRAIN LINE
TD	STORM DRAIN LINE	TR	TRASH ENCLOSURE
TR	TRASH ENCLOSURE	TO	TOP OF GRADE
TO	TOP OF GRADE	XXX.XX	PROPOSED ELEVATION
XXX.XX	PROPOSED ELEVATION	XXX.XX	EXISTING ELEVATION
XXX.XX	EXISTING ELEVATION		



DATE	REVISIONS
	DESCRIPTION

BENCHMARK
DESCRIPTION

**Waber Consultants INC**  
PLANNING CIVIL ENGINEERING SURVEYING  
20221 CENTER FOR SANTEE CREEK DRIVE  
SANTEE, CA 92071  
TEL: 619.444.2244 FAX: 619.444.2232

**PRELIMINARY GRADING PLAN**  
**PRELIMINARY IMPROVEMENT PLANS**  
**ARCO SANTEE**  
9015 MISSION GORGE ROAD,  
SANTEE, CA 92071

JOB NO: **20033**  
DATE: **7/14/2021**  
SHEET **1**  
OF 3 SHEETS

# ARCO GAS STATION PROJECT PLANS CONDITIONAL USE PERMIT P2020-3/VARIANCE V2020-2

## PRELIMINARY DMA EXHIBIT ARCO SANTEE 9015 MISSION GORGE ROAD, SANTEE, CA 92071

**LEGEND:**

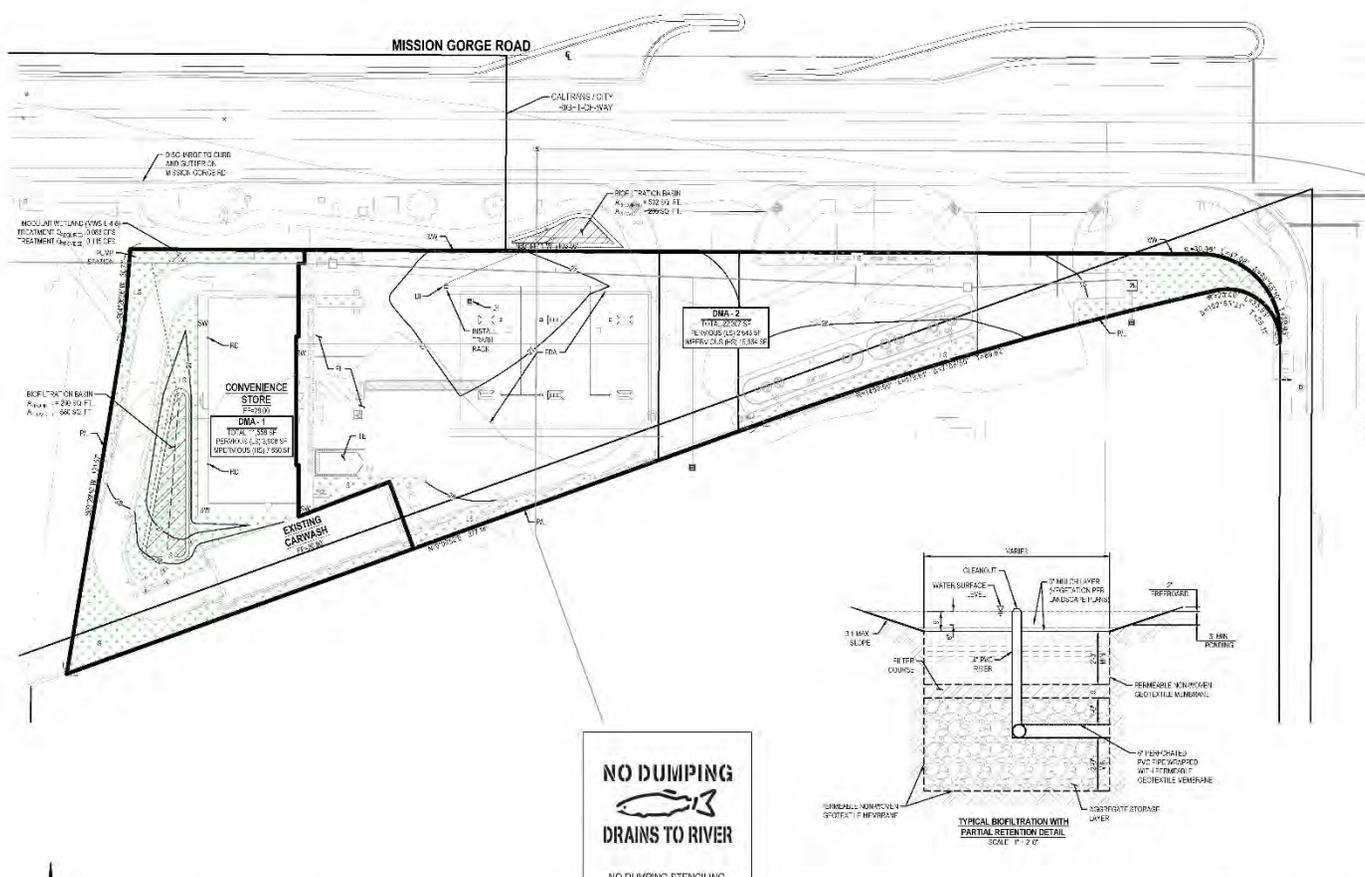
	EROSION CONTROL
	BIOTREATMENT
	MODULAR FACILITY
	IMPERVIOUS SURFACE

BI	BIOTREATMENT
ER	EROSION CONTROL
MA	MODULAR FACILITY
IS	IMPERVIOUS SURFACE
WC	WATER CURB
WS	WASH WATER
CD	CONCRETE DRIVE

**INFORMATION:**

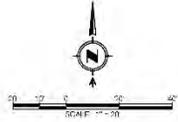
- ALL SURFACES SHALL BE PROTECTED FROM EROSION
- ALL SURFACES SHALL BE PROTECTED FROM BIOTREATMENT
- ALL SURFACES SHALL BE PROTECTED FROM BIOTREATMENT
- ALL SURFACES SHALL BE PROTECTED FROM BIOTREATMENT

TOTAL AREA			
AREA	AREA (SQ. FT.)	PERCENT	PERCENT
BI	1,100	20.0%	20.0%
ER	1,100	20.0%	20.0%
MA	1,100	20.0%	20.0%
IS	1,100	20.0%	20.0%
WC	1,100	20.0%	20.0%
WS	1,100	20.0%	20.0%
CD	1,100	20.0%	20.0%



**NO DUMPING  
DRAINS TO RIVER**

NO DUMPING STENCILING



NO.	DATE	REVISIONS

**BENCHMARK**  
THE SHOWN BENCHMARK IS A PERMANENT BENCHMARK. THE SHOWN BENCHMARK IS A PERMANENT BENCHMARK. THE SHOWN BENCHMARK IS A PERMANENT BENCHMARK.



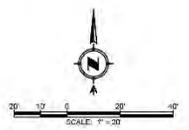
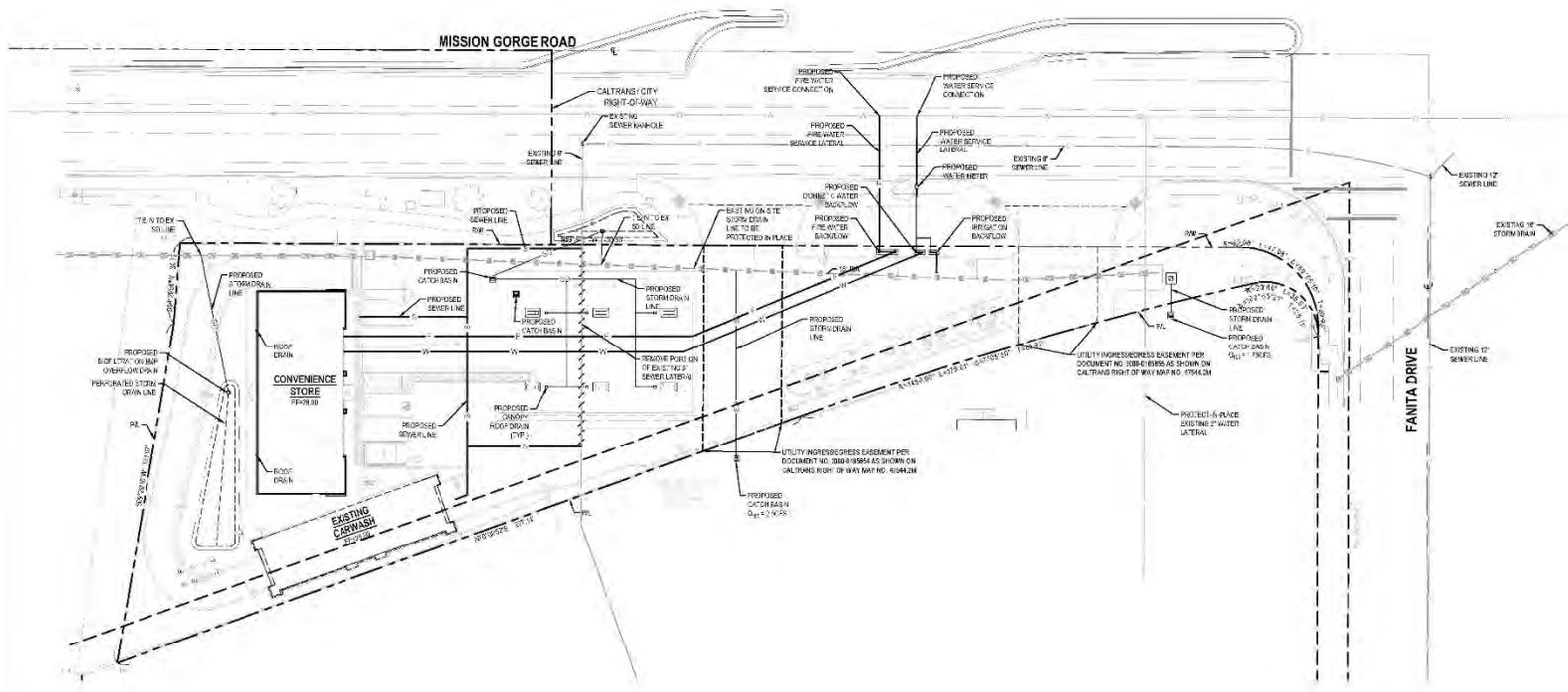
<b>PRELIMINARY DMA EXHIBIT</b> <b>PRELIMINARY IMPROVEMENT PLANS</b> <b>ARCO SANTEE</b> 9015 MISSION GORGE ROAD, SANTEE, CA 92071	JOB NO. <b>20033</b> DATE: <b>9/24/2021</b> SHEET <b>2</b> OF 3 SHEETS
--	---

# ARCO GAS STATION PROJECT PLANS CONDITIONAL USE PERMIT P2020-3/VARIANCE V2020-2

## PRELIMINARY UTILITIES PLAN ARCO SANTEE

9015 MISSION GORGE ROAD, SANTEE, CA 92071

**ABBREVIATIONS:**  
 CB CATCH BASIN  
 EX EXISTING  
 FF FINISHED FLOOR  
 TL TIE LINE  
 IN INVERT  
 PL PROPERTY LINE  
 RW RIGHT OF WAY



REVISIONS	DATE	DESCRIPTION

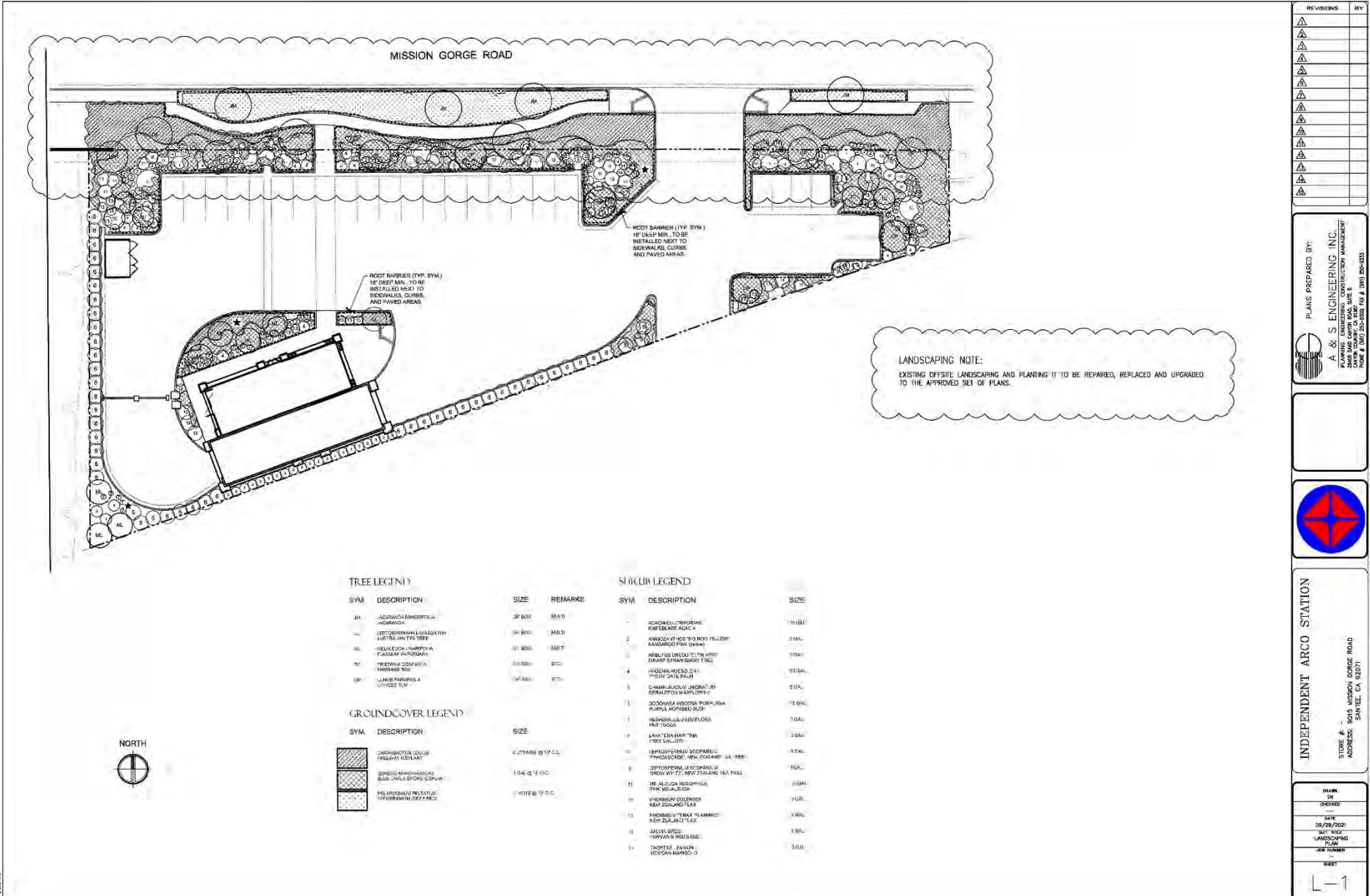
**BENCHMARK**  
 THE BENCHMARK IS THE POINT OF BEGINNING FOR THE SURVEY. THE BENCHMARK IS THE POINT OF BEGINNING FOR THE SURVEY. THE BENCHMARK IS THE POINT OF BEGINNING FOR THE SURVEY.



**PRELIMINARY UTILITIES PLAN**  
**PRELIMINARY IMPROVEMENT PLANS**  
**ARCO SANTEE**  
 9015 MISSION GORGE ROAD,  
 SANTEE, CA 92071

JOB NO: **20033**  
 DATE: **9/24/2021**  
 SHEET: **3**  
 OF 3 SHEETS

# ARCO GAS STATION PROJECT PLANS CONDITIONAL USE PERMIT P2020-3/VARIANCE V2020-2







# ARCO GAS STATION PROJECT PLANS CONDITIONAL USE PERMIT P2020-3/VARIANCE V2020-2

## PRELIMINARY DMA EXHIBIT ARCO SANTEE 9015 MISSION GORGE ROAD, SANTEE, CA 92071

**LEGEND:**

	EXISTING ASPHALT
	ASPHALT DRIVE
	ASPHALT DRIVE
	ASPHALT DRIVE

DI	DRIVEWAY
EL	EXISTING
ITA	IMPROVEMENT AREA
IR	IMPROVEMENT AREA
IL	IMPROVEMENT AREA
IRW	IMPROVEMENT AREA
IRD	IMPROVEMENT AREA

**INFORMATION:**

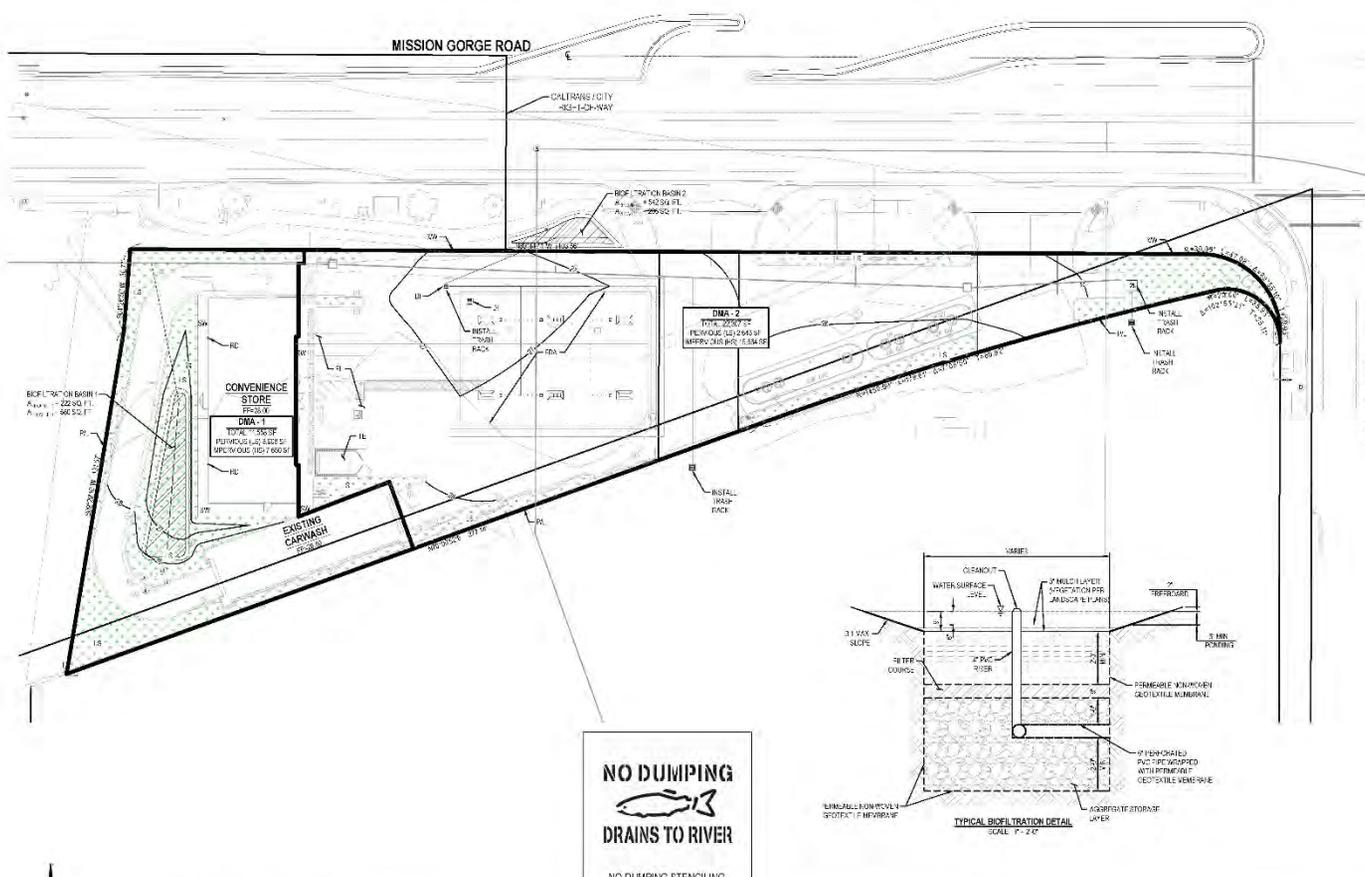
- ALL IMPROVEMENTS SHALL BE IN ACCORDANCE WITH THE CITY OF SANTEE SPECIFICATIONS.
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AREA	TOTAL AREA (SQ. FT.)	IMPROVEMENT AREA (SQ. FT.)	PERVIOUS AREA (SQ. FT.)
AREA-1	33,865	26,887	7,978

DMA	TOTAL AREA (SQ. FT.)	IMPROVEMENT AREA (SQ. FT.)	PERVIOUS AREA (SQ. FT.)	IMP. USED
DMA-1	11,548	2,603	3,302	Bioretention Basin
DMA-2	22,307	13,664	2,645	Bioretention Basin
TOTAL	33,865	27,314	6,551	

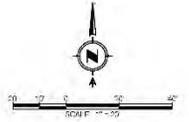
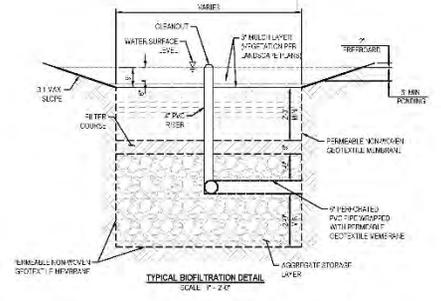
**NOTE:**

DO NOT DUMP OIL OR GREASE INTO DRAINAGE AREAS.



**NO DUMPING  
DRAINS TO RIVER**

NO DUMPING STENCILING



NO.	DATE	REVISIONS

**BENCHMARK**  
THE CLIENT'S RESPONSIBILITY IS TO VERIFY THE ACCURACY OF ALL DATA PROVIDED TO THE ENGINEER. THE ENGINEER'S RESPONSIBILITY IS TO VERIFY THE ACCURACY OF ALL DATA PROVIDED TO THE CLIENT. THE ENGINEER'S RESPONSIBILITY IS TO VERIFY THE ACCURACY OF ALL DATA PROVIDED TO THE CLIENT.

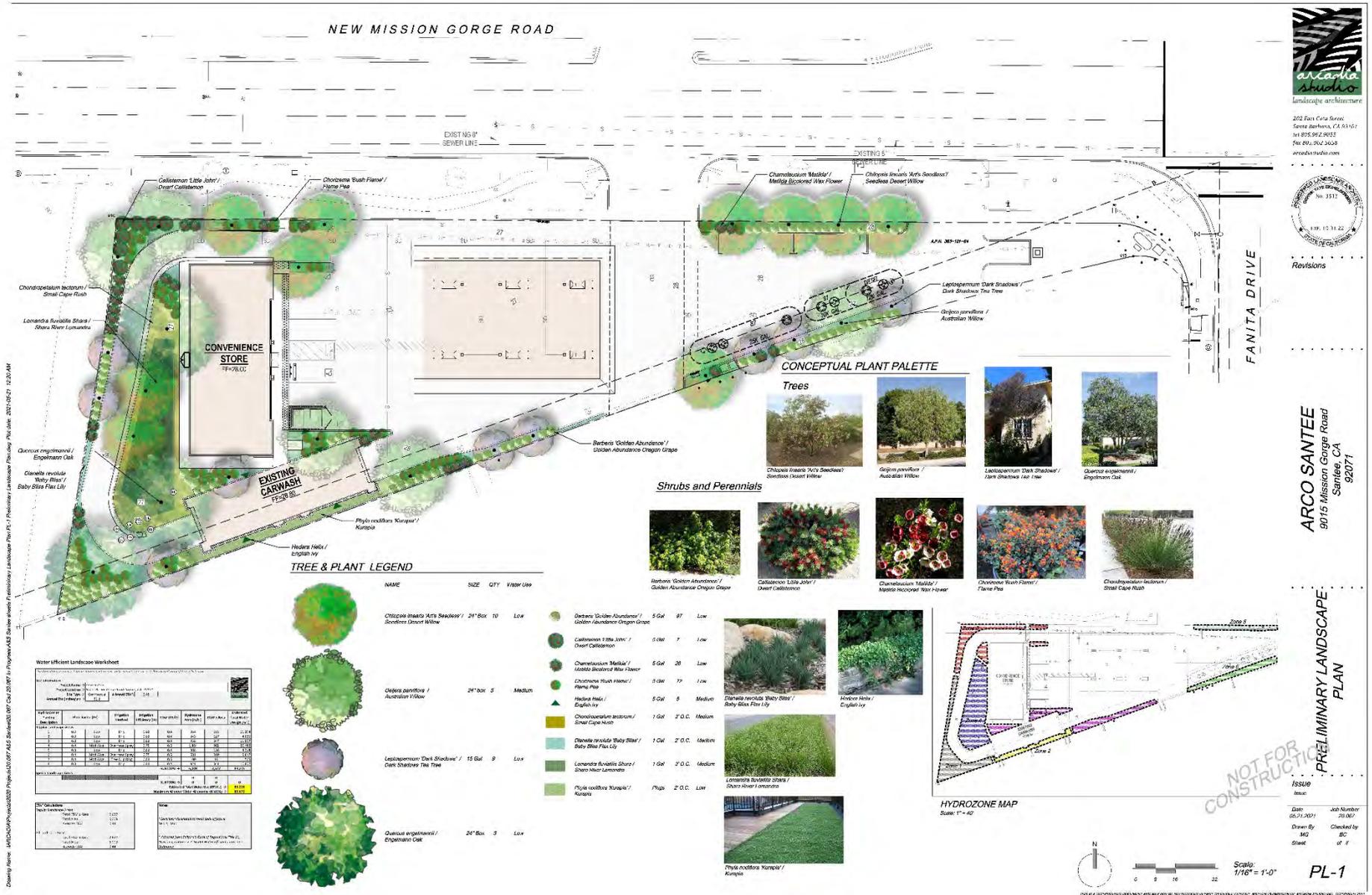


**PRELIMINARY DMA EXHIBIT**  
**PRELIMINARY IMPROVEMENT PLANS**  
**ARCO SANTEE**  
9015 MISSION GORGE ROAD,  
SANTEE, CA 92071

JOB NO.	20033
DATE	9/30/2021
SHEET	2
OF 3 SHEETS	



# ARCO GAS STATION PROJECT PLANS CONDITIONAL USE PERMIT P2020-3/VARIANCE V2020-2



ARCO Santee  
9015 Mission Gorge Road  
Santee, CA 92071



Revisions

ARCO SANTEE  
9015 Mission Gorge Road  
Santee, CA 92071

PRELIMINARY LANDSCAPE PLAN

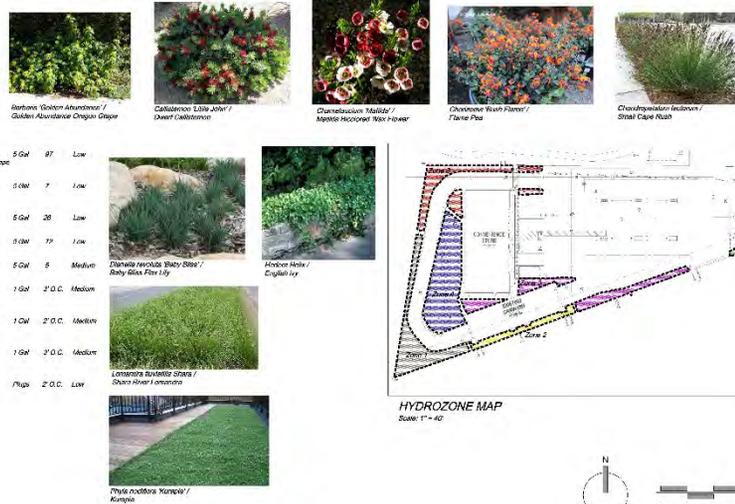
Issue  
Date: 06/21/2021  
Job Number: 201807

PL-1

### CONCEPTUAL PLANT PALETTE



### Shrubs and Perennials



### TREE & PLANT LEGEND

NAME	SIZE	QTY	VISIB. USE
<i>Chorizanthe Bush Flame / Flame Pie</i>	24" Box	10	Low
<i>Chorizanthe Bush Flame / Flame Pie</i>	24" Box	5	Medium
<i>Leptogonum Dark Shadow / Dark Shadow Tree Tree</i>	15 Gal	2	Low
<i>Quercus engelmannii / Engelmann Oak</i>	24" Box	3	Low

#### Water Efficient Landscape Worksheet

Plant Name	Water Use Class	Plant Hardiness	Plant Type	Plant Size	Plant Spacing	Plant Density	Plant Water Use	Plant Water Use Class
Chorizanthe Bush Flame	Low	Zone 9	Shrub	24" Box	10' x 10'	100	1.0	Low
Leptogonum Dark Shadow	Low	Zone 9	Tree	15 Gal	10' x 10'	100	1.0	Low
Quercus engelmannii	Low	Zone 9	Tree	24" Box	10' x 10'	100	1.0	Low

### HYDROZONE MAP

Scale: 1" = 4'



NOT FOR CONSTRUCTION



The Law Office of  
Julie M. Hamilton

February 11, 2022

Chris Jacobs  
Project Planner  
City of Santee  
10601 Magnolia Ave.  
Santee, CA 92071  
[cjacobs@cityofsanteeca.gov](mailto:cjacobs@cityofsanteeca.gov)

VIA EMAIL

**RE: Arco Gas Station Project CUP P2020-3, AEIS2020-2.**

Dear Mr. Jacobs:

I represent Lemon Grove Ultra Mart, LLC in opposition to the Arco Gas Station project proposed at 9015 Mission Gorge Road. I understand from Cindy VandenBergh you have scheduled the project to be heard by the Santee City Council on February 23, 2022. I respectfully request you continue that hearing until I have had an opportunity to review the entire record of the project.

Ms. VandenBergh filed a public records act request for the entire project file from the City Clerk. She received a few documents from the City Clerk on February 7, 2022 and was informed additional documents would be provided on March 7, 2022. We cannot prepare for the City Council hearing until we are able to view the entire administrative record. We have no assurance we have the entire record until the City Clerk informs us the City has provided the entire record.

Thank you for your consideration of our request. Please feel free to contact me if you have questions or would like additional information.

Regards,

A handwritten signature in cursive script that reads "Julie M. Hamilton".

Julie M. Hamilton  
Attorney for  
Lemon Grove Ultra Mart, LLC

CC: City Clerk

**MEETING DATE** February 23, 2022

**ITEM TITLE** PUBLIC HEARING FOR THE “LANTERN CREST RIDGE II” MAJOR REVISION (MJR2021-1) TO CONDITIONAL USE PERMIT (P2017-4) AND ADDENDUM TO MITIGATED NEGATIVE DECLARATION (AEIS2018-2) TO PERMIT THE CONSTRUCTION OF A 62-UNIT CONGREGATE CARE FACILITY WITH UP TO THREE STORIES AND 57 FEET IN HEIGHT ON A 2.74-ACRE VACANT PARCEL LOCATED AT 11000 SUNSET TRAIL IN THE R-14 (MEDIUM HIGH DENSITY RESIDENTIAL) ZONE (APN: 384-142-04). APPLICANT: M. GRANT REAL ESTATE, INC. (MICHAEL GRANT)

**DIRECTOR/DEPARTMENT** Chris Jacobs, Principal Planner *CJ*

**SUMMARY**

Request for a Major Revision to approved Conditional Use Permit (P2017-4) to enlarge a three-story congregate care facility approved for 46 units with 16 additional units (for a total of 62 assisted living units). The revised project would also remove two, single-story duplexes that would have provided four independent senior living units (villas). The proposed revisions would increase the number of residential units from 50 units to 62 units, resulting in a net increase of 12 residential units. The project site is a 2.74-acre vacant parcel of land located at 11000 Sunset Trail in the R-14 Zone (APN 384-142-04). The proposed congregate care facility would be connected to the adjacent Lantern Crest Ridge Phase I building via a new covered pedestrian bridge and would be integrated with the Lantern Crest Senior Living Community.

**ENVIRONMENTAL REVIEW**

An Addendum to a previously adopted Mitigated Negative Declaration (State Clearinghouse Number 2020029092) has been prepared for the revised project in accordance with the California Environmental Quality Act (CEQA). The Addendum assesses the potential environmental impacts of the revised project consisting of 62 units as compared to the environmental impacts assessed under the adopted Mitigated Negative Declaration (MND) for the approved project consisting of 50 units. The analysis provided in the Addendum demonstrates that the revised project would not result in any new additional significant impacts, nor would it substantially increase the severity of previously anticipated significant impacts. All mitigation measures identified as part of the adopted MND remain sufficient in reducing environmental impacts to a less than significant level for the revised project.

**FINANCIAL STATEMENT** *#5 for TM*

Staff costs for application processing are paid on an actual cost recovery basis. Development Impact Fees are estimated to be \$1,338,859.00 which includes Drainage, Traffic, Traffic Signal, Park in-Lieu, Public Facilities, and Regional Transportation Congestion Improvement Program (RTCIP) fees.

**CITY ATTORNEY REVIEW**  N/A  Completed

**RECOMMENDATION** *KN for MIB*

1. Conduct and Close the Public Hearing; and



2. Approve and adopt the Addendum to the previously approved Mitigated Negative Declaration and in compliance with the provisions of the California Environmental Quality Act (CEQA) per the attached Resolution and authorize a filing of a Notice of Determination; and
3. Approve Major Revision MJR2021 to Conditional Use Permit P2017-4 per the attached Resolution.

**ATTACHMENTS**

Staff Report  
Aerial Vicinity Map  
Project Plans  
Resolutions  
Addendum to Mitigated Negative Declaration

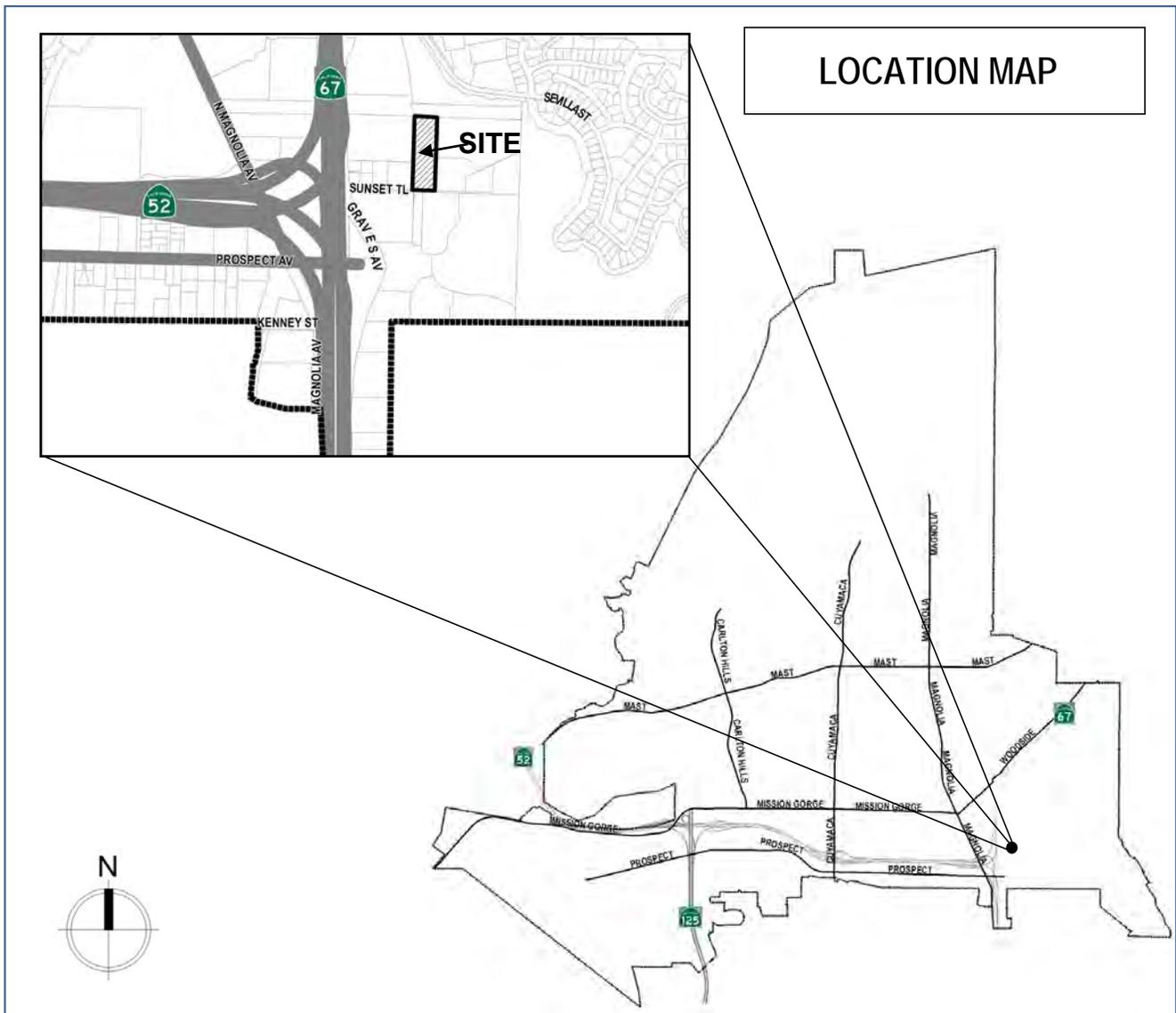
## STAFF REPORT

**PUBLIC HEARING FOR THE “LANTERN CREST RIDGE II” MAJOR REVISION (MJR2021-1) TO CONDITIONAL USE PERMIT (P2017-4) AND ADDENDUM TO MITIGATED NEGATIVE DECLARATION (AEIS2018-2) TO PERMIT THE CONSTRUCTION OF A 62-UNIT CONGREGATE CARE FACILITY WITH UP TO THREE STORIES AND 57 FEET IN HEIGHT ON A 2.74-ACRE VACANT PARCEL LOCATED AT 11000 SUNSET TRAIL IN THE R-14 (MEDIUM HIGH DENSITY RESIDENTIAL) ZONE (APN: 384-142-04)**

**APPLICANT: M. GRANT REAL ESTATE, INC. (MICHAEL GRANT)**

**CITY COUNCIL MEETING FEBRUARY 23, 2022**

A Notice of the Public Hearing was published in the East County Californian on February 11, 2022. A total of 75 adjacent owners or residents of property within 300 feet of the project site and other interested parties were notified by U.S. Mail on February 11, 2022.



**A. SITUATION AND FACTS**

1. Requested by ..... M. Grant Real Estate, Inc. (Michael Grant)
2. Land Owner ..... Santee Senior Retirement Communities, LLC
3. Type and Purpose of Request ..... Major Revision to Conditional Use Permit for a 62-unit  
congregate care facility
4. Location ..... 11000 Sunset Trail
5. Site Area ..... 2.74 Acres
6. Existing Zoning..... R-14 Medium High Density Residential (14-22 du/ac)
7. Surrounding Zoning ..... North HL Hillside Limited (0-1 dwelling units per acre)  
and PD Planned Development (Sky Ranch)  
South: R-22 High Density Residential (22 to 30 du/ac)  
East: P/OS Park Open Space and R-22  
West: R-14 Medium-High Density Residential (14-22  
du/ac)
8. General Plan Designation ..... R-14 Medium High Density Residential (14-22 du/ac)
9. Existing Land Use ..... Vacant undeveloped site
10. Surrounding Land Use ..... North: Sky Ranch Open Space Preserve and Sky  
Ranch development; single-family home  
South: Lantern Crest  
East: Lantern Crest Ridge I and Lantern Crest Open  
Space Preserve  
West: Single-family homes and Highline Apartments
11. Terrain..... Moderate east to west slope with a high point of 580  
above mean sea level (AMSL) to a low point of 490  
AMSL
12. Environmental Status: ..... Addendum to Mitigated Negative Declaration (SCH  
2020029092)
13. APN:..... 384-142-04
14. Within Airport Influence Area ..... Yes, within Safety Zone 4 of Gillespie Field Airport Land  
Use Compatibility Plan; deemed consistent by San  
Diego Airport Land Use Commission on October 7,  
2019. New consistency determination being processed  
by project proponent and made a project condition of  
approval.

## **B. BACKGROUND**

On October 27, 2021, M. Grant Real Estate, Inc., submitted a request for a Major Revision to approved Conditional Use Permit (P2017-4) to enlarge a three-story congregate care facility approved for 46 units with 16 additional units (for a total of 62 assisted living units). The revised project would also remove two, single-story duplexes that would have provided four independent senior living units (villas). The proposed revisions would increase the number of residential units from 50 units to 62 units, resulting in a net increase of 12 residential units. The project site is a 2.74-acre vacant parcel of land located at 11000 Sunset Trail in the R-14 Zone (APN 384-142-04). The proposed congregate care facility would be connected to the adjacent Lantern Crest Ridge Phase I building via a new covered pedestrian bridge and would be integrated with the Lantern Crest Senior Living Community.

### **Project Description**

The applicant is proposing revisions to the approved plans for a congregate care facility adopted under Conditional Use Permit P2017-4 on September 9, 2020 (City Council Resolution No. 107-2020). The previously adopted project proposed a 59-foot high, three-story, 46-unit congregate care facility, along with four independent senior living units (contained within two duplex villas), for a total of 50 units. The revised project would remove the two duplex villas which would allow for reconfiguration of the site including placement of the main congregate care facility building farther from the fire hazard zone, improved onsite traffic circulation and additional landscaping through the provision of a new bioretention basin along the project frontage.

The removal of the duplex villas would allow for alterations to the grading of the site and enlargement of the congregate care facility from 46 units to 62 units. The modified building would remain three stories, however due to changes in the grading of the site and the incorporation of a basement, the overall building height would decrease from 59 feet to 57 feet. The proposed basement would primarily function as a building lobby and house utility rooms. Due to removal of the villas the total site coverage of the development footprint would be reduced from 28,933 square feet under the previously approved project to 26,402 square feet under the revised project. Conversely, the total square footage of the congregate care facility would increase from 54,638 square feet under the previously approved project to 69,459 square feet under the revised project due to the net increase of 12 senior care units.

As shown on the attached plans, the proposal would consist of a three-story, 62-unit congregate care facility and a surface parking area consisting of 17 spaces, which represents an increase of one parking space as compared to the previously approved project. The three-story structure would include an enclosed pedestrian access bridge on the third floor that would connect with the existing Ridge at Lantern Crest building to the east.

The site slopes upward and diagonally across the lot from the southwest corner to the northeast corner. Balanced grading in the amount of 1,500 cubic yards of cut and 1,500 cubic yards of fill is proposed for the development of the site.

Access to the project is provided from Sunset Trail, which is a private street. Internal vehicle circulation would be provided by a proposed 26-foot wide drive and the parking area with a vehicle turnaround at the entrance to the facility. A 26-foot wide drive aisle is provided along the west side of the facility that leads to parking located at the rear with a 65-foot-long firetruck turn around area at the terminus of the driveway. The applicant would provide the following off-site improvements:

- Underground existing overhead wires and remove existing poles located in the vicinity of the south and west property lines of the project site and along Sunset Trail;
- Dedicate and widen Sunset Trail to local street standards with curbs, gutter, sidewalks, street lighting, fire hydrants and pedestrian ramps at curbs.

## **C. ANALYSIS**

**Compatibility with Adjacent Land Uses:** The project site is surrounded by existing and planned single-family and multiple-family residential development and represents an isolated low-density zone with medium to high residential zoning (R-14 & R-22) to the east, west, and south as shown in the attached Zoning Map.

**Single-Family Residential Compatibility:** A cluster of seven single-family homes is located directly west of the project site. Although these properties are developed with single-family homes they are located within the R-14 (Medium-High Density Residential) Zone and the proposed project would be compatible with the planned multiple-family residential uses near these properties. The proposed project would provide a 60-foot setback between the proposed main three-story building and the western property boundary as shown in the attached Site Plan, exceeding the minimum building setback requirement of 10 feet.

**Multiple-Family Residential Compatibility:** The Highline Apartments are located directly west of the project site and the existing Lantern Crest buildings are located to the south and east as shown in the attached Lantern Crest Aerial Vicinity Map. The Highline Apartments consist of two-story apartment buildings. The existing buildings at Lantern Crest include one-story villas and three- and four-story main buildings.

The project's perimeter retaining walls adjacent to the Highline Apartments and single-family residential properties to the west would vary from approximately 6.7 feet in height to 24.1 feet in height and be constructed of decorative block. A 20-foot landscape strip with shrubbery and a row of Coast Live Oaks would be planted along the proposed retaining wall softening the interface between the proposed project and

existing Highline Apartments and single-family residences to the west.

All buildings would exceed the minimum 10-foot set back requirement of the Medium-High Density Residential (R14). The project would be compatible with surrounding multiple-family residential uses because it provides adequate spacing and buffering consistent with the existing pattern of neighboring residential development.

**Architectural Design:** The project is designed according to the Spanish Mission style with variegated roofing tiles, arched window and façade accent features, defined gable ends and dormer features supported by stone veneer, signature bell tower architectural appurtenances, decorative block retaining walls, and a primarily white color scheme with earth-tone accents.

**Building Height:** The highest point of the proposed three-story building would be 57 feet. The base height of the three-story congregate care facility would be 44'3"; however, with the proposed gabled roofline variations and bell towers the total height would be up to 57 feet high. The building would nevertheless conform to the Zoning Ordinance maximum height of 45 feet for the R-14 Zone as architectural projections of up to 15 feet above the 45-foot base height allowance are permitted; the proposed bell towers would project 14 feet above the proposed 44'3" base height of the building. As provided in the City of Santee Municipal Code, Section 13.30.020.B, extensions above the maximum permitted base height may be allowed when architectural interest consistent with building scale is achieved. Building height extensions are not intended to be habitable space and the proposed architectural projections would not contain habitable space.

**Traffic and Circulation:** Senior care facilities are generally considered to generate low amounts of traffic relative to other residential uses. The anticipated age range of future residents would be from approximately 75 years to 95 years. Most residents of senior care facilities no longer drive. The applicant has indicated that van service would be available to provide for most of the transportation needs of residents.

Based on information from the Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis, the revised project was forecast to generate 165 average daily trips (ADT) compared to 125 ADT under the previously adopted project. These trips would mostly be associated with employees and visitors. Primary access to the site would be provided from Lantern Crest Way, a private road that crosses through the Lantern Crest campus, and connects to the Graves Avenue/Prospect Avenue signalized intersection. Ongoing improvements to the Graves Avenue/Prospect Avenue intersection, including restriping and traffic signal upgrades, would help alleviate some of the congestion at this intersection. With the minor addition of peak hour trips the project would not significantly impact any roadway segment or any intersection within the vicinity.

**Parking:** The parking needs of senior care residents in independent living are different from the parking needs of residents in assisted living or memory care. The proposed facility will primarily serve residents with memory care. A parking demand study was prepared for the project to determine the project's overall parking need based on the proposed unit types. For a congregate care facility, the peak parking demand, which is primarily from employees and visitors, is approximately 0.36 spaces per unit. The parking demand study assessed the parking needs of the proposed project with those of the existing Lantern Crest Ridge I facility as they will be connected via a pedestrian bridge and operate as a cohesive unit with employees moving across both buildings. Combined with the existing Lantern Crest Ridge I facility consisting of 80 units, the revised Lantern Crest Ridge II project would result in a combined total of 142 units with a peak parking demand of 51 parking spaces. The proposal would include 15 parking spaces, which combined with the existing 38 parking spaces at Lantern Crest Ridge I, would result in 53 parking spaces, which would exceed the combined facilities' parking demand.

**Fire Safety Requirements:** The project includes the construction of an internal access road and cul-de-sac, along with a 65-foot-long firetruck turn-around area to allow for adequate emergency fire access to the facility. A 26-foot fire lane would be provided to the rear of the property. The project has been conditioned to meet fuel modification zone requirements to the satisfaction of the Fire Marshal. The Padre Dam Municipal Water District has determined that adequate pressure exists to supply fire flow at the proposed fire hydrant locations. All structures would be constructed with automatic fire sprinklers, hood and duct protection systems, fire resistant roof covering, eaves and soffit protection, noncombustible gutters and downspouts, minimum 1-hour fire-resistance-rated construction of exterior walls, underfloor areas, and appendages and projections, minimum 20-minute fire-resistance-rated exterior window glazing and doors, and non-combustible vents with corrosive-resistant mesh. Based on these measures adequate fire protection of the proposed structures would be provided.

**Grading and Soils:** The City's Geotechnical/Seismic Hazard Study that was prepared for the safety element of the Santee General Plan identifies the project site is located in Type "A" and Type "C" soil. Type "A" soil is defined as granitic rock being least susceptible to landslide, having nominal liquefaction hazard, and a very low expansion condition. Type "C" soil is the least stable type of soil. Type C includes granular soils in which particles do not adhere to each other. Group Delta Consultants, Inc. prepared a preliminary geotechnical investigation regarding the feasibility of the proposed project. The geotechnical report states that the proposed development is feasible for the site. However, cuts up to 20 feet into the granitic rock materials are shown on the preliminary grading plans. Consequently, excavations extending into granitic rock are anticipated to be very difficult, and heavy ripping, rock hammering, and/or controlled blasting may be needed. This Major Revision request would modify the placement of the building to avoid these rock removal measures to the extent feasible.

**Drainage and Water Quality:** The drainage study prepared for the project found that, with the addition of on-site detention facilities, the peak runoff from the project site would be reduced with development of the site as proposed. The proposed site design/structural Best Management Practices (BMPs) include the collection of the on-site surface water throughout the property by overland flow, curb/gutter, and brow ditches, which would be directed into three proposed biofiltration basins located in the southeast corner of the property that would capture and treat the collected runoff. The existing downstream drainage system has been analyzed for the ability to handle the upstream runoff produced by this site at full development during the 100-year storm event in accordance with City Public Works Standards. The downstream facilities have been determined to be adequate to convey the anticipated flows from the development as the three proposed biofiltration basins would reduce post-project peak flow rates to below pre-project peak flow rates. In addition, the proposed project would not result in storm water runoff onto adjacent properties.

**Undergrounding of Utilities:** Recommended conditions of approval would require the applicant to place all new utilities required to serve the project underground. All existing and new utilities along the property frontage of Sunset Trail would be installed underground. The existing overhead utilities along Sunset Trail would be undergrounded in order to widen Sunset Trail to local street standards as conditioned for the project.

**Gillespie Field Airport:**

**Federal Aviation Administration (FAA):** The subject site is within the FAA Notification Area, given its proximity to Gillespie Field (approximately 2 miles) and building height above ground level. The FAA Code of Federal Regulations required the applicant to submit a notice to determine whether the proposed building heights, and construction equipment, such as cranes, could affect the safe and efficient use of navigable airspace. The FAA conducted an aeronautical study for the project which resulted in a Determination of No Hazard to Air Navigation, dated April 2, 2018, that the project would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. The revised building would have a similar height but due to the revised placement of the proposed building a new aeronautical study is being completed by the project proponent to obtain a revised FAA Determination of No Hazard to Air Navigation. Obtaining a revised FAA determination has been made a project condition of approval.

**Airport Land Use Planning:** The project site is located within Safety Zone 4 of the Gillespie Field Airport Land Use Compatibility Plan (ALUCP) and as such required consultation with the San Diego County Airport Land Use Commission for a determination of consistency with the ALUCP. On October 7, 2019 the San Diego County Airport Land Use Commission issued a letter finding the proposed project to

be conditionally consistent with the ALUCP. Due to changes in the placement of the proposed building, a revised determination will also need to be obtained from the Airport Land Use Commission and this requirement has been made a project condition of approval.

**Open Space/Biological Resources:** As the project site contains 1.01 acres of Diegan coastal sage scrub (northern portion of site) and 1.30 acres of non-native grassland (southern portion of site), off-site mitigation offsetting the loss of these habitats is required. As a condition of approval to the previously adopted project, the applicant was required to secure no less than 2.02 acres of Diegan coastal sage scrub habitat (at a 2:1 mitigation ratio) and no less no less than 1.30 acres of non-native grassland habitat (at a 1:1 mitigation ratio) on off-site mitigation banks. The applicant has successfully secured this habitat and as no additional land would be disturbed with the revised project as compared with that identified with the original approved project, no additional habitat mitigation would be required.

**Santee Sustainable Plan:** The project would provide a minimum of two level-2 electric vehicle charging stations (40 amp minimum) and a solar photovoltaic system with a 50kw (1kw per unit) target. The project would also be required to comply with the mandatory measures included in the current Energy Code and the CALGreen standards. These standards require energy-efficient measures such as increased lighting efficiency, low water use fixtures, and the installation of Energy Star® appliances. The revised project would also provide an additional 2,531 square feet of landscaping as compared to the original project, for a total of 65,394 square feet of drought-tolerant landscaping, including 31 trees for carbon uptake and reduction of the heat island effect from rooftops and paved surfaces.

#### **D. ENVIRONMENTAL REVIEW**

An Addendum to a previously adopted Mitigated Negative Declaration (State Clearinghouse Number 2020029092) has been prepared for the revised project in accordance with the California Environmental Quality Act (CEQA). The Addendum assesses the potential environmental impacts of the revised project consisting of 62 units as compared to the environmental impacts assessed under the adopted Mitigated Negative Declaration (MND) for the approved project consisting of 50 units.

The analysis provided in the Addendum demonstrates that the revised project would not result in any new additional significant impacts, nor would it substantially increase the severity of previously anticipated significant impacts. All mitigation measures identified as part of the adopted MND remain sufficient in reducing environmental impacts to a less than significant level for the revised project.

#### **E. ESTIMATED FEES**

Development of the proposed project will require the payment of the following Development Impact Fees.

Drainage . . . . .	\$ 133,362.00
Traffic . . . . .	\$ 153,512.00
Traffic Signal . . . . .	\$ 15,872.00
Park-in-Lieu . . . . .	\$ 479,074.00
Public Facilities. . . . .	\$ 393,638.00
RTCIP Fee . . . . .	\$ 163,401.00
<u>Total. . . . .</u>	<u>\$ 1,338,859.00</u>

**F. STAFF RECOMMENDATION**

1. Conduct and Close the Public Hearing; and
2. Approve and adopt the Addendum to the previously approved Mitigated Negative Declaration and in compliance with the provisions of the California Environmental Quality Act (CEQA) per the attached Resolution and authorize a filing of a Notice of Determination; and
3. Approve Major Revision MJR2021 to Conditional Use Permit P2017-4 per the attached Resolution.

# Aerial Vicinity Map

## Lantern Crest Ridge II Major Revision MJR2021-1



# LANTERN CREST RIDGE II

SUNSET TRAIL  
SANTEE, CA 92071

ARCHITECT

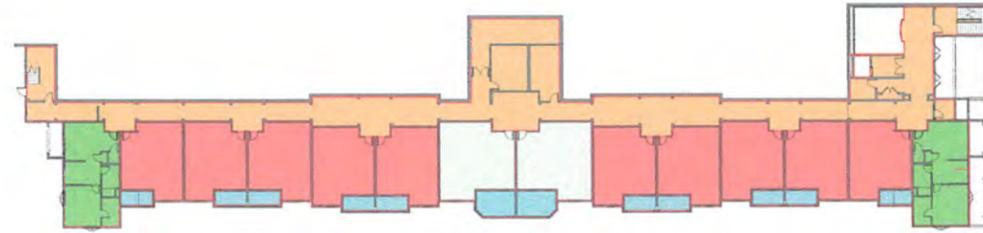
Todd B.  
**SPIEGEL**  
architects

31822 Village Center Road #202  
Westlake Village, CA 91381-6175

RECEIVED  
City of Santee  
OCT 27 2021  
Engineering Div.  
Dept. of Development Services

LANTERN CREST RIDGE II

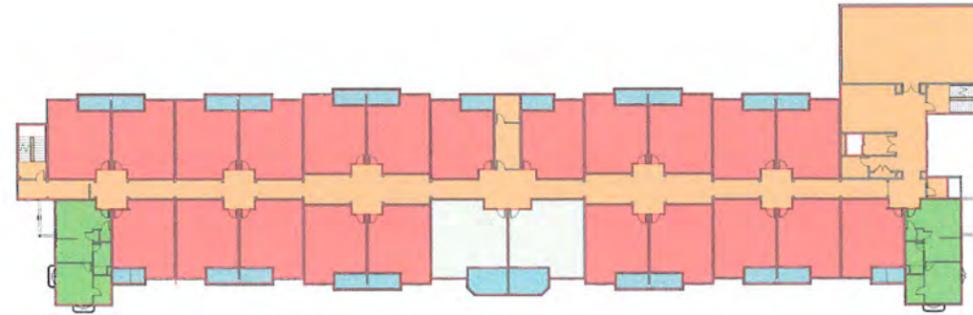
CLIENT REVIEW SET 10/22/21



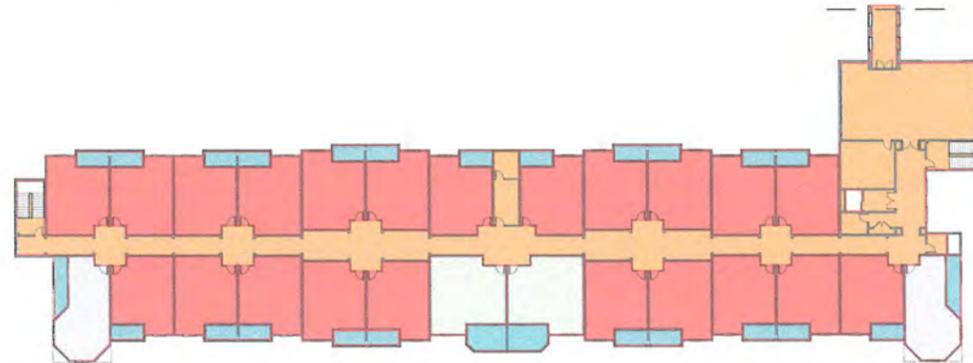
LEVEL 1 - 1ST FLOOR



BASEMENT



LEVEL 2 - 2ND FLOOR



LEVEL 3 - 3RD FLOOR

GROSS BUILDING FLOOR AREA	
Name	Area
BASEMENT GROSS AREA	3,627 SF
LVL 1 GROSS AREA	15,231 SF
LVL 2 GROSS AREA	23,309 SF
LVL 3 GROSS AREA	23,539 SF
<b>TOTAL</b>	<b>65,705 SF</b>

**UNIT COUNT: LVL 1**

UNIT TYPE:	FLOOR:	BUILDING:	SQ FTG:
1-BEDROOM A	2	6	775 SF
1-BEDROOM B	10	54	600 SF
1-BEDROOM C	2	6	720 SF
<b>TOTAL UNITS:</b>	<b>14</b>	<b>66</b>	

**UNIT COUNT: LVL 2**

UNIT TYPE:	FLOOR:	BUILDING:	SQ FTG:
1-BEDROOM A	2	6	775 SF
1-BEDROOM B	22	54	600 SF
1-BEDROOM C	2	4	720 SF
<b>TOTAL UNITS:</b>	<b>26</b>	<b>66</b>	

**UNIT COUNT: LVL 3**

UNIT TYPE:	FLOOR:	BUILDING:	SQ FTG:
1-BEDROOM A	2	6	775 SF
1-BEDROOM B	22	54	600 SF
1-BEDROOM D	2	2	620 SF
<b>TOTAL UNITS:</b>	<b>26</b>	<b>66</b>	

**UNIT COUNT: TOTAL BLDG**

UNIT TYPE:	BUILDING:	SQ FTG:
1-BEDROOM A	6	775 SF
1-BEDROOM B	54	600 SF
1-BEDROOM C	4	720 SF
1-BEDROOM D	2	620 SF
<b>TOTAL UNITS:</b>	<b>66</b>	

BUILDING AREA	
OCCUPANCY	ENCLOSED AREA
<b>BASEMENT</b>	
COMMON	3,520 SF
<b>TOTAL</b>	<b>3,520 SF</b>
<b>LVL 1 - 1ST FLOOR</b>	
COMMON	5,411 SF
UNIT A	1,613 SF
UNIT B	6,359 SF
UNIT C	1,528 SF
<b>TOTAL</b>	<b>14,911 SF</b>
<b>LVL 2 - 2ND FLOOR</b>	
COMMON	6,980 SF
UNIT A	1,610 SF
UNIT B	13,955 SF
UNIT C	1,536 SF
<b>TOTAL</b>	<b>24,080 SF</b>
<b>LVL 3 - 3RD FLOOR</b>	
COMMON	7,220 SF
UNIT B	13,977 SF
UNIT C	1,523 SF
UNIT D	1,299 SF
<b>TOTAL</b>	<b>24,020 SF</b>
<b>ENTIRE BUILDING TOTAL</b>	<b>61,374 SF</b>

COVERED BALCONY AREA	
LEVEL	COVERED AREA
LVL 1 - 1ST FLOOR	589 SF
LVL 2 - 2ND FLOOR	1,502 SF
LVL 3 - 3RD FLOOR	911 SF
<b>TOTAL</b>	<b>3,002 SF</b>



Project North



SEALS AND SIGNATURES

Todd B.  
**SPIEGEL**  
architects

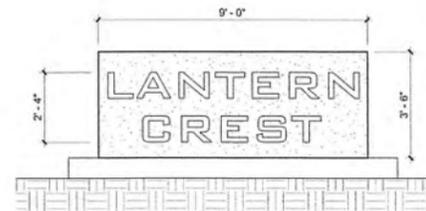
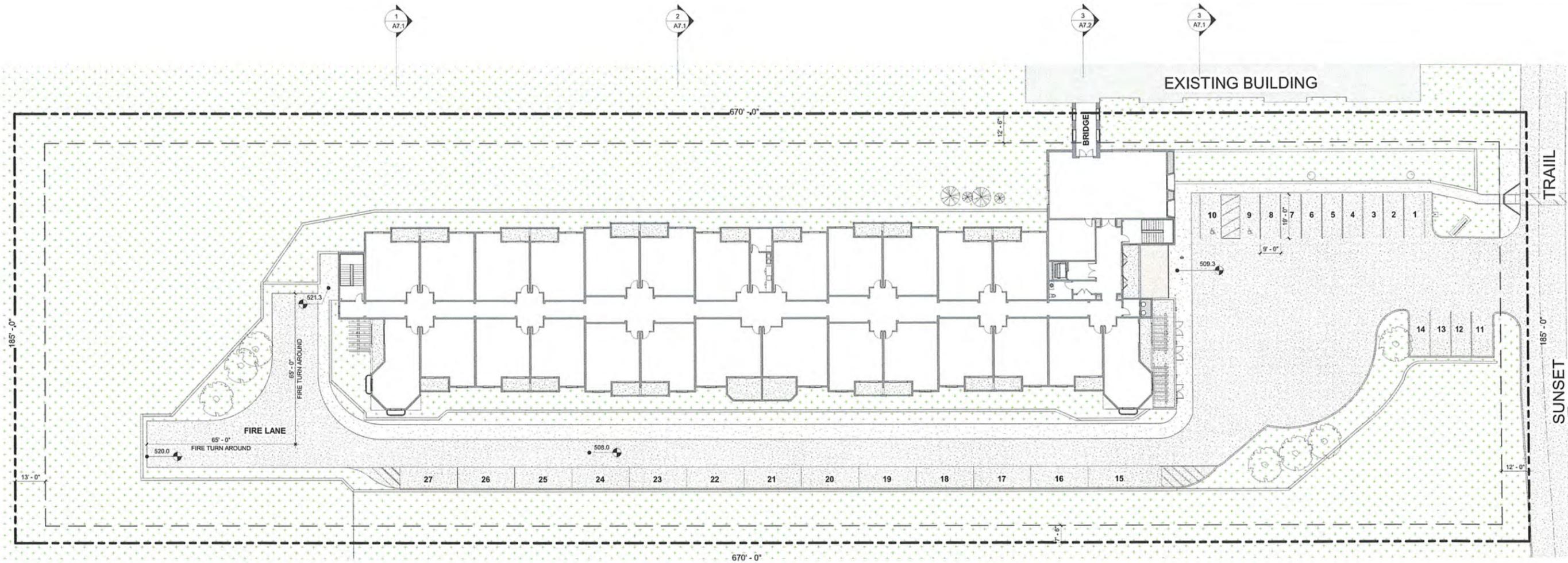
31822 Village Center Road #202  
Westlake Village, CA 91361-5175

**LANTERN CREST RIDGE II**

SUNSET TRAIL  
SANTEE, CA 92071

Issued for	Rev	Date
PLANNING SUBMIT #5		10/15/21
PLANNING SUBMIT #4		07/30/19
PLANNING SUBMIT #3		07/25/18
PLANNING SUBMIT #2		05/15/18
PLANNING SUBMIT #1		01/15/18
ISSUE		

DRAWING TITLE	
BUILDING FLOOR AREA SUMMARIES	
SCALE	
PROJECT NUMBER	1703
PLOT DATE	10/22/2021 1:56:31 PM
DRAWING #	<b>A1</b>



**ENTRANCE MONUMENT  
DETAIL**

SCALE: 3/8" = 1'-0"

2

**FLOOR AREA RATIO**

SITE ACREAGE: 2.74 ACRES (119,355 SF)  
 BUILDING FOOTPRINT: 27,260 SF  
 FLOOR AREA RATIO: 27,260/119,355 x 100 = 23%

**GENERAL INFORMATION**

PROJECT NAME:	LANTERN CREST RIDGE II, SANTEE, CA 92071	PROPOSED LAND USE:	SENIOR HOUSING
PROJECT ADDRESS:	SUNSET TRAIL, SANTEE, CA 92071	SITE ACREAGE:	2.74 ACRES
OWNER:	LANTERN CREST, LLC	FACILITIES:	ALL PROPOSED NEW
ASSESSORS PARCEL #s:		BUILDING COVERAGE:	27,260 SF : 23% FAR BASED ON 2.74 ACRES
GENERAL PLAN USE DESIGNATION:	R-14	HIGHEST POINT:	582.9' (73' - 5" AFG)
ZONING DESIGNATION:	R-14	NUMBER OF UNITS:	66
EXISTING LAND USE:	VACANT LAND	NUMBER OF PARKING SPACES PROVIDED:	27 PROVIDED
		FIRE SPRINKLERS:	YES

**UNIT COUNT**

UNIT TYPE:	BUILDING:	SQ FTG:
1-BEDROOM A	6	775 SF
1-BEDROOM B	54	600 SF
1-BEDROOM C	4	720 SF
1-BEDROOM D	2	620 SF
<b>TOTAL UNITS:</b>	<b>66</b>	



SEALS AND SIGNATURES

**Todd B.  
SPIEGEL  
architects**

31822 Village Center Road #202  
Westlake Village, CA 91361-5175

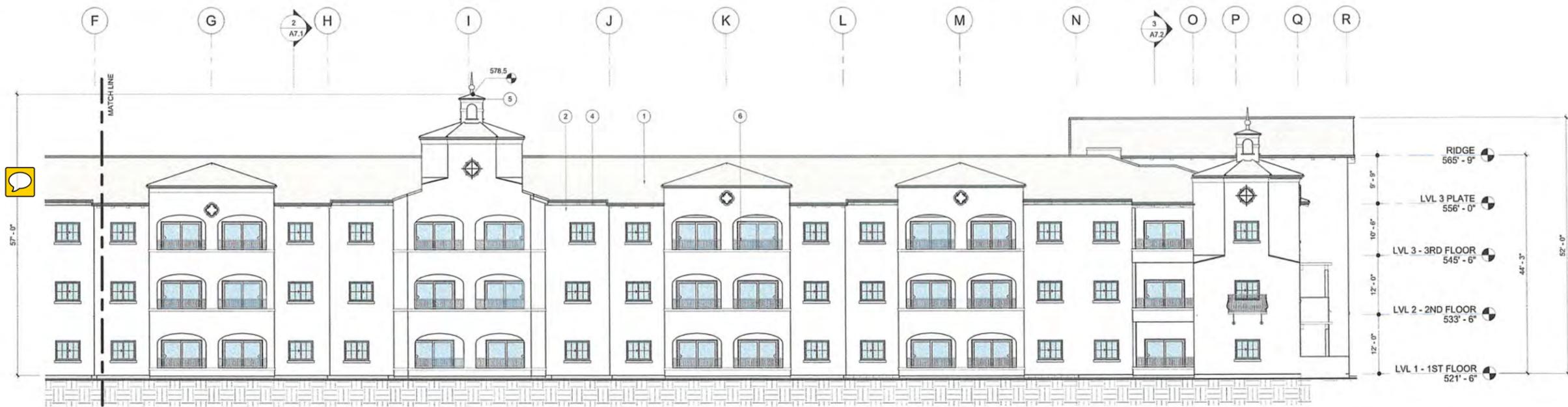
**LANTERN CREST RIDGE II**

**SUNSET TRAIL  
SANTEE, CA 92071**

Issued for	Rev	Date
PLANNING SUBMIT #5		10/15/21
PLANNING SUBMIT #4		07/30/19
PLANNING SUBMIT #3		07/25/18
PLANNING SUBMIT #2		05/15/18
PLANNING SUBMIT #1		01/15/18
ISSUE		

DRAWING TITLE	
SITE PLAN - LEVEL 1	
SCALE	1" = 20'-0"
PROJECT NUMBER	1703
PLOT DATE	10/22/2021 1:56:42 PM
DRAWING #	<b>A1.1</b>





**WEST ELEVATION  
PARTIAL A**  
SCALE: 3/32" = 1'-0"  
2



**WEST ELEVATION  
PARTIAL B**  
SCALE: 3/32" = 1'-0"  
1

**MATERIALS LEGEND**

<p>5 SALTILLO ACCENT TILES</p> 	<p>3 STONE VENEER BY EL DORADO STONE MOUNTAIN LEDGE SERIES - BUCKSKIN</p> 	<p>1 CONCRETE TILE ROOF BY EAGLE ROOFING CAPISTRANO SREIES - ADOBE BLEND</p> 
<p>6 WROUGHT IRON RAILING PAINTED</p> 	<p>4 EXPOSED WOOD FASCIA AND OUTRIGGERS SEMI-TRANSPARENT STAIN</p> 	<p>2 INTEGRALLY COLORED STUCCO "LACE" TEXTURE FINISH</p> 



**Todd B. SPIEGEL**  
architects

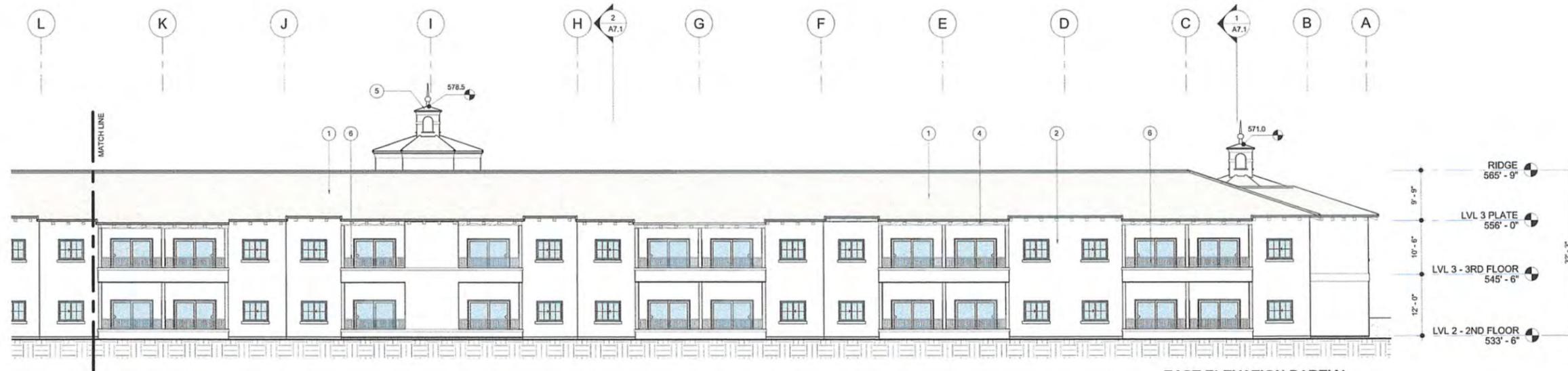
31822 Village Center Road #202  
Westlake Village, CA 91381.879.6175

**LANTERN CREST RIDGE II**  
SUNSET TRAIL  
SANTEE, CA 92071

Issued for	Rev	Date	DRAWING TITLE
			<b>EXTERIOR ELEVATIONS</b>
			SCALE: 3/32" = 1'-0"
			PROJECT NUMBER: 1703
			PLOT DATE: 10/22/2021 1:59:09 PM
			<b>A6.1</b>
			DRAWING #

PLANNING SUBMIT #5 10/15/21  
PLANNING SUBMIT #4 07/30/19  
PLANNING SUBMIT #3 07/25/18  
PLANNING SUBMIT #2 05/15/18  
PLANNING SUBMIT #1 01/15/18  
ISSUE

Project North

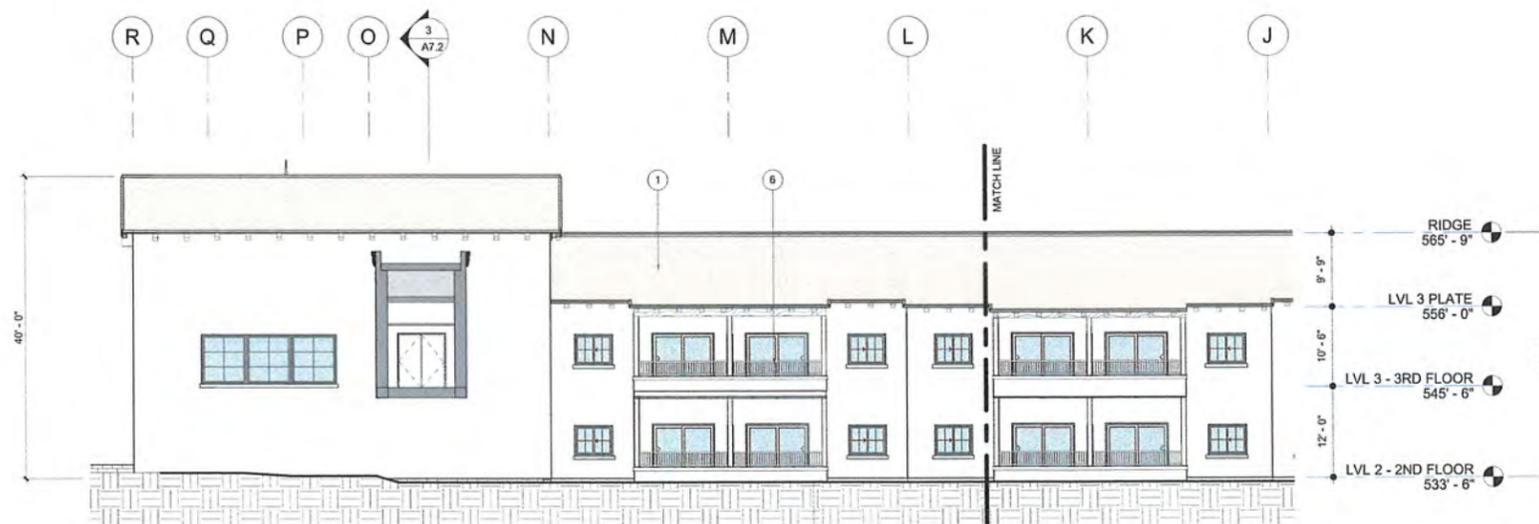


**EAST ELEVATION PARTIAL**

**A**

SCALE: 3/32" = 1'-0"

1



**EAST ELEVATION PARTIAL**

**B**

SCALE: 3/32" = 1'-0"

2



**MATERIALS LEGEND**

<p>5 SALTILLO ACCENT TILES</p>	<p>3 STONE VENEER BY EL DORADO STONE MOUNTAIN LEDGE SERIES - BUCKSKIN</p>	<p>1 CONCRETE TILE ROOF BY EAGLE ROOFING CAPISTRANO SREIES - ADOBE BLEND</p>
<p>6 WROUGHT IRON RAILING PAINTED</p>	<p>4 EXPOSED WOOD FASCIA AND OUTRIGGERS SEMI-TRANSPARENT STAIN</p>	<p>2 INTEGRALLY COLORED STUCCO "LACE" TEXTURE FINISH</p>



SEALS AND SIGNATURES

**Todd B. SPIEGEL**  
architects

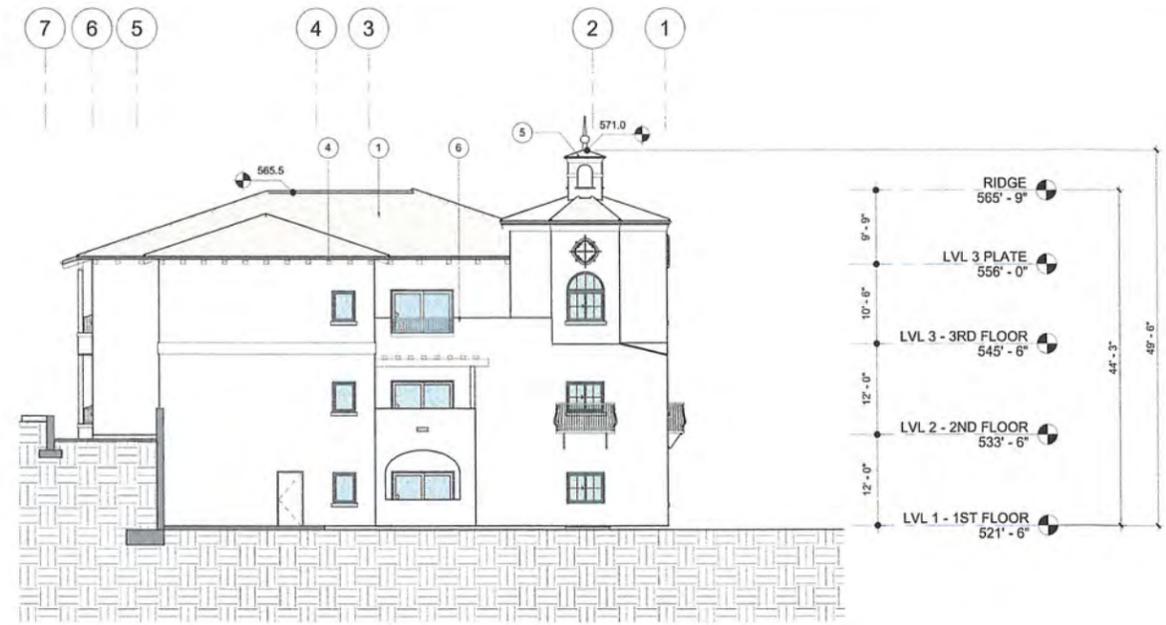
31822 Village Center Road #202  
Westlake Village, CA 91361-1175  
818.879.6175

**LANTERN CREST RIDGE II**

**SUNSET TRAIL**  
**SANTEE, CA 92071**

Issued for	Rev	Date	DRAWING TITLE
			<b>EXTERIOR ELEVATIONS</b>
			SCALE: 3/32" = 1'-0"
			PROJECT NUMBER: 1703
			PLOT DATE: 10/22/2021 1:59:36 PM
			<b>A6.2</b>
			DRAWING #

PLANNING SUBMIT	DATE
PLANNING SUBMIT #5	10/15/21
PLANNING SUBMIT #4	07/30/19
PLANNING SUBMIT #3	07/25/18
PLANNING SUBMIT #2	05/15/18
PLANNING SUBMIT #1	01/15/18
ISSUE	



**NORTH ELEVATION**

SCALE: 3/32" = 1'-0"

1



**SOUTH ELEVATION**

SCALE: 3/32" = 1'-0"

2



**MATERIALS LEGEND**

5 SALTILLO ACCENT TILES



6 WROUGHT IRON RAILING PAINTED



3 STONE VENEER BY EL DORADO STONE MOUNTAIN LEDGE SERIES - BUCKSKIN



4 EXPOSED WOOD FASCIA AND OUTRIGGERS SEMI-TRANSPARENT STAIN



1 CONCRETE TILE ROOF BY EAGLE ROOFING CAPISTRANO SREIES - ADOBE BLEND



2 INTEGRALLY COLORED STUCCO "LACE" TEXTURE FINISH



SEALS AND SIGNATURES

**Todd B. SPIEGEL architects**

31822 Village Center Road #202  
Westlake Village, CA 91361-1175

**LANTERN CREST RIDGE II**

SUNSET TRAIL  
SANTEE, CA 92071

Issued for	Rev	Date	DRAWING TITLE
			EXTERIOR ELEVATIONS
			SCALE: 3/32" = 1'-0"
			PROJECT NUMBER: 1703
			PLOT DATE: 10/22/2021 1:59:50 PM
			<b>A6.3</b>
			DRAWING #

PLANNING SUBMIT #5  
PLANNING SUBMIT #4  
PLANNING SUBMIT #3  
PLANNING SUBMIT #2  
PLANNING SUBMIT #1  
ISSUE

10/15/21  
07/30/19  
07/25/18  
05/15/18  
01/15/18

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

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA  
APPROVING MAJOR REVISION (MJR2021-1) TO CONDITIONAL USE PERMIT  
(P2017-4) TO PERMIT THE CONSTRUCTION OF A 62-UNIT CONGREGATE CARE  
FACILITY WITH UP TO THREE STORIES AND 57 FEET IN HEIGHT ON A 2.74-  
ACRE VACANT PARCEL LOCATED AT 11000 SUNSET TRAIL IN THE R-14  
(MEDIUM HIGH DENSITY RESIDENTIAL) ZONE**

**APPLICANT: M. GRANT REAL ESTATE, INC. (MICHAEL GRANT)  
APN: 384-142-04**

**WHEREAS**, on February 7, 2022 M. Grant Real Estate, Inc. submitted a complete application for a Major Revision (MR2021-1) to Conditional Use Permit P2017-4 to enlarge a three-story congregate care facility approved for 50 units with 16 additional units (for a total of 62 assisted living units) on a 2.74-acre vacant parcel of land located at 11000 Sunset Trail in the R-14 Zone, in the City of Santee, County of San Diego, State of California; and

**WHEREAS**, in accordance with Section 13.10.030.A.8 of the Santee Municipal Code congregate care facilities are permitted with a conditional use permit in the R-14 (Medium High Density Residential) Zone; and

**WHEREAS**, Conditional Use Permit P2017-4 authorized the development of a 50-unit congregate care facility on the subject site; and

**WHEREAS**, in accordance with Section 13.06.030 of the Santee Municipal Code, a revision or modification to an approved conditional use permit such as, but not limited to, change in conditions of approval, expansions, intensification, location, hours of operation, may be requested by an applicant; and

**WHEREAS**, on October 27, 2021 the applicant submitted a request for a Major Revision to approved Conditional Use Permit P2017-4 to enlarge a three-story congregate care facility; and

**WHEREAS**, Major Revision MR2021-1 represents the first such Major Revision to Conditional Use Permit P2017-4; and

**WHEREAS**, the proposed Major Revision would not increase residential density or intensify land use over that currently permitted by the General Plan and, therefore, is not subject to Measure N; and

**WHEREAS**, Major Revision MR2021-1 and Addendum to Mitigated Negative Declaration AEIS2018-2 were scheduled for a public hearing on February 23, 2022; and

**WHEREAS**, on February 23, 2022 the City Council held a duly advertised public hearing on Major Revision MR2021-1 and Addendum to Mitigated Negative Declaration AEIS2018-2; and

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

**WHEREAS**, the City Council considered the Staff Report, the Addendum to the adopted Mitigated Negative Declaration, all recommendations by staff, public testimony, and all other relevant information contained in the administrative record regarding the Project.

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

**SECTION 1:** On February 23, 2022, by separate resolution, the City Council approved an Addendum to the previously adopted Mitigated Negative Declaration (State Clearinghouse Number 2020029092) which was prepared for the revised project in accordance with the California Environmental Quality Act (CEQA). The Addendum assesses the potential environmental impacts of the revised project consisting of 62 units as compared to the environmental impacts assessed under the adopted Mitigated Negative Declaration (MND) for the approved project consisting of 50 units. The analysis provided in the Addendum demonstrates that the revised project would not result in any new additional significant impacts, nor would it substantially increase the severity of previously anticipated significant impacts. All mitigation measures identified as part of the adopted MND remain sufficient in reducing environmental impacts to a less than significant level for the revised project. No further environmental review is required for the City to adopt this Resolution.

**SECTION 2:** The findings in accordance with Section 13.06.030 of the Santee Municipal Code for a Major Revision to a Conditional Use Permit are made as follows:

- A. Major Revision MR2021-1 would result in a similar project as that approved under Conditional Use Permit P2017-4 with the size, height, and building footprint of the congregate care facility substantially the same as the original approval. The modified building would remain three stories, however due to changes in the grading of the site and the incorporation of a basement, the overall building height would decrease from 59 feet to 57 feet. Due to removal of the duplex villas the total site coverage of the development footprint would be reduced from 28,933 square feet under the previously approved project to 26,402 square feet under the revised project. Conversely, the total square footage of the congregate care facility would increase from 54,638 square feet under the previously approved project to 69,459 square feet under the revised project due to the net increase of 12 senior care units. The revised project would continue to meet the development standards of the R-14 zone including setbacks, lot coverage, height and parking requirements.
- B. That the proposed use is in accord with the General Plan, the objectives of the Zoning Ordinance, and the purposes of the district in which the site is located.

The proposed use, as conditioned, is in accord with the General Plan, the objectives of the Zoning Ordinance, and the purposes of the districts in which the site is located as the project is for a congregate care facility with on-site amenities

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

and services conforming to the General Plan and Municipal Code requirements for the R-14 Medium-High Density Residential (14-22 du/acre) zoning district. The project is consistent with the R14 Medium High-Density Residential designations/districts by providing a multiple family attached residential use, on-site recreational amenities within the existing Lantern Crest campus and being located in proximity to an existing MTS bus route and Prospect Avenue, a Major Arterial.

The project is consistent with applicable Land Use Element (LUE), Housing Element (HE), Conservation Element (CE), and Community Enhancement Element (CEE) objectives. The project will contribute to the development goal of providing a wide range of housing types by providing housing for the elderly and disabled (LUE Objective 2.0 and HE Objective 1.0). The grading plan would orient development along the natural contours of the site wrapping around the base of the hillside while the steepest portions of the hillside will remain undeveloped consistent with CEE policies 14.1 and 14.2. The project is designed to use the natural ridgeline as a backdrop for structures consistent with CEE policy 14.5, and will therefore avoid significant impacts on existing community-level viewsheds consistent with CEE policy 15.2. Graded cut slopes will be re-vegetated with fire resistant native or non-invasive plant species consistent with CEE policy 15.1.

- C. That the proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.

The operation of the congregate care facility for elderly persons aged approximately 75 years to approximately 95 years is generally understood to generate low levels of traffic and noise. The project would generate approximately 165 average daily vehicle trips, with peak parking demand of 51 spaces when combined with the exiting Lantern Crest Ridge I facility.

Elements of the three-story, 57-foot congregate care building are architecturally integrated with the Lantern Crest development. Additionally, each structure is set back from adjacent properties more than the minimum 10 feet required within the R-14 Zone. The project would provide a 60-foot setback between the proposed main three-story memory care building and the western property line with the nearest single-family home approximately 100 feet from the proposed three-story building and approximately 60 feet from the proposed single-story villas. The building setbacks from property lines, combined with the variations in building heights and positioning of the buildings at the base of the hill, will create “transitions” in building scale and bulk, and preserve ridgelines.

The project’s perimeter retaining walls adjacent to the Highline Apartments and single-family residential properties to the west would vary from approximately 6.7 feet in height to 24.1 feet in height and be constructed of decorative block. A 20-

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

foot landscape strip with shrubbery and a row of Coast Live Oaks would be planted on the slopes between the perimeter retaining walls and the property line (demarcated by an existing brow ditch) to the west softening the interface between the proposed project and existing Highline Apartments and single-family residences to the west.

- D. That the proposed use complies with each of the applicable provisions of the Zoning Ordinance.

The proposed use, as conditioned, complies with each of the applicable provisions of the Development Code because all development standards are met including landscaping and building setbacks, the project design is consistent with the requirements of the Fire Code and Urban-Wildland Interface Fire Safe Development Policy and Ordinance, and all proposed public and private improvements will meet City standards. Specifically:

- Architectural Design: The project is designed according to the Spanish Mission style with variegated roofing tiles, arched window and façade accent features, defined gable ends and dormer features supported by stone veneer, signature bell tower architectural appurtenances, decorative block retaining walls, and an earth tone color scheme.
- Building Height: The proposed facility would have a maximum of 57 feet (main three-story, 62-unit memory care facility). The base height of the three-story congregate care facility would be 44 feet, 3 inches; however, with the proposed gabled roofline variations and bell towers the total height would be up to 57 feet high. The building would nevertheless conform the Zoning Ordinance maximum height of 45 feet for the R-14 Zone as architectural projects of up to 15 feet above the 45-foot base height allowance are permitted; the proposed bell towers would project 15 feet above the proposed 44-foot, 3-inch base height of the building. As provided in the City of Santee Municipal Code, Section 13.30.020.B, extensions above the maximum permitted base height may be allowed when architectural interest consistent with building scale is achieved. Building height extensions are not intended to be habitable space and the proposed architectural projections would not contain habitable space.
- Traffic and Circulation: Congregate care facilities are generally considered to generate low amounts of traffic relative to other residential uses. The anticipated age range of future residents would be from approximately 75 years to 95 years. Most residents of senior care facilities no longer drive. The applicant has indicated that van service would be available to provide for most of the transportation needs of residents.
- Parking: The parking needs of senior care residents in independent living are different from the parking needs of residents in assisted living or dementia care. The proposed facility will primarily serve residents with dementia care. A

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

parking demand study was prepared for the project to determine the project's overall parking need based on the proposed unit types. The parking study determined that a total of 51 spaces would be required to meet the project's anticipated parking demand when combined with the parking demand of the existing Lantern Crest Ridge I facility, which will be connected with a pedestrian bridge and share employees between the two buildings. A total of 55 parking spaces would be provided with the combined facilities, with 17 spaces provided with the proposed Major Revision.

- Undergrounding of Utilities: Recommended conditions of approval would require the applicant to place all new utilities required to serve the project underground. All existing and new utilities along the property frontage of Sunset Trail would be installed underground. The existing overhead utilities along Sunset Trail would be undergrounded in order to widen Sunset Trail to local street standards as conditioned for the project.

**SECTION 3:** Major Revision MR2021-1 to Conditional Use Permit P2017-4 is hereby approved subject to the following conditions as amended below:

- A. Unless superseded herein, the conditions of approval set forth in Conditional Use Permit P2017-4 shall remain in effect.
- B. All construction shall be in substantial conformance with the project plans dated October 27, 2021, as amended by this Resolution.
- C. The applicant shall comply with all applicable Sections of the Municipal Code, Land Development Manual and Public Works Standards of the City of Santee.
- D. The applicant shall comply with all mitigation measures adopted for the project as set forth in the Mitigation Monitoring and Reporting Program for Mitigated Negative Declaration AEIS2018-2.
- E. Minor or Major Revisions to the Development Review Permit, such as changes to the building elevations, site design, and landscaping design, shall be approved by the Director of Development Services, unless, in the Director's judgment, a Minor or Major Revision should be reviewed by the City Council.
- F. A minimum of 14 parking spaces shall be provided in accordance with the Parking Demand Study.
- G. The applicant shall comply with all of the requirements of the Fire Marshal.
- H. Prior to Building Permit Issuance:
  - 1. Applicant shall obtain a new Determination of No Hazard to Air Navigation from the Federal Aviation Administration and a new Determination of Consistency with the Gillespie Field Airport Land Use Compatibility Plan from the San Diego County Airport Land Use Commission for the revised project.
  - 2. Building plans shall include energy conservation measures and sustainable design features as required by the City of Santee's Sustainable Santee Plan and Santee

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

Municipal Code (SMC) Titles 11 and 13.

3. Applicant shall record a reciprocal parking access agreement between the project site lot and the owners of the previous phases of the Lantern Crest parcels granting a nonexclusive easement for parking through the Lantern Crest development. Said agreement shall be to the satisfaction of the Director Development Services and the City Attorney.
4. Starting with the first plan check submittal, all plan sets shall be submitted concurrently to Padre Dam Municipal Water District for review and approval. The City does not coordinate the review process with Padre Dam, this is the responsibility of the design engineer and the landscape architect.
5. Street Improvement Plans shall be submitted to the Department of Development Services Engineering Division for review and acceptance. Submit and obtain City approval of a construction change plan that shows the revision to the approved plans to accommodate the change in grades and updated cross sections.
6. Precise Grading Plans shall be submitted to the Department of Development Services Engineering Division for review and acceptance. Submit and obtain City approval of a construction change plan that shows the following:
  - a. Include revised precise grading plans that reflect the proposed changes to the civil plans, including changes to the project landscape and irrigation plans and retaining wall plans.
  - b. All recommended measures identified in the approved geotechnical study shall be incorporated into the project design and construction.
  - c. Provide an updated cost estimate for the cost of construction.
  - d. Plan check and inspection fees shall be paid in accordance with the City Fee Schedule prior to issuance of the permit.
7. Provide two copies of an addendum letter to the geotechnical study from the geotechnical engineer of record reflecting their recommendations and concurrence with the proposed revisions to the plans, including but not limited to the revised retaining walls and biofiltration basin.
8. The applicant shall pay all development impact fees in effect at the time of issuance of building permits. At present, the fees are estimated to be as follows:

a.	Drainage . . . . .	\$ 133,362.00	or	\$ 2,151.00 / unit
b.	Traffic . . . . .	\$ 153,512.00	or	\$ 2,476.00 / unit
c.	Traffic Signal . . . . .	\$ 15,872.00	or	\$ 256.00 / unit
d.	Park-in-Lieu . . . . .	\$ 479,074.00	or	\$ 7,727.00 / unit

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

e.	Public Facilities. . . .	\$ 393,638.00	or	\$ 6,349.00 / unit
f.	RTCIP Fee . . . . .	\$ 163,401.00	or	\$ 2,635.50 / unit

Impact fee amounts shall be calculated in accordance with current fee ordinances in effect at the time of issuance of building permit. Fees shall be adjusted on an annual basis in the accordance with the Municipal Code.

9. Following issuance of a grading permit the applicant shall complete rough grading in accordance with the approved grading plans and the recommendations of the project’s geotechnical engineer. Following completion of the rough grading and prior to issuance of any building permits, provide three originals of the pad compaction certification from the geotechnical engineer and three originals of the pad elevation certification from the project civil engineer to the City project engineer.

Alternatively, at the applicant’s expense, a “Foundation Only” building permit may be obtained for the sole purpose of constructing foundation and or stem walls integral to the construction of a building foundation for the purpose of establishing a building pad. Said pad shall be established to the satisfaction of the engineering department as indicated above prior to the placement of a concrete building slab/building floor. A building permit for vertical construction is required prior to the construction of a concrete slab/building floor.

10. Provide two copies of an amended drainage study prepared by a registered Civil Engineer, with demonstrated expertise in drainage analysis and experience in fluvial geomorphology and water resources management. Storm drainage shall be designed to adequately convey storm water runoff without damage or flooding of surrounding properties or degradation of water quality.
  - a. The drainage study shall identify and calculate storm water runoff quantities expected from the site and upstream of the site and verify the adequacy of all on-site or off-site facilities necessary to discharge this runoff. The drainage system design shall be capable of collecting and conveying all surface water originating within the site, and surface water that may flow onto the site from upstream lands, and shall be in accordance with the latest adopted Master Drainage Plan, the requirements of the City of Santee Public Works Standards, including analysis of the 10-year, 50-year and 100-year frequency storms, and be based on full development of upstream areas.
  - b. The drainage study shall include an update executive summary that details the proposed drainage path, including the draw down and runoff from the proposed biofiltration basin. Said basin shall be designed so that the proposed orifice locations/sizes are minimize or eliminate to reduce nuisance flow to the apartments to the MEP. Such runoff shall be directed to the existing underground drainage system located in Sunset Trails via a

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

proposed pipe from the project site. The basin shall include an emergency overflow that safely conveys runoff to Graves Avenue via Sunset Trails without impact to the surrounding and adjacent properties.

- c. Update pre and post development drainage exhibits as necessary.
11. Provide two copies of an amended Storm Water Quality Management Plan (SWQMP) prepared and in accordance with the City of Santee Storm Water Ordinance and in accordance with the City of Santee Best Management Practices (BMP) Design Manual dated February 2016. The SWQMP must include best management practices (BMPs) to address water quality and hydromodification. An Operation and Maintenance Plan describing maintenance requirements and costs for BMP maintenance and provision of maintenance verification will be provided.

The SWQMP shall include the following:

- a. Include the Project Owner's Signature on the Certification Page.
- b. Revise the narrative to reflect the proposed biofiltration basin and revised drainage path.

12. Construction Site Storm Water Compliance

- a. Submit a copy of the updated project specific Storm Water Pollution Prevention Plan (SWPPP). The Construction SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The Construction SWPPP must list Best Management Practices (BMP's) the applicant will use to protect storm water runoff and the placement of those BMP's. Section XIV of the Construction General Permit describes the SWPPP requirements.
  - b. Update the site trailer wall map accordingly.
- I. The following conditions shall apply prior to occupancy:
- 1. Provide two print copies and a digital copy of both the final approved Storm Water Quality Management Plan and the Operation and Maintenance Plan.
  - 2. Submit a print and digital copy of the BMP Certification package. The BMP certification package includes but is not limited to: 'wet' signed and stamped certification form(s), all BMP related product receipts and materials delivery receipts, an inspection and installation log sheet, and photographs to document each stage of BMP installation.
  - 3. Prior to issuance of occupancy, an executed contract must be in place with a

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

qualified storm water service provider and a copy of the SWQMP provided to the consultant and the property owner.

4. Construct all improvements within the public right-of-way and improvements as shown on the approved precise grading plans. Improvements shall be completed to the satisfaction of the Director of Development Services.
- J. Upon establishment of the use pursuant to this Major Revision MR2021-1, the following conditions shall apply:
1. All required landscaping shall be adequately watered and maintained in a healthy and thriving condition, free from weeds, trash, and debris.
  2. The parking areas and driveways shall be well maintained.
  3. All groundcover installed pursuant to an approved landscape plan shall provide 100 percent coverage within 9 months of planting or additional landscaping, to be approved by the Director of Development Services, shall be required in order to meet this standard.

**SECTION 4:** The terms and conditions of this Major Revision (MR2021-1) approval shall be binding upon the permittee and all persons, firms and corporations having an interest in the property subject to these permits and the heirs, executors, administrators, successors and assigns of each of them, including municipal corporations, public agencies and districts.

**SECTION 5:** In addition to all other available remedies, the City of Santee Municipal Code, Chapter 1.14, provides for the issuance of Administrative citations for Municipal Code violations. Should non-compliance with said terms and conditions of this Conditional Use Permit or any violation of the Municipal Code that includes the City's Storm Water Ordinance, the City has the right to issue administrative citations containing an assessment of civil fines for each violation and collect administrative fines for violations.

**SECTION 6:** Pursuant to Government Code Section 66020, the 90-day approval period in which the applicant may protest the imposition of any fees, dedications, reservations, or exactions imposed pursuant to this approval, shall begin on February 23, 2022.

**SECTION 7:** The applicant shall defend, indemnify, and hold harmless the City of Santee and its officers, employees and agents from any claim, action, or proceeding against the City and/or its officers, employees or agents to attack or set aside, void, or annul the approval of the City of Santee concerning this Resolution or any action relating to or arising out of its approval.

**SECTION 8:** This Major Revision (MR2021-1) approval shall expire on February 23, 2025 except where substantial use has commenced prior to its expiration. If use of the

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

development has not commenced within the three-year period, said expiration date may be extended pursuant to a request for time extension received 60 days prior to the original expiration date. The City Council expressly grants to the Director of Development Services the authority to extend the expiration date of this approval pursuant to Section 13.04.090(B) of the Santee Municipal Code, when a request for an extension is filed 60 days prior to the original expiration date.

**SECTION 9:** The documents and materials that constitute the record of proceedings on which these findings have been based are located with the City Clerk at the City of Santee City Clerk's office at 10601 Magnolia Avenue, Building #3, Santee, CA 92071.

**ADOPTED** by the City Council of the City of Santee, California, at a Regular meeting thereof held this 23<sup>rd</sup> day of February 2022, by the following roll call vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

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

**ATTEST:**

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

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

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA,  
APPROVING AND ADOPTING AN ADDENDUM TO MITIGATED NEGATIVE  
DECLARATION (AEIS2018-2) TO PERMIT THE CONSTRUCTION OF A 62-UNIT  
CONGREGATE CARE FACILITY WITH UP TO THREE STORIES AND 57 FEET IN  
HEIGHT ON A 2.74-ACRE VACANT PARCEL LOCATED AT 11000 SUNSET TRAIL  
IN THE R-14 (MEDIUM HIGH DENSITY RESIDENTIAL) ZONE**

**APPLICANT: M. GRANT REAL ESTATE, INC. (MICHAEL GRANT)  
APN: 384-142-04**

**(RELATED CASE FILE: MAJOR REVISION MJR2021-1)**

**WHEREAS**, on September 9, 2020, the City Council adopted Resolution No. 105-2020, adopting a Mitigated Negative Declaration (AEIS2018-2; State Clearinghouse No. 2020029092) and approving Conditional Use Permit (P2017-4) for the development of a 50-unit congregate care facility on a 2.74-acre vacant parcel of land located at 11000 Sunset Trail in the R-14 Zone; and

**WHEREAS**, on October 27, 2021 the applicant submitted a request a Major Revision to approved Conditional Use Permit (P2017-4) to enlarge the approved three-story congregate care facility to include 62 residential units and remove two, single-story duplexes that would have provided four independent senior living units (villas), for a net increase 12 units (“Revised Project”); and

**WHEREAS**, Major Revision (MR2021-1) would result in a similar project as that approved under Conditional Use Permit (P2017-4) with the size, height, and building footprint of the congregate care facility substantially the same as the original approval; and

**WHEREAS**, the height of the revised building is 57 feet which is less than the previously approved height of 59 feet; and

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

**WHEREAS**, a Supplemental Environmental Checklist Form was prepared to evaluate whether any supplemental or subsequent environmental review is required for the Revised Project. City staff concluded that none of the circumstances described in Public Resources Code section 21166 or State CEQA Guidelines section 15162 have occurred, and thus no supplemental or subsequent environmental review is required; and

**WHEREAS**, an Addendum to the adopted Mitigated Negative Declaration has been prepared to address any minor technical changes or additions to the Project under State CEQA Guidelines section 15164; and

**WHEREAS**, City Council has reviewed the Addendum and adopted Mitigated Negative Declaration, along with the information in the Supplemental Environmental Checklist Form, prior to taking action on the Revised Project. The Addendum reflects the

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

independent judgement and analysis of the City Council and complies with all requirements of the Public Resources Code and the State CEQA Guidelines; and

**WHEREAS**, the City Council conducted a duly-noticed public hearing on February 23, 2022, to review the Project, the Addendum to the Mitigated Negative Declaration, and all other relevant information contained in the administrative record for the Revised Project; and

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

**WHEREAS**, all of the findings and conclusions made by the City Council pursuant to this Resolution are based upon the oral and written evidence presented to it as a whole and the entirety of the administrative record for the Revised Project and the Project, which are incorporated herein by this reference, and not based solely on the information provided in this Resolution; and

**WHEREAS**, prior to taking action, the City Council has heard, been presented with, reviewed and considered all of the information and data in the administrative record, including but not limited to the Mitigated Negative Declaration, the Addendum, and the Supplemental Environmental Checklist Form; and

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

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of Santee, California, as follows:

**SECTION 1.** RECITALS. The City Council hereby finds that the foregoing recitals are true and correct and are incorporated herein as substantive findings of this Resolution.

**SECTION 2.** COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT. As the decision-making body for the Revised Project, the City Council has reviewed and considered the information contained in the Mitigated Negative Declaration, the Addendum to the Mitigated Negative Declaration and Supplemental Environmental Checklist Form, any comments received, other documents contained in the administrative record for the Project and the Revised Project, and all other written and oral evidence presented to the City Council for the Revised Project (collectively, the "Record"). The City Council finds that the Addendum and the Supplemental Environmental Checklist Form contains a complete, objective, and accurate reporting of the environmental impacts associated with the Revised Project and reflects the independent judgment and analysis of the City Council. The City Council further finds that the Addendum has been completed in compliance with CEQA and the State CEQA Guidelines.

**SECTION 3.** FINDINGS ON ADDENDUM. The City Council finds that the City was the lead agency for the project and is the lead agency for the Revised Project. Based on substantial evidence in light of the whole Record and pursuant to State CEQA Guidelines section 15162, the Revised project would not result in substantial changes to the Project, no substantial changes have occurred with respect to the circumstances under which the Revised Project is undertaken and there is no new information of substantial importance

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

which was not known and could not have been known at the time the Mitigated Negative Declaration was adopted showing the Revised Project would have new significant effects. The project specific mitigation measures identified in the Supplemental Environmental Checklist Form/Addendum and the Mitigation Monitoring and Reporting Program have been incorporated into the Revised Project. No new mitigation measures are required to mitigate environmental impacts associated with the Revised Project.

**SECTION 4.** ADOPTION OF THE ADDENDUM. The Addendum to the previously adopted Mitigated Declaration is hereby approved and adopted.

**SECTION 5.** NOTICE OF DETERMINATION. Staff is directed to file a Notice of Determination with the San Diego County Clerk within five (5) working days of adoption of the Addendum. The City of Santee hereby notifies the applicant that in order to file the Notice of Determination, the applicant shall remit to the City of Santee Department of Development Services, within two (2) working days of the effective date (as defined in Section 7 below) of this approval, a certified check payable to the "County Clerk, County of San Diego" in the amount of \$50.

**SECTION 6.** LOCATION AND CUSTODIAN OF RECORDS. The documents and materials associated with Project and the Revised Project that constitute the record of proceedings on which these findings are based are located at Santee City Hall, 10601 Magnolia Avenue, Building #3, Santee, CA 92071. The City Clerk is the custodian of the record of proceedings.

**SECTION 7.** EFFECTIVE DATE. This Resolution shall become effective immediately upon its adoption.

**ADOPTED** by the City Council of Santee, California, at a Regular Meeting held this 23<sup>rd</sup> day of February 2022, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

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

**ATTEST:**

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



RECON

Addendum to Adopted  
Mitigated Negative Declaration for the  
Lantern Crest Ridge II Project  
Santee, California

Prepared for

City of Santee  
10601 Magnolia Avenue  
Santee, CA 92071

Prepared by

RECON Environmental, Inc.  
3111 Camino del Rio North, Suite 600  
San Diego, CA 92108  
P 619.308.9333

RECON Number 9103  
February 15, 2022

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B-1:	Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis Darnell and Associates, Inc., December 9, 2021
B-2:	Revised Lantern Crest Ridge II Senior Care Project Traffic Impact Study, Darnell and Associates, Inc., April 30, 2018
C:	A Biological Resources Survey Report for the Lantern Crest Ridge II Property, Vince Scheidt, June 2018
D:	Lantern Crest/Santee Seniors Annual Management Report, J. Whalen Associates, Inc.
E:	2017 Annual Report and 2018 Work Plan for the Lantern Crest Open Space Preserve Memorandum, Cummings Environmental, Inc., January 3, 2018
F:	Results of the Archaeological Survey for the Lantern Crest Ridge II Project, RECON Environmental Inc., September 17, 2018
G:	Energy Use Calculations, RECON Environmental, Inc., January 4, 2022
H-1:	Report of Geotechnical Investigation, Group Delta Consultants, Inc., June 19, 2017
H-2:	Geotechnical Investigation Addendum, Group Delta Consultants, Inc., May 30, 2019
H-3:	Geotechnical Investigation Addendum #2, Group Delta Consultants, Inc., August 19, 2019
I:	Sustainable Santee Checklist, RECON Environmental, January 4, 2022
J:	Phase I Environmental Site Assessment, CERES, Corp. (Parcel #383-142-04-00), May 3, 2017
K:	Determination of No Hazard to Air Navigation, Federal Air Administration, April 2, 2018
L:	AM&M Proposal for Lantern Crest Ridge II, Firewise2000, Inc., June 27, 2018
M:	Storm Water Quality Management Plan (SWQMP) for Lantern Crest Ridge II, REC Consultants, Inc., July 2019
N:	Drainage Study for Lantern Crest Ridge Addition, REC Consultants, Inc., Revised November 8, 2021
O:	Revised Parking Analysis for the Proposed Lantern Crest Ridge II Senior Living Assisted and Memory Care Development, Darnell and Associates, Inc., July 30, 2019.
P:	Noise Modeling Results (SoundPLAN Output Files), RECON Environmental, Inc., January 4, 2022
Q:	School Facility Availability Letters, Santee School District and Grossmont Union High School District, May 17 and May 15, 2017, respectively
R:	Lantern Crest Ridge II Assisted Living Construction Traffic, Darnell and Associates, Inc., October 31, 2019
S:	Public Service Availability Forms from the Padre Dam Municipal Water District, May 4, 2017..

**CITY OF SANTEE  
ADDENDUM TO ADOPTED MITIGATED NEGATIVE DECLARATION**

**1. Project Title**

Lantern Crest Ridge II

**2. Lead Agency Name and Address**

City of Santee  
10601 Magnolia Avenue  
Santee, CA 92071

**3. Contact Person and Phone Number**

Michael Coyne  
Associate Planner  
City of Santee  
(619) 258-4100 x160  
mcoyne@CityofSanteeCa.gov

**4. Project Location**

Sunset Trail, Santee, CA 92071  
Assessor's Parcel Number 384-142-04-00

**5. Project Applicant/Sponsor's Name and Address**

Michael Grant  
Development Contractor, Inc.  
110 Town Center Parkway  
Santee, CA 92071

**6. General Plan Designation**

Existing: Medium High Density Residential (R-14)  
Proposed: Medium High Density Residential (R-14)

**7. Zoning**

Existing: Medium High Density Residential (R-14)  
Proposed: Medium High Density Residential (R-14)

All reports and documents referenced in this Initial Study are on file with the City of Santee, Department of Development Services, 10601 Magnolia Avenue, Santee, CA 92071. Telephone

Number: (619) 258-4100, ext. 167. A digital copy is available from the City website: <http://cityofsanteeca.gov/services/project-environmental-review>.

## **8. Statement of Environmental Findings**

An Initial Study was prepared by the City of Santee (City), Department of Development Services to evaluate the potential effects of the project on the environment. As Lead Agency under the California Environmental Quality Act (CEQA), and based on the findings contained in the attached Initial Study, the City has determined that the project would not have any new impacts not identified in the Mitigated Negative Declaration previously adopted in 2020 for a proposed a senior care facility, and all potential impacts would remain less than significant or mitigated to less than significant.

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

The location and custodian of the documents and any other materials which constitute the record of proceedings upon which the City bases its determination to adopt this Addendum are as follows: City of Santee, Development Services Department, Planning and Zoning Services Division, 10601 Magnolia Avenue, Santee California, Custodian: Michael Coyne, Senior Planner.

## **9. Previous Environmental Document**

The property that is subject to this supplemental review is the same site that was evaluated under the Lantern Crest Ridge II Project (project) Mitigated Negative Declaration adopted by the City Council on September 9, 2020. The previously adopted project proposed a three-story, 46-unit senior care facility, along with four independent senior living units (contained within two duplex villas), for a total of 50 units. The adopted Mitigated Negative Declaration determined that all environmental impacts would be less than significant or mitigated to a level less than significant.

## **10. Original Project Description**

The previously adopted project proposed a three-story, 46-unit senior care facility, along with four independent senior living units (contained within two duplex villas), for a total of 50 units. The project site is approximately 2.74 acres, located in the City of Santee, California, east of State Route 67 (SR-67) and north of Prospect Avenue (Assessor's Parcel Number 384-142-04-00).

The project site is currently accessed via Sunset Trail and Lantern Crest Way on the southern side of the site from Graves Avenue. The western boundary of the project site fronts multi- and single-family residential properties, while the eastern boundary fronts the existing Lantern Crest Ridge Phase I Senior Housing facility, located at 800 Lantern Crest Way. The previously adopted project proposed to provide a connection to the adjacent Lantern Crest Ridge Phase I building via a covered pedestrian bridge.

The previously adopted project required a General Plan Amendment (GPA 2018-1) and zone reclassification (R2018-1) to change the City zoning land use designation from Low Density Residential (R-1A) and Hillside/Limited (HL) to Medium High Density Residential (R-14). Other required project approvals included a Conditional Use Permit (P2017-04). The Conditional Use Permit permitted the proposed development of 50 units of senior care housing and related services on the

2.74-acre project site. The building was three stories and the units ranged in size from 638.5 to 766 square feet. The common areas within each floor ranged in size from 4,463 to 5,747 square feet. The duplex units were 2,681 square feet each.

The previously adopted project also included three biofiltration basins, an on-site access road, and cul-de-sac. The previously adopted project provided eleven standard parking spaces, four single car garage parking spaces, and one Americans with Disabilities Act (ADA) compliant parking space. The previously adopted project included on-site storm drain improvements, connections to public utility lines and the existing storm drain system along Sunset Trail, and construction of on-site sewer and water lines. The three biofiltration basins were located in the southeastern corner of the property, which would connect to the proposed on-site storm drain system and empty into the existing storm drain system located along Sunset Trail. Pad elevations for the two duplex structures ranged from 510.4 feet above mean sea level (AMSL) to approximately 514.6 feet AMSL. The three-story structure pad elevations ranged from 516 to 528 feet AMSL.

Access to the project site was provided via Sunset Trail and Lantern Crest Way from Graves Avenue, and an access road and cul-de-sac provided vehicular access to the parking spaces and structures. The internal access road, south of the internal cul-de-sac, consisted of a 30-foot-wide driveway, a 4-foot-wide sidewalk, and 19-foot (depth) parking stalls, along with a curb and gutter. The internal cul-de-sac had a radius of 42 feet. The road to the north of the cul-de-sac was 20 feet wide and designated as a "Fire Lane." A 65-foot-long firetruck turnaround area was provided at the northern end of the property. The previously adopted project included an ADA compliant pedestrian ramp on the south side of the project site (at site entrance) to allow access to cross Sunset Trail. All internal sidewalk ramps were designed to be ADA accessible.

Due to elevation differences throughout the project site, the previously adopted project included multiple retaining walls located around the entirety of the northern, western and southern edges of the proposed development footprint. Along the eastern edge of the proposed development, a retaining wall was proposed to be constructed around the biofiltration area, along the slope between the proposed bridge connecting to the Lantern Crest Phase I building and the internal access road, and along the development footprint of the three-story structure.

The typical landscaping included trees, accent shrubs, and groundcover consisting of various brush and flower types. All landscaped areas were proposed to be mulched to a minimum depth of 4 inches with shredded wood mulch, except for groundcover areas, which were proposed to be mulched to a minimum depth of 2 inches. The planting areas were proposed to be irrigated with an automatic irrigation system containing a rain-sensing shutoff device, along with a drip irrigation system in small planter areas. All landscaping within the project site were proposed to comply with the requirements of the City's Water Efficient Landscape Ordinance. In addition, the previously adopted project included a 100-foot minimum horizontal set back of fuel modified defensible space between the proposed structures and the wildland areas located north and east of the project site. The fuel modified defensible space was comprised of two distinct brush management areas (BMAs); BMA Zone 1 and BMA Zone 2. BMA Zone 1 (first 50 feet extending away from the proposed structures) consisted of permanently landscaped, irrigated, and maintained fire-resistant native plant species. BMA Zone 2 consisted of a hydroseed mix comprised of low-fuel, California-native plant species. The project site had sufficient space to meet the 100-foot fuel modified defensible space

requirement between the structure and open space to the north. However, the project site did not contain sufficient area to provide a 100-foot fuel modified defensible space between the proposed structures and open space area to the east. As a result, the site layout provided 56 feet of space between the structure and the open space to the east. In order to address the reduced fuel modified defensible space, the previously adopted project included the construction of a 5-foot fire barrier in the form of a non-combustible wall along the top of the slope along the eastern boundary of the project site.

The Padre Dam Municipal Water District (PDMWD) would have provided water and sewer service to the project site via the existing public water and sewer main along Sunset Trail. On-site water and sewer connections were to be constructed within the internal access road, connecting with the existing 6-inch sewer main and 12-inch water main along Sunset Trail. These utilities were to be public and constructed in accordance with PDMWD standards. One fire hydrant was to be installed within the project site, located adjacent to the northern portion of the internal cul-de-sac.

## 11. Revised Project Description

The revised project would remove the two duplexes that would have provided four independent senior living units and increase the number of one-bedroom senior care units within the remaining three-story senior care facility from 46 to 62. This results in a net increase in the number of total residential units from 50 under the previously adopted project to 62 under the revised project.

The revised project would be located within the same approximately 2.74-acre site as the previously adopted project, located in the City of Santee, California, east of SR-67 and north of Prospect Avenue (Assessor's Parcel Number 384-142-04-00). The western boundary of the project site fronts multi- and single-family residential properties, while the eastern boundary fronts the existing Lantern Crest Ridge Phase I Senior Housing facility, located at 800 Lantern Crest Way. The revised project would provide a connection to the adjacent Lantern Crest Ridge Phase I building via a covered pedestrian bridge. Figure 1 presents the revised project's regional location, Figure 2 presents the revised project's specific location on U.S. Geological Survey map, and Figure 3 presents the project location on an aerial photograph. Figure 4 presents the site plan, Figures 5a through 5c present the site elevations, and Figure 6 presents the landscape concept plan.

The revised project would be consistent with the General Plan Amendment (GPA 2018-1) and zone reclassification (R2018-1) approved under the previously adopted project that changed the zoning and land use designation from Low Density Residential (R-1A) and Hillside/Limited (HL) to Medium High Density Residential (R-14). The City would issue a revised Conditional Use Permit that would permit the proposed development of 62 one-bedroom units of senior care housing and related services on the 2.74-acre project site. The building would be three stories and the one-bedroom units would range in size from 600 to 1,310 square feet. The common areas within each floor would range in size from 5,762 to 8,496 square feet. Due to removal of the four independent senior living units (contained within two duplex villas), the total site coverage of the development footprint has been reduced from 28,933 square feet under the previously approved project to 26,402 square feet under the revised project. Conversely, the total square footage of the senior care facility has increased from 54,638 square feet under the previously approved project to 69,459 square feet under the revised project due to the net increase of 12 senior care units. The revised project would

utilize the same grading footprint and convert the same amount of natural soils to developed land as the previously adopted project.

The revised project would provide 13 standard parking spaces and two ADA-compliant parking spaces. Similar to the previously adopted project, access would be provided via Sunset Trail and Lantern Crest Way from Graves Avenue, and an access road and cul-de-sac would provide vehicular access to the parking spaces and structures. The internal access road, south of the internal cul-de-sac, would consist of a 24-foot-wide driveway, 18-foot (depth) parking stalls, along with a curb and gutter. The internal cul-de-sac would have a radius of 42 feet. The road to the north of the cul-de-sac would be 26 feet wide and designated as a "Fire Lane." Similar to the previously adopted project, the revised project would include the 65-foot-long firetruck turnaround area at the northern end of the property. The revised project would provide 56 feet of space between the structure and the open space to the east. In order to address the reduced fuel modified defensible space, the revised project would include the construction of a 5-foot fire barrier in the form of a non-combustible wall along the top of the slope along the eastern boundary of the project site as shown on Figure 4.

The revised project would include one biofiltration basin located in the southwestern corner of the property, which would connect to the proposed on-site storm drain system and empty into the existing storm drain system located along Sunset Trail. Maximum elevation of the main structure under the revised project would increase to approximately 565 feet AMSL compared to 545 AMSL under the previously adopted project. Three small towers would reach a height of 579 feet AMSL and a fourth small tower would reach a height of 574 AMSL (see Figures 5a through 5c).

## **12. Project Site Existing Conditions and Surrounding Land Use(s)**

Existing conditions and surrounding land uses would be the same as under the previously adopted project. The project site is currently undeveloped, consisting of three habitat communities, typical of the Santee scrub and grasslands areas, as well as granitic rock outcroppings. Topography on the site slopes from east to west, with elevations ranging from approximately 580 to 520 feet AMSL along the eastern perimeter of the site, and from 500 to 490 feet AMSL along the western perimeter.

A mixture of existing development and undeveloped land surrounds the project site. To the east and south of the project site lie two existing Lantern Crest Senior Living Facility buildings. The revised project would connect to the existing Lantern Crest Ridge Phase I building approximately 10 feet to the east of the project site through a covered bridge. The existing Villas at Lantern Crest and the Pointe at Lantern Crest are located immediately to the south of the project site across Sunset Trail. A mix of single- and multi-family apartment complexes is located immediately to the west and southwest across Sunset Trail. The SR-67 and State Route 52 (SR-52) interchange is located approximately 0.15 mile west of the project site. To the north and northeast of the project site is open space habitat, located upon steep slopes. Non-residential uses, including industrial parks, are located west of the project site, which are buffered from the site by the SR-67 and SR-52 interchange and roadways.

## **13. Other Required Agency Approvals or Permits Required**

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

**14. New Significant Environmental Effects or Substantially More Severe Environmental Effects Compared to Those Identified in the Previous CEQA Document**

The subject areas checked below were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion on the following pages.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources      | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Energy                             |
| <input type="checkbox"/> Geology/Soils             | <input type="checkbox"/> Greenhouse Gas Emissions           | <input type="checkbox"/> Hazards & Hazardous Materials      |
| <input type="checkbox"/> Hydrology/Water Quality   | <input type="checkbox"/> Land Use/Planning                  | <input type="checkbox"/> Mineral Resources                  |
| <input type="checkbox"/> Noise                     | <input type="checkbox"/> Population/Housing                 | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Recreation                | <input type="checkbox"/> Transportation                     | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire                           | <input type="checkbox"/> Mandatory Findings of Significance |

**15. Determination**

<p>No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND or MND or previously certified EIR adequately discusses the potential impacts of the project without modification.</p>	
<p>No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND, MND or previously certified EIR adequately discusses the potential impacts of the project; however, minor changes require the preparation of an ADDENDUM.</p>	<p><b>X</b></p>

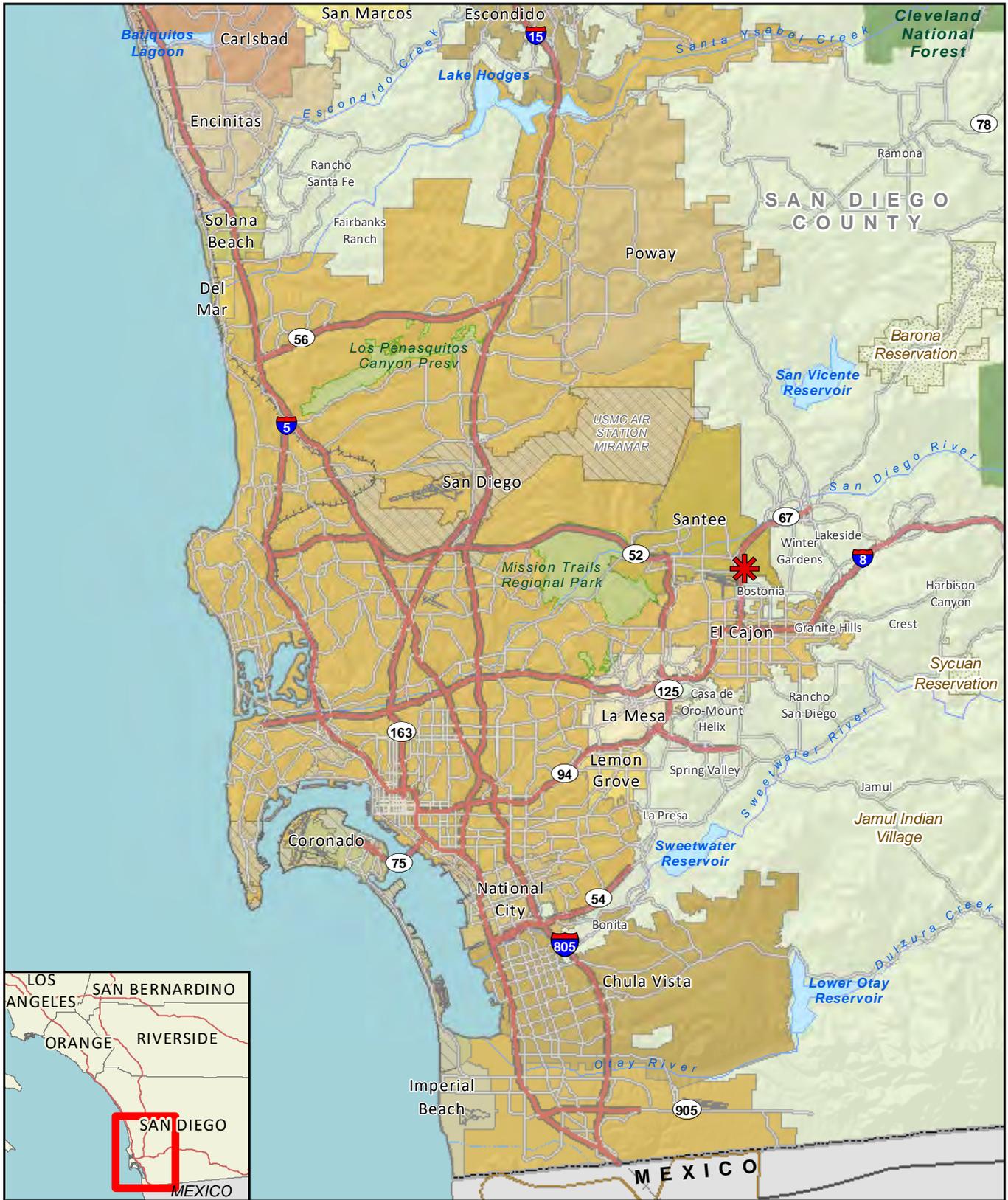
<p>Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND, MND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, all new potentially significant environmental effects or substantial increases in the severity of previously identified significant effects are clearly reduced to below a level of significance through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a SUBSEQUENT MND is required.</p>	
<p>Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, only minor changes or additions or changes would be necessary to make the previous EIR adequate for the project in the changed situation. Therefore, a SUPPLEMENTAL EIR is required.</p>	
<p>Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, a SUBSEQUENT EIR is required.</p>	

\_\_\_\_\_  
 Signature

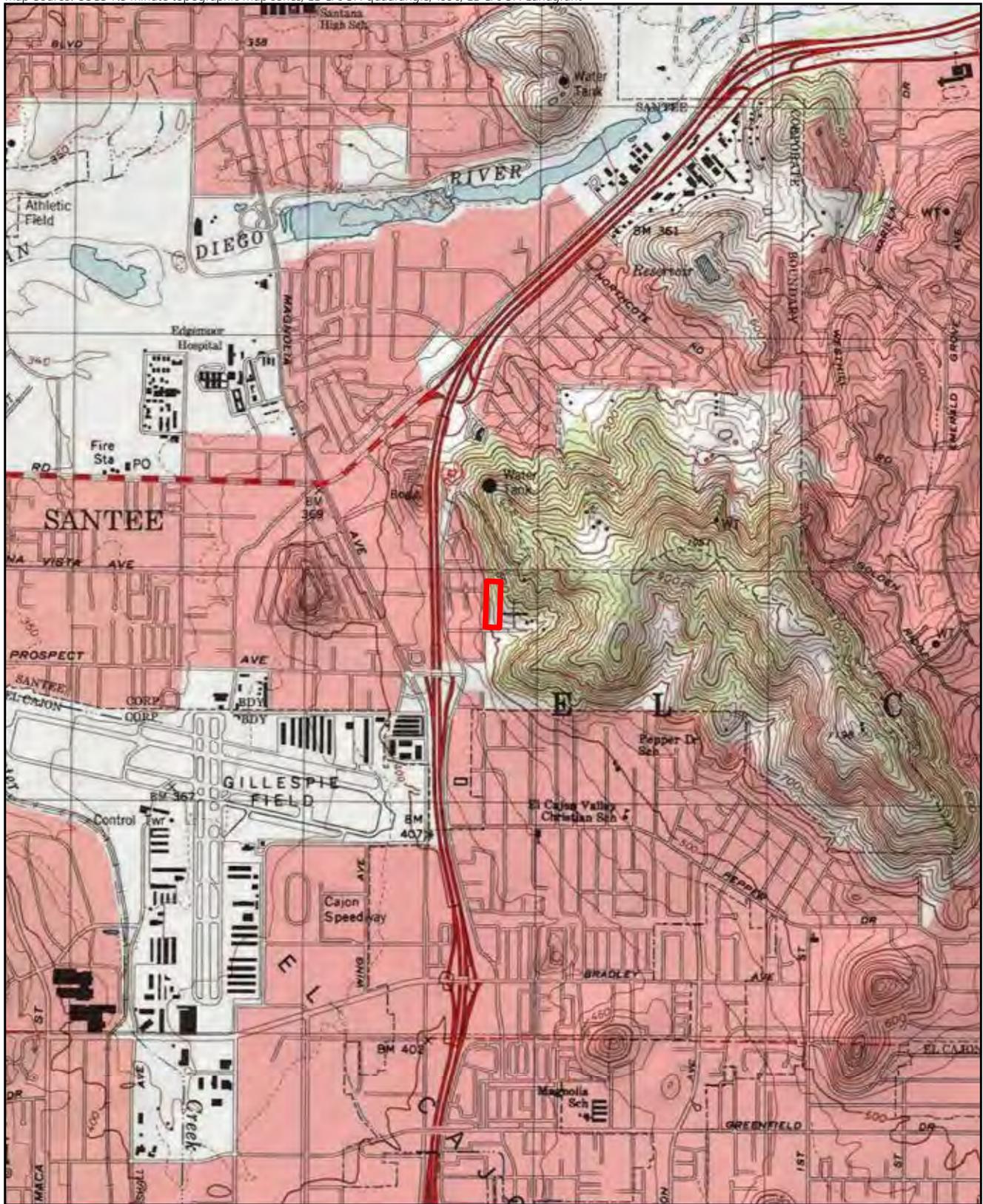
\_\_\_\_\_  
 Michael Coyne, Associate Planner  
 Printed Name and Title

\_\_\_\_\_  
 Date

\_\_\_\_\_  
 City of Santee  
 For

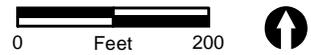


 Project Location



 Project Boundary

FIGURE 2  
Project Location on USGS Map



 Project Boundary

FIGURE 3  
Project Location on Aerial Photograph

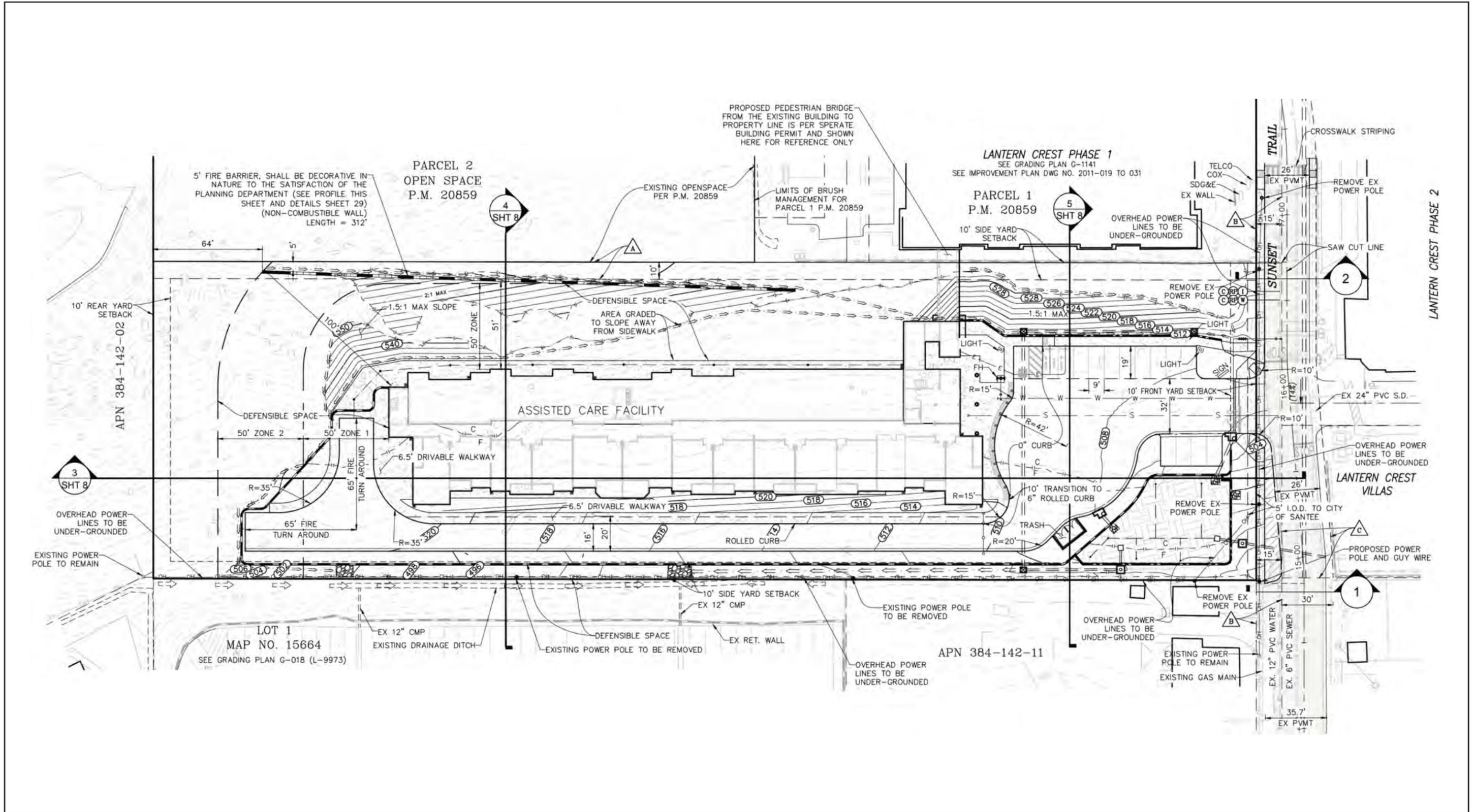


FIGURE 4  
Site Plan



**WEST ELEVATION  
PARTIAL A**

SCALE: 3/32" = 1'-0"

1

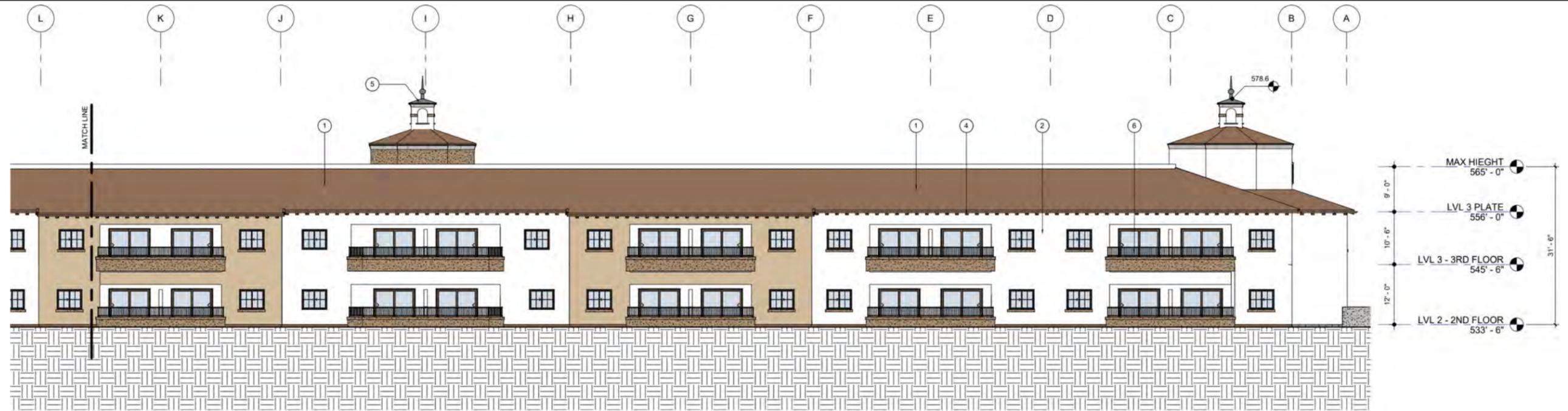


**WEST ELEVATION  
PARTIAL B**

SCALE: 3/32" = 1'-0"

2

FIGURE 5a  
Site Elevation: West

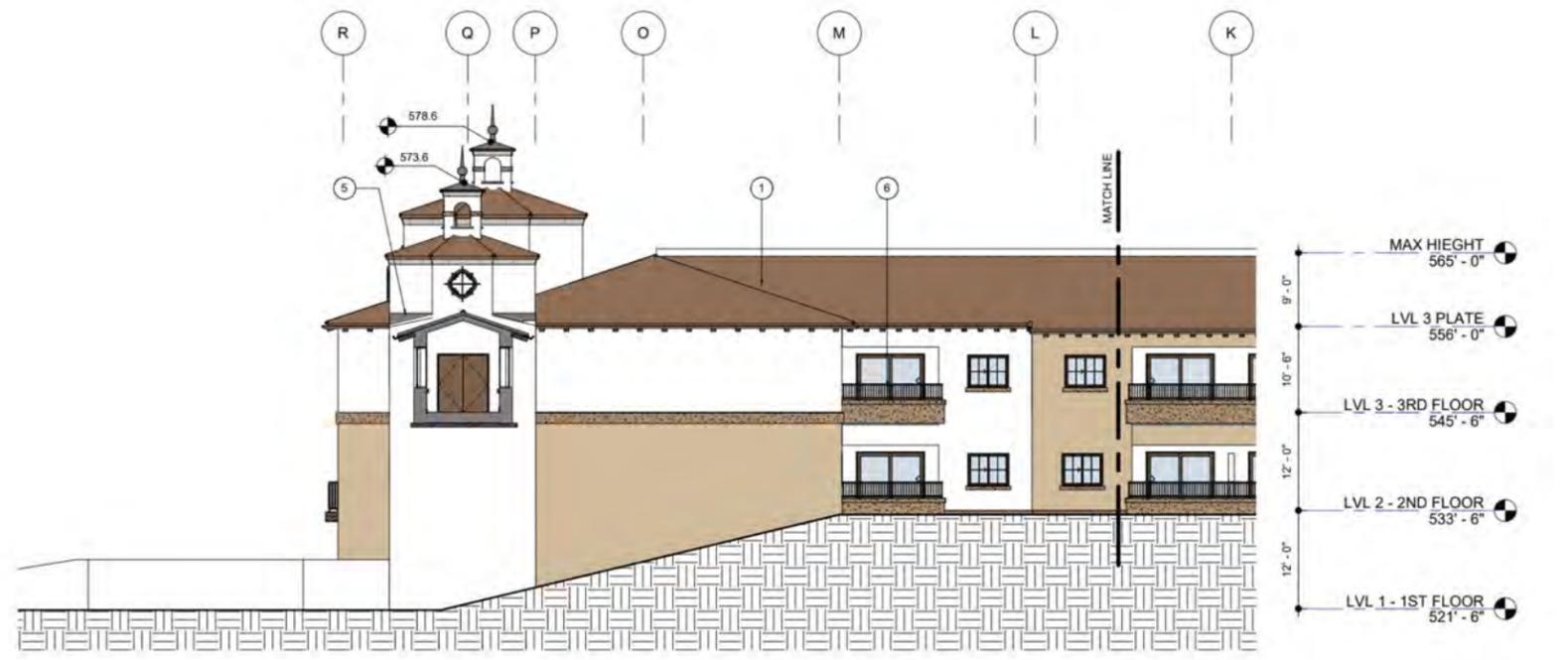


**EAST ELEVATION PARTIAL**

**A**

SCALE: 3/32" = 1'-0"

1



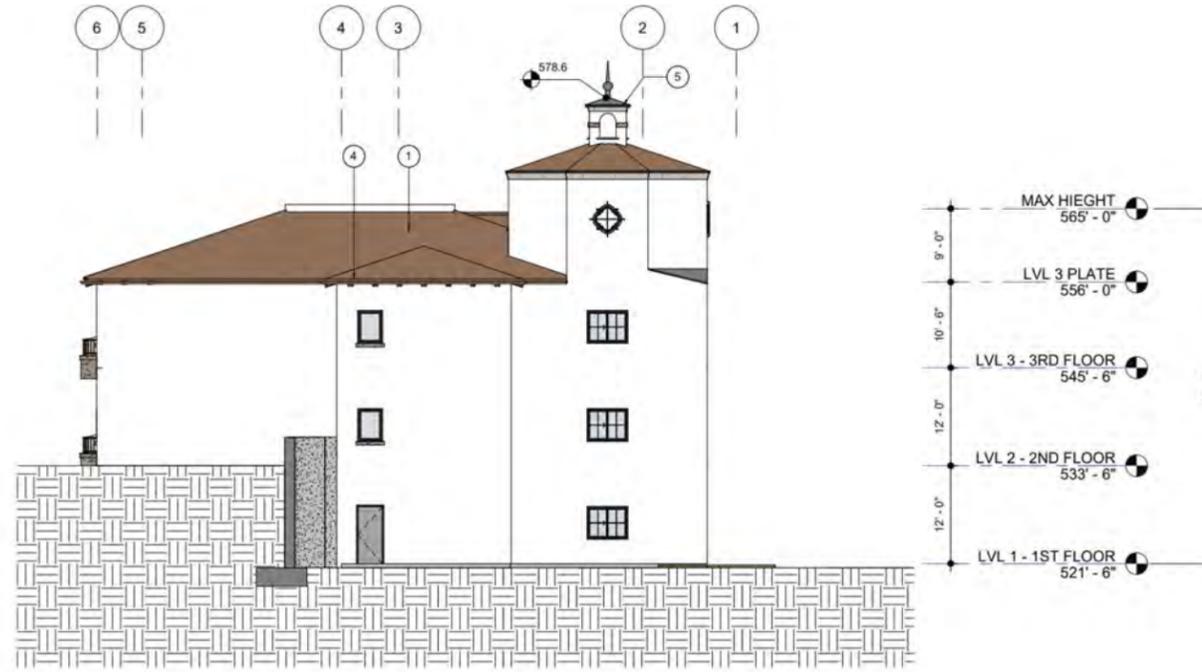
**EAST ELEVATION PARTIAL**

**B**

SCALE: 3/32" = 1'-0"

2

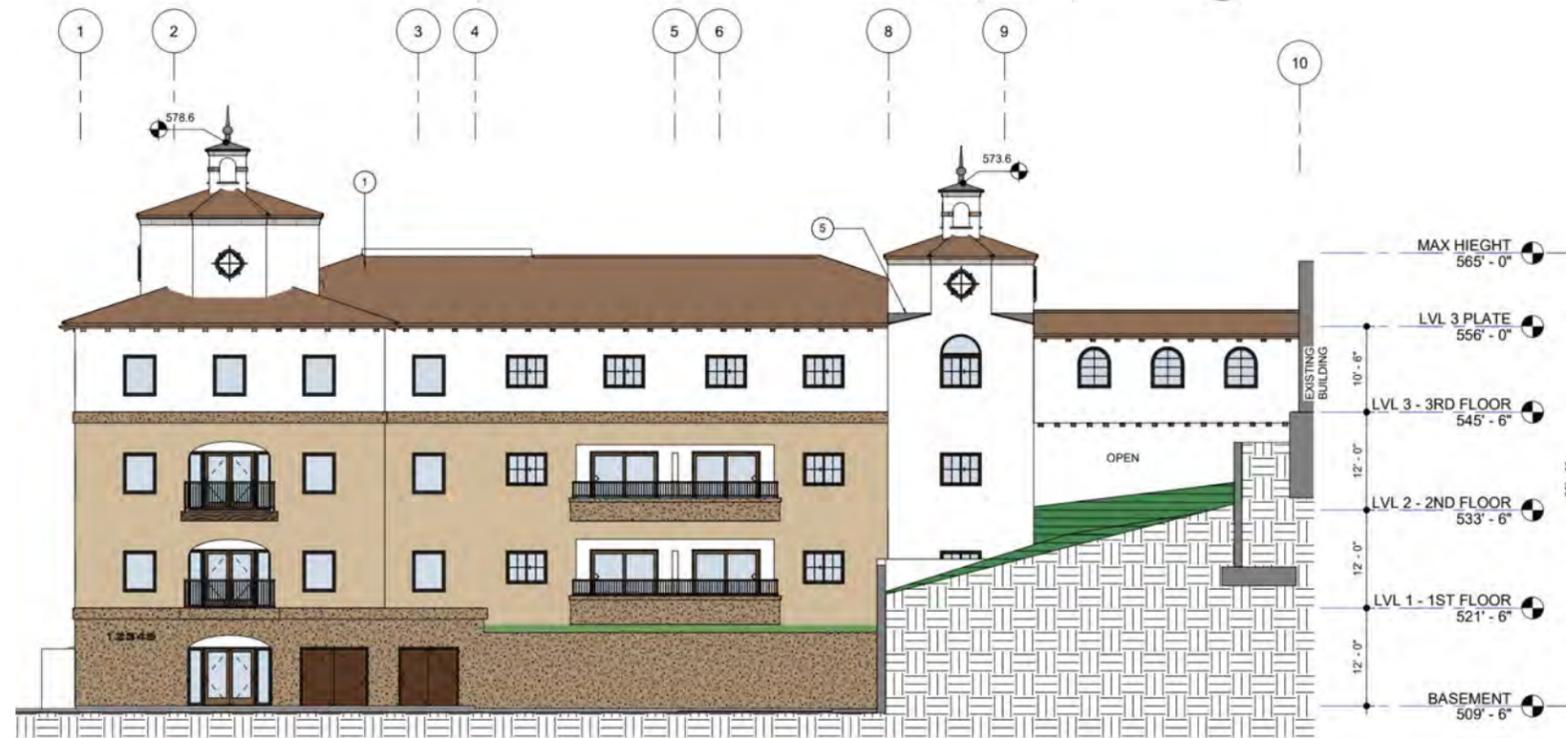
FIGURE 5b  
Site Elevation: East



**NORTH ELEVATION**

SCALE: 3/32" = 1'-0"

1



**SOUTH ELEVATION**

SCALE: 3/32" = 1'-0"

2

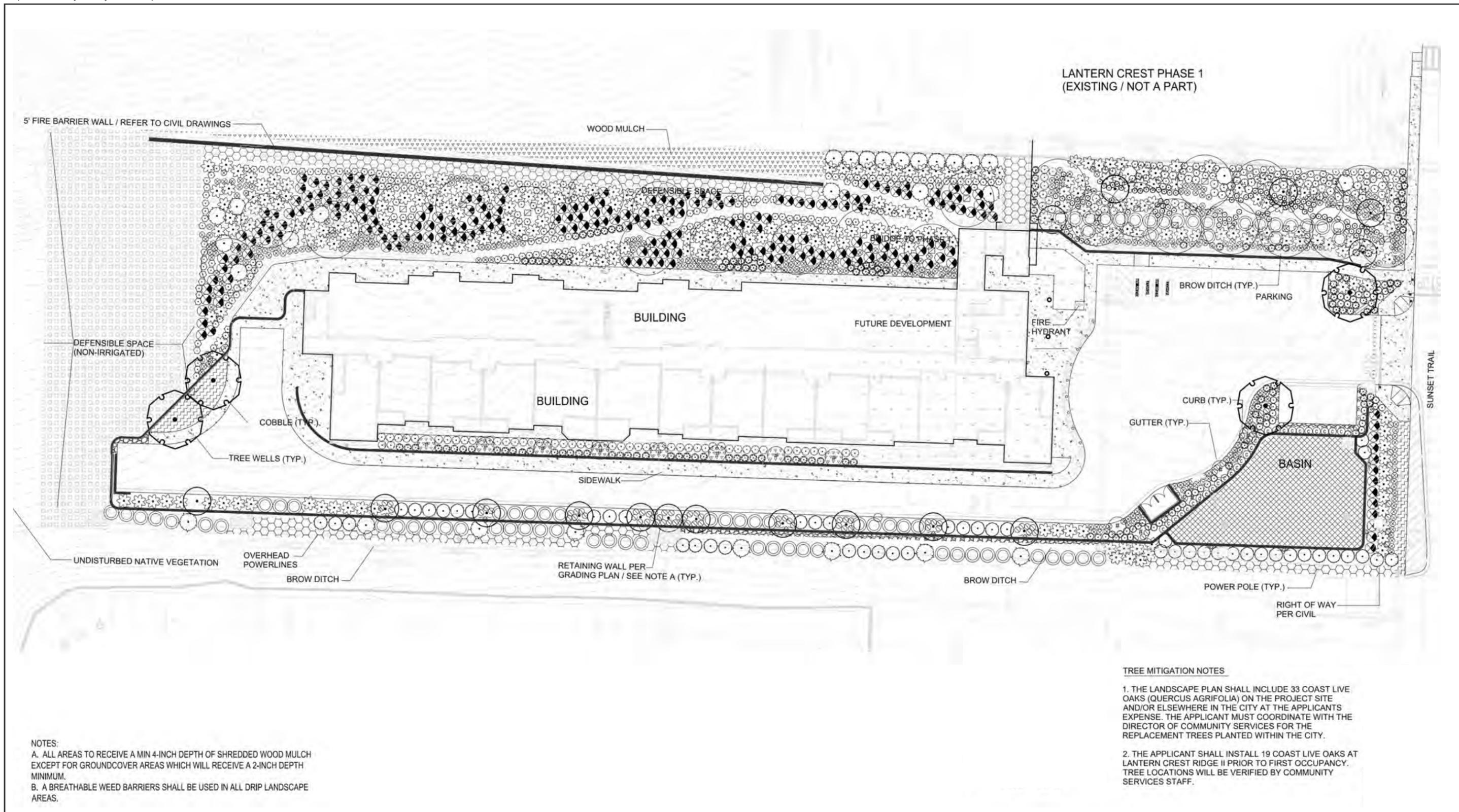


FIGURE 6  
Landscape Concept Plan

15.1 Aesthetics

Would the project:

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

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

**a. No New Impact/No Impact.** According to the City’s General Plan, open space areas serve as scenic vistas within the City. The revised project would be located within the same 2.74-acre site as the previously adopted project. The project site is situated upon, and located adjacent to portions of open space within a partially undeveloped hillside, and is therefore located within the view corridor of a scenic vista. The open space area within this partially undeveloped hillside can be seen from public viewing points along Sunset Trail, as well as from the SR-52 and SR-67 interchange located 0.15 mile west of the project site, and existing development immediately west and northwest of the project site, due to the elevated landscape associated with the hillside. The relatively flat landscape to the west of the project site allows for distant views of the hillside. Development within the project site could change the visual landscape of the open space/undeveloped hillside area; thus, construction of the revised project could have the potential to affect this scenic vista.

However, the revised project would be constructed between two adjacent existing development projects, one of which (the Lantern Crest Ridge I development) would be integrated with the revised project. Views of the undeveloped hillside from the existing development to the east would be

minimally impeded by the revised project. Maximum elevation of the main structure under the revised project would increase to approximately 565 feet AMSL compared to 545 AMSL under the previously adopted project. However, this would not result in a substantive change with respect to scenic vistas because the revised project's maximum height of 565 feet AMSL would be very similar to the 560 AMSL feet for the existing and adjacent Lantern Crest Ridge I facility. The three small towers that would reach a maximum height of 579 feet ASML and the fourth small tower that would reach a height of 574 AMSL would be minimal in size compared to the main structure and would not result in a substantive change with respect to scenic vistas. Therefore, the revised project's increase in height of approximately 20 feet for the main structure would not be noticeably different in relation to the existing adjacent Lantern Crest Ridge I facility. While the revised project would encroach into the existing hillside, views of the hillside from public viewing areas, including from the SR-52 and SR-67 interchange and along Sunset Trail, would remain, since the proposed building height would be similar to that of the existing development to the east of the site. Motorists along these roadways and trail users would continue to have views of the open space. Moreover, the revised project would not impede distant views of mountains or hillsides from viewing areas along Sunset Trail. In addition, the revised project would install landscaping that would visually integrate the revised project into the surrounding landscape. Therefore, the revised project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant. No new impact would occur.

**b. No New Impact/No Impact.** The City's General Plan identifies existing scenic resources throughout the City, including the San Diego River and other waterway corridors, undeveloped hillsides and ridgelines, the Santee Town Center, Santee Lakes, Mission Trails Regional Parks, and the San Diego Trolley. There are no designated or eligible state scenic highways within the City of Santee. The closest state scenic highway segment is located along SR-52, which is located approximately 4 miles west of the project site. Development of the project site would not affect the aforementioned scenic resources, nor would the revised project be visible from the scenic highway segment. The granitic rock outcroppings and mature trees on the project site are not officially designated as scenic resources and are unremarkable in character. As described in Section 15.5.a below, no historic structural resources have been historically located or are currently located on the project site. Therefore, the revised project would not substantially damage any scenic resources, and impacts would be less than significant. No new impact would occur.

**c. No New Impact/No Impact.** The existing visual character of the project area is characterized by single- and multi-family residential land uses to the west and southwest, a senior care facility to the south, the existing Lantern Crest Ridge Phase I building approximately 10 feet to the east, and vacant land to the north and northwest. Major roadways including Prospect Avenue, as well as SR-52 and SR-67 highways and interchange, are located to the west.

The project site is an undeveloped parcel with low-lying vegetation, including both native and non-native vegetation. The southern half of the project site, consisting of a terraced landscape and non-native grassland intermixed with the non-native vegetation, has previously been disturbed. The project site would be developed with a three-story senior care facility, a pedestrian bridge connecting the proposed facility with the existing Lantern Crest Ridge Phase I assisted-living facility on the adjacent parcel, landscaping, and an internal access road, cul-de-sac, and parking spaces that would result in a visual character consistent with surrounding development. The revised project would be

consistent with the existing visual character of the surrounding senior residential development because it would consist of an additional senior care living facility that would be integrated architecturally and physically (via a connecting pedestrian bridge) with the existing Lantern Crest Ridge Phase I facility that is adjacent to the project site. Maximum elevation of the main structure under the revised project would increase to approximately 565 feet AMSL compared to 545 AMSL under the previously adopted project. However, this would not result in a substantive change with respect to visual character because the revised project's maximum height of 565 feet AMSL for the main structure would be very similar to the 560 AMSL feet for the existing and adjacent Lantern Crest Ridge I facility. The three small towers that would reach a maximum height of 579 feet ASML and the fourth small tower that would reach a height of 574 AMSL would be minimal in size compared to the main structure and would not result in a substantive change with respect to visual character. Therefore, the revised project's increase in height of approximately 20 feet for the main structure would not be noticeably different in relation to the existing adjacent Lantern Crest Ridge I facility. The design of the revised project would also be similar in bulk and scale to the existing Lantern Crest Ridge Phase I facility. Furthermore, the revised project has been designed consistent with applicable zoning regulations pertaining to scenic quality and would include landscaping to enhance the visual quality of the project site.

The site would be graded and developed to follow the existing landform with the site sloping downward from east to west. Construction activities would be limited to the project site and would not affect any of the surrounding parcels. Construction activities would utilize standard equipment, and temporary changes in the visual character of the project site would be similar to those that would occur during construction of similar residential projects.

Post-construction, the proposed retaining walls along the eastern boundary of the structure would be shielded by various trees and shrubs. The retaining walls along the western portion of the project site and structure would be visible from the adjacent properties to the west; however, as shown in the landscaping plan, this retaining wall would also be shielded by various shrubs and trees. The revised project would incorporate ornamental landscaping throughout the project site that would comply with the City's Water Efficient Landscape Ordinance. The landscape plans developed for the revised project include trees, accent shrubs, and groundcover consisting of various brush and flower types. Installation of landscaping throughout the project site, in compliance with the City's Water Efficient Landscape Ordinance, would enhance its visual quality. In addition, the revised project would include a landscape transition area between the existing open space to the north and east of the site, which would include at least 100 feet of brush vegetation, thereby serving as a transition between the developed landscape and the adjacent open space area. Therefore, the revised project would not substantially degrade the existing visual character or quality of the site and its surroundings, and impacts would be less than significant. No new impact would occur.

**d. No New Impact/No Impact.** Construction of the revised project would be limited to the City's allowable construction hours of 7:00 AM and 7:00 PM and is not anticipated to require lighting. In the event that construction lighting is required, it would be properly shielded to avoid spillover effects.

Like the original approved project, the revised project would include outdoor lighting typical of residential uses. Light spillover, trespass, and potential glare from project lighting are regulated by

Section 13.30.030(B) of the Santee Municipal Code. The code requires that all lights and illuminated signs shall be shielded or directed to not cause glare on adjacent properties or motorists. Light associated with additional vehicle trips generated by the revised project would be similar in character to what is currently generated by vehicles traveling along the existing roadway network after dark. As shown in Figures 5a through 5c, the building exterior does not include large windows or other features that could create substantial sources of glare. Therefore, the revised project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and impacts would be less than significant. No new impact would occur.

**15.2 Agriculture Resources**

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

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

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

**a. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project, which is designated as Grazing Land according to the 2016 San Diego County Important Farmland Map prepared pursuant to the Farmland Mapping and Monitoring Program. The project site does not contain any agricultural operations and has no recent history of agricultural production. Therefore, the revised project would not result in the conversion of agricultural land or any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. No new impact would occur.

**b. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. The project site and surrounding properties are not zoned for agricultural uses and are not subject to a Williamson Act contract or an agricultural preserve. Therefore, the revised project would not conflict with existing zoning for agricultural use or a Williamson Act Contract. No new impact would occur.

**c. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project, which does not contain any forest or timberland as defined by Public Resources Code Section 4526 or Government Code Section 51104(g) and is not zoned as forest or timberland. No new impact would occur.

**d. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project, which does not contain any forest or timberland as defined by Public Resources Code Section 4526 or Government Code Section 51104(g). No new impact would occur.

**e. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. There are no agricultural uses or forestlands on-site or in the vicinity of the project site. Therefore, the revised project would not result in conversion of farmland or forest land. No new impact would occur.

15.3 Air Quality

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

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Project Description, City of Santee General Plan–Land Use Element; Air Quality Model Results (California Emissions Estimator Model [CalEEMod] Output Files) prepared by RECON Environmental, Inc. (January 4, 2022, Appendix A); San Diego Air Pollution Control District (SDAPCD) Rules 20.1, 20.2, 20.3 (SDAPCD 2016); Office of Environmental Health Hazard Assessment (OEHHA) Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (OEHHA 2015); California Air Resources Board (CARB) Air Quality and Land Use Handbook (CARB 2005); and University of California, Davis Institute of Transportation Studies Transportation Project-Level Carbon Monoxide Protocol (U.C. Davis Institute of Transportation Studies 1997).

**a. No New Impact/No Impact.** Following the California Clean Air Act, California was divided geographically into 15 air basins for managing the state air resources on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, have similar ambient air quality. The project site is located within the San Diego Air Basin (SDAB). Stationary sources of air emissions within each air basin are regulated by regional air quality districts, of which the revised project is located within the jurisdiction of the SDAPCD.

Air districts are tasked with regulating emissions such that air quality in the basin does not exceed national or California ambient air quality standards (NAAQS and CAAQS); where NAAQS and CAAQS represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. NAAQS and CAAQS have been established for six common pollutants of concern known as criteria pollutants, which include ozone, carbon monoxide

(CO), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), lead (Pb), and respirable particulate matter (particulate matter less than 10 microns [PM<sub>10</sub>] and less than 2.5 microns [PM<sub>2.5</sub>]).

The SDAB is currently classified as a federal and state non-attainment area for ozone, and as a state non-attainment area for PM<sub>10</sub>, and PM<sub>2.5</sub>. The SDAPCD prepared an air quality plan, the 2016 Regional Air Quality Strategy (RAQS), to identify feasible emission control measures intended to progress toward attaining NAAQS and CAAQS for ozone. Reducing ozone concentrations is achieved by reducing the precursors to the photochemical formation of ozone (volatile organic compounds and oxides of nitrogen [NO<sub>x</sub>]).

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

The project site was previously designated as Low Density Residential (R-1A) and Hillside/Limited (HL). The previously approved project included a General Plan amendment (GPA 2018-1) and zone reclassification that changed both designations to R-14 (Medium High Density Residential). These actions increased the allowable unit density to 14 to 22 dwelling units per gross acre throughout the project site. The revised project would be consistent with the recently adopted General Plan and Zoning.

Specifically, the addition of 12 senior care units under the revised project would be consistent with the density allowed under the R-14 (Medium High Density Residential) general plan and zoning designation. Based on information from the Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis (Appendix B-1), the revised project was forecast to generate 165 average daily trips (ADT) compared to 125 ADT under the previously adopted project.<sup>1</sup> These trips would mostly be associated with employees and visitors. Additionally, as discussed in Section 15.3.b below, emissions under the revised project would not exceed the project-level significance thresholds. Consequently, the revised project would not result in an increase in emissions that are not already accounted for in the RAQS. Therefore, the revised project would not obstruct or conflict with implementation of the RAQS, and impacts would be less than significant. No new impact would occur.

**b. No New Impact/No Impact.** As discussed in Section 15.3.a above, NAAQS and CAAQS have been established for six criteria pollutants (ozone, CO, SO<sub>2</sub>, NO<sub>2</sub>, lead, and particulate matter). The City has not adopted air quality significance thresholds for these pollutants, and the SDAPCD does not provide specific numeric thresholds for determining the significance of air quality impacts under the

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<sup>1</sup> The Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis assumed development of 66 senior care units, which is greater than the 62 senior care units proposed under the revised project. Therefore, this impact analysis is conservative and evaluates a greater number of vehicle trips than would actually occur under the revised project.

CEQA Guidelines. However, the SDAPCD does specify air quality impact analysis “trigger” levels for criteria pollutant emissions associated with new or modified stationary sources (SDAPCD Rules 20.1, 20.2, and 20.3). The SDAPCD does not consider these trigger levels to represent adverse air quality impacts; rather, if these trigger levels are exceeded by stationary sources associated with a project, the SDAPCD requires an air quality analysis to determine if a significant air quality impact would occur. This analysis uses SDAPCD trigger levels shown in Table 1 as air quality impact screening levels.

Table 1 Air Quality Impact Analysis Trigger Levels			
Pollutant	Emission Rate (pounds per hour)	Emission Rate (pounds per day)	Emission Rate (tons per year)
NO <sub>x</sub>	25	250	40
SO <sub>x</sub>	25	250	40
CO	100	550	100
PM <sub>10</sub>	--	100	15
Lead	--	3.2	0.6
ROG <sup>1</sup>	--	250	--
PM <sub>2.5</sub>	--	67	10

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

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

*Construction Emissions*

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

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

Project construction would include one month of grading, one month of constructing forms and pouring concrete, nine months of building construction, and one month to furnish, for a total of 12 months. These phases, along with paving and architectural coatings, were modeled in CalEEMod.

Due to the project changes, emissions were calculated for the revised project. Table 2 shows the total projected construction maximum daily emission levels for each criteria pollutant. The CalEEMod output files for construction emissions for the revised project are contained in Appendix A. Like the originally adopted MND, maximum daily construction emissions would be below significance thresholds for all criteria pollutants.

Table 2 Summary of Maximum Construction Emissions (pounds per day)						
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Grading	2	17	9	<1	8	4
Form and Pour Concrete	2	15	16	<1	1	1
Building Construction/Furnishing	2	15	16	<1	1	1
Paving	1	9	12	<1	1	<1
Architectural Coatings	11	1	2	<1	<1	<1
<b>Maximum Daily Emissions<sup>1</sup></b>	<b>13</b>	<b>24</b>	<b>29</b>	<b>&lt;1</b>	<b>8</b>	<b>4</b>
<i>Significance Threshold</i>	<i>250</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>
SOURCE: Appendix A <sup>1</sup> Maximum emissions of ROG, NO <sub>x</sub> , CO, and SO <sub>x</sub> would occur during the simultaneous building construction, paving, and architectural coatings activities and maximum emissions of PM <sub>10</sub> and PM <sub>2.5</sub> would occur during the grading activities.						

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

Like the originally approved project, the revised project applicant would implement standard construction measures in order to comply with mandatory SDAPCD rules and regulations (Rules 50, 51, 52, 54, and 55) for controlling emissions from fugitive dust and fumes:

- Water the grading areas a minimum of twice daily to minimize fugitive dust.
- Provide sufficient erosion control to prevent washout of silty material onto public roads.
- Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling.
- Periodically sweep up dirt and debris spilled onto paved surfaces to reduce re-suspension of particulate matter caused by vehicle movement. Clean approach routes to construction sites of construction-related dirt.

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

Therefore, as the revised project construction emissions would be well below these limits and the revised project would implement standard construction measures in order to comply with SDAPCD rules and regulations and CARB’s In-Use Off-Road Diesel-Fueled Fleets Regulation, construction emissions would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Therefore, construction of the revised project would not result in a

cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, and impacts would be less than significant. No new impact would occur.

*Operational Emissions*

Operation of the revised project would result in long-term emissions from mobile and area sources. Mobile emissions for the revised project were calculated based on the vehicle type and the trip rate for each land use. Based on information from the Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis (see Appendix B-1), the revised project was forecast to generate 165 ADT compared to 125 ADT under the previously adopted project.<sup>2</sup> Vehicle emission factors and fleet mix were based on regional averages from the CARB Emission Factors 2017 model. Default trip length and vehicle emission factors were used. Area emissions include emissions from the use of landscaping equipment, consumer products (aerosols, cleansers, etc.), and architectural coatings (e.g., paint). Energy emissions are related to the combustion of natural gas. Area and energy sources were calculated based on regional use factors.

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

Table 3 Summary of Maximum Build-out Operational Emissions (pounds per day)						
Emissions Sources	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	2	<1	5	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	<1	1	4	<1	1	<1
<b>Total</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>&lt;1</b>	<b>1</b>	<b>&lt;1</b>
<i>Significance Threshold</i>	<i>250</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>
SOURCE: Appendix A Note: Totals may vary due to independent rounding.						

As shown in Table 3, operation of the revised project would not exceed the applicable regional emissions thresholds. Therefore, as operation emissions would be below these limits, operation emissions would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Therefore, operation of the revised project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, and impacts would be less than significant. No new impact would occur.

**c. No New Impact/No Impact.** A sensitive receptor is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than is the population at large. Examples of sensitive receptor locations in the community include residences, schools, playgrounds, childcare centers, churches, athletic facilities, retirement homes, and long-term health care facilities.

<sup>2</sup> The Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis assumed development of 66 senior care units, which is greater than the 62 senior care units proposed under the revised project. Therefore, this impact analysis is conservative and evaluates a greater number of vehicle trips than would actually occur under the revised project.

Residential and senior care land uses in the vicinity of the revised project are also considered to be sensitive receptors and surround the project site.

#### *Diesel Particulate Matter–Construction*

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

Generation of DPM from construction projects typically occurs in a single area for a short period. According to the OEHHA, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, if the duration of proposed construction activities near any specific sensitive receptor were a year, the exposure would be three percent of the total exposure period used for health risk calculation.

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

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

Construction would be short-term, construction emissions would be well less than applicable thresholds (see Table 2), and BMPs would be implemented that would further reduce emissions. Therefore, construction of the revised project would not expose sensitive receptors to substantial pollutant concentration, and impacts would be less than significant. No new impact would occur.

#### *Diesel Particulate Matter–Freeway*

CARB has provided guidelines for the siting of land uses near heavily traveled roadways. The CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day should be avoided when possible (CARB 2005). The revised project would not place sensitive receptors within 500 feet of a roadway carrying 100,000 vehicles per day. The project site is more than 600 feet east of SR-67 and SR-52. Therefore, once operational, the revised project would not expose sensitive receptors to substantial concentrations of DPM, and impacts would be less than significant. No new impact would occur.

#### *Carbon Monoxide Hot Spots*

A CO hot spot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hot spots have the potential to violate state and federal CO standards at intersections, even if the broader basin is in attainment for federal and state levels. The California Department of Transportation (Caltrans) Project-Level Carbon Monoxide Protocol (CO Protocol) screening procedures have been utilized to determine if the revised project could potentially result in a CO hot spot (U.C. Davis Institute of Transportation Studies 1997). As indicated by the CO Protocol, CO hot spots occur nearly exclusively at signalized intersections operating at level of service (LOS) E or F. Accordingly, the CO Protocol recommends detailed air quality dispersion modeling for projects that may worsen traffic flow at any signalized intersections operating at LOS E or F.

Due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO. Therefore, more recent screening procedures based on more current methodologies have been developed. The Sacramento Metropolitan Air Quality Management District developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed a screening threshold in 2010, which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. This analysis conservatively assesses potential CO hot spots using the Sacramento Metropolitan Air Quality Management District screening threshold of 31,600 vehicles per hour. Based on the Traffic Impact Analysis completed for the previously adopted project, intersection volumes are projected to range from 1,631 to 2,320 vehicles per hour with the revised project (see Appendix B-2), which would be well below 31,600 vehicles per hour. Therefore, the revised project is not anticipated to result in a CO hot spot, and project impacts related to CO hot spots would be less than significant. No new impact would occur.

**d. No New Impact/No Impact.** The revised project would develop a senior care facility. This use is not associated with the generation of objectionable odors. During construction, the use of fuels, including diesel, would generate some nuisance odors. Odors generated during construction would be temporary, intermittent, and disperse quickly, and would not affect a substantial number of

people. Therefore, the revised project would not result in other emissions such as those leading to odors adversely affecting a substantial number of people, and impacts would be less than significant. No new impact would occur.

**15.4 Biological Resources**

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: City of Santee General Plan–Open Space Conservation Element; City of Santee Draft Multiple Species Conservation Program Subarea Plan; Biological Resources Survey Report for the Lantern Crest Ridge II Property prepared by Vincent Scheidt (December 2017; Appendix C); Lantern Crest/Santee Seniors Annual Management Report prepared by J. Whalen Associates, Inc. (2017; Appendix D); and 2017 Annual Report and 2018 Work Plan for the Lantern Crest Open Space Preserve memorandum prepared by Cummings Environmental, Inc. (January 3, 2018; Appendix E).

**a. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site and utilize the same grading footprint as the previously adopted project. Therefore, the revised project would result in the same level of impacts to biological resources as under the previously adopted project. The following discussion is based on the Biological Resources Report (see Appendix C) completed for the previously adopted project as part of the original project approval. The project site contains three habitat communities, including 1.01 acres of Diegan coastal sage scrub, 1.30 acres of non-native grassland, and 0.43 acre of non-native vegetation. The revised project would utilize the same grading footprint and convert the same amount of natural soils to developed land as the previously adopted project. Of these habitat communities, the Diegan coastal sage scrub, which covers the northern half of the project site, is considered a sensitive vegetation community. The non-native grassland is not considered a sensitive vegetation community; however, it does support sensitive species, and is therefore considered a sensitive biological resource. The non-native vegetation, found primarily on the lower half of the property, is not considered a sensitive vegetation community. One sensitive plant species, the San Diego County viguiera (*Viguiera laciniata*) (CDFW California Rare Plant Ranks 4.3), was observed within the project site. Two sensitive animal species were detected within the project site, the San Diego banded gecko (*Coleonyx variegatus abbotti*) (CDFW Species of Special Concern), and California gnatcatcher (*Polioptila californica*) (Federally-listed Threatened Species; CDFW Species of Special Concern). One California gnatcatcher was observed during a protocol survey conducted in 2017, located within the Diegan coastal sage scrub that exists within the property, which results in the property being considered “occupied” by this federally listed Threatened Species. The revised project would avoid off-site impacts on the adjoining properties to the north and east by implementing alternative compliance measures in order to meet local brush management requirements.

Impacts to 1.01 acres of Diegan coastal sage scrub and 1.30 acres of non-native grassland would be considered significant. Although development of these vegetation communities would also impact sensitive species, specific, species-based mitigation measures for sensitive species would not be required. Pursuant to California’s Natural Community Conservation Planning (NCCP) program, the loss of sensitive species, including San Diego County viguiera, the San Diego banded gecko, and California gnatcatcher, would be compensated for through conservation of off-site habitat.

Furthermore, it was determined during a field meeting with Mr. Eric Porter of the USFWS that it is not necessary to secure take authorization from the USFWS for impacts to California gnatcatcher. Implementation of habitat mitigation measures BIO-1 and BIO-2 developed for the previously adopted project and presented in the MMRP would reduce impacts to sensitive vegetation communities and sensitive species to a level less than significant. No new impact would occur.

Removal of the existing trees/vegetation and development of the project site could result in potential direct impacts to nesting raptors or migratory songbirds associated with the displacement of suitable nesting habitat. This would be considered a significant impact. Implementation of mitigation measure BIO-3 developed for the previously adopted project and presented in the MMRP would reduce impacts to nesting birds and wildlife nursery sites to a level less than significant. No new impact would occur.

### **Mitigation Measures**

#### **BIO-1: Diegan Coastal Sage Scrub Habitat**

Prior to grading permit issuance, the applicant shall secure no less than 2.02 acres of Diegan coastal sage scrub habitat (at a 2:1 mitigation ratio) at the Willow Road Conservation Bank, which is fully endowed to provide a non-wasting funding source that pays for management, and is protected with a Conservation Easement (CE) over the entire property. If the Willow Road Conservation Bank were unavailable, the applicant would secure no less than 2.02 acres of Diegan coastal sage scrub habitat (at a 2:1 mitigation ratio) at another location approved by the City, CDFW, and USFWS that would be similarly subject to perpetual conservation with a recorded CE and require a non-wasting endowment to fund management in perpetuity.

#### **BIO-2: Non-Native Grassland Habitat**

Prior to grading permit issuance, the applicant shall secure no less than 1.30 acres of non-native grassland habitat (at a 1:1 mitigation ratio) at the Willow Road Conservation Bank, which is fully endowed to provide a non-wasting funding source that pays for management, and is protected with a Conservation Easement (CE) over the entire property. If the Willow Road Conservation Bank were unavailable, the applicant would secure no less than 2.02 acres of Diegan coastal sage scrub habitat (at a 2:1 mitigation ratio) at another location approved by the City, CDFW, and USFWS that would be similarly subject to perpetual conservation with a recorded CE and require a non-wasting endowment to fund management in perpetuity.

#### **BIO-3: Nesting Birds and Wildlife Nursery Sites**

To remain in compliance with the California Fish and Game Code 3503, 3503.5, 3511, and 3513, no direct impacts shall occur to any nesting birds, their eggs, chicks, or nests during the spring/summer migratory songbird breeding season, defined as from 15 February to 31 August of each year. Limiting activities to the non-breeding season will minimize chances for the incidental take of migratory songbirds or raptors. If vegetation removal activities were to occur during the songbird breeding season, a qualified biologist shall conduct a preconstruction nesting survey within the limits of disturbance and within 300 feet of the limits of disturbance where feasible, including within the Diegan coastal sage scrub adjacent to the project site. This survey must occur no more than three

days prior to any site activities to ensure compliance with the standard seasonal restrictions. The preconstruction nesting survey would need to be repeated if construction is not initiated within three days following completion of the survey. If active nests or nesting behaviors are detected, construction must be delayed until such time as nesting is complete. The results of the survey shall be provided in a report to the City Planning Department, for concurrence with the conclusions and recommendations.

**b. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. None of the three vegetation communities identified on the project site qualify as riparian habitat. Therefore, the revised project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No new impact would occur.

**c. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. The site does not contain any federally protected wetlands, and no wetlands are located within close proximity to the project site. Therefore, the revised project would not have a substantial adverse effect on state or federally protected wetlands. No new impact would occur.

**d. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. The project site is surrounded by developed lands to the west, south, and east, which contain urban uses. While the project site is currently vacant and is adjacent to vacant lands and an established open space preserve to the north and northeast, this open space area and the project site do not function as a wildlife corridor. The open space preserve is surrounded by single- and multi-family residential development and associated roadways to the east, which inhibits this preserve area from serving as a wildlife corridor. In addition, the project site is physically separated from the San Diego River (a regional wildlife corridor) by approximately one mile, residential and industrial development, as well as SR-52 and SR-67. Therefore, the revised project would have no impact on wildlife corridors. However, as discussed in Section 15.4.a above, removal of the existing trees/vegetation and development of the project site could result in potential direct impacts to nesting raptors or migratory songbirds associated with the displacement of suitable nesting habitat. This would potentially affect existing native wildlife nursery sites, which would be considered a significant impact. Implementation of mitigation measure BIO-3 presented in the MMRP would reduce impacts to native wildlife nursery sites to a level less than significant. No new impact would occur.

**e. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. The City's Urban Forestry Ordinance "sets forth tree-related policies, regulations, and generally accepted standards for planting, trimming, and removing trees on public property and public rights-of-way" (Ord. 561 § 3, 2019). The ordinance identifies native tree species such as coast live oak (*Quercus agrifolia*), canyon live oak (*Quercus chrysolepis*), Englemann oak (*Quercus engelmannii*), and western sycamore as "protected trees." However, there are no native trees located on the project site that would require protection under the City's Urban Forestry Ordinance. Therefore, the revised project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance. No new impact would occur.

**f. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. The City does not have an adopted Habitat Conservation Plan; therefore, the revised project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan.

In addition, as part of a phased development process for the Lantern Crest Ridge development (which includes the revised project discussed herein), a Lantern Crest Ridge Open Space Preserve has been established that would permanently conserve a total of 19.31 acres of land as Open Space. The preserve is located in the City of Santee and is part of the development project’s boundary. The preserve is located in the Rattlesnake Mountain Subunit of the City’s Draft Subarea Plan. The preserve is split into two portions, with one being 12.91 acres and the other 6.40 acres. The project site is located adjacent to the 6.40-acre portion of the preserve. Project lighting on the eastern boundary would be minimized and directed downwards in order to avoid affecting the adjacent 6.40-acre portion of the preserve. The revised project would not disturb or otherwise intrude upon this previously designated open space preserve. No brush clearing outside of the boundary of the revised project would be required. Therefore, the revised project would not conflict with any local policies or ordinances protecting biological resources. No new impact would occur.

**15.5 Cultural Resources**

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Cause a substantial adverse change in the significance of an historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Results of the Archaeological Survey for the Lantern Crest Ridge II Project prepared by RECON Environmental, Inc. (September 17, 2018; Appendix F).

**a. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. The term “historic resources” applies to any such resource that is at least 50 years old and is listed or determined eligible for listing in the California Register of Historical Resources. The project site is currently undeveloped. As detailed in the archaeological survey, no historic structural resources have been historically located or are currently located on the project site (see Appendix F). No significant prehistoric or historic cultural resources have been previously recorded within or immediately adjacent to the project area. Therefore, the revised project

would not cause a substantial adverse change in the significance of an historical resource pursuant to §15064.5. No new impact would occur.

**b. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. An archival records search was conducted by RECON at the South Coastal Information Center at San Diego State University for a one-mile radius buffer from the project site. The record search identified 21 cultural resources identified within one mile of the project site: 16 prehistoric sites/isolates, 4 historic sites, and 1 cultural resource with locational information only. None of the previously recorded sites is located within the project site. The two closest recorded archeological sites, denoted as CA-SDI-25,552 and CA-SDI-6937, are both located approximately 600 feet away from the project site. CA-SDI-25,552 is a Late Prehistoric site consisting of a number of bedrock milling features with artifacts, located southeast of the project site. CA-SDI-6937 is a Late Prehistoric quartz quarry east of the project site. Both sites have been destroyed by previous development.

An archaeological survey of the project site was completed by RECON in April 2018 and is detailed in Appendix F. During the site survey, the project site was inspected for evidence of archaeological materials such as flaked and ground stone tools, ceramics, milling features, and historic features. No prehistoric or historic cultural resources were found during the survey of the project site. The terraced condition of the southern half of the site makes the potential for subsurface prehistoric deposits to be present very low. In addition, the location of the site on a moderate slope makes it an area of erosion, as opposed to alluvial deposition. Because of this, the potential for subsurface prehistoric deposits in the northern half of the site is also considered very low and the revised project is unlikely to impact cultural resources. In the unlikely event that archaeological resources are encountered during exposure of subsurface soils, implementation of Mitigation Measures CUL-1 and CUL-2 developed for the previously adopted project and presented in the MMRP would ensure that ground-disturbing work would be immediately halted in the area and a qualified archaeologist will be retained, which would reduce impacts to a level less than significant. No new impact would occur.

### **Mitigation Measures**

#### **CUL-1: Archaeological Monitoring**

If during grading or construction activities, unanticipated cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archaeologist and the most likely descendant Tribe (Tribe) and the Viejas Band of Kumeyaay Indians. Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archaeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. If the qualified archaeologist determines the cultural resources to be either historic resources or unique archaeological resources, avoidance and/or mitigation will be required pursuant to and consistent with CEQA Guidelines Section 15064.5(c) and Public Resources Code Section 21083.2. This mitigation measure shall be incorporated into all construction contract documentation.

**CUL-2: Tribal Cultural Monitoring**

A Tribal Cultural Monitor shall be present for all ground disturbing activities associated with the project. Should any cultural or tribal cultural resources be discovered, no further grading shall occur in the area of the discovery until the Director of Development Services, or designee, is satisfied that treatment of the resource has occurred. In the event that a unique archaeological resource or tribal cultural resource is discovered, and in accordance with Public Resources Code Section 21083.2(b)(1), (2), and (4), the resource shall be moved and buried in an open space area of the project site, such as slope areas, which will not be subject to further grading activity, erosion, flooding, or any other ground disturbance that has the potential to expose the resource. The onsite area to which the resource is moved shall be protected in perpetuity as permanent open space. No identification of the resource shall be made onsite; however, the project applicant shall plot the new location of the resource on a map showing latitudinal and longitudinal coordinates and provide that map to the Native American Heritage Commission for inclusion in the Sacred Lands File. Disposition of the resources shall be at the discretion of the City of Santee.

**c. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. While there are no formal cemeteries or recorded burials in the vicinity of the project area, prehistoric burials are possible. In the unlikely event that unknown human burials are encountered during project grading and construction, they would be handled in accordance with procedures of the Public Resources Code Section 5097.98, the California Government Code Section 27491, and the Health and Safety Code Section 7050.5. These regulations detail specific procedures to follow in the event of a discovery of human remains. Compliance with these regulations would reduce impacts to a level less than significant. Implementation of Mitigation Measure CUL-3 developed for the previously adopted project and presented in the MMRP would further reduce impacts to a level less than significant. No new impact would occur.

**Mitigation Measures****CUL-3: Human Remains**

If during grading or construction activities, human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the San Diego County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the most likely descendant. The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. This mitigation measure shall be incorporated into all construction contract documentation.

15.6 Energy

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Project Description, Energy Use Calculations prepared by RECON Environmental, Inc. (January 4, 2022, Appendix G), Air Quality Model Results (CalEEMod Output Files) prepared by RECON Environmental, Inc. (see Appendix A), Traffic Impact Study (see Appendix B-1), EMFAC 2017 CARB OFF-ROAD Model, CARB Tier 3 In-Use Off-Road Diesel Engine Standards, California Green Building Standards Code (CALGreen) and the California Energy Code (Title 24, Part 6 of the California Code of Regulations).

**a. No New Impact/No Impact.**

**Construction-Related Energy Use**

During construction, energy use would occur in two general categories: fuel use from vehicles used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to conduct construction activities. The construction equipment and worker trips required for the project were determined as a part of the Air Quality and Greenhouse Gas (GHG) Modeling prepared for the project (see Appendix A). Heavy-duty construction equipment is usually diesel powered.

As described in Section 15.17a) below, project construction activities would temporarily contribute additional vehicle trips on the local circulation system, and would generate up to 14 daily worker trips during an approximately 12-month period. Deliveries of construction materials would periodically generate up to eight additional vehicle trips. Fuel consumption associated with on-road worker trips and delivery trips were calculated using the total trips, trip lengths calculated in the Air Quality and GHG Modeling, and EMFAC2017 fuel consumption rates (see Appendix G). Fuel consumption associated with on-site construction equipment was calculated using the equipment quantities and phase lengths calculated in the Air Quality and GHG Modeling and CARB OFF-ROAD model (see Appendix G). Off-site and on-site fuel consumption that would occur over the entire construction period is summarized in Tables 4 and 5, respectively.

Table 4 Off-site Construction Vehicle Fuel Consumption			
Trip Type	Total Vehicle Miles Traveled	Total Fuel Consumption (gallons)	
		Gasoline	Diesel
Workers	40,975	1,402	9
Deliveries	117	--	20
<b>Total</b>	<b>41,092</b>	<b>1,402</b>	<b>29</b>

Table 5 On-site Construction Equipment Fuel Consumption					
Phase	Phase Length (Days)	Equipment	Amount	Total Usage Hours	Total Diesel Fuel Consumption (gallons)
Grading	22	Grader	1	176	697
		Tractors/Loaders/Backhoes	2	308	634
		Rubber Tired Dozer	1	176	898
Form and Pour Concrete	21	Cranes	1	168	581
		Forklifts	2	294	300
		Generator Sets	1	168	599
		Tractors/Loaders/Backhoes	1	126	260
		Welders	3	504	599
Building Construction	218	Cranes	1	1,744	4,386
		Forklifts	2	3,052	3,118
		Generator Sets	1	1,744	6,222
		Tractors/Loaders/Backhoes	1	1,308	2,694
		Welders	3	5,232	6,216
Paving	10	Pavers	1	80	225
		Paving Equipment	1	80	196
		Rollers	2	160	279
		Cement and Mortar Mixers	1	80	23
		Tractors/Loaders/Backhoes	1	80	165
Architectural Coatings	97	Air Compressor	1	582	1,251
<b>Total</b>					<b>29,343</b>

Consistent with federal requirements, all equipment was assumed to meet CARB Tier 3 In-Use Off-Road Diesel Engine Standards. There are no known conditions in the project area that would require nonstandard equipment or construction practices that would increase fuel-energy consumption above typical rates. Therefore, the revised project would not result in the use of excessive amounts of fuel or other forms of energy during construction, and impacts would be less than significant during construction. No new impacts would occur.

**Operation-Related Energy Use**

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

*Transportation-Related Energy Use*

Buildout of the revised project and occupation by residents would result in transportation energy use. Trips by individuals traveling to and from the project site would result from use of passenger vehicles or public transit. Passenger vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. Public transit would be powered by diesel or natural gas, and could potentially be fueled by electricity. Based on information from the Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis (see Appendix B-1), the revised project was forecast to generate 165 ADT compared to 125 ADT under the previously adopted project.<sup>3</sup> Vehicle emission factors and fleet mix were based on regional averages from the CARB Emission Factors 2017 model. Based on CalEEMod Air Quality and GHG Modeling, the revised project would generate 442,572 annual vehicle miles traveled (VMT) which equals approximately 1,213 daily VMT. Total gasoline and diesel fuel consumption was calculated using EMFAC2017 fuel consumption rates and fleet data for light duty autos. The results are summarized in Table 6.

Table 6 Vehicle Fuel/Electricity Consumption					
Fuel Type	Daily VMT	Fuel Efficiency (miles per gallon)	Gallons of Fuel per Day	Electric Efficiency (kWh per mile)*	Electric Vehicle kWh per day
Gasoline	1,174	31.31	38	--	--
Diesel	14	46.63	<1	--	--
Electric	24	--	--	3.4	7
<b>TOTAL</b>	<b>1,213</b>		<b>38</b>		<b>7</b>
kWh = kilowatt hour					
*EMFAC does not provide estimates for energy used by electric vehicles. This data was estimated using existing kWh/mile data and estimates of future electric vehicle efficiencies provided by the Federal Highway Administration.					

An existing bus route is located at the corner of Prospect Avenue and Graves Avenue, an approximate 0.25-mile walk from the project site. This bus route connects to a regional shopping center and trolley transit center located approximately 1.5 miles northwest of the project site. The proximity of regional shopping and local bus routes would help reduce VMT generated by the revised project. In addition, project fuel consumption would decline over time beyond initial operational year of the revised project as a result of continued implementation of increased federal and state vehicle efficiency standards. There is no component of the revised project that would result in unusually high vehicle fuel use during operation. As such, operation of the revised project would not create a land use pattern that would result in wasteful, inefficient, or unnecessary use of energy, and impacts would be less than significant. No new impact would occur.

<sup>3</sup> The Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis assumed development of 66 senior care units, which is greater than the 62 senior care units proposed under the revised project. Therefore, this impact analysis is conservative and evaluates a greater number of vehicle trips than would actually occur under the revised project.

### *Non-Transportation-Related Energy Use*

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

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

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

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

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

- dedicated circuitry to facilitate installation of electric vehicle charging stations in newly constructed attached garages for single-family and duplex dwellings; and
- installation of electric vehicle charging stations for at least three percent of the parking spaces for all new multi-family developments with 17 or more units.

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

Electricity and natural gas service to the project site is provided by SDG&E. Once operational, the proposed residential units would use electricity and natural gas to run various appliances and equipment, including space and water heaters, air conditioners, ventilation equipment, lights, and numerous other devices. Generally, electricity use is higher in the warmer months due to increased air conditioning needs, and natural gas use is highest when the weather is colder as a result of high heating demand. Residential uses would likely require the most energy use in the evening as people return from work. As a part of the Air Quality and GHG Modeling prepared for the revised project (RECON 2022), CalEEMod was used to estimate the total operational electricity and natural gas consumption associated with the revised project. Table 7 summarizes the anticipated operational energy and natural gas use.

Table 7 Operational Electricity and Natural Gas Use	
	Total Use
Electricity	238,089 kWh/Year
Natural Gas	451,115 kBTU/Year
kWh = kilowatt hour; kBTU = 1,000 British thermal units	

Buildout of the revised project would result in an increase of operational electricity and natural gas usage when compared to the existing condition. The revised project would be required to meet the mandatory energy requirements of 2019 CALGreen and the California Energy Code (Title 24, Part 6 of the California Code of Regulations) and would benefit from the efficiencies associated with these regulations as they relate to building heating, ventilating, and air conditioning mechanical systems, water-heating systems, and lighting. The revised project would include solar panels. Further, electricity would be provided to the revised project by SDG&E, which currently has an energy mix that includes 39 percent renewables and is on track to achieve 60 percent by 2030 as required by RPS. Therefore, there are no project features that would support the use of excessive amounts of energy or would create unnecessary energy waste, or conflict with any adopted plan for renewable energy efficiency, and impacts would be less than significant. No new impact would occur.

**b. No New Impact/No Impact.** The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and RPS. As discussed in Section 15.6.a above, the revised project would be required to meet the mandatory energy requirements of 2019 CALGreen and the 2019 California Energy Code. Therefore, the revised project would not conflict with or

obstruct implementation of CALGreen and the California Energy Code, or with SDG&E's implementation of RPS, and impacts would be less than significant. No new impact would occur.

15.7 Geology and Soils

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Report of Geotechnical Investigation Lantern Crest Ridge II prepared by Group Delta Consultants, Inc. (Appendix H-1); Geotechnical Investigation Addendum prepared by Group Delta Consultants, Inc. (Appendix H-2); Geotechnical Investigation Addendum #2, Group Delta Consultants, Inc., August 19, 2019 (Appendix H-3); City of Santee General Plan–Safety Element; City of Santee Municipal Code. Preliminary Geologic Map of the El Cajon 30’ x 60’ Quadrangle, California (Todd 2004); City of Santee General Plan–Conservation Element; City of Santee Municipal Code; and County of San Diego Guidelines for Determining Significance, Paleontological Resources (County of San Diego 2009).

**a(i). No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. No known Alquist-Priolo Earthquake Fault Zones or active faults (i.e., faults that exhibit evidence of ground displacement during the last 11,000 years) traverse the project site. There is an unnamed fault located approximately 1.5 miles southwest of the site, but is labeled as inactive, potentially active, or activity unknown. The nearest known active fault is part of the Rose Canyon fault zone, located approximately 14 miles west of the site. In addition, other major active faults within a 60-mile radius of the project site include the San Jacinto Fault and the Elsinore Fault, both located to the northeast of the project site. Because the project site is within a seismically active region, it could be subject to moderate to strong ground shaking. All earthwork would be conducted in accordance with the City’s grading guidelines, the current California Building Codes, and the specifications outlined in the updated geotechnical investigation (see Appendix H-1). Therefore, the revised project would not cause potential substantial adverse effects involving rupture of a known earthquake fault or strong seismic ground shaking, and impacts would be less than significant. No new impact would occur.

**a(ii). No New Impact/No Impact.** Refer to Response 15.7.a(i). No new impact would occur.

**a(iii). No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. The project site is underlain by granitic rock and has been weathered into a silty fine to coarse sand where it has been decomposed to intensely weathered, as well as variable amounts of fresh granitic rock fragments. In addition, the site contains several outcrops of unweather granitic rock, boulders and core stones, which indicate an irregular surface of hard crystalline bedrock across the site. The weathered rock has a relative density ranging from dense to very dense.

Covering the granitic rock is colluvium soil, extending up to depths of four feet below the surface. The colluvium soil consists of reddish brown to brown silty sand with variable amounts of gravel, cobble, and boulder-sized rock fragments. The colluvium soil has a loose relative density, and has a low expansion potential. However, expansive clayey soils may be locally present in some of the colluvium. No groundwater was encountered during boring tests of the site, which extended up to a depth of eight feet.

The Report of Geotechnical Investigation (see Appendix H-1) determined that the potential for soil liquefaction and its secondary effects is very low because the project site is underlain by granitic rock and groundwater was not encountered during boring tests of the site. Additionally, the revised project must comply with the recommendations of the geotechnical investigation required pursuant to Municipal Code 15.58.120, which would ensure removal of unsuitable soils and proper fill and compaction. Therefore, the revised project would not cause potential substantial adverse effects involving seismic-related ground failure, including liquefaction, and impacts would be less than significant. No new impact would occur.

**a(iv). No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. No landslides have been observed or documented within the project site. Relatively steep rock slopes are present to the east of the project site, but appear to be stable and the risk for slope failure is low. However, outcrops of hard rock and large boulders are located on these existing slopes to the east of the project site, which may have the potential to fall downslope during periods of heavy rain or a seismic event. Implementation of Mitigation Measure GEO-1 developed for the previously adopted project and presented in the MMRP would reduce impacts associated with landslides and/or rockfall to a level less than significant. No new impact would occur.

### **Mitigation Measures**

#### **GEO-1: Geotechnical/Geological Engineering Recommendations**

Prior to any ground-disturbing construction activities, the project applicant shall incorporate the recommendations of the geotechnical/geological engineering studies prepared by GEOCON, Inc. into project plans related to the proposed project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, pipeline excavation, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.

**b. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. The revised project would not result in substantial erosion or loss of topsoil, because the project site does not contain steep slopes, and the applicant would be required to prepare a landscape plan and/or erosion control plan per Municipal Code Sections 15.58.130 and 15.58.140. The landscape plan and/or erosion control plan would include measures that prevent erosion by minimizing runoff that can potentially carry soil off-site. Therefore, the

revised project would not result in substantial soil erosion or loss of topsoil, and impacts would be less than significant. No new impact would occur.

**c. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. Implementation of Mitigation Measure GEO-1 presented in the MMRP would reduce impacts associated with potential geologic hazards related to landslide, lateral spreading, subsidence, liquefaction, or collapse to a level less than significant—see 15.7.a(iv). No new impact would occur.

**d. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. The Geotechnical Investigation included geologic borings up to a depth of approximately eight feet (see Appendix H-1). Soils were found to have low potential for expansion. This is consistent with the General Plan's hazard zone classification for the project site, which is considered to have a very low potential for expansion.

The Geotechnical Investigation determined that expansive clayey soils have the potential to be present in some of the colluvium located within the project site (see Appendix H-1). Per the recommendations of the Geotechnical Investigation, all colluvium in development areas would be excavated and replaced as properly compacted fill. Additionally, the revised project would comply with the recommendations of the Geotechnical Investigation as required pursuant to Municipal Code Section 15.58.120. Therefore, the revised project would not create substantial direct or indirect risks to life or property associated with expansive soil, and impacts would be less than significant. No new impact would occur.

**e. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. Implementation of the revised project would not require a septic tank or alternative wastewater disposal system. The revised project would be served by existing public sewers within the PDMWD. No new impact would occur.

**f. No New Impact/No Impact.** The project site geology is described as generally consisting of colluvium soil to an approximate depth of four feet, which covers a layer of granitic rock at depths ranging from one to eight feet below grade, underlain by Granitoid rocks. As stated in the County of San Diego, Guidelines for Determining Significance Paleontological Resources (2009), granitic rock is considered to have no potential for producing fossil remains, and therefore have no paleontological resource potential. Therefore, the revised project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and impacts would be less than significant. No new impact would occur.

15.8 Greenhouse Gas Emissions

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Sources: Climate Change Scoping Plan (CARB 2008); CARB 2017 Scoping Plan Update; 2019 California Energy Code; Air Quality Model Results (CalEEMod Output Files) prepared by RECON Environmental, Inc. (January 4, 2022, Appendix A); CEQA and Climate Change, Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act (California Air Pollution Control Officers [CAPCOA] 2008); CalEEMod User’s Guide Version 2016.3.2. (CAPCOA 2017); and Initial Study for the Sustainable Santee Plan (LSA 2017).

**a. No New Impact/No Impact.** The City adopted the Sustainable Santee Plan on January 8, 2020, which provides guidance for the reduction of GHG emissions within the City. The Sustainable Santee Plan provides policy direction and identifies actions the City and community will take to reduce GHG emissions consistent with State goals and targets. State GHG emissions reduction targets proposed and/or codified by EO S-3-05, AB 32, EO B-30-15, and SB 32 include achieving 1990 emission levels by 2020 (which the state has achieved); 40 percent below 1990 levels by 2030; and 80 percent below 1990 levels by 2050. The Sustainable Santee Plan would also work to achieve a per-capita GHG emission level by 2030 in conformance with SB 32 and the CARB 2017 Scoping Plan.

The Sustainable Santee Plan Project Consistency Checklist (Checklist) is intended to be a tool for development projects to demonstrate consistency with the Sustainable Santee Plan, which is a qualified GHG emissions reduction plan in accordance with CEQA Guidelines Section 15183.5. The Checklist has been developed as part of the Sustainable Santee Plan implementation and monitoring process and supports the achievement of individual GHG reduction measures as well as the City’s overall GHG reduction goals. Additionally, the Checklist supports the City’s sustainability goals and policies that encourage sustainable development and aim to conserve and reduce the consumption of resources, such as energy and water, among others. Projects that meet the requirements of the Checklist are considered consistent with the Sustainable Santee Plan and would have a less than significant contribution to cumulative GHG impacts (i.e., the revised project’s incremental contribution to cumulative GHG effects is not cumulatively considerable), pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b).

The original project application was deemed complete by the City on September 24, 2019, and therefore the original project was not subject to the Sustainable Santee Plan. GHG impacts associated

with the original project were analyzed using a CAPCOA screening level threshold of 900 metric tons of carbon dioxide equivalent. However, the revised project is subject to the requirements of the Sustainable Santee Plan. Therefore, GHG impacts associated with the revised project were analyzed by determining consistency with the Sustainable Santee Plan through completion of the Checklist.

The project-specific Checklist is included in Appendix I. The revised project would be consistent with the existing Medium High Density Residential (R-14) General Plan and land use zoning designations, and therefore would be consistent with the land use assumptions used in the Sustainable Santee Plan. As demonstrated in the Checklist, the revised project would implement all applicable GHG reduction measures related to energy efficiency, solid waste, and clean energy required by the City's Sustainable Santee Plan. Specifically, the revised project would be consistent with the following goals:

- Increase Energy Efficiency (Goal 2): The revised project would implement all feasible and applicable CALGreen Tier 2 Building Standards. The CALGreen Tier 2 measures that would be implemented by the revised project are related to planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The revised project would also include a solar photovoltaic (PV) system. Refer to the Checklist in Appendix I.
- Decrease GHG Emissions through a Reduction in VMT (Goal 6): Access to the project site would be provided via Sunset Trail and Lantern Crest Way from Graves Avenue, and an access road and cul-de-sac would provide vehicular access to the parking spaces and structures. Sunset Trail terminates east of the project site. The internal access road, south of the internal cul-de-sac, would consist of a 24-foot-wide driveway and 18-foot (depth) parking stalls, along with a curb and gutter. The internal cul-de-sac would have a radius of 42 feet. The revised project would install an ADA compliant pedestrian ramp on the south side of the project site (at site entrance) to allow access to cross Sunset Trail. All internal sidewalk ramps would be ADA accessible. The revised project would provide a connection to the adjacent Lantern Crest Ridge Phase I building via a covered pedestrian bridge. The project site is located near the San Diego Metropolitan Transit System bus route 833 that runs along Graves Avenue, Magnolia Avenue, and Mission Gorge Road to the Santee Town Center, which is served by the Sycuan Green Line Trolley. VMT could be reduced by employees and visitors utilizing public transit. The revised project would provide 15 parking spaces, and two would be electric vehicle parking spaces. Additionally, as summarized in the LTA and CEQA VMT Analysis, the revised project would result in less than significant VMT impacts (see Appendix B-1).
- Electric Vehicles (Goal 7): The revised project would include 15 parking spaces, and of those two (13 percent) would be electric vehicle parking spaces.
- Solid Waste (Goal 9): The revised project would reduce waste at landfills by providing on-site recycling storage per CALGreen. The revised project would also implement a construction waste management plan.
- Clean Energy (Goal 10): The revised project would include the installation of a solar PV system.

Based on the revised project’s consistency with the City’s Sustainable Santee Plan demonstrated in the Checklist, the revised project’s contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable. Therefore, the revised project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, and impacts would be less than significant. No new impacts would occur.

**b. No New Impact/No Impact.** As described in Section 15.8(a) above, the revised project would be consistent with the existing General Plan and land use zoning designations, and therefore would be consistent with the land use assumptions used in the Sustainable Santee Plan. As demonstrated in the Checklist, the revised project would implement all applicable GHG reduction measures related to energy efficiency, solid waste, and clean energy required by the City’s Sustainable Santee Plan. Therefore, the revised project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant. No new impact would occur.

**15.9 Hazards and Hazardous Materials**

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Project Description, City of Santee General Plan–Safety Element; California Department of Toxic Substances Control–EnviroStor Database; State Water Resources Control Board–Geotracker Database; Gillespie Field Airport Land Use Compatibility Plan (ALUCP; Airport Land Use Commission 2010); Santee Municipal Code (Chapter 15.20.040); Santee Fire Department; Phase I Environmental Site Assessment (ESA) prepared by CERES Corp. (Parcel #384-142-04-00 (May 3, 2017; Appendix J); Federal Aviation Administration Letter of Determination of No Hazard to Air Navigation (April 2, 2018; Appendix K); and AM&M Proposal for Lantern Crest Ridge II, Firewise2000, Inc., (June 27, 2018; Appendix L).

**a. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. Construction of the revised project would involve standard grading and construction activities that require temporary use of fuels and other hazardous materials. The use and handling of materials associated with the construction of the revised project would follow all applicable federal, state, and local regulations, including California Occupational Safety and Health Administration, Caltrans, and the California Department of Environmental Health Hazardous Materials Division. The revised project would comply with all applicable state and local regulations for hazardous materials and waste management during project construction.

Operation of the revised project may involve the use of small amounts of solvents and cleaners that are not acutely hazardous. However, such materials are ubiquitous and product labeling identifies appropriate handling and use of these materials. Use of common household hazardous materials are typical of residential uses and are not associated with generation of significant hazards to the public or the environment. Therefore, the revised project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials, and impacts would be less than significant. No new impact would occur.

**b. No New Impact/No Impact.** The revised project is limited to a senior care facility that would not include uses that would not result in foreseeable upset and accident conditions from the release of hazardous materials into the environment. As described in Section 15.8a above, operation of the revised project may involve the use of small amounts of solvents and cleaners that are not acutely hazardous. The revised project would be designed and constructed consistent with applicable safety regulations that would prevent the introduction of accident conditions. Therefore, the revised project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts would be less than significant. No new impact would occur.

**c. No New Impact/No Impact.** The nearest school is Pepper Drive Elementary School located approximately 0.4 mile east of the project site. Therefore, the revised project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No new impact would occur.

**d. No New Impact/No Impact.** A Phase I ESA was prepared for the previously adopted project, and is included as Appendix J. The revised project would be located within the same 2.74-acre site and utilize the same grading footprint as the previously adopted project. Therefore, design of the revised project would not result in any changes that would affect the conclusion of the Phase I ESA that was completed for the previously adopted project. According to the Phase I ESA, the project site has been undeveloped since as early as 1928. Furrowing on the southern half of the property was observed in aerial photographs dated as early as 1953, which suggest that a small agricultural operation may have been located on this portion of the project site in the 1950s and 1960s. However, no evidence of the storage of hazardous materials was observed as occurring within the project site.

The Phase I ESA determined that the project site is not identified on the California Department of Toxic Substances Control, Hazardous Waste and Substances Site List compiled pursuant to Government Code Section 65962.5. In addition, the adjoining properties were not referenced on any regulatory agency lists. According to the Phase I ESA, there has been no documentation or other evidence found that would suggest the past use of underground or aboveground storage tanks within the project site.

There are two nearby sites referenced on regulatory agency lists, one of which is located at 8731 Graves Avenue, located adjacent to the northwest corner of the project site, and is listed on HAZNET as a facility that generated 58.99 tons of asbestos-containing waste in 2004. Other pertinent information was not included in the listing. The second site is located at 1103 Calabria Street, located approximately 1.0 mile northeast of the project site, and is listed on HAZNET as a facility that generated 0.42 ton of an unspecified aqueous solution and 0.37 ton of an unspecified organic liquid mixture in 2007. Other pertinent information was not included in the listing. There are numerous other sites listed on various agency lists within one-half mile of the project site; however, based on the location of these facilities and the regulatory status, the sites do not represent a significant environmental concern on the subject property.

In addition, the nearest leaking underground storage tank is located at 8641 Magnolia Avenue, approximately 0.25 mile west of the project site, and is listed on San Diego County Site Assessment and Mitigation Program and Leaking Underground Storage Tank list as a facility that has been assigned an unauthorized release case by the County Department of Environmental Health. The case

was opened in July 1999, and involved impact to the soils within the site by diesel fuel. This case was closed by the Department of Environmental Health on January 15, 2002, and is too distant from the project site to pose a significant environmental concern to the project site. Therefore, the revised project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment, and impacts would be less than significant. No new impact would occur.

**e. No New Impact/No Impact.** The Gillespie Field Airport is approximately 0.5 mile west of the project site. The ALUCP for Gillespie Field Airport was adopted in January 2010 and amended in December 2010. The project site is located within the Airport Influence Area, Review Area 1 of the Gillespie Field Airport (ALUCP Exhibit III-5) and within Safety Zone 4 (Outer Approach/Departure Zone), as identified in the Gillespie Field ALUCP Safety Compatibility Policy Map (ALUCP Exhibit III-2). The Federal Aviation Administration (FAA) conducted an aeronautical study for the previously adopted project (see Appendix K), which resulted in a determination that the previously adopted project would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. A revised aeronautical study was submitted to the FAA to evaluate whether that the increase in maximum height from 545 AMSL to 579 AMSL would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. The revised project applicant would be required to file an FAA Form 7460-2 Notice of Actual Construction or Alteration within 5 days after the construction reaches its greatest height. Therefore, the revised project would not result in a safety hazard or excessive noise for people residing or working in the project area, and impacts would be less than significant. No new impact would occur.

**f. No New Impact/No Impact.** The project site is located in an existing developed area with access to major roadways that would allow for emergency evacuation. The Santee Fire Department has reviewed the revised project and determined adequate emergency access is available to the project site. Therefore, the revised project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant. No new impact would occur.

**g. No New Impact/No Impact.** Wildland fires present a significant threat in Santee, particularly in the summer months when temperatures are high and precipitation is limited. Areas in the City that are particularly susceptible to fires are designated as "very high hazard" or "high hazard" areas and are delineated on the Very High Fire Hazard Severity Zones for Local Responsibility Areas as recommended by the California Department of Forestry and Fire Protection. The project site is identified within an area considered a "non-very high fire hazard severity zone." However, the project site is located within a Wildland Urban Interface area, which requires the revised project to comply with certain fire protection requirements set forth in the City's Municipal Code. (Municipal Code, Title 15, Chapter 15.20). These requirements include the provision of 100 feet of fuel modified defensible space between the proposed structures and the wildland area, and the use of non-combustible building materials. The fuel modified defensible space is composed of two brush management areas, BMA Zone 1 and BMA Zone 2. BMA Zone 1 would consist of permanently landscaped, irrigated and maintained ornamental plantings. BMA Zone 2 would consist of low-growing, fire resistant shrubs and ground covers, including dwarf coyote brush and wood mulch.

The project site does not contain sufficient area to provide a 100-foot fuel modified defensible space between the proposed structures and open space area to the east. Therefore, the revised project proposed an alternate method of fire protection that was developed for the previously adopted project (Appendix L). The revised project would provide 56 feet of space between the structure and the open space to the east. In order to address the reduced fuel modified defensible space, the revised project would include the construction of a 5-foot fire barrier in the form of a non-combustible wall along the top of the slope along the eastern boundary of the project site as shown on Figure 4. The revised project was able to retain this design feature because it would be located along the eastern boundary of the three-story senior care facility that retained a very similar building footprint compared to the previously adopted project. Construction of this fire barrier wall as part of the revised project would minimize the potential exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, and impacts would be less than significant.

**15.10 Hydrology and Water Quality**

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner, which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Project Description and Site Plan, General Plan–Conservation and Safety Element; Regional Water Quality Control Board Basin Plan; Storm Water Quality Management Plan (SWQMP) for Lantern Crest Ridge II prepared by REC Consultants, Inc. (July 2019; Appendix M); CEQA Drainage Study for Lantern Crest Ridge Addition prepared by REC Consultants, Inc., (November 8, 2021; Appendix N); Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM); and Report of Geotechnical Investigation Lantern Crest Ridge II prepared by Group Delta Consultants, Inc. (June 19, 2017; see Appendix H-1).

**a. No New Impact/No Impact.** The project site is located in the San Diego Hydrologic Unit (907) and Lower San Diego River Watershed (907.12) (see Appendix M). Runoff from the project site and from the adjacent hill to the northeast travels via overland flows and/or is conveyed via ditch/pipe to the southwest towards one of three discharge points located along the western boundary of the project site. Runoff that reaches the two northernmost discharge locations is then conveyed via pipeline through the development to the south and then to the south towards Graves Avenue. Runoff that reaches the discharge point located on the southwest corner of the project site is directed via pipeline to Graves Avenue to the south. Runoff then enters the public storm drain system. This system transports the runoff under SR-67 to Magnolia Avenue; it subsequently heads north and ultimately discharges into the San Diego River. The existing onsite drainage generates approximately 9.66 cubic feet per second (cfs) for the 100-year storm event. The San Diego River is a 303(d) impaired water body polluted by enterococcus, fecal coliform, total dissolved solids, toxicity, bacteria, and heavy metals.

According to the San Diego Basin Plan, the beneficial uses identified for the San Diego River include agricultural supply; industrial service supply; contact water recreation; non-contact water recreation; commercial and sport fishing; preservation of biological habitats of special significance; wildlife habitat; rare, threatened, or endangered species; marine habitat; migration of aquatic organisms; spawning, reproduction, and/or early development; and shellfish harvesting.

The revised project would not adversely affect any beneficial uses of the San Diego River because it would treat storm water on-site to ensure pollutants do not adversely affect receiving waters by incorporating site design and structural best management practices (BMPs). The proposed site design/structural BMPs includes the collection of the on-site surface water throughout the property by overland flow, curb/gutter, and brow ditches, which would be directed into one biofiltration basins located in the southwest corner of the property. The biofiltration basin would capture and treat the collected runoff. Flows would then discharge via two outlet structures, with one discharging an existing concrete browditch and the other discharging into a proposed storm drain that flows into the existing storm drain system in Sunset Trails. The basin would include a riser structure that would act as a spillway such that peak flows could be safely discharged to the receiving storm drain system. Therefore, operation of the revised project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant. No new impact would occur.

With incorporation of the biofiltration basin, potential surface water pollutants generated on-site would be collected and filtered. Additionally, the revised project would incorporate construction and post-construction BMPs in compliance with the City's Storm Water Management and Discharge Control Ordinance (Chapter 13.42). For example, BMPs employed during the construction phase would include fiber rolls, street sweeping and vacuuming, and storm drain inlet protection. Therefore, construction of the revised project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant. No new impact would occur.

**b. No New Impact/No Impact.** The revised project would obtain its water supply from the PDMWD and would not use groundwater supply for any purpose. Additionally, the proposed land uses would not be associated with activities known to degrade groundwater. Thus, the revised project would not deplete or degrade groundwater supplies. The revised project would construct rooftops, driveways, and sidewalks that would slightly increase the amount of impermeable surfaces on-site by 1.27 acres. However, water would continue to infiltrate through 0.29 acre of the post-construction development footprint that would remain pervious, as well as 1.18 acres of the project parcel that would remain undeveloped. Furthermore, water would continue to infiltrate through undeveloped land east of the project site and throughout the groundwater basin. Therefore, the revised project would not substantially decrease groundwater supplies or interfere with groundwater recharge, and impacts would be less than significant. No new impact would occur.

**c(i). No New Impact/No Impact.** The runoff generated on-site currently drains from the east across the undeveloped lot, draining towards the southwest and west from the adjacent hillside to the east of the project site. Runoff from the project site drains into one point of compliance (POCs), which is an existing curb inlet located along Graves Avenue to the east of the site. In the existing condition, the 100-year storm event peak flow rate is 98.04 cfs.

Prior to discharging from the site, first flush runoff will be treated by the biofiltration basin BMP in accordance with standards set forth by the Regional Water Quality Control Board and the City of Santee BMP Design Manual (see Appendix N). Should there be a blockage in the receiving storm drain and/or outlet structure, the emergency outlet is the lowest curb inlet which then conveys flows to Graves Avenue as in existing conditions.

Implementation of the stormwater management system would reduce 100-year storm event peak flow rate from 98.04 cfs to 97.92 cfs. Therefore, the revised project would not substantially alter the

drainage pattern of the site or the surrounding area in a manner that could result in substantial erosion, and impacts would be less than significant. No new impact would occur.

**c(ii). No New Impact/No Impact.** The project site is undeveloped and consists of approximately 2.74 acres of existing pervious area. In the post-project condition, approximately 1.27 acres of the property would consist of impervious surfaces, which would have the potential to increase runoff and peak flows on-site. However, as described in Section 15.10.c(i) above, the revised project would reduce peak flows in the post-project condition. Therefore, the revised project would not alter the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner that would result in flooding. Therefore, the revised project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, and impacts would be less than significant. No new impact would occur.

**c(iii). No New Impact/No Impact.** As described in Section 15.10.c(i) above, the revised project would reduce peak flows in the post-project condition, and thereby reduce the amount of runoff being discharged into the existing storm water drainage system. As described in Section 15.10.c(i) above, the revised project would incorporate construction and post-construction BMPs in compliance with the City's Storm Water Management and Discharge Control Ordinance (Chapter 13.42). The proposed site design/structural BMPs includes the collection of the on-site surface water throughout the property by overland flow, curb/gutter, and brow ditches, which would be directed into one biofiltration basin located in the southwest corner of the property that would capture and treat the collected runoff. Therefore, the revised project would not generate runoff that would exceed the capacity of storm water drainage systems and would not provide substantial sources of polluted runoff, and impacts would be less than significant. No new impact would occur.

**c(iv). No New Impact/No Impact.** Review of Figure 8-1 of the General Plan Safety Element determined that the project site is not located within the 100-year floodplain. As described in Section 15.10.c(i) above, the revised project would reduce peak flows during the 100-year storm event from 98.04 cfs to 97.92 cfs, and thereby reduce the potential for flooding. Therefore, the revised project would not impede or redirect flood flow. No new impact would occur.

**d. No New Impact/No Impact.** As discussed in Section 15.10.c(iv), the project site is not within the 100-year floodplain. The project site, along with the rest of the City, is located in the San Diego river valley. Reservoirs upstream of the project site include the San Vicente, El Capitan, and Lake Jennings. Figure 8-2 of the General Plan Safety Element delineates the areas potentially subject to inundation in the event of failure of each dam. The project site is outside the potential inundation areas. The project site is located approximately 17 miles inland from the coast, at approximately 500 feet AMSL. The risk of tsunami is negligible due to the distance from the ocean and high elevation. There would be no risk from a seiche, as the site is not located near a large body of water, such as a lake. Therefore, the revised project would not risk the release of pollutants due to project inundation associated with flood hazards, tsunami, or seiche zones. No new impact would occur.

**e. No New Impact/No Impact.** As described in Section 15.10.c(i) above, the revised project would reduce peak flows in the post-project condition. The revised project would not be subject to substantial erosion or siltation because both construction and operational BMPs would be employed to control potential erosion and siltation by retaining storm water and capturing runoff that may carry silt or other pollutants. Typical construction BMPs include silt fencing, fiber rolls, and sweeping.

Post-construction BMPs are detailed in response 15.10.a, which includes one biofiltration basin. Therefore, the revised project would not generate substantial amounts of runoff that would conflict with or obstruct implementation of a water quality control plan, and impacts would be less than significant. No new impact would occur.

Although the revised project would increase impermeable surfaces, this slight increase of 1.27 acres would not substantially interfere with groundwater recharge. Therefore, the revised project would not conflict with or obstruct a sustainable groundwater management plan, and impacts would be less than significant. No new impact would occur.

**15.11 Land Use and Planning**

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Project Description; City of Santee General Plan–Land Use Element; City of Santee Draft Multiple Species Conservation Program Subarea Plan 2006; Lantern Crest/Santee Seniors Annual Management Report prepared by J. Whalen Associates, Inc. (2017; see Appendix D); 2017 Annual Report and 2018 Work Plan for the Lantern Crest Open Space Preserve memorandum prepared by Cummings Environmental, Inc. (January 3, 2018; see Appendix E); and Parking Analysis for the Proposed Lantern Crest Ridge II Senior Living Assisted and Memory Care Development prepared by (Darnell and Associates (April 9, 2019; Appendix N).

**a. No New Impact/No Impact.** The revised project would result in the construction of a three story, 62-unit senior care facility within an urban environment. The revised project would be accessed via Sunset Trail and Lantern Crest Way on the southern side of the site from Graves Avenue. The western boundary of the project site is adjacent to multi- and single-family residential land uses, while the eastern boundary of the site is adjacent to the Lantern Crest Ridge I Senior Housing facility. The revised project would be integrated into the existing Lantern Crest Ridge I Senior Housing facility through an enclosed bridge that would link the revised project to the adjacent facility, thereby improving community connectivity. Therefore, the revised project would not physically divide an established community, and impacts would be less than significant. No new impact would occur.

**b. No New Impact/No Impact.** The previously adopted project included a General Plan amendment (GPA 2018-1) and zone reclassification that changed both designations to R-14 (Medium High Density Residential). These actions increased the allowable unit density to 14 to 22 dwelling units per gross acre throughout the project site. The addition of 12 senior care units under the revised project would

be consistent with the density allowed under the R-14 (Medium High Density Residential) general plan and zoning designation.

As outlined in the Land Use Element of the General Plan, approval of higher densities is a discretionary action based on several criteria including compliance with specific goals, objectives and policies, adverse impacts to public facilities, consideration of environmental constraints, compatibility with community character, etc. The revised project is not within a Specific Plan Area, is adjacent to public facilities, and, as outlined in this Mitigated Negative Declaration Addendum, would not result in significant unavoidable impacts. Adjacent occupied properties contain residential uses and are designated either R14 (Medium High Density Residential), west of the project site, or R22 (High Density Residential), east and south of the project site. Therefore, the revised project proposes uses that would be compatible with the character of surrounding residential uses and the proposed density would be consistent with the surrounding area. No conflicts with any General Plan policies have been identified and the revised project would assist with implementation of policies that support provision of housing for seniors, including Housing Element Policy 4.1 "Continue to support and actively market shared housing as an affordable housing option for seniors."

In addition, a parking analysis was completed for the previously adopted project (see Appendix O). The parking analysis assessed the combined parking demand for the revised project and the associated Lantern Crest Ridge I development. The parking analysis determined the combined parking demand for the previously adopted project and Lantern Crest Ridge I by multiplying the number of units (126) by the peak parking demand ratio (0.375), plus four parking spaces for the proposed duplexes, which equaled 51 parking spaces. Multiplying the new total number of units under the revised project and Lantern Crest Ridge I (135 units) by the peak parking demand ratio (0.375) determined that new total parking demand would equal 51 spaces. The revised project would add 15 parking spaces, while the Lantern Crest Ridge I development contains an existing 38 spaces, for a total of 53 parking spaces, thereby exceeding the parking requirement of 51 parking spaces and complying with Chapter 13.24 of the Santee Municipal Code. Therefore, the revised project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant. No new impact would occur.

15.12 Mineral Resources

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of Santee General Plan–Conservation Element.

**a. No New Impact/No Impact.** As discussed in the General Plan Conservation Element, known mineral resources in Santee include sand, gravel, and crushed rock, which are collectively referred to as aggregate. These resources have been identified within the floodplain of the San Diego River. The revised project would be located within the same 2.74-acre site as the previously adopted project. The project site is not located in the floodplain of the San Diego River and therefore has no known mineral resources. Additionally, the project site is located within a developed area surrounded by residential uses that would preclude the type of extraction operations typically associated with aggregate minerals (i.e., large-scale pits or quarries). As a result, extraction of mineral resources is not a viable use of the site. Therefore, the revised project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No new impact would occur.

**b. No New Impact/No Impact.** The project site is not delineated as a mineral resource recovery site on any land use plans. No new impact would occur.

15.13 Noise

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: City of Santee General Plan–Noise Element; Santee Municipal Code; Technical Noise Supplement (Caltrans 2013); Gillespie Field Airport Land Use Compatibility Plan (ALUC 2010); and Noise Modeling Results (SoundPLAN Output Files) prepared by RECON Environmental, Inc. (January 4, 2022; Appendix P).

**a. No New Impact/No Impact.** Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and, therefore, may cause general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment. Decibels (dB) are the standard unit of measurement of the sound pressure generated by noise sources and are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale for earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the noise energy would result in a 3 dB decrease.

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

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used for this study are the equivalent noise level ( $L_{eq}$ ), the maximum noise level, and the 24-hour day-night average noise level ( $L_{DN}$ ).

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

The  $L_{DN}$  is a 24-hour equivalent sound level. The  $L_{DN}$  calculation applies an additional 10 dB(A) penalty to noise occurring during the night, between 10:00 PM and 7:00 AM. The increase for certain times is intended to account for the added sensitivity of humans to noise during the evening and night.

### Construction Noise

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

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

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

Construction equipment with a diesel engine typically generates maximum noise levels from 80 to 90 dB(A)  $L_{eq}$  at a distance of 50 feet (FHWA 2006). During excavation, grading, and paving operations, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non-equipment tasks, such as measurement. Although maximum noise levels may be 80 to 90 dB(A) at a distance of 50 feet during most construction activities, hourly average noise levels from the grading phase of construction would be 82 dB(A)  $L_{eq}$  at 50 feet from the center of construction activity when assessing the loudest pieces of equipment working simultaneously. As the majority of project site would be graded, the acoustic center of the construction activity was modeled as the center of the project site.

A single-family residence is located at the southwestern project boundary approximately 220 feet from the center of construction. A construction noise level of 82 dB(A)  $L_{eq}$  at 50 feet would attenuate to 69 dB(A)  $L_{eq}$  at 220 feet. Multi-family uses are located west and northwest of the project site. The nearest building (the residential use located west of the project site) is approximately 170 feet from the center of construction. A construction noise level of 82 dB(A)  $L_{eq}$  at 50 feet would attenuate to 71 dB(A)  $L_{eq}$  at 170 feet. The Lantern Crest Ridge I senior facility is located east of the project site, approximately 140 feet from the center of construction. A construction noise level of 82 dB(A)  $L_{eq}$  at

50 feet would attenuate to 73 dB(A)  $L_{eq}$  at 140 feet. All other residential uses are located at greater distances from the project site. Although the adjacent residences would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary. In accordance with Santee Municipal Code Section 5.04.090, construction activities would not occur before 7:00 a.m. or after 7:00 p.m. on Mondays through Saturdays and would not occur any time on Sundays and holidays. Additionally, as required by the Santee Municipal Code, a notice would be provided to all owners and occupants within 300 feet of the project site if the construction equipment has a manufacturer's noise rating of 85 dB and operates at a specific location for ten consecutive workdays. However, because of the close proximity of sensitive receptors, mitigation measure NOS-1 developed for the previously adopted project and presented in the MMRP is recommended, which would ensure impacts would be mitigated to a level less than significant. No new impact would occur.

### **Mitigation Measures**

#### **NOS-1: Construction Noise**

Prior to issuance of any grading permit(s) for the project, the project applicant or its contractor(s) shall ensure that:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.
- Construction noise reduction methods such as shutting off idling equipment, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive noise receivers.
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors.
- The project shall be in compliance with the City's Noise Abatement and Control Ordinance such that construction shall occur on the weekdays (Monday through Friday) and Saturday between the hours of 7:00 a.m. to 7:00 p.m. and a notice of construction shall be mailed to all owners and occupants within 300 feet of the project site no more than 10 days before the start of construction. Construction hours, allowable workdays and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners and residents to contact the job superintendent. In the event that the City receives a complaint regarding construction noise, appropriate corrective actions shall be implemented and a report of the action provided to the reporting party.

On-Site Traffic Noise

The Noise Element of the City’s General Plan establishes noise compatibility standards for various land uses. The revised project proposes a senior housing facility. The Noise Element land use category closest to the proposed use is Nursing Homes, which are compatible with noise levels up to 65 L<sub>DN</sub> (Figure 7-3, Noise/Land Use Compatibility Guide, of the Noise Element).

Noise level predictions and contour mapping were developed using noise modeling software, SoundPlan Essential, version 4.1 (Navcon Engineering 2018). The main sources of vehicle traffic noise in the vicinity of the project site are Graves Avenue, SR-52, SR-67, and the freeway ramps. For the purpose of the future traffic noise compatibility analysis, the noisiest conditions are represented as the maximum LOS C traffic volume. This represents a condition where the maximum number of vehicles are using the roadway at the maximum speed. LOS A and B categories allow full travel speed but do not have as many vehicles, while LOS E and F have a greater number of vehicles, but due to the traffic volume travel at reduced speeds, thus generating less noise.

Traffic noise levels were calculated based on the peak-hour traffic volumes, which is approximately 10 percent of the average daily traffic volume. Typically, the peak-hour noise level is equivalent to the community noise equivalent level. The vehicle classification mixes were obtained from Caltrans truck count data. Caltrans does not include separate counts of buses or motorcycles. Therefore, one percent of the automobiles were modeled as buses, and one percent were modeled as motorcycles.

Table 8 summarizes the vehicle traffic parameters used for modeling on-site noise levels.

Table 8 Traffic Parameters							
Roadway	Peak Hour Volume	Speed (mph)	Vehicle Mix (percent)				
			Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
Graves Avenue	900	35	91.0	4.2	2.8	1.0	1.0
SR-52							
Eastbound	3,760	65	95.4	2.0	0.6	1.0	1.0
Westbound	3,760						
SR-67 – North of Prospect Avenue							
Northbound	3,760	65	91.0	4.2	2.8	1.0	1.0
Southbound	3,760						
SR-67 – South of Prospect Avenue							
Northbound	6,768	65	91.0	4.2	2.8	1.0	1.0
Southbound	5,640						
Ramps							
SR-52 Eastbound to SR-67 Southbound	3,760	50	91.0	4.2	2.8	1.0	1.0
SR-52 Eastbound to SR-67 Northbound	3,760						
SR-67 Northbound to SR-52 Westbound	3,760						
SR-67 Southbound to SR-52 Westbound	3,760						

Sources: Caltrans 2016; San Diego Association of Governments 2018; City General Plan Circulation Element.

Noise level contours were modeled at the first-floor level. Noise levels were also modeled at the western property line closest to the roadways at first- through third-floor levels. Modeled noise levels do not account for shielding provided by intervening barriers and structures or topography, and

therefore this analysis provides a conservative assessment. Future vehicle traffic noise levels are summarized in Table 9. SoundPLAN data are contained in Appendix P.

Table 9 Vehicle Traffic Noise Levels (L <sub>DN</sub> )			
Location	First Floor	Second Floor	Third Floor
Western Property Line – 105 feet north of Sunset Trail	60	64	65
Western Property Line – 215 feet north of Sunset Trail	60	63	65
Western Property Line – 320 feet north of Sunset Trail	60	63	65
Western Property Line – 430 feet north of Sunset Trail	60	63	65
Western Property Line – 535 feet north of Sunset Trail	60	63	65
SOURCE: Appendix P			

As shown, traffic noise levels would be 65 L<sub>DN</sub> or less across the entire project site. Therefore, exterior noise impacts would be less than significant. No new impact would occur.

The interior noise compatibility level for noise sensitive areas, including residential uses, is 45 L<sub>DN</sub>. Standard wood frame construction would achieve an exterior-to-interior noise reduction of 25 dB(A) (Federal Highway Administration [FHWA] 2011). Thus, because exterior noise levels are projected to be less than 65 L<sub>DN</sub>, interior noise levels would be less than 45 L<sub>DN</sub>. Therefore, interior noise impacts would be less than significant. No new impact would occur.

Off-Site Traffic Noise

Existing ambient noise levels in the vicinity of the project site are dominated by vehicle traffic on area roadways. Existing noise levels on the project site were measured on April 17, 2018. Measured ambient noise levels on the project site ranged from 61 to 62 dB(A) L<sub>eq</sub>.

The revised project was forecast to generate 165 ADT compared to 125 ADT under the previously adopted project.<sup>4</sup> The revised project would generate additional vehicle traffic on Graves Avenue. However, the revised project would not substantially alter the vehicle classifications mix on local or regional roadways, nor would the revised project alter the speed on an existing roadway or create a new roadway. Thus, the primary factor affecting off-site noise levels would be increased traffic volumes. Off-site traffic noise was modeled using the FHWA Traffic Noise Prediction Model algorithms and reference levels. The revised project would generate 40 more ADT when compared to the original project. Off-site traffic noise associated with the original project was modeled for an opening year of 2018. For an equal comparison, off-site traffic noise associated with the revised

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<sup>4</sup> The Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis assumed development of 66 senior care units, which is greater than the 62 senior care units proposed under the revised project. Therefore, this impact analysis is conservative and evaluates a greater number of vehicle trips than would actually occur under the revised project.

project was also calculated using an opening year of 2018 and adding 40 ADT to the opening day with project condition. Traffic noise levels were calculated at 50 feet from the centerline of the affected roadways to determine the noise level increase associated with the revised project. The model uses various input parameters, such as traffic volumes and vehicle mix, distribution, and speed. For modeling purposes, "hard" ground conditions were used for the analysis since the hard site provides the most conservative impact assessment. Traffic volumes were obtained from the Traffic Impact Study prepared for the original project (see Appendix B-2). Opening day (2018) and cumulative traffic volumes and noise levels with and without the revised project are shown in Table 10. Modeled noise levels do not account for shielding provided by intervening barriers and structures. Noise level calculations are contained in Appendix P.

Table 10 Graves Avenue Traffic Noise Level with and without Project				
Roadway Segment	Opening Day (2018)	Opening Day (2018) + Project	Opening Day (2018) + Cumulative	Opening Day (2018) + Cumulative + Project
Graves Avenue				
Traffic Volume	14,809	14,887	15,297	15,365
Noise Level (L <sub>DN</sub> )	69	69	69	69
SOURCE: Appendix P				

As shown, the revised project would not result in a measurable increase in ambient noise levels. The increase in noise levels due to the revised project would not be a perceptible increase in the ambient noise environment. Therefore, the traffic generated by the revised project would not result in a significant ambient noise increase at adjacent off-site receptors, and impacts would be less than significant. No new impact would occur.

On-Site Generated Noise

On-site generated noise is regulated by the City’s Municipal Code, Title 5 Health and Safety, Chapter 5.04 Noise Abatement and Control. Section 5.04.040 of the Santee Municipal Code states that “it is unlawful for any person to make, continue, or cause to be made or continued, within the limits of the City, any disturbing, excessive or offensive noise which causes discomfort or annoyance to reasonable persons of normal sensitivity residing in the area.” Section 5.04.040 also provides the following requirements for heating, ventilation, and air conditioning (HVAC) units:

4. Heating and Air Conditioning Equipment and Generators.
  - a. It is unlawful for any person to operate or allow the operation of any generator, air conditioning, refrigeration or heating equipment in such manner as to create a noise disturbance on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit.
  - b. All generators, heating, air conditioning, or refrigeration equipment are subject to the setback and screening requirements in this code.

Operational noise sources after construction would include vehicles arriving and leaving and landscape maintenance machinery, and would be similar to noise sources from adjacent land uses.

With the exception of rooftop HVAC units, none of these noise sources would have the potential to produce excessive noise or result in a substantial permanent increase in existing noise level. HVAC units would be on the rooftop within a mechanical well, and would be screened in accordance with the Section 5.04.040 requirements above. It is not known at this time which manufacturer, brand, or model of unit or units would be selected for use in the revised project. For the purposes of this analysis, to determine what general noise levels the HVAC units would generate, it was assumed that each unit would generate noise levels similar to a 5-ton Carrier Model 38 HD50VG-A HVAC unit. The 38 HDR50VG-A units have a sound power level of 75 dB(A) which is equivalent to 68 dB(A)  $L_{eq}$  at 3 feet.

Property line noise levels due to rooftop HVAC units were modeled using SoundPLAN. The modeling results are summarized in Table 11. SoundPLAN data is contained in Appendix P. As shown, property line noise levels would range from 33 to 43 dB(A)  $L_{eq}$ . Noise at this level would not be considered a noise disturbance. Therefore, the revised project would not generate on-site noise that would exceed City noise limits, and impacts would be less than significant. No new impact would occur.

Table 11 On-site Generated Noise Levels	
Location	Noise Level [dB(A) $L_{eq}$ ]
Southwest corner of property	36
Western property line	37
	40
	41
	41
	38
Northwest corner of property	37
Northern property line	36
Northeast corner of property	38
Eastern property line	39
	42
	43
	39
	33
Southeast corner of property	36
Southern property line	36
SOURCE: Appendix P	

**b. No New Impact/No Impact.** Construction operations have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and damage to nearby structures at the highest levels. Vibration perception would occur at structures, as people do not perceive vibrations without vibrating structures.

Project construction equipment used during site grading and excavation would have the greatest potential to generate vibrations that would affect nearby residential land uses. Construction equipment would include loaded trucks, an excavator, as well as a dozer or loader. Vibration levels from these pieces of equipment would generate vibration levels with a peak particle velocity (PPV) ranging from 0.035 to 0.089 inches per second (in/sec) PPV at the nearest residence. Human reaction to vibration is dependent on the environment the receiver is in as well as individual sensitivity. For example, vibration outdoors is rarely noticeable and generally not considered annoying. Typically, humans must be inside a structure for vibrations to become noticeable and/or annoying. Based on several federal studies the threshold of perception is 0.035 in/sec PPV, with 0.24 in/sec PPV being a distinctly perceptible (Caltrans 2013). Neither cosmetic nor structural damage of buildings occurs at levels below 0.1 in/sec PPV. Consequently, construction vibration levels would be below the distinctly perceptible threshold. Therefore, the revised project would not expose persons to or generate excessive groundborne vibration or groundborne noise, and impacts would be less than significant. No new impact would occur.

**c. No New Impact/No Impact.** The property is located within the Airport Influence Area, Review Area 1 of the Gillespie Field Airport. However, the project site is located outside the ALUCP noise contours for the Gillespie Field Airport. As a result, the revised project would not expose people to excessive noise levels from airport noise, and impacts would be less than significant. No new impact would occur.

**15.14 Population and Housing**

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Project Description; City of Santee General Plan–Land Use Element; and San Diego Association of Governments Data Surfer.

**a. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. The revised project would increase the number of senior care units to 62 compared to 50 under the previously adopted project. As described in Section 15.3.a above, the proposed senior facility would serve seniors who have previously been living

independently in the region and require assisted living and health care support. Therefore, the revised project is anticipated to accommodate approximately 62 persons already living in the region. Per the SANDAG Series 13 growth forecast, the population within the City was estimated to be 59,497 in 2020, and is estimated to increase by 4,315 people to 63,812 in 2035. As such, the approximately 62 non-senior residential uses left vacant by the relocation of seniors to the proposed senior facility would serve to help accommodate anticipated population growth as projected by SANDAG. While the revised project would be located in a vacant lot, it would not require any new infrastructure that would accommodate or encourage new development. As described in Section 15.3.a above, project construction would last 12 months and would not affect population growth. Therefore, the revised project would not induce substantial unplanned population growth in an area, and impacts would be less than significant. No new impact would occur.

**b. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project, which is vacant. Therefore, the revised project would not displace any existing people or housing. No new impact would occur.

**15.15 Public Services**

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
(i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Santee School District and Grossmont Union High School District School Facility Letters (Appendix Q); City of Santee General Plan; City of Santee Fire Department; San Diego County Sheriff's Department; Santee School District website, <http://www.santeesd.net/>; City of Santee Community Services Department <http://www.ci.santee.ca.us/Index.aspx?page=28>; and Fire and Rescue Mutual Aid Operations (County of San Diego 2014).

**a(i). No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. The City operates two fire stations: one located at 8950 Cottonwood Avenue and the other at 9130 Carlton Oaks Drive. The City's Fire Department response time goal is to provide an average maximum initial response time of no more than six minutes, with an average maximum response time of no more than ten minutes for supporting paramedic transport units 90 percent of the time. The project site is located approximately 1.4 roadway miles from the nearest fire station on Cottonwood Avenue. Based on a review by the Santee Fire Department, existing fire services are available to serve the revised project and no new facilities would be needed to accommodate the additional 12 senior care units. A fire hydrant and water utility lines would be installed within the project site, which would serve the revised project. Additionally, the City is a member of the San Diego County (central zone) for Fire and Rescue Mutual Aid Operations. Each participating member has a mutual aid agreement with each other to provide paramedic and fire protection services in the event that additional fire-fighting units are required. Therefore, the revised project would not result in the need for new or altered fire protection facilities, and impacts would be less than significant. No new impact would occur.

**a(ii). No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. Police protection for the project area is provided by the San Diego County Sheriff's Department under contractual agreement with the City and operating out of the Santee Substation at 8811 Cuyamaca Street. The average priority call response time for general law enforcement within the City is 8.2 minutes and the average for traffic law enforcement is 7.5 minutes. Appropriate staffing levels for law enforcement personnel are evaluated at every contract renewal. The addition of 12 senior care units under the revised project would not affect police response times to the site. Therefore, the revised project would not result in the need for new or altered police protection facilities, and impacts would be less than significant. No new impact would occur.

**a(iii). No New Impact/No Impact.** The revised project would increase the number of senior care units to 62 compared to 50 under the previously adopted project. The 62 senior care units that would not serve families with school-aged children. Therefore, the revised project would not generate a new student population that would increase demand for school services. Pursuant to Government Code Section 65995 et seq., the proponent of the revised project would be required to pay applicable school fees before a construction permit is issued. Therefore, the revised project would not result in the need for new or altered school facilities. No new impact would occur.

**a(iv). No New Impact/No Impact.** The revised project would be required to pay park-in-lieu fees that would fund City public park facilities based on forecasted City-wide park demand. The addition of 12 senior care units would not substantively increase demand for parkland and recreational services compared to the previously adopted project. Therefore, the revised project would not result in the need for new or altered park facilities, and impacts would be less than significant. No new impact would occur.

**a(v). No New Impact/No Impact.** All public facilities discussed in Section 15.15.a(i). through a(iv). are available to serve the revised project. No other required public facilities have been identified. The 62 senior care units proposed by the revised project would serve seniors who have previously been living independently in the region, and thereby provide additional health care services within the City. Therefore, the revised project would not affect existing public facilities related to health care services. No new impact would occur.

15.16 Recreation

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of Santee Community Services Department, <http://www.ci.santee.ca.us/Index.aspx?page=28>; and Project Description.

**a. No New Impact/No Impact.** The addition of 12 senior care units would not adversely affect existing City park facilities or create the need for new park facilities because the increase in use would be minimal in relation to the availability of parkland in the City and surrounding area. Therefore, the revised project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, and impacts would be less than significant. No new impact would occur.

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

15.17 Transportation

Would the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Project Description; Project Description, Analysis Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis prepared by Darnell and Associates (December 9, 2021; see Appendix B-1); Santee Fire Department; ALUC 2010; City of Santee General Plan–Mobility and Safety Elements; San Diego Metropolitan Transit System website (<https://www.sdmts.com/>); and FAA Letter of Determination of No Hazard to Air Navigation (April 2, 2018; Appendix K); and Lantern Crest Ridge II Assisted Living Construction Traffic prepared by Darnell and Associates (October 31, 2019; Appendix R).

**a. No New Impact/No Impact.** The revised project would be located within the same 2.74-acre site as the previously adopted project. Access to the project site would be provided via Sunset Trail, Lantern Crest Way, and Graves Avenue from Prospect Avenue and SR-67. Graves Avenue is a north-south collector street that provides access between Sunset Trail and Prospect Avenue. The following discussion is based on information from the Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis (see Appendix B-1).

The revised project was forecast to generate 165 ADT compared to 125 ADT under the previously adopted project.<sup>5</sup> Trips under the revised project would include 7 AM and 14 PM peak-hour trips.

Appendix B-1 compared the revised project to Institute of Traffic Engineers (ITE) Guidelines for Transportation Impact Studies in the San Diego Region dated May 2019. Based on ITE Guidelines, projects that are consistent with the Land Use and Transportation Elements of the General Plan, generate fewer than 1,000 ADT, generate fewer than 110 AM Peak hour trips, and generate fewer than 20 PM Peak hour trips to any existing on or off ramps are not required to prepare a transportation analysis. The revised project would be consistent with the existing land use designation and would generate fewer ADT than the ITE Guidelines thresholds listed above. The revised project is not required to prepare a transportation analysis, and the revised project would not generate enough ADT to impact the circulation network. Therefore, operation traffic volumes generated by the revised project would not conflict with an applicable plan, ordinance or policy

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<sup>5</sup> The Revised Lantern Crest Ridge II Senior Care Project Local Transportation Analysis (LTA) and CEQA Vehicle Miles Traveled (VMT) Analysis assumed development of 66 senior care units, which is greater than the 62 senior care units proposed under the revised project. Therefore, this impact analysis is conservative and evaluates a greater number of vehicle trips than would actually occur under the revised project.

establishing measures of effectiveness for the performance of the circulation system, and impacts would be less than significant. No new impact would occur.

Construction activities would temporarily contribute additional vehicle trips on the local circulation system, and would generate up to 14 daily trips during an approximately 12-month period (see Appendix R). Deliveries of construction materials would periodically generate up to eight additional vehicle trips, which would result in a maximum of up to 22 trips per day. This maximum of 22 construction trips per day would be less than 165 operational trips per day that were forecasted for the revised project and determined to be less than significant. Therefore, construction traffic volumes generated by the revised project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, and impacts would be less than significant. No new impact would occur.

The nearest bus stops are located approximately 0.2 mile southwest of the project site along Graves Avenue south of the intersection with Prospect Avenue. The nearest transit stop is the Gillespie Field Trolley Station located approximately 1.4 miles southwest of the project site. Implementation of the revised project would not include any off-site improvements that would impact any of these facilities. Review of Figure 7-2 of the General Plan Mobility Element determined that there are no existing or proposed bike lanes along Sunset Trail that fronts the project site, nor is there an existing sidewalk along Sunset Trail. The revised project would install an ADA compliant pedestrian ramp on the south side of the project site (at site entrance) to allow access to cross Sunset Trail. All internal sidewalk ramps would be ADA accessible. The revised project would provide a connection to the adjacent Lantern Crest Ridge Phase I building via a covered pedestrian bridge. Therefore, the revised project would not conflict with a program plan, ordinance or policy addressing the performance of active transportation, and impacts would be less than significant.

**b. No New Impact/No Impact.** Appendix B-1 compared the revised project to ITE Guidelines for Transportation Impact Studies in the San Diego Region dated May 2019. Based on ITE Guidelines, projects that generate fewer than 1,000 ADT are not required to prepare a Vehicle Miles Traveled (VMT) Analysis, and impacts are presumed to be less than significant. The revised project would generate fewer than 1,000 ADT and is not required to prepare a VMT Analysis. Therefore, the revised project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and impacts would be less than significant. No new impact would occur.

**c. No New Impact/No Impact.** The revised project would be accessed from Sunset Trail and Lantern Crest Way and would construct an internal access road and cul-de-sac, along with a 65-foot-long firetruck turn around area, as under the previously adopted project. The revised project would not result in changes to the existing traffic patterns or roadway design along Sunset Trail. Therefore, the revised project would not substantially increase hazards due to a geometric design feature or incompatible use, and impacts would be less than significant. No new impact would occur.

**d. No New Impact/No Impact.** The revised project has been reviewed by the City's Fire Chief and determined to be consistent with all applicable policies. The internal access road would be constructed to a curb-to-curb width of at least 16 feet to allow for fire truck access. In addition, the site would include a firetruck turnaround area at the northern end of the internal access road to a total of 65 feet from the centerline of the turnaround. Therefore, the revised project would not result

in inadequate emergency access, and impacts would be less than significant. No new impact would occur.

**15.18 Tribal Cultural Resources**

Would the project:

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

Source(s): Results of the Archaeological Survey for the Lantern Crest Ridge II Project prepared by RECON Environmental, Inc. (September 17, 2018; see Appendix F).

**a. No New Impact/No Impact.** Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Public Resources

Code Section 5020.1. As discussed in Sections 15.5.a and 15.5.b, the project site does not support any historic or cultural resources. In accordance with SB 18 and AB 52, the Native American Heritage Commission was notified of the previously adopted project on August 29, 2018 and the tribes were notified of the previously adopted project on September 12, 2018 and June 19, 2019. On September 28, 2018, the City received a letter from the Viejas Band of Kumeyaay Indians requesting that sacred site be avoided with adequate buffer zones, compliance with NEPA, CEQA, and NAGPRA, and contacting the Viejas Band of Kumeyaay Indians on any changes or inadvertent discoveries.

As discussed in Section 15.5.b above, due to the low sensitivity of the project site, it is not anticipated to support significant cultural resources; however, as unknown tribal cultural resources may have the potential to be present in the region, implementation of Mitigation Measures CUL-1 through CUL-3 presented in the MMRP would ensure that any unknown cultural or tribal cultural resources or human remains discovered during project-related ground disturbing activities are properly identified and protected over the long-term. Through consultation with the City, the Viejas Band of Kumeyaay Indians concurred that implementation of Mitigation Measures CUL-1 through CUL-3 would satisfactorily reduce impacts on unknown tribal cultural resources to a level less than significant. No new impact would occur. The revised project would be located within the same 2.74-acre site and utilize the same grading footprint as the previously adopted project. Therefore, design of the revised project would not result in any changes to the conclusions reached during AB 52 consultation for the previously adopted project.

**15.19 Utilities and Service Systems**

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
c. Result in a determination by the wastewater treatment provided which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: City of Santee, General Plan, Conservation Element; Public Service Availability Forms from the Padre Dam Municipal Water District, (May 4, 2017 Appendix S); Santee Municipal Code; Project Site Plan; County of San Diego Countywide Five-Year Review Report of the Countywide Integrated Waste Management Plan (September 2012); Storm Water Quality Management Plan (SWQMP) for Lantern Crest Ridge II prepared by REC Consultants, Inc., (July 2019; see Appendix M); CEQA Drainage Study for Lantern Crest Ridge Addition prepared by REC Consultants, Inc. (November 8, 2021; see Appendix N); and Padre Dam Municipal Water District website (<http://www.padredam.org/>).

**a. No New Impact/No Impact.** Public Facility Availability Forms were completed documenting that PDMWD has adequate water and sewer capacity to serve the previously adopted project (Appendix S). The addition of 12 senior care units under the revised project would not adversely affect PDMWD water supply or wastewater treatment capacity. Existing water and sewer facilities are available adjacent to the site, and improvements would be limited to extension of pipelines onto the project site. Consequently, potential impacts associated with proposed improvements have been considered within this environmental document. Therefore, the revised project would not require relocation or construction of new or expanded water or wastewater treatment facilities that would cause significant environmental effects, and impacts would be less than significant. No new impact would occur.

As discussed in Section 15.10.a and 15.10.c(i), the revised project would construct three on-site storm water biofiltration basins and would not change the existing off-site runoff pattern. All on-site facility construction would be consistent with the City’s Storm Water Management and Discharge Control Ordinance (Chapter 13.42) and engineering standards, and the revised project would reduce peak flows compared to existing condition. These storm water facilities would be located within the project footprint. Consequently, potential impacts associated with construction of these storm water facilities have been considered within this environmental document. Therefore, the revised project would not

require construction of new storm water drainage facilities or expansion of existing facilities, and impacts would be less than significant. No new impact would occur.

Existing energy and telecommunication facilities are available adjacent to the site, and improvements would be limited to extensions onto the project site. Consequently, potential impacts associated with these energy and telecommunication connections have been considered within this environmental document. Therefore, the revised project would not require relocation or construction of new or expanded electric power, natural gas, or telecommunication services facilities, and impacts would be less than significant. No new impact would occur.

**b. No New Impact/No Impact.** A Public Facility Availability Form was completed documenting that PDMWD has adequate water supplies available to serve the previously adopted project (see Appendix S). The addition of 12 senior care units under the revised project would not adversely affect PDMWD water supply. Therefore, adequate water supply would be available to serve the revised project, and impacts would be less than significant. No new impact would occur.

**c. No New Impact/No Impact.** A Public Facility Availability Form was completed documenting that PDMWD has adequate wastewater treatment capacity available to serve the previously adopted project. The addition of 12 senior care units under the revised project would not adversely affect PDMWD wastewater treatment capacity. Therefore, adequate wastewater treatment capacity would be available to serve the revised project, and impacts would be less than significant. No new impact would occur.

**d. No New Impact/No Impact.** City Municipal Code Section 13.38.060 requires that a minimum of 65 percent by weight of construction and demolition debris be diverted from landfills through recycling, reuse, and diversion programs. The revised project would develop a construction and demolition debris management plan demonstrating how it would comply with the City Municipal Code diversion requirements prior to issuance of a building or demolition permit.

Solid waste generated by the revised project that cannot be recycled would be sent to area landfills. Based on the Five-Year Review Report of the County Integrated Waste Management Plan for the County of San Diego, remaining capacity at area landfills would be adequate to handle the revised project's solid waste disposal needs. Most of the solid waste collected in the City is disposed of at the Sycamore Sanitary Landfill, which has remaining capacity through the year 2054. Other landfills that handle waste from San Diego and Santee include the Miramar Landfill and the Otay Landfill, which have remaining capacity. Therefore, the revised project would be served by landfill(s) with sufficient permitted capacity, and impacts would be less than significant. No new impact would occur.

**e. No New Impact/No Impact.** The revised project would comply with the City's construction and demolition recycling ordinance (Santee Municipal Code Section 13.38.060) and Solid Waste Ordinance #3239-A, which are consistent with state solid waste and recycling regulations requiring a minimum of 65 percent of the project's construction and demolition be diverted from the landfills. Therefore, the revised project would comply with applicable management and reduction statutes and regulations related to solid waste, and impacts would be less than significant. No new impact would occur.

15.20 Wildfire

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

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

**a. No New Impact/No Impact.** As described in Section 15.9.f, the project site is located in an existing developed area with access to major roadways that would allow for emergency evacuation. The Santee Fire Department has reviewed the revised project and determined adequate emergency access is available to the project site. Therefore, the revised project would not substantially impair an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant. No new impact would occur.

**b. No New Impact/No Impact.** As described in Section 15.9.g, the project site is identified within an area considered a “non-very high fire hazard severity zone.” However, the project site is located within a Wildland Urban Interface area, which requires the revised project to comply with certain fire protection requirements set forth in the City’s Municipal Code. (Municipal Code, Title 11, Chapter 11.18). The project site does not contain sufficient area to provide a 100-foot fuel modified defensible space between the proposed structures and open space area to the east. Therefore, the revised project proposed an alternate method of fire protection that was developed for the previously

adopted project (Appendix L). The revised project would provide 56 feet of space between the structure and the open space to the east. In order to address the reduced fuel modified defensible space, the revised project’s design includes a 5-foot fire barrier in the form of a non-combustible wall along the top of the slope along the eastern boundary of the project site as shown on Figure 4. The revised project was able to retain this design feature because it would be located along the eastern boundary of the three-story senior care facility that retained a very similar building footprint compared to the previously adopted project. The construction of this fire barrier wall as part of the revised project’s design would minimize the potential exposure of people or structures to a significant risk of loss, injury or death involving wildland fires. Therefore, the revised project would not expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, and impacts would be less than significant. No new impact would occur.

**c. No New Impact/No Impact.** As described in Section 15.19.a, above, the revised project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. Additionally, the revised project would not require construction or maintenance of any other infrastructure facilities. Therefore, the revised project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk, and impacts would be less than significant. No new impact would occur.

**d. No New Impact/No Impact.** As described in Section 15.9.g, the project site is not within the 100-year or 500-year flood hazard area, and is located outside the potential inundation areas delineated on Figure 8-2 of the General Plan Safety Element. Furthermore, the project site is generally flat and surrounded by an urban environment. Therefore, the revised project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No new impact would occur.

**15.21 Mandatory Findings of Significance**

Does the project:

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
b. Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable futures projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a. No New Impact/No Impact.** As described in Section 15.4.a above, implementation of mitigation measures BIO-1 and BIO-2 would reduce impacts to sensitive vegetation communities and sensitive species to a level less than significant, and implementation of mitigation measure BIO-3 would reduce impacts to nesting birds and wildlife nursery sites to a level less than significant. As described in Section 15.5.a above, the revised project would not impact any historical resources. As described in Section 15.5.b above, implementation of mitigation measures Implementation of Mitigation Measures CUL-1 and CUL-2 would reduce potential impacts on unknown archaeological resources to a level less than significant. As described in Section 15.5.c above, implementation of Mitigation Measure CUL-3 would further reduce impacts related to human remains to a level less than significant. No new impact would occur.

**b. No New Impact/No Impact.** In addition to evaluation of potential project-specific effects, this evaluation considered the revised project’s potential for incremental effects that may be cumulatively considerable when viewed in connection with the effects of past, current, or probable future projects in the area. Cumulative projects in the project area are shown in Table 12.

Project	Location	Description	Status
Fanita Ranch	Northern edge of City	Master Plan Residential Community (approx. 2,949 residences)	Approved
RiverView	RiverView Parkway	128-detached condominium units	Under Construction
Walker Trails	Magnolia Ave., north of State Route 52 and west of State Route 67	Specific Plan Amendment for 83 residences at the RCP Block & Brick site.	Under Construction
Slope Street Estates	South side of Slope Street	11 single-family units	Application Under Review
Gas Station/ Car Wash	Mission Gorge Road and West Hills Parkway	New gas station with renovated convenience market	Approved

Table 12 Cumulative Project List			
Project	Location	Description	Status
Parkside	Eastern Terminus of Mast Boulevard	128 condominium units	Application under review
Caribbean project	East side of Caribbean Way	42 condominium units	Under Construction
Tyler Street Subdivision	Southern terminus of Tyler Street	14 single-family units	Application under review
Gas Station	Cuyamaca Street and Prospect Avenue	New gas station, convenience market and car wash	Approved
Coffee shop and mini-market	Graves Avenue and Prospect Avenue	New coffee shop and mini market	Approved
Palm Tree Homes	Prospect Avenue and Our Way	4 single-family detached homes	Application Under Review
Pinnacle Peak	Mission Gorge Road	113 condominium units	Under Construction
Lantern Crest III	Graves Avenue	113 congregate care units	Under Construction
Carlton Oaks Country Club	Inwood Drive	232 condominium units, 53 single-family residences, assisted living, hotel, and restaurant expansion	Application Under Review
Palazzo Villas	West side of Olive Lane	8 condominium units	Approved
Atlas View	Atlas View and Prospect Avenue	11 condominium units	Application Under Review
Prospect Estates II	North of Prospect Avenue, east of Marrokal Lane	38 attached condominiums and 15 single-family residences	Approved
D'Lazio	Fanita Drive	20 condominium units	Under Construction
Woodside Terrace	Woodside Terrace	4 single-family units	Under Construction
E Heaney Circle	Carlton Oaks	10 townhomes	Approved
Mission Greens	Buena Vista Drive and Mission Greens	40 condominium units	Under Construction
Robinson Lane	Robinson Lane near Caribbean Drive	10 condominium units	Under Construction
SOURCE: City of Santee, Department of Development Services			

As discussed in this environmental document, all impacts would be mitigated to a level less than significant. Air quality is a regional issue and the cumulative study area for air quality impacts encompasses the SDAB as a whole. Therefore, the cumulative analysis addresses regional air quality plans and policies, such as the RAQS, as well as the revised project’s contribution to a net increase of any criteria pollutant for which the SDAB is listed as a non-attainment area. As described in Section 15.3.a, the revised project would not be significantly different from the growth projections of the General Plan, and would not result in an increase in emissions than are already accounted for in the RAQS. As described in Section 15.4.a, implementation of mitigation measures BIO-1 and BIO-2 would reduce impacts to sensitive vegetation communities and sensitive species to a level less than significant, and implementation of mitigation measure BIO-3 would reduce impacts to nesting birds and wildlife nursery sites to a level less than significant. This mitigation would be consistent with the requirements of the NCCP. Projects that comply with the NCCP would not result in a significant cumulative impact for biological resources. Cumulative projects listed in Table 18 would also be required to comply with the NCCP and mitigate for impacts to biological resources as necessary. Climate change is, by its nature, a cumulative issue. As described in Section 15.8.b, the revised project would not conflict with the applicable plans developed to reduce GHG emissions at the regional level. As described in Section 15.13.a, potential impacts associated with noise would be mitigated to

a level less than significant. Due to the varied schedules and for construction of cumulative projects listed in Table 18, it is unlikely construction activities would overlap, thereby avoiding significant cumulative noise impacts on sensitive receptors. The impact analysis presented in Section 15.17.a is cumulative in nature, which determined that the revised project would not result in a cumulative traffic impact to the Graves Avenue roadway segment. Cumulative projects listed in Table 18 would also be required to conduct cumulative traffic impact analyses and implement mitigation as necessary to reduce cumulative impacts to a level less than significant. All other project impacts were determined to be less than significant, and due to the limited scope of the revised project, would not result in cumulatively considerable impacts. No new impact would occur.

**c. No New Impact/No Impact.** As discussed throughout this document, no hazardous conditions on the project site or in the surrounding area were identified that could adversely affect human beings. It is not anticipated that demolition or construction activities would create conditions that would significantly directly or indirectly impact human beings. Development of the project site would comply with all State and City regulations that would ensure the building is safe and designed to protect future occupants. The revised project would not result in any substantial adverse effects on human beings directly or indirectly, and impact would be less than significant. No new impact would occur.

**16.0 Mitigation, Monitoring, and Reporting Program**

Section 21081.6 of the CEQA Guidelines requires that a Mitigation, Monitoring, and Reporting Program (MMRP) be adopted upon certification of an EIR or adoption of an MND to ensure that the mitigation measures are implemented. The MMRP specifies the mitigation developed for the previously adopted project that would be applicable for the revised project, when in the process the mitigation measure should be accomplished, and the entity responsible for implementing and/or monitoring the mitigation. Public Resources Code Section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. After analysis, potentially significant impacts requiring mitigation were identified for biological resources, cultural resources, geology and soils, and noise. The MMRP is presented below in Table 13.

Table 13 Mitigation, Monitoring, and Reporting Program			
Mitigation Measure	Timing of Verification	Responsible for Verification	Status/Date/Initials
<b>Biological Resources</b>			
<b>BIO-1: Diegan Coastal Sage Scrub Habitat</b> Prior to grading permit issuance, the applicant shall secure no less than 2.02 acres of Diegan coastal sage scrub habitat (at a 2:1 mitigation ratio) at the Willow Road Conservation Bank, which is fully endowed to provide a non-wasting funding source that pays for management, and is protected with a Conservation Easement (CE) over the entire property. If the Willow Road Conservation Bank were unavailable, the applicant would secure no less than 2.02 acres of Diegan coastal sage scrub habitat (at a 2:1 mitigation ratio) at another location approved by the City, CDFW, and USFWS that would be similarly subject to perpetual conservation with a recorded CE and require a	Prior to Construction	City of Santee/ Qualified Biologist	

Table 13 Mitigation, Monitoring, and Reporting Program			
Mitigation Measure	Timing of Verification	Responsible for Verification	Status/Date/Initials
non-wasting endowment to fund management in perpetuity.			
<p><b>BIO-2: Non-Native Grassland Habitat</b>                      Prior to grading permit issuance, the applicant shall secure no less than 1.30 acres of non-native grassland habitat (at a 1:1 mitigation ratio) at the Willow Road Conservation Bank, which is fully endowed to provide a non-wasting funding source that pays for management, and is protected with a Conservation Easement (CE) over the entire property. If the Willow Road Conservation Bank were unavailable, the applicant would secure no less than 2.02 acres of Diegan coastal sage scrub habitat (at a 2:1 mitigation ratio) at another location approved by the City, CDFW, and USFWS that would be similarly subject to perpetual conservation with a recorded CE and require a non-wasting endowment to fund management in perpetuity.</p>	Prior to Construction	City of Santee/ Qualified Biologist	
<p><b>BIO-3: Nesting Birds and Wildlife Nursery Sites</b>                      To remain in compliance with the California Fish and Game Code 3503, 3503.5, 3511, and 3513, no direct impacts shall occur to any nesting birds, their eggs, chicks, or nests during the spring/summer migratory songbird breeding season, defined as from 15 February to 31 August of each year. Limiting activities to the non-breeding season will minimize chances for the incidental take of migratory songbirds or raptors. If vegetation removal activities were to occur during the songbird breeding season, a qualified biologist shall conduct a preconstruction nesting survey within the limits of disturbance and within 300 feet of the limits of disturbance where feasible, including within the Diegan coastal sage scrub adjacent to the project site. This survey must occur no more than three days prior to any site activities to ensure compliance with the standard seasonal restrictions. The preconstruction nesting survey would need to be repeated if construction is not initiated within three days following completion of the survey. If active nests or nesting behaviors are detected, construction must be delayed until such time as nesting is complete. The results of the survey shall be provided in a report to the City Planning Department, for concurrence with the conclusions and recommendations.</p>	Prior to and during Construction	City of Santee/ Qualified Biologist	
<b>Cultural Resources</b>			
<p><b>CUL-1: Archaeological Monitoring</b>                      If during grading or construction activities, unanticipated cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archaeologist and the most likely descendant Tribe (Tribe) and the Viejas Band of Kumeyaay Indians. Any unanticipated cultural resources that are discovered shall</p>	During Construction	City of Santee/ Qualified Archaeologist	

Table 13 Mitigation, Monitoring, and Reporting Program			
Mitigation Measure	Timing of Verification	Responsible for Verification	Status/Date/Initials
<p>be evaluated and a final report prepared by the qualified archaeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. If the qualified archaeologist determines the cultural resources to be either historic resources or unique archaeological resources, avoidance and/or mitigation will be required pursuant to and consistent with CEQA Guidelines Section 15064.5(c) and Public Resources Code Section 21083.2. This mitigation measure shall be incorporated into all construction contract documentation.</p>			
<p><b>CUL-2: Tribal Cultural Monitoring</b>                      A Tribal Cultural Monitor shall be present for all ground disturbing activities associated with the project. Should any cultural or tribal cultural resources be discovered, no further grading shall occur in the area of the discovery until the Director of Development Services, or designee, is satisfied that treatment of the resource has occurred. In the event that a unique archaeological resource or tribal cultural resource is discovered, and in accordance with Public Resources Code Section 21083.2(b)(1), (2), and (4), the resource shall be moved and buried in an open space area of the project site, such as slope areas, which will not be subject to further grading activity, erosion, flooding, or any other ground disturbance that has the potential to expose the resource. The onsite area to which the resource is moved shall be protected in perpetuity as permanent open space. No identification of the resource shall be made onsite; however, the project applicant shall plot the new location of the resource on a map showing latitudinal and longitudinal coordinates and provide that map to the Native American Heritage Commission for inclusion in the Sacred Lands File. Disposition of the resources shall be at the discretion of the City of Santee.</p>	<p>During Construction</p>	<p>City of Santee/ Qualified Archaeologist</p>	
<p><b>CUL-3: Human Remains</b>                      If during grading or construction activities, human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the San Diego County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the most likely descendant. The most likely descendant shall then make recommendations and engage</p>	<p>During Construction</p>	<p>City of Santee/ Qualified Archaeologist</p>	

Table 13 Mitigation, Monitoring, and Reporting Program			
Mitigation Measure	Timing of Verification	Responsible for Verification	Status/Date/Initials
in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. This mitigation measure shall be incorporated into all construction contract documentation.			
<b>Geology and Soils</b>			
<b>GEO-1: Geotechnical/Geological Engineering Recommendations</b> Prior to any ground-disturbing construction activities, the project applicant shall incorporate the recommendations of the geotechnical/geological engineering studies prepared by GEOCON, Inc. into project plans related to the project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, pipeline excavation, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.	Prior to Construction	City of Santee/ Contractor	
<b>Noise</b>			
<b>NOS-1: Construction Noise</b> Prior to issuance of any grading permit(s) for the project, the project applicant or its contractor(s) shall ensure that: <ul style="list-style-type: none"> <li>• All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.</li> <li>• Construction noise reduction methods such as shutting off idling equipment, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible.</li> <li>• During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive noise receivers.</li> <li>• During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors.</li> <li>• The project shall be in compliance with the City's Noise Abatement and Control Ordinance such that construction shall occur on the weekdays (Monday through Friday) and Saturday between the hours of 7:00 AM to 7:00 PM and a notice of construction shall be mailed to all owners and occupants within 300 feet of the project site no more than 10 days</li> </ul>	Prior to Construction	City of Santee/ Contractor	

Table 13 Mitigation, Monitoring, and Reporting Program			
Mitigation Measure	Timing of Verification	Responsible for Verification	Status/Date/Initials
before the start of construction. Construction hours, allowable workdays and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners and residents to contact the job superintendent. In the event that the City receives a complaint regarding construction noise, appropriate corrective actions shall be implemented and a report of the action provided to the reporting party.			

## 17.0 Checklist References

1. Project documents—including all plans, documents, departmental comments and information contained in the files for the Lantern Crest Ridge II; GPA 2018-1, R2018-1, P2017-04.
2. Airport Land Use Commission (ALUC). Gillespie Field Airport Land Use Compatibility Plan. January 2010.
3. California Air Pollution Control Officers Association (CAPCOA), CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, January 2008.
4. CAPCOA, California Emissions Estimator Model Version 2016.3.1. October 2017.
5. California Air Resources Board (CARB), Climate Change Scoping Plan, 2017.
6. CARB, 2005 Air Quality and Land Use Handbook: A Community Health Perspective. April 2005.
7. CARB 2008 Climate Change Scoping Plan: A Framework for Change.  
[http://www.arb.ca.gov/cc/scopingplan/document/adopted\\_scoping\\_plan.pdf](http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf). December.
8. CARB 2017 Emission Factors Web Database model. Accessed at <https://arb.ca.gov/emfac/2017/>.
9. California Department of Toxic Substances Control, EnviroStor Database, 2015. Available at <https://www.envirostor.dtsc.ca.gov/public/>.
10. California Department of Transportation (Caltrans) 2016 Annual Average Daily Truck Traffic on the California State Highway System. Compiled by Traffic and Vehicle Data Systems. 2016.
11. Caltrans, Technical Noise Supplement, November 2013.
12. California Energy Code (2016), California Code of Regulations, Title 24, Part 6.
13. California Public Utilities Commission (CPUC) 2020. 2021 California Renewables Portfolio Standard Annual Report. November 2021.
14. City of Santee Community Services Department.
15. City of Santee General Plan, 2003.
16. City of Santee Zoning Ordinance.
17. City of Santee Parks and Recreation Facilities Master Plan Update, April 2017.
18. City of Santee Draft Multiple Species Conservation Subarea Plan, 2006.
19. City of Santee Fire Department.

20. County of San Diego, Fire and Rescue Mutual Aid Operations, September 2014.
21. County of San Diego, Countywide Five-Year Review Report of the Countywide Integrated Waste Management Plan, September 2012.
22. County of San Diego, Guidelines for Determining Significance Paleontological Resources, January 15, 2009.
23. Department of Conservation–Land Conservation Act Maps. Accessed at [ftp://ftp.consrv.ca.gov/pub/dlrp/wa/San\\_Diego\\_w\\_13\\_14\\_WA.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/wa/San_Diego_w_13_14_WA.pdf) on May 8, 2018.
24. Federal Highway Administration (FHWA) Highway Traffic Noise: Analysis and Abatement Guidance. FHWA-HEP-10-025. December 2011.
25. Institute of Transportation Engineers, Trip Generation Handbook 8th Edition, 2009.
26. LSA. Initial Study for the Sustainable Santee Plan. Prepared for City of Santee, August 2017.
27. Navcon Engineering, Inc., SoundPLAN Essential version 3.0, 2015.
28. Office of Environmental Health Hazard Assessment (OEHHA) Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (Guidance Manual), February 2015.
29. Padre Dam Municipal Water District Project Facility Availability Forms and Conditions of Approval for Sewer and Water dated May 4, 2017.
30. REC Consultants, Inc., Storm Water Quality Management Plan (SWQMP) for Lantern Crest Ridge II, July 2019.
31. REC Consultants, Inc., CEQA Drainage Study for Lantern Crest Ridge Addition, dated April 1, 2019.
32. San Diego Air Pollution Control District (SDAPCD) Resolution Adopting Amended Rule 20.1 – New Source Review – General Provisions; Rule 20.2 – New Source Review – Non-Major Stationary Sources; Rule 20.3 – New Source Review – Major Stationary Sources And Prevention of Significant Deterioration (PSD) Stationary Sources; Rule 20.4 – New Source Review – Portable Emission Units; and Rule 20.6 – Standards for Permit to Operate Air Quality Analysis, of Regulation II of the Rules and Regulations of the San Diego Air Pollution Control District. Resolution Number 16-041, April 2016.
33. San Diego Association of Governments (SANDAG), Transportation Forecast Information Center. Series 13 Traffic Volume Forecast. Accessed at <http://tfic.sandag.org/> on April 10, 2018.
34. SANDAG Data Surfer, Series 13 Forecast. Access at [http://datasurfer.sandag.org/download/sandag\\_forecast\\_13\\_jurisdiction\\_santee.pdf](http://datasurfer.sandag.org/download/sandag_forecast_13_jurisdiction_santee.pdf) on May 21, 2018.
35. San Diego County Sheriff's Department.

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37. San Diego Metropolitan Transit System website. Available at <https://www.sdmts.com/>.
38. Santee School District School Facility Availability Letter, May 17, 2017.
39. Santee School District website. Available at <http://www.santeesd.net/>.
40. State Water Resources Control Board–Geotracker Database, 2018. Available at <http://geotracker.waterboards.ca.gov/>.
41. Todd, Preliminary Geologic Map of the El Cajon 30' x 60' Quadrangle, California, 2004.
42. University of California, Davis Institute of Transportation Studies 1997 Transportation Project-Level Carbon Monoxide Protocol, December 1997.

**MEETING DATE** February 23, 2022

**ITEM TITLE** RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA AWARDING THE DESIGN-BUILD CONSTRUCTION CONTRACT TO IMPLEMENT THE WESTON PARK IMPROVEMENTS, PLAYGROUND INSTALLATION (CIP 2022-44) PROJECT TO ANTON'S SERVICE, INC. AND DETERMINING THE PROJECT IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

**DIRECTOR/DEPARTMENT**

Carl Schmitz, City Engineer



**SUMMARY**

This item requests City Council award the Design-Build contract to implement the Weston Park Improvements, Playground Installation (CIP 2022-44) project. This project will install a multiuse 2-5 year and 5-12 year playground at Weston Park. Since the opening of Weston Park to the public in October 2020, a playground has been highly desired by Santee residents to provide recreational activities for children. The attached site plan identifies the location of the proposed playground in the southern grass field area.

A request for proposals (RFP) for Design-Build services to implement the Weston Park Improvements, Playground Installation was issued on December 16, 2021. Four proposals were received and reviewed by staff on the following criteria: 1) project experience, technical expertise and references; 2) project design and implementation methodology; 3) features, function, and lifecycle cost; 4) time required for completion; and 5) project cost. The highest ranking firm was Anton's Services with a total cost of \$217,882.00.

Based on the design-build proposal submitted by Anton's Service, Inc., it is recommended that the City Council authorize the City Manager to execute an Agreement with Anton's Services to implement the Weston Park Improvements, Playground Installation (CIP 2022-44) project. Staff also requests authorization for the City Manager, Director of Development Services or City Engineer to approve change orders in a total amount not to exceed \$25,000.00 (11.5%) for additional design services, unforeseen items and additional work.

**ENVIRONMENTAL REVIEW** The Project is Categorically Exempt from environmental review under State California Environmental Quality Act (CEQA) Guidelines, Section 15301 (Class 1, repair or minor alteration to existing facilities involving negligible or no expansion of use).

**FINANCIAL STATEMENT**

*Hj for TM*

This project is included in the adopted Capital Improvement Program budget and funded by a Proposition 68 Grant totaling \$213,650 and General Fund reserves in the amount of \$86,350 providing a project budget totaling \$300,000.

Design-Build Procurement & Advertisement	\$ 15,000.00
Design-Build Construction Contract	217,882.00
Construction Change Orders	25,000.00
Construction Management, Administration and Environmental	<u>40,000.00</u>
Total Anticipated Project Cost	<u>\$ 297,882.00</u>

**CITY ATTORNEY REVIEW**

N/A

Completed

**RECOMMENDATION**

*KV for MB*

Adopt the Resolution:

1. Awarding the Design-Build construction contract to implement the Weston Park Improvements, Playground Installation (CIP 2022-44) project to Anton's Service, Inc. for a total amount of \$217,882.00; and
2. Authorizing the City Manager, Director of Development Services or City Engineer to approve change orders in a total amount not to exceed \$25,000.00; and
3. Determining the Project is Categorically Exempt from environmental review under the California Environmental Quality Act.

**ATTACHMENTS**

Proposal Summary

Site Map

Resolution

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

February 9, 2022

## Proposal Ranking Summary

Project Name: Weston Park Improvements, Playground Installation, (CIP 2022-44)

RFP Due Date: January 27, 2022

Proposals were ranked by a 4 member panel of City staff based on meeting the requirements set forth in scope of work defined in the request for proposals dated December 16, 2021. The following lists the rankings of the submitted proposals and the submitted cost.

- |                                    |                          |
|------------------------------------|--------------------------|
| 1. Anton's Service, Inc.           | \$ 217,882.00 (Option B) |
| 2. Pacific Play System, Inc.       | \$ 250,000.00            |
| 3. Western State Builders, Inc.    | \$ 249,985.00 (Option A) |
| 4. R.E. Schultz Construction, Inc. | \$ 263,082.00 (Option A) |

*Note: The RFP permitted up to three options to be provide for review for each proposer. Pricing shown above is the selected firm's price, and the lowest price option provided by each firm who provided multiple options with their proposal.*

This project has been scheduled for award of contract to Anton's Service, Inc on February 23, 2022 by the Santee City Council. Any questions related to this project should be directed to Steven Miller, Principal Civil Engineer at (619) 258-4100 x 176 or [smiller@cityofsanteeca.gov](mailto:smiller@cityofsanteeca.gov)

Thank you,



Steven Miller, P.E.  
Principal Civil Engineer



WESTON PARK  
9050 TRAILMARK WAY

TRAILMARK WAY

CONCRETE SEATING  
AREA & 2 BENCHES

PROPOSED PLAYGROUND AREA

PLAY ACCESS RAMP

42" CHAIN LINK FENCE  
BLACK, VINYL COATED

36" BOX SYCAMORE TREE  
SHRUBS TO MATCH EXISTING

NORTH

### SITE MAP

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

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA  
AWARDING THE DESIGN-BUILD CONSTRUCTION CONTRACT TO IMPLEMENT THE  
WESTON PARK IMPROVEMENTS, PLAYGROUND INSTALLATION (CIP 2022-44)  
PROJECT TO ANTON'S SERVICE, INC. AND DETERMINING THE PROJECT IS  
CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW UNDER THE  
CALIFORNIA ENVIRONMENTAL QUALITY ACT**

**WHEREAS**, Weston Park was constructed in 2020 as part of the Weston Development and accepted as complete by the City Council on October 28, 2020; and

**WHEREAS**, to meet community needs for children recreational activities, a playground is desirable at this facility; and

**WHEREAS**, the City has received numerous requests by Santee residents to install a playground at Weston Park since the park opened to the public; and

**WHEREAS**, the installation of a playground at Weston Park Playground was included in the current adopted Capital Improvement Program budget; and

**WHEREAS**, a Design-Build request for proposals (RFP) was prepared by City staff to implement the Weston Park Improvements, Playground Installation (CIP 2022-44) ("Project") and was issued on December 16, 2021; and

**WHEREAS**, the City Clerk, on January 27, 2022, received four sealed proposals for the Weston Park Improvements, Playground Installation (CIP 2022-44); and

**WHEREAS**, a selection panel comprised of four City staff members reviewed and ranked all four proposals; and

**WHEREAS**, in accordance with Santee Municipal Code section 3.22.080, staff has evaluated the proposal submitted by Anton's Service, Inc. which conforms in all material respects to the requirements set forth in the RFP; and

**WHEREAS**, staff recommends awarding the Design-Build contract to Anton's Service, Inc. in the amount of \$217,882.00; and

**WHEREAS**, staff requests authorization for the City Manager, Director of Development Services, or City Engineer to approve change orders in a total amount not to exceed \$25,000.00 for unforeseen items and additional work; and

**WHEREAS**, the project is categorically exempt from environmental review under State CEQA Guidelines Section 15301 (Class 1, repair or minor alternation to existing facilities involving negligible or no expansion of use).

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

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of Santee, California, as follows:

**SECTION 1:** The Recitals provided above are true and correct and are hereby incorporated into this Resolution.

**SECTION 2:** The Design-Build contract to implement the Weston Park Improvements, Playground Installation (CIP 2022-44) is awarded to Anton's Service, Inc. in the amount of \$217,882.00 and the City Manager is authorized to execute the contract on behalf of the City.

**SECTION 3:** The City Manager, Director of Development Services or City Engineer is authorized to approve change orders in a total amount not to exceed \$25,000.00 for unforeseen items and additional work.

**SECTION 4:** The project is categorically exempt from environmental review under State California Environmental Quality Act Guidelines, Section 15301 (Class 1, repair or minor alternation to existing facilities involving negligible or no expansion of use), and the City Clerk is hereby authorized to file the Categorical Exemption with the San Diego County Clerk.

**SECTION 5:** The documents and materials associated with this Resolution that constitute the record of proceedings on which these findings are based are located at Santee City Hall, 10601 Magnolia Ave., Santee, CA 92071. The City Clerk is the custodian of the record of proceedings.

**SECTION 6:** This Resolution shall take effect immediately upon its passage.

**ADOPTED** by the City Council of the City of Santee, California, at a Regular meeting thereof held this 23<sup>rd</sup> day of February, 2022 by the following roll call vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

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

**ATTEST:**

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

**MEETING DATE**

February 23, 2022

**ITEM TITLE** RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, REJECTING A BID PROTEST AND AWARDING THE CONSTRUCTION CONTRACT FOR THE CUYAMACA STREET RESURFACING AND WOODSIDE AVENUE STREET REPAIRS (CIP 2022-08 AND CIP 2022-09) PROJECT TO SRM CONTRACTING & PAVING, DETERMINING THE PROJECT IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

**DIRECTOR/DEPARTMENT**

Carl Schmitz, City Engineer



**SUMMARY**

This item requests City Council award the construction contract for the Cuyamaca Street Resurfacing and Woodside Avenue Street Repairs (CIP 2022-08 and CIP 2022-09) Project to SRM Contracting & Paving in the amount of \$620,684.83. This project will resurface Cuyamaca Street, Mission Gorge Rd. to Buena Vista Ave. with a 2-inch asphalt overlay and patch areas of Woodside Ave. between David Ann Rd. and the Eastern City limits.

On February 9, 2022, the City Clerk publicly opened and examined eight sealed bids. Upon review of the bids, the bid submitted by SRM Contracting & Paving has been determined to be the lowest responsive and responsible bidder in the amount of \$620,684.83. The bid submitted by SRM Contracting & Paving, is 33.9% lower than the Engineer's Construction Estimate of \$940,000.00.

A bid protest was submitted on February 10, 2022 by Ramona Paving & Construction Corporation stating that SRM Contracting & Paving did not list a geotechnical testing firm as a subcontractor despite the value of the geotechnical testing bid price. Upon review of the bid protest, the City Attorney has determined that a geotechnical testing firm that is solely conducting testing is not considered a subcontractor under the Subletting and Subcontracting Fair Practices Act (the "Act"). A geotechnical testing firm that is solely conducting testing does not fall within the applicable definition of "contractor" and therefore SRM Contracting & Paving is not required to list a geotechnical firm as a subcontractor. The bid protest submitted by Ramona Paving & Construction Corporation has been determined to be without merit and Staff recommends that it be rejected by the City Council.

Staff also requests authorization for the City Manager, Director of Development Services or City Engineer to approve change orders in a total amount not to exceed \$62,068.00 (10%) for unforeseen items and additional work.

**ENVIRONMENTAL REVIEW**

The project is Categorically Exempt from environmental review under State Guidelines to the California Environmental Quality Act (CEQA), section 15301 (Class 1, repair or minor alternation to existing facilities involving negligible or no expansion of use).



**FINANCIAL STATEMENT** *HS for TM*

This project is funded by General Funds that were authorized by City Council for additional street resurfacing.

Construction Contract	\$ 620,684.83
Advertisement, Permits and Environmental Filing Fees	1,654.00
Construction Change Orders	62,068.00
Total Project Cost	<u>\$ 684,406.83</u>

**CITY ATTORNEY REVIEW**       N/A     Completed

**RECOMMENDATION** *KV for MB*

Adopt the Resolution:

1. Rejecting the bid protest submitted by Ramona Paving and Construction Corporation; and
2. Awarding the construction contract for the Cuyamaca Street Resurfacing and Woodside Avenue Street Repairs Project (CIP 2022-08 and CIP 2022-09) to SRM Contracting & Paving for a total amount of \$620,684.83; and
3. Authorizing the City Manager, Director of Development Services or City Engineer to approve change orders in a total amount not to exceed \$62,068.00; and
4. Determining the Project is Categorically Exempt from Environmental Review Under the California Environmental Quality Act.

**ATTACHMENT**

- Resolution
- Bid Summary Chart
- Project Map – Cuyamaca Street
- Project Map – Woodside Avenue

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

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA,  
REJECTING A BID PROTEST AND AWARDING THE CONSTRUCTION CONTRACT  
FOR THE CUYAMACA STREET RESURFACING AND WOODSIDE AVENUE  
STREET REPAIRS (CIP 2022-08 AND 2022-09) PROJECT TO SRM CONTRACTING  
& PAVING, DETERMINING THE PROJECT IS CATEGORICALLY EXEMPT FROM  
ENVIRONMENTAL REVIEW UNDER THE CALIFORNIA ENVIRONMENTAL  
QUALITY ACT**

**WHEREAS**, the City Clerk, on the 9<sup>th</sup> day of February, 2022 publicly opened and examined sealed bids for the Cuyamaca Street Resurfacing and Woodside Avenue Street Repairs (CIP 2022-08 and CIP 2022-09) Project (“Project”); and

**WHEREAS**, the lowest received bid was submitted by SRM Contracting & Paving, in the amount of \$620,684.83; and

**WHEREAS**, in accordance with Santee Municipal Code section 3.24.100 (E), staff has determined that the bid submitted by SRM Contracting & Paving conforms in all material respects to the requirements set forth in the invitation for bids; and

**WHEREAS**, a bid protest was received from Ramona Paving and Construction Corporation stating that a geotechnical testing firm was not listed as a subcontractor by SRM Contracting and Paving; and

**WHEREAS**, the bid protest was reviewed by Staff and the City Attorney and has been determined to be without merit since a consultant who is solely conducting geotechnical testing is not considered a contractor for the purposes of the Subletting and Subcontracting Fair Practices Act, and therefore is not required to be listed as a subcontractor; and

**WHEREAS**, SRM Contracting & Paving was found to be the lowest responsive and responsible bidder with a total bid amount of \$620,684.83; and

**WHEREAS**, staff recommends awarding the construction contract to SRM Contracting & Paving in the amount of \$620,684.83; and

**WHEREAS**, staff requests authorization for the City Manager, Director of Development Services or City Engineer to approve changes orders in a total amount not to exceed \$62,068.00 for unforeseen change orders and additional work; and

**WHEREAS**, the project is categorically exempt from environmental review under Section 15301 (existing facilities) of the Guidelines to the California Environmental Quality Act.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Santee, California, as follows:

**Section 1:** The Recitals provided above are true and correct and are hereby incorporated into this Resolution.

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

**Section 2:** The bid protest submitted by Ramona Paving and Construction Corporation has been determined to be without merit and is hereby rejected.

**Section 3:** The construction contract for the Cuyamaca Street Resurfacing and Woodside Avenue Street Repairs (CIP 2022-08 and CIP 2022-09) Project is awarded to SRM Contracting & Paving as the lowest responsive and responsible bidder in the amount of \$620,684.83 and the City Manager is authorized to execute the contract on behalf of the City.

**Section 4:** The City Manager, Director of Development Services or City Engineer is authorized to approve change orders in a total amount not to exceed \$62,068.00 for unforeseen items and additional work.

**Section 5:** The project is categorically exempt from environmental review under Section 15301 (existing facilities) of the Guidelines to the California Environmental Quality Act.

**Section 6:** The documents and materials associated with this Resolution that constitute the record of proceedings on which these findings are based are located at Santee City Hall, 10601 Magnolia Avenue, Santee, CA 92071. The City Clerk is the custodian of record of proceedings.

**Section 7:** This Resolution shall take effect immediately upon its passage.

**ADOPTED** by the City Council of the City of Santee, California, at a Regular meeting thereof held this 23<sup>rd</sup> day of February, 2022, by the following roll call vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

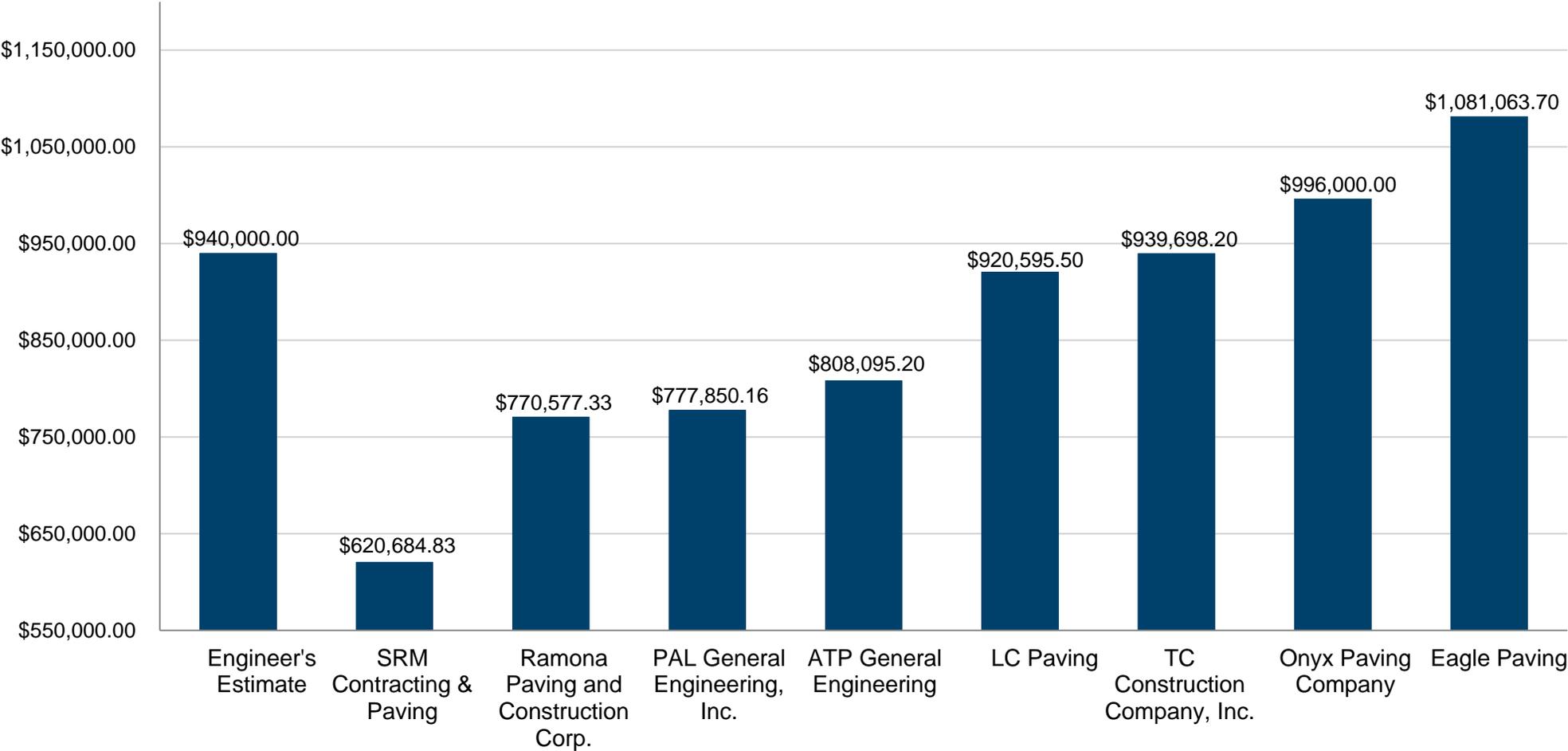
**APPROVED:**

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

**ATTEST:**

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

# CUYAMACA STREET RESURFACING AND WOODSIDE AVENUE STREET REPAIRS CIP 2022-08 AND CIP 2022-09





**MISSION GORGE RD**

**CUYAMACA ST**

**BUENA VISTA AVE**



**CUYAMACA STREET RESURFACING  
CIP 2022-08**

**EXHIBIT "A"  
PAVING - CUYAMACA STREET**

**PROJECT LIMITS** 



**CITY LIMITS**

**WOODSIDE AVE**

**DAVID ANN RD**

**MEETING DATE** February 23, 2022

**ITEM TITLE** RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, AWARDING THE CONSTRUCTION CONTRACT FOR THE CITYWIDE CONCRETE REPAIR AND REPLACEMENT PROGRAM 2021 (CIP 2021-05) AND DETERMINING THE PROJECT IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

**DIRECTOR/DEPARTMENT** Carl Schmitz, City Engineer 

**SUMMARY**

This item requests City Council to award the construction contract for the Citywide Concrete Repair and Replacement Program 2021 (CIP 2021-05) to Portillo Concrete, Inc. in the amount of \$163,920.00. This project will repair uneven concrete surfaces and replace damaged sidewalk panels, curbs and gutters throughout the City.

On January 25, 2022, the City Clerk publicly opened and examined six sealed bids. Upon review by staff, the bid submitted by Portillo Concrete, Inc. has been deemed the lowest responsive and responsible bid and is 11.4% lower than the Engineer's construction cost estimate of \$185,000.00. Staff also requests authorization for the City Manager, Director of Development Services or City Engineer to approve change orders in a total amount not to exceed \$40,980.00 (25%) for unforeseen items and additional concrete repairs across the City. Staff is requesting a 25% change order authorization to complete additional concrete replacements across the City with the available budget in the Concrete Repair and Replacement Program.

**ENVIRONMENTAL REVIEW**

The project is Categorically Exempt from environmental review under State CEQA Guidelines section 15301 (Class 1, repair or minor alternation to existing facilities involving negligible or no expansion of use) and 15302 (Class 2, replacement or reconstruction of existing structures and facilities).

**FINANCIAL STATEMENT** *HJ for TM*

Funding for this contract is included in the adopted Capital Improvement Program budget as part of the Concrete Repair/Replacement Program with a total budgeted amount of \$270,000.00 and is funded by Gas Tax RMRA funds.

Design and Bidding	\$ 19,704.40
Construction Contract	163,920.00
Construction Change Orders	40,980.00
Construction Engineering/Management	40,000.00
Project Closeout	1,500.00
	_____
Total Anticipated Project Cost	\$ 266,104.40



**CITY ATTORNEY REVIEW**    N/A    Completed

**RECOMMENDATION** *KV for MB*

Adopt the Resolution:

1. Awarding the construction contract for the Citywide Concrete Repair and Replacement Program 2021 (CIP 2021-05) to Portillo Concrete, Inc. for a total amount of \$163,920.00; and
2. Authorizing the City Manager, Director of Development Services or City Engineer to approve change orders in a total amount not to exceed \$40,980.00; and
3. Determining the Project is Categorically Exempt from Environmental Review under the California Environmental Quality Act.

**ATTACHMENT**

Resolution  
Bid Summary Chart

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

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA,  
AWARDING THE CONSTRUCTION CONTRACT FOR THE CITYWIDE CONCRETE  
REPAIR AND REPLACEMENT PROGRAM 2021 (CIP 2021-05) AND DETERMINING THE  
PROJECT IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW UNDER  
THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

**WHEREAS**, the City Clerk, on the 25<sup>th</sup> day of January, 2022 publicly opened and examined sealed bids for the Citywide Concrete Repair and Replacement Program 2021, (CIP 2021-05) ("Project"); and

**WHEREAS**, the lowest received bid was submitted by Portillo Concrete, Inc. in the amount of \$163,920.00; and

**WHEREAS**, in accordance with Santee Municipal Code section 3.24.100 (E), staff has determined that the bid submitted by Portillo Concrete, Inc. conforms in all material respects to the requirements set forth in the invitation for bids; and

**WHEREAS**, Portillo Concrete, Inc. was found to be the lowest responsive and responsible bidder with a total bid amount of \$163,920.00; and

**WHEREAS**, staff recommends awarding the construction contract to Portillo Concrete, Inc. in the amount of \$163,920.00; and

**WHEREAS**, staff requests authorization for the City Manager, Director of Development Services or City Engineer to approve changes orders in a total amount not to exceed \$40,980.00 for unforeseen change orders and additional work; and

**WHEREAS**, the project is categorically exempt from environmental review under Section 15301 and Section 15302 of the Guidelines to the California Environmental Quality Act.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Santee, California, as follows:

**Section 1.** The recitals provided above are true and correct and are hereby incorporated into this Resolution.

**Section 2.** The construction contract for the Citywide Concrete Repair and Replacement Program 2021, (CIP 2021-05) is awarded to Portillo Concrete, Inc. in the amount of \$163,920.00 and the City Manager is authorized to execute the contract on behalf of the City.

**Section 3.** The City Manager, Director of Development Services or City Engineer is authorized to approve change orders in an amount not to exceed \$40,980.00 for unforeseen items and additional work.

**Section 4.** The project is categorically exempt from environmental review under State CEQA Guidelines section 15301 (Class 1, repair or minor alternation to existing facilities involving negligible or no expansion of use) and 15302 (Class 2, replacement or reconstruction of existing structures and facilities).

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

**Section 5.** The documents and materials associated with this Resolution that constitute the record of proceedings on which these findings are based are located at Santee City Hall, 10601 Magnolia Avenue, Santee, CA 92071. The City Clerk is the custodian of record of those proceedings.

**Section 6.** This Resolution shall take effect immediately upon its passage.

**ADOPTED** by the City Council of the City of Santee, California, at a Regular meeting thereof held this 23<sup>rd</sup> day of February, 2022, by the following roll call vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

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

**ATTEST:**

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

# CITYWIDE CONCRETE REPAIR AND REPLACEMENT PROGRAM 2021

## CIP 2021-05

