

## **Exhibit A to the Staff Report**

### **STAFF REPORT**

**PUBLIC HEARING FOR THE DEVELOPMENT OF FANITA RANCH, FINAL REVISED ENVIRONMENTAL IMPACT REPORT (AEIS2017-11), GENERAL PLAN AMENDMENT (GPA2017-2), AN ORDINANCE ESTABLISHING THE “SPECIFIC PLAN” ZONE DISTRICT, APPROVING A ZONE DISTRICT AMENDMENT (R2017-1) TO AMEND THE BASE ZONE DISTRICT FROM “PD - PLANNED DEVELOPMENT” TO “SP - SPECIFIC PLAN,” AND ADOPTING THE FANITA RANCH SPECIFIC PLAN (SP2017-1), VESTING TENTATIVE MAP (TM2017-3), DEVELOPMENT REVIEW PERMIT (DR2017-4) CONDITIONAL USE PERMITS FOR PUBLIC PARKS (P2017-5, P2020-2), AND AN ORDINANCE APPROVING AND AUTHORIZING THE CITY MANAGER TO EXECUTE A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF SANTEE AND HOMEFED FANITA RANCHO LLC**

**APPLICANT: HOMEFED FANITA RANCHO LLC**

#### **CITY COUNCIL MEETING SEPTEMBER 23, 2020**

In compliance with the California Environmental Quality Act (CEQA), a Draft Revised Environmental Impact Report (EIR) was prepared by the City for the proposed Fanita Ranch Project. A Notice of Availability of the Draft Revised EIR was published in the East County Californian on May 29, 2020. A total of 255 copies of the Notice of Availability were mailed and 74 copies of the Notice of Availability were emailed to agencies, tribes, organizations and individuals who had requested notice or otherwise indicated an interest in the project. An electronic version of the Notice of Availability as well as the Draft Revised EIR, technical appendices and a link to the administrative record prepared under Public Resources Code Section 21167.6.2 were also posted on the City of Santee’s website on May 29, 2020 and filed and posted with the San Diego County Clerk. A Notice of Completion and the Draft Revised EIR were submitted to the California Office of Planning and Research. Three sets of the Draft Revised EIR and the technical appendices were made available at the City of Santee in the Development Services Department, City Clerk’s office and City Manager’s office.

The Draft Revised EIR was circulated for public review from May 29, 2020 through 5:00 p.m. (close of business) on July 13, 2020 (SCH No. 2005061118). During that time, the document was reviewed by various federal, state and local agencies, as well as by interested tribes, organizations, and individuals. A total of 216 timely comment letters/emails were received by the City. Written comments received by the City have been fully addressed in written responses.

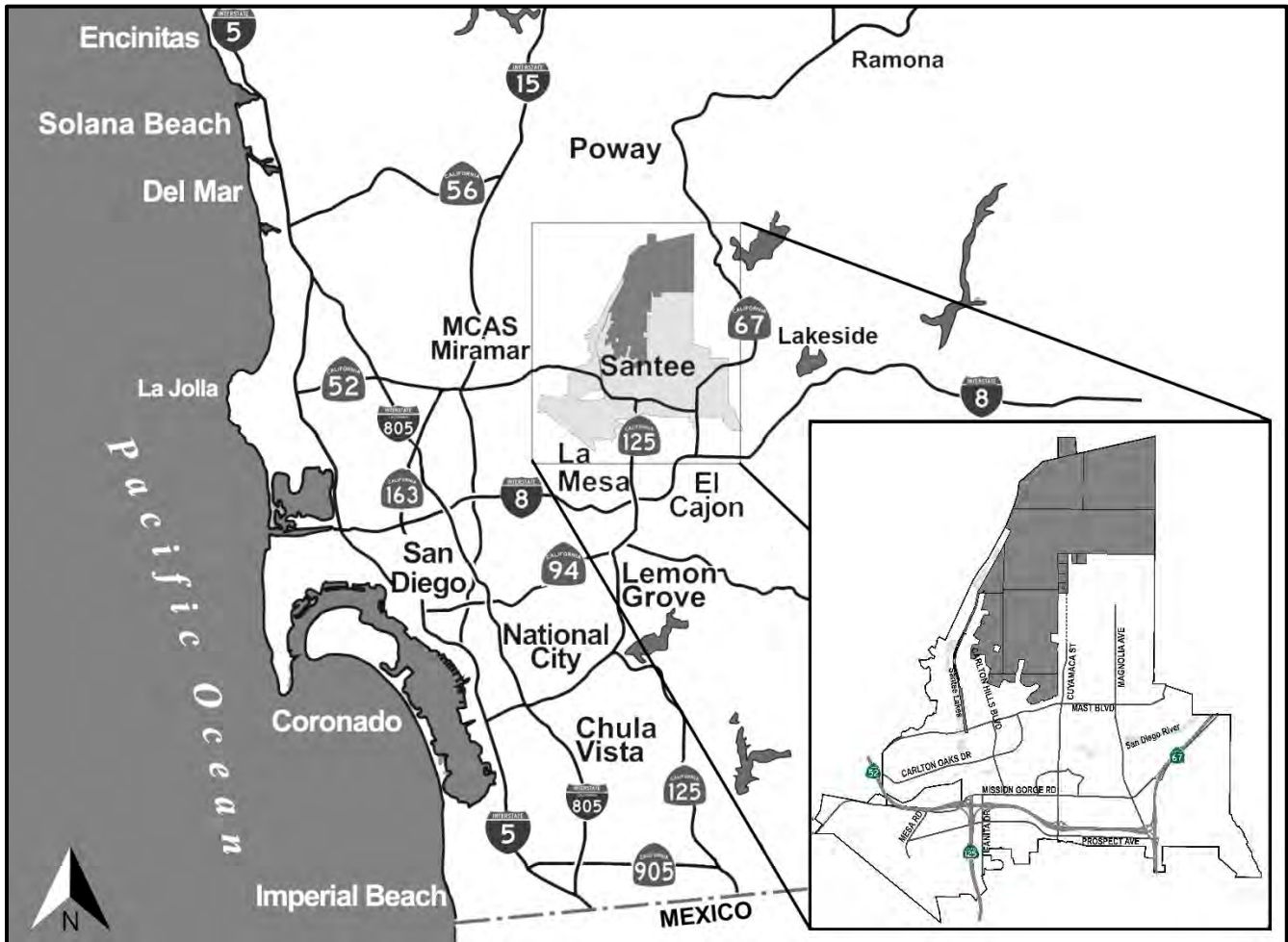
The City has prepared a Final Revised EIR, consisting of the written comments received during the review and comment period on the EIR; written responses to those comments as well as thematic responses; a First Errata (Volume III) showing revisions to the Draft Revised EIR (Volume I) and technical appendices (Volume II) in response to comments; and a Second Errata (Volume IV) showing revisions to the Final Revised EIR and technical appendices to reflect the removal of the Magnolia Avenue extension from the project in response to a request made by the applicant on August 20, 2020. The Final Revised EIR may be found on the City’s website at <https://www.cityofsanteeca.gov>, along with the Draft Revised EIR and

corresponding technical appendices. The Final Revised EIR is also available in the administrative record for the project posted on SharePoint for the Fanita Ranch Project accessible at:

<https://www.cityofsanteeca.gov> or  
<http://sntbberry.cityofsanteeca.gov/sites/FanitaRanch/Public/default.aspx>

For purposes of this Staff Report, “Revised EIR” refers to the Final Revised EIR.

A Notice of Public Hearing for September 23, 2020 was published in the East County Californian on September 11, 2020, and mailed by U.S. Postal Service or e-mailed to interested parties and agencies on September 10 and 11, 2020, respectively. An electronic version of the Public Hearing Notice was also posted on the City’s website at <http://www.cityofsanteeca.gov> on September 10, 2020. As explained further below (see Section F, Removal of Magnolia Extension as Project Design Feature), a public hearing was initially noticed for August 26, 2020 but was canceled due to the request received by the applicant on August 20 to remove the extension of Magnolia Avenue from the project.



**A. SITUATION AND FACTS**

1. Requested by ..... HomeFed Fanita Rancho LLC
2. Land Owner(s)..... HomeFed Fanita Rancho LLC (see Ownership Disclosure for others, Attachment 1)
3. Type and Purpose of Request ..... Revised Environmental Impact Report; General Plan Amendment; Vesting Tentative Map; Development Review Permit for development regulations; Specific Plan for allowable uses and development standards; Conditional Use Permits for 2 public parks; Development Agreement to provide public benefit.
4. Location..... North of Carlton Hills Blvd and Fanita Parkway
5. Site Area ..... 2,368 acres
6. Number of lots..... 1,467 (proposed)
7. Number of units ..... 2,949 with school; 3,008 without school
8. Density ..... Various (4-50 dwelling units per acre)
9. Hillside Overlay ..... No
10. Existing Zoning..... PD-Planned Development; Proposed SP-Specific Plan
11. Surrounding Zoning..... North: Unincorporated Lakeside Rural Residential  
South: R-2, R-1, R1A, HL  
East: Unincorporated Lakeside Rural Residential  
West: MCAS Miramar; East Elliot (San Diego)
12. General Plan Designation ..... Planned Development District
13. Existing Land Use..... Undeveloped site
14. Surrounding Land Use ..... North: Open space  
South: Single-family residential  
East: Undeveloped land; rural residential  
West: Open space; PDMWD water treatment facility
15. Terrain..... Hillside and valley terrain
16. Environmental Status ..... Final Revised Environmental Impact Report (SCH# 2005061118)
17. Within Airport Influence Area (AIA)... Gillespie Field and MCAS AIA

## **B. LATE COMMENTS ON DRAFT REVISED EIR**

After the close of the comment period for the Draft Revised EIR on July 13, 2020 at 5:00 p.m., the City continued to receive dozens of additional comments, which may be found in the administrative record posted on SharePoint for the Fanita Ranch Project accessible at:

<https://www.cityofsanteeca.gov> or  
<http://sntbberry.cityofsanteeca.gov/sites/FanitaRanch/Public/default.aspx>

Late comments may be found in Section (G), Remainder of the Record, Subsection (14)(C), Documents Received After Release of Draft EIR for Comment, Comments and Other Correspondence on Draft EIR.

CEQA does not require the lead agency to respond to late comments. The lead agency is also not required to delay the environmental review process to prepare responses to late comments. (Public Resources Code, § 21091(d)); CEQA Guidelines, § 15088(a); 15207.) Late comments, which were submitted in support and in opposition to the project, did not raise any new environmental issues that were not previously addressed in the EIR, responses to timely comments on the EIR, or elsewhere in the administrative record for the project. Late comment letters submitted to the City by the Southwest Regional Council of Carpenters (received on July 13, 2020 at 5:50 p.m.) and the Center for Biological Diversity, with comments from SWAPE (received on July 28, 2020) raised environmental concerns warranting further clarification. Those late comment letters and the City's responses are located in Attachments 7 and 8, respectively, to this Staff Report.

## **C. BACKGROUND**

In 2003, with the adoption of the City's "General Plan 2020", the previous "Specific Plan" land use designation for the Fanita Ranch site was changed to "Planned Development" and the 16 "Essential Elements" that guided development of the property were restated as the 16 "Guiding Principles". These principles adhered to a longstanding vision of "move-up" housing with 40% of the lots ranging in size from 10,000 to 20,000 square feet. The Guiding Principles included development of a golf course with hotel/conference facility, a business park, and a recreational facility next to a man-made lake. The extensions of Fanita Parkway and Cuyamaca Street were expected, but the extension of Magnolia Avenue would be based on a proposed project's impacts and/or necessity.

In 2007, the City certified an Environmental Impact Report (SCH# 200506118) and issued entitlements to Barratt American Inc., Fanita Partners LLC for 1,395 dwelling units, with 80% of these on lots ranging in size between 10,000 and 20,000 square feet, in accordance with the Guiding Principles. The development included a commercial center, recreational vehicle storage, parks, a community building, lake, trail network and a 1,412-acre habitat preserve. Site design was in the form of four villages that extended from south to north, with road extensions designed for Fanita Parkway, Carlton Hills Boulevard and Cuyamaca Street to serve the development. From 2008 through 2012, the entitlements and EIR were subject to litigation and the project did not move forward. Refer to the Revised EIR (Section 2.2) for

additional discussion on the Project Background.

In August 2018, HomeFed and JWO Land LLC, as new owners of the project site, submitted a complete application to the City for 2,949 dwelling units, 80,000 square feet of commercial/civic uses, trails, parks, farmland, recreational vehicle storage and a 1,640-acre habitat preserve. Fanita Parkway, Cuyamaca Street and Magnolia Avenue would serve three villages, namely Fanita Commons, Orchard Village and Vineyard Village.

While the Barratt American project proposed a Development Plan and an Administrative Program for procedures, regulations and guidelines to implement the project, the current applicant has chosen to utilize a single Specific Plan for similar purposes. As such, the application includes a General Plan Amendment to restore the pre-2003 “SP – Specific Plan” land use designation and Base Zone District “SP” classification and to replace the 16 Guiding Principles with 13 Guiding Principles. Prior to formal project application submittal, in November 2015, the City Council received a staff presentation on the Fanita Ranch Guiding Principles and potential ways in which these could be changed to reflect a more compact and sustainable development.

California State law authorizes cities to prepare and adopt Specific Plans for the systematic implementation of the General Plan for all or part of the area covered by the General Plan (Government Code Section 65450). Specific Plans contain both planning policies and regulations and may combine zoning regulations, capital improvement programs, detailed development regulations, and other regulatory requirements into one document designed to meet the needs of a specific area. Specific Plans may be adopted by City Council Resolution or by Ordinance. Per the application, the subject Specific Plan would be adopted by Ordinance because of its regulatory nature, to include established land uses and development standards.

Staff has worked with the applicant for five years on this project, including preparation of the Revised EIR by the City’s consultant. During this time the City updated its Circulation Element (Mobility Element), updated its Five-Year Capital Improvement Program twice, and adopted a Climate Action Plan, known as the “Sustainable Santee Plan.” The project’s Resolutions and Ordinances recommended by staff for approval represent the work of many professionals in the fields of planning, engineering, traffic, fire and environmental sciences. City staff obtained third-party peer review for many of the technical reports in support of the analysis and conclusions in the Revised EIR, as well as many of the mitigation measures and conditions of approval to be imposed during construction and operation of the project.

Beginning in 2019, four public workshops were held to inform both the City Council and the public about the project:

- May 8, 2019: Application and overview of the development proposal
- September 11, 2019: Transportation and circulation overview
- October 23, 2019: Parks, trails and open space overview
- February 12, 2020: Fire protection and public safety overview

The applicant has conducted substantial public outreach regarding the project over the past few years, reiterating its commitment that no certificates of occupancy would be issued for the project until certain SR-52 corridor improvements have been installed by Caltrans. That commitment is memorialized in the proposed Development Agreement (Section 4.5.2) between the City and the applicant and is also discussed in the Revised EIR (See Appendix N to the Draft Revised EIR, Traffic Impact Analysis, Section 21.4).

More specifically, the SR-52 improvements include:

- Converting the existing two-way bike path on the north side of the freeway to a 4.2-mile long westbound auxiliary/truck climbing lane from Mast Boulevard to Santo Road
- Extending the westbound truck climbing lane from the off-ramp to Santo Road to the on-ramp from Santo Road (including a retaining wall under the Santo Road Overcrossing)
- Relocating the existing 4.6-mile long two-way bike path on the north side of the freeway to the south side including one 10-foot wide light weight cantilevered separated bike path on two existing bridges;
- Adding an eastbound auxiliary lane from I-15 to Santo Road;
- Restriping eastbound SR 52 from 2 lanes to 3 lanes from Mast Boulevard to east of the San Diego River Bridge, eliminating the lane drop at Mast Boulevard and maintaining three eastbound through lanes to SR 125; and
- Widening the westbound on-ramp from Mast Boulevard to SR 52 to a two-lane ramp.

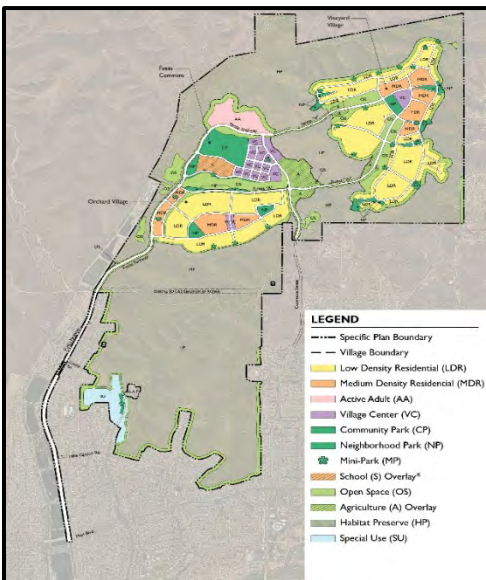
These improvements are based on a Caltrans “Project Study Report SR-52–Project Development Support” (PSR-PDS) funded by the applicant and sponsored by the City in coordination with other local jurisdictions and regional transportation agencies. The improvements would be carried out by Caltrans to increase capacity and improve freeway operations along SR 52. An Environmental Impact Report and Environmental Impact Statement for the improvements are underway, with an estimated completion date in December 2020. Project plans, specifications and estimates would be completed by August 2021, and a one-year construction period is anticipated between April 2022 through April 2023. The applicant has committed up to \$10M toward the design, environmental compliance and implementation of these improvements.

In addition, the Development Agreement (Section 4.5.1) commits the applicant to an additional \$5M toward funding SR-52 improvements, or other transportation infrastructure of significant importance intended to ease traffic congestion as determined by City Council (Section 4.5.3). In 1992, the City of Santee agreed to participate in a regional conservation planning effort led by the City of San Diego. The City of San Diego prepared a Multiple Species Conservation Program (MSCP) for the preservation and management of roughly 900 square miles in the southwestern County of San Diego, and the MSCP Plan and EIR/Environmental Impact Statement were adopted in August 1998 (City of San Diego 1998). The 1998 MSCP outlines a comprehensive regional habitat preserve system and establishes minimum conservation and management requirements for 84 species. The City’s draft Subarea Plan identifies 22 species that occur, or are likely to occur in Santee, and for which habitats would be preserved, expanded (created) or restored.

The City's General Plan includes Conservation Element Policy 7.4 which requires the completion of a MSCP Program Subarea Plan that conserves a minimum of 2,600 acres as permanent open space for preservation of habitats and species. The largest contributor of land to the intended preserve would be the owner of the Fanita Ranch property, in step with approved development.

Project development is concentrated to the northern half of the site so that landslide prone soils are avoided to the south, hillside views from existing neighborhoods are maintained, the highest concentration of habitat for protected California Coastal Gnatcatchers is preserved, and habitat linkages are designed to accommodate animal movement in all cardinal directions. Although the City of Santee's draft Subarea Plan has not yet been completed, development entitlements affecting sensitive resources (habitats, flora and fauna) have included requirements for on- and/or off-site preservation of permanent and managed open space, consistent with the City's draft Subarea Plan. Since 2007, 614 acres have been added to a managed preserve system in Santee. The City of Santee's draft Subarea Plan is comprised of six subunits. Fanita Ranch is the largest subunit (refer to Attachment 2).

#### **D. PROJECT DESCRIPTION**



The proposed development includes a new community consisting of approximately 2,949 housing units under a preferred land use plan with school, or 3,008 units under the land use plan without school, and up to 80,000 square feet of commercial uses, in addition to parks, open space, and agriculture uses. The project development would be clustered into three villages to preserve natural open space areas, drainages, and key wildlife corridors.

The three villages would be named according to their design theme: Fanita Commons, Vineyard Village, and Orchard Village. The three villages would be situated around a centralized farm that would provide food and function as a focal point for the community. Each village would be defined by its location, physical characteristics, and mix of housing types and uses.

Architectural designs reflect various periods of development in California, to include the hacienda, the ranch, and contemporary/modern homes and commercial/farm buildings. This mix of architectural styles and building typologies are proposed to support the vision of a high quality, sustainable community and to promote visual interest and diversity. The Specific Plan lists a variety of styles: Americana, Arts & Crafts, Early Californian, Mediterranean, Modern and Contemporary. These are illustrated in Chapter 6 of the Specific Plan and are generally distinguished by roof form, exterior wall materials (stucco, plank siding, patterned masonry), window and door trim, porches, columns, and accent features such as corbels, brackets, brick, stone, and decorative metalwork.

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

A Special Use Area would be located in the southwestern corner of the project site. Uses in this area include a solar farm, recreational vehicle storage, above-ground agriculture, and a mini-park/trail staging area. The proposed land uses and maximum residential unit yield for the project are provided in the following Table:

**Preferred Land Use Plan Project Component Summary**

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

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

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

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

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

<sup>4</sup> There would be 31 Mini-Parks on approximately 16.4 acres distributed throughout the project site, including the Village Green in Fanita Commons.

<sup>5</sup> Does not include approximately 28.6 acres of off-site improvements.

<sup>6</sup> The underlying land use for the School Overlay is Medium Density Residential. If the reserved school site is not acquired for school use within 2 years of approval of the final map containing the School Overlay, the Medium Density Residential land use would be implemented on the school site and the maximum total number of units on the project site would be 3,008 units.

<sup>7</sup> The underlying land use for the Agriculture Overlay is Open Space. If an Agriculture Overlay site is not developed with agricultural related uses, the Open Space land use would be implemented on the site.



Village Center (VC): In total, there would be three Village Centers in the project. The Village Center land use designation would apply to approximately 36.5 acres and would allow development of approximately 435 residential units. It would accommodate a mix of residential, commercial (retail, service, and office), civic, and recreational uses in a walkable mixed-use configuration with a maximum building height of 55 feet. When uses are mixed, they may be combined horizontally (side by side or adjacent to one another) or vertically (residential, office above retail, or combination of both). Residential densities would be allowed up to 50 residential units per acre. A minimum of 60 square feet of private open space per residential unit would be provided.



The Fanita Commons Village Center would be the largest and would serve the entire project site. A fire station and law enforcement satellite office would be located in the Fanita Commons Village. The fire station would be equipped and staffed to provide service to both project residents and existing Santee neighborhoods.

Two smaller Village Centers would be located in Orchard Village and Vineyard Village, which would provide for similar mixed-use residential, retail, service, office, and/or recreational needs of those individual villages. Typical allowed non-residential uses include specialty food markets, restaurants/night clubs, and business services. The location of parking would consider proximity to the Village Centers and parks and seek to promote walkability or alternative modes by providing bicycle facilities and trails to offset single-occupancy vehicle use.



Medium Density Residential (MDR): The Medium Density Residential land use designation would apply to approximately 67 acres of the project site and would allow development of approximately 866 residential units. It would establish areas for residential uses in a variety of attached, detached, and semi-detached building typologies at densities ranging from 8 to 25 residential units per acre. The Medium Density Residential land use designation would occur in Orchard Village and Vineyard Village near parks and the Village Centers to promote walkability. Maximum building height in the Medium Density Residential designation would

be 45 feet. Residences may be served by public or private streets along the front, private driveways at the rear, or motor courts. A minimum of 100 square feet of private open space per attached residential unit would be provided per attached unit, and a minimum of 50 square feet of common open space would be required per unit.

**Low Density Residential (LDR):** The Low-Density Residential land use designation would apply to approximately 240.8 acres of the project site and would allow development of approximately 1,203 residential units. It would establish areas for low-density detached residential uses in a variety of lot sizes and configurations and with densities ranging from 4 to 10 residential units per acre.

The Low-Density Residential land use designation would be located in Orchard Village and Vineyard Village near parks and trailheads to promote walkability and wellness. Building types would include single-family detached residences, detached cluster residences, and community buildings with a maximum building height of 45 feet. A minimum of 350 square feet of private open space would be provided for each unit.



**Active Adult (AA):** The Active Adult land use designation would apply to approximately 31 acres within Fanita Commons and would allow development of approximately 445 residential units. It would establish areas for age-restricted residential uses in a variety of building types with densities ranging from 5 to 25 residential units per acre and a maximum building height of 55 feet. The Active Adult land use designation would occur in the northwestern portion of Fanita Commons, near the Village Center, Farm, and Community Park. Building types would include single-family detached residences, detached cluster residences, and attached/semi-detached residences with a maximum building height of 55 feet. A minimum of 60 square feet of private open space would be provided for each unit, and a minimum of 50 square feet of common open space would be required per unit.

**School Overlay (S):** The School Overlay land use designation would reserve a school site for a potential K–8th grade public school or other educational uses on approximately 15 acres in Fanita Commons. If acquired by the Santee School District, the site would accommodate up to 700 students. Other uses, such as private school, charter school, child care center, nature center, and cultural and farm education facilities, would be permitted if the Santee School District does not pursue the site for a public school.

The preferred land use plan with school analyzed in the Revised EIR includes the school site. Because the City and applicant do not control whether the site would be acquired by the Santee School District for use as a school, the underlying land use for the School Overlay site is Medium Density Residential. If the school site is not acquired for a permitted educational use within two years of the filing of the Final Map for the phase in which the site is located, the underlying Medium Density Residential land use designation would be implemented, and the maximum total number of units permitted on the project site would be increased by 59 units to 3,008 units.

Agriculture Overlay (A): The Agriculture Overlay land use designation would apply to approximately 38.2 acres of the project site and establish areas for a farm and other agricultural uses. The 27.3-acre farm in Fanita Commons would be the community focal point of the project. Continuous education and learning experiences linked to a working farm, its orchards and vineyards and “AgMeander” trail are proposed.



The working farm would also be open to the public-at-large. In addition to vegetables and community gardens, the farm would include small-scale animal husbandry. Maximum building height in the Agriculture Overlay would be 35 feet. Farm equipment operations would be limited to the hours of 7:00 a.m. to 7:00 p.m. every day.

A community-supported agriculture program, where the consumer receives produce on a regular basis, would be offered. Food grown on the Farm would also be distributed to local schools, restaurants, and other institutional facilities, such as congregate care and assisted living facilities.

The Farm would allow for a range of community activities including farm-to-table events, community harvests, weddings, and other celebrations and festivals. Farm-based education would be provided as tours, volunteer opportunities, camps, and workshops related to gardening and farmer training, nutrition, cooking, herbal medicines, and home preservation of food.

Temporary special events in the Agriculture Overlay areas would be subject to the applicable criteria and conditions of the Santee Municipal Code, Section 13.06.070. Special and temporary event attendance would be limited to a maximum of 300 attendees. Keeping, raising, and boarding of large and small four-legged animals, as allowed under the Santee Municipal Code, would be permitted. The number of four-legged animals shall not exceed five animals per gross acre of the Agriculture Overlay areas. Keeping, raising and boarding of fowl such as chickens, roosters, ducks, geese and other similar fowl would also be permitted.

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



Parks (CP, NP, MP): The Park land use designation would apply to approximately 78 acres of the site. An approximately 31.2-acre Community Park (CP), 8 Neighborhood Parks (NP), and 31 Mini-Parks (MP) would be distributed throughout the development to provide active and passive recreational opportunities and gathering spaces within walking distance of all residences.

Permitted building types would be limited to community buildings including swimming pools, sport courts, and restrooms. The Community Park and one

Neighborhood Park located in Fanita Commons (NP-8) would be owned and maintained by the City of Santee, and the other parks would be owned and maintained by a Master Homeowner's Association (HOA). Some of the Mini-Park designated areas would also provide trail access and serve as the key access points to the trail system. All parks contributing to the total parkland requirement would be publicly accessible and ensured by public use easements shown on the Final Map.

Open Space (OS): The Open Space land use designation would apply to approximately 256 acres of open space area outside of the Habitat Preserve. The Open Space designation would include brush management areas, also referred to as Fuel Modification Zones (FMZs) at the edge of development, slopes adjacent to streets and within the villages, trailheads, water quality basins, land for water tanks and pump stations that would be dedicated to and maintained by Padre Dam Municipal Water District, and two riparian areas in Fanita Commons. Two bridges over the riparian areas are proposed. Open Space areas and bridges would be owned, maintained and managed by the HOA.



Special Use Area (SU): The Special Use land use designation would apply to an approximately 31.9-acre site located in the southwestern corner of the project site east of Fanita Parkway and west of an existing PDMWD Carlton Hills water reservoir. Permitted uses for the Special Use Area are limited to water quality basins, a road extension at the current terminus of Carlton Hills Boulevard, a solar farm, a recreational vehicle (RV) and boat storage facility, and a non-irrigated Mini-Park with trailhead. Due to underlying soil conditions, no mass grading or introduction of water would be allowed in the Special Use area.

**Habitat Preserve (HP):** A Preserve Management Plan would apply to those open space areas outside the limits of development and would include approximately 1,650.4 acres representing about 63 percent of the total project site. It would include areas undisturbed from development and specific revegetated slopes at the edge of the planned development area. Revegetated slopes would consist of native plants that blend into the existing natural landscape in conformance with a habitat restoration plan. The intent of this land use is to designate areas that would ultimately be included in City's MSCP Subarea Plan, fulfilling the City's commitment to participate in the regional MSCP. The project applicant has prepared a Preserve Management Plan that directs and provides funding mechanisms for the long-term management and monitoring of the biological resources in the Habitat Preserve, with or without the approval of the City's Subarea Plan by the Wildlife Agencies. The Habitat Preserve would be selectively accessible through a managed and maintained trails system. A conservation easement would be dedicated on the Final Map that reflects the Habitat Preserve area.

**Roadways:** The project would improve and construct new segments of two of the Santee General Plan Mobility Element streets: Fanita Parkway and Cuyamaca Street. Improvements would also occur at the terminus of Carlton Hills Boulevard and at existing dead-end streets that terminate at the project site boundary where drainage facilities, erosion control measures and sidewalks are deemed necessary to access the perimeter trail. Refer to Attachment 3 for more information on the design of the street network.

During new road construction, or when trenching occurs within existing roadways, there is an opportunity to install conduit (pipes through which fiber optic cable may later be pulled through). This approach reduces the cost associated with trenching and resurfacing roads at a later date. As part of the project (as conditioned) empty conduit will be included in project-related roadwork to accommodate future communication improvements between the new Fire Station and the two parks that will be owned by the City (Community Park CP#1 and Neighborhood Park #8). Additionally, all new traffic signals required for the project will be connected with a fiber optic interconnect system at the closest existing connection point to advance the deployment of adaptive "smart signals" along major arterials in the City.

It will be necessary to acquire land from property owners with properties located between the existing terminus of Cuyamaca Street and the project limits (approximately 30 parcels). The City has established procedures necessary to ensure due process and orderly acquisition of off-site public right of way and City easements from private developers. Legislative Policy Memorandum, LPM-91-1 has established these requirements and procedures.

**Project Phasing:** The conceptual phasing plan for the project indicates four phases. The public facilities would be provided commensurate with development and public services would be provided prior to the time of need. The conceptual phases for the project include the following:

- Phase 1: Fanita Commons and the easterly portion of Orchard Village, off-site and on-site improvements to Fanita Parkway and Cuyamaca Street, sewer infrastructure through the

Phase 2 area, and water infrastructure in the Special Use area. Residential units in this phase total 1,050.

- Phase 2: Westerly portion of Orchard Village and dead-end street improvements. Residential units in this Phase total 573.
- Phase 3: Connections to and construction of the southerly half of Vineyard Village and water infrastructure through the Phase 4 area. Residential units in this Phase total 512.
- Phase 4: Northerly half of Vineyard Village. Residential units in this Phase total 814.

These proposed phases are conceptual and non-sequential. Phases may occur simultaneously. Phases may overlap or vary depending on market conditions. Each phase is estimated to take approximately two to four years to complete. Construction is anticipated to begin in summer 2021 with a buildout over a 10- to 15-year period. The Special Use Area is not tied to the development phasing described previously and may be developed at any time during project buildout.

Upon buildout of the four phases of development, implementation of the land use plan with school would add approximately 7,974 residents and 450 employees and the land use plan without school would add approximately 8,145 residents and 200 employees.

## **E. GENERAL PLAN CONSISTENCY / ENVIRONMENTAL ANALYSIS**

This section of the Staff Report summarizes the project's consistency with the overarching intent of the General Plan to maximize the opportunity for a master-planned community on Fanita Ranch and the environmental analysis for the project in the Revised EIR. The project includes a variety of residential types, supporting commercial uses, parks, open space and "working farm" uses all clustered in three villages.

### **General Plan Conformance:**

The 2020 Santee General Plan Land Use Element identifies Fanita Ranch as an Area for Special Study and includes Guiding Principles for the comprehensive development of Fanita Ranch. Since the General Plan's adoption in 2003, the housing, office, and retail markets have evolved. The project is responsive to the ever-increasing demand for housing to meet population growth, while also preserving natural resources.

Unlike the predominant 1970 tract home subdivisions comprised of similar building forms and lot placement, the project includes a mix of residential neighborhoods within clustered villages. A variety of residential opportunities include live/work units, multiple-family, single-family, congregate care and age-restricted development. The clustered village design offers a unique opportunity to provide an interconnected recreation and open space network that includes active and passive parks, trails, bikeways, recreation facilities and an approximately 1,650-acre, managed, Habitat Preserve.

The project results in a master-planned community that promotes and encourages conservation of resources; facilitates the creation of an attractive and harmonious community; attains a desirable mix of residential and recreational opportunities; and ensures the provision of adequate and essential public services and facilities. The project will provide needed housing and result in the City meeting its housing target for above-moderate income housing (Fifth Cycle Housing Element) as required by the State Department of Housing and Community Development.

The Resolution prepared for the General Plan Amendment to change the Fanita Ranch property from a "Planned Development District" designation to a "Specific Plan District" designation includes an Exhibit describing the project's conformance with the Guiding Principles for Fanita Ranch.

An important requirement of the project is that it provide a high-end residential community with unique design characteristics and amenities. The following are key amenities of the project:

- Housing: Provides a variety of housing types attractive to different households.
- Open Space: Contributes 1,650 acres of biological habitat toward Santee's open space preserve, representing the single largest dedication of open space in the City's history.
- Parks: Adds approximately 78 acres of parkland, of which 35 acres are comprised of two publicly-owned parks and 43 acres are comprised of private parks with full public access.
- Community Center: Provides a 7,000-10,000 square foot public building within the Community Park.
- Trails: Provides City residents with new public recreational opportunities, including use of a trail network (currently the site is privately owned and gated).
- Farm: Includes a publicly accessible working farm.
- Fire Station: Provides a 10,000 square-foot, turn-key fire station to provide service to both project residents and existing Santee neighborhoods. The project includes one Type I fire engine and one Type III wildland fire engine added to the City's fire apparatus resources. It also includes full staffing, twenty-four hours a day, seven days a week, with three captains, three engineers and three firefighter/paramedics.
- Fire Protection: Provides a state-of-the art Fire Protection Plan that incorporates the City's fire code, amended to be more restrictive than the state code, and includes highly specialized brush management zones adjacent to structures and roadways.

Fees: Contributes approximately \$31 million in fees, including Regional Transportation Congestion Improvement Program (RTCIP) Mitigation fees pursuant to project conditions:

Traffic Impact Fee	\$ 9.6 million
Traffic Signal Fee	\$ 1.0 million
Public Facilities Fee	\$12.8 million
RTCIP Fee	\$ 7.6 million

Economic Benefit: A Fiscal Impact Analysis for the project has been completed by Development Planning & Financing Group, Inc. This analysis includes the projection of all ongoing revenues (property tax, sales tax, property tax in lieu, etc.) generated from the project and all ongoing costs (police and fire protection, street maintenance, park and landscape maintenance, etc.) incurred as a result of the project. The analysis determined that the project would generate an annual \$1.4 million net positive revenue stream to the City upon build-out of the project.

Development Agreement:

A Development Agreement is proposed for City Council consideration and introduction for first reading (Ordinance). The key additional public benefits to be provided by the applicant in the Development Agreement include:

1. Design/construct two public parks and maintain such parks for two years at applicant's expense.
2. Public access easements for neighborhood parks and trail network, maintained by the applicant/future HOA in perpetuity.
3. Advancement of funds for preparation and consideration of the MSCP Subarea Plan for adoption.
4. Open space dedication and habitat management in perpetuity by the applicant.
5. Funding in the amount of \$2.6 million to the City for the construction of affordable housing.
6. Funding in the amount of \$2.6 million to BE USED BY THE City to fund an off-site infrastructure improvement project identified in the Capital Improvement Program.
7. Maintenance of landscaped areas in medians, parkways and outer areas along Cuyamaca Street and Fanita Parkway by the applicant for five years following City acceptance of facilities.
8. Funding in the amount of \$10 million toward SR 52 improvements.
9. Funding in the amount of \$5 million for transportation infrastructure of significant importance intended to ease traffic congestion.



### Park Facilities:

Santee Municipal Code (SMC) Chapter 12.40, Park Lands Dedication establishes the provisions for dedication of land, payment of an in-lieu fee or a combination of both for the purpose of providing park and recreation facilities to serve future residents of a subdivision development. SMC Section 12.40.070 requires the amount of land to be dedicated based on the average occupancy rate per dwelling type and the ratio of dedication equivalent to 5 acres per 1,000 population, according to the following: single-family dwellings at 740.5 square feet per unit and multi-family dwellings at 675.2 square feet per unit. Based upon the proposed 1,203 single-family homes and 1,746 multi-family homes, 47.6 acres of developed parks and recreation facilities must be provided at Fanita Ranch to satisfy the parkland dedication requirement of 5 acres per 1,000 population pursuant to SMC Section 12.40.070.

Per the public park credit provisions set forth in SMC Section 12.40.110, developed park land dedicated to, and maintained by, the City of Santee would represent 100 percent park credit. Developed parkland maintained by an HOA and trails will receive up to 50 percent credit per the private park credit provisions in SMC Section 12.40.100. Roughly 78 acres of public and private park lands for active and passive recreation, and 4.5 acres of trails, consisting of perimeter trails and the Stowe Trail connections, are planned within Fanita Ranch, for a total of 82.5 acres. Of the total 82.5 acres, 52.4 acres are eligible and available for park land dedication credit, which satisfies the SMC Chapter 12.40, Park Lands Dedication requirement. Refer to Attachment 4 for location of parks within the project.

The park plan provides new recreational opportunities to existing and future residents with the development of a new Community Park that will include two multi-purpose ballfields, sport courts, restrooms, parking, tot lots, open play areas, passive picnicking areas, and may include an aquatic element, community gathering plaza and dog park. In addition, a 7,000 to 10,000 square-foot community center will provide multi-purpose, flexible spaces to support recreation, learning, arts and crafts, social and service functions. The project includes approximately 42.6 acres of Homeowner's Association Neighborhood and Mini-Parks within the residential villages in addition to the City neighborhood and community park, all of which are within walking distance to future residents and accessible to the Santee public. The project, as proposed, provides adequate recreation amenities and eliminates the requirement for park-in-lieu fees.



### Traffic/Circulation:

Given the scale of the project, development would occur over several years, with buildout occurring over a 10- to 15-year period. In order to provide for a worst-case analysis, impacts were measured assuming construction of the entire project at once. Potential project impacts were then tied to a unit occupancy number to identify the point in time in which

implementation of mitigation measures would be required. These are found in the Mitigation, Monitoring, and Reporting Program, attached to the Revised EIR. These mitigation measures include, but are not limited to, the following local road improvements.

- Traffic signal installations at Ganley Road and Lake Canyon Road intersections with Fanita Parkway, each with southbound and northbound left turn protected phasing.
- Traffic signal installations at Beck Drive, El Nopal, Woodglen Vista and Princess Joann intersections at Cuyamaca Street.
- Widening the intersection of Mast Boulevard and Cuyamaca Street with additional lane geometry (striping) to improve flow of through traffic and turning traffic.
- Widening the intersection of Mast Boulevard and Fanita Parkway with additional lane geometry to improve flow of through traffic and turning traffic.
- Installation of an Adaptive Traffic Signal Control system along Mission Gorge Road between Fanita Drive and Town Center Parkway. This is a traffic management strategy in which traffic signal timing changes, or adapts, based on actual traffic demand.
- Widening the intersection at Mission Gorge Road and Cuyamaca Street to provide a dedicated northbound right turn lane to Mission Gorge Road from Cuyamaca Street.
- A fair share contribution toward roadway striping improvements at the intersection of West Hills Parkway and Mission Gorge Road.
- Street widening, bike lanes, landscaping and median improvements along Fanita Parkway and Cuyamaca Street.

Attachment 3 also includes an aerial showing the location of circulation improvements by intersection and roadway segment.

State Route 52: The project is conditioned to preclude occupancy of the first equivalent dwelling unit until the SR 52 improvements described above are completed. As discussed in the Revised EIR, the applicant has commenced coordination with Caltrans for improvements to mitigate potential project impacts, executed agreements and committed funds for such purposes. For impacts to SR-52, the applicant has privately funded a Caltrans PSR-PDS for the evaluation of potential improvements to the SR-52 corridor by Caltrans intended to relieve congestion.

State Route 67: The Revised EIR includes a mitigation measure to install a traffic signal at the Riverford Road/ SR 67 Southbound Ramps intersection. Because this intersection is located within the County of San Diego's and Caltrans' jurisdictions, the City is without jurisdiction to *ensure* the construction of the recommended improvements. Nevertheless, City staff and the applicant have been actively coordinating with County staff regarding implementation of mitigation measures outside of Santee's jurisdiction.

The project would generate new vehicular trips to the local and regional network. The trip generation rates used for the proposed land uses are based on corresponding land uses

listed in the (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002, by SANDAG. Additional rates were sourced to the “Institute of Transportation Engineers” (ITE) Trip Generation Manual where noted. Table 4.16-10 in the Revised EIR identifies the trip generation rates and calculations for the project land uses (refer to Attachment 5 for Table 4.16-10). Applying the rates listed in Table 4.16-10, the following gross trip generation amounts were calculated:

- The residential portion of the project is calculated to generate a gross total of 24,490 ADT with 1,914 trips (499 inbound/1,415 outbound) during the AM peak hour and 2,393 trips (1,663 inbound/730 outbound) during the PM peak hour.
- The non-residential development, including commercial, school, and parks, is calculated to generate a gross total of 6,723 ADT with 1,284 trips (689 inbound/595 outbound) during the AM peak hour and 563 trips (261/302 outbound) during the PM peak hour.
- The entire project is calculated to generate a gross total of 31,213 ADT with 3,198 trips (1,188 inbound/2,010 outbound) during the AM peak hour and 2,956 trips (1,924 inbound/1,032 outbound) during the PM peak hour.

Two categories of trip reduction were applied:

- Pass-by trip reduction: these are trips that people take as part of a primary trip, such as a stop at the grocery store on the way home (2,500 trips);
- Internal trip capture: these are trips that occur within the Fanita Ranch area, such as shopping at the local stores and traveling to the school in Fanita Ranch, thereby not adding new trips to the City’s roadway network. A deduction against a project’s primary trips may be taken to account for the share of such trips. The project ultimately applied an “internal capture” rate of 8.5 percent, calculated based on SANDAG’s mixed-use reduction rate of 8.5 percent.

Net external trips were determined by subtracting the pass-by and internal trips from the primary trips. As shown in Table 4.16-10, the project is estimated to generate a total of 26,272 net external daily trips with 2,472 trips in the AM peak hour (843 inbound and 1,629 outbound) and 2,509 trips in the PM peak hour (1,670 inbound and 839 outbound). The total external trip generation for the land use plan without school would increase from a total 26,272 ADT under the preferred land use plan with school to 26,445 ADT for a net difference in 173 ADT.

Construction traffic over the build-out period was also considered. Staging for all equipment and construction personnel would occur on the project site in designated areas. To minimize the impact of haul trucks on the off-site street network and to avoid the need to import or export dirt, grading for the project has been designed to balance cut and fill materials. Haul trucks used for site preparation and grading activities would operate on site only and not result in new trips to the City roadway network; therefore, they are not included in the trip generation calculations.

There would be days when worker trips and vendor trips would access the site each day. Based on the anticipated construction schedule, a maximum of 1,411 daily trips (1,099 daily worker trips, 312 daily vendor trips, 0 haul trips) is estimated to occur. The temporary increase in construction traffic would have the potential to result in a significant impact if not properly managed; implementation of Mitigation Measure TRA-1 would reduce temporary construction impacts to below a level of significance.

Starting July 1, 2020, automobile delay, described by Level of Service (LOS) or similar measure of traffic congestion, is no longer considered a metric of impact under CEQA. Under CEQA, vehicle miles traveled (VMT) is now the appropriate measure for transportation impacts. The VMT methodology assesses the amount and distance of automobile travel associated with a project, while the focus of LOS is on traffic flow/vehicle delay. Because the Draft Revised EIR was circulated for review before July 1, 2020, a VMT analysis was not required per CEQA. Nevertheless, the Traffic Impact Analysis (TIA) included a VMT analysis as part of the project review process.

The change to VMT does not preclude application of the City's General Plan to projects under authority outside of CEQA. Policy 2.1 of the City's Mobility Element of the General Plan still addresses targets for automobile LOS related to street segments and intersections throughout the City's circulation network while also maintaining or improving the effectiveness of the non-automotive components of the circulation system (i.e. pedestrians, bicyclists, and public transit). LOS analysis may result in local roadway improvements that widen roads, install traffic signals, and changes in road striping. As such, among the conditions of approval for Fanita Ranch are requirements for fair share contributions toward improvements at Mission Gorge Road at Cuyamaca Street and West Hills Parkway, improvements to the Ganley Road/Fanita Parkway intersection, and traffic signal installations along Fanita Parkway and Cuyamaca Street.

The City considers LOS D the minimum LOS. Therefore, the TIA considers LOS E or F conditions as unacceptable. Impacts are identified at locations where LOS E or F is calculated. The TIA identifies LOS E as a significant impact.

Table 4.16-4 of the Revised EIR indicates the LOS E capacity (the volume where the road degrades from LOS E to LOS F) consistent with City standards. An analysis of Fanita Parkway, Mast Boulevard, and Cuyamaca Street was conducted with the addition of the 26,272 project ADT, and with mitigation, it was determined that the roadways can accommodate those trips.

With respect to traffic signals and how they operate to improve LOS (flow), the Revised EIR Section 4.16 discusses the installation of Adaptive Traffic Signal Control, or "smart" signals, to handle additional traffic by communicating with each other and dynamically adjusting signal timings, memorizing traffic patterns, improving traffic flow, and reducing vehicle stops. This system is memorialized under Mitigation Measure TRA-16, which would require such a system on Mission Gorge Road between Fanita Drive and Town Center Parkway.

The Governor's Office of Planning and Research (OPR) has issued general guidelines on the implementation of VMT as a metric of transportation impact. In the San Diego area the Institute of Transportation Engineers (ITE) has developed local guidelines based on the OPR guidelines. The ITE Guidelines were used for the evaluation of VMT impact. Per OPR and ITE Guidelines the metric for transportation impact for residential projects was measured in VMT per capita and compared to a baseline (Citywide) VMT per capita.

Citywide VMT per capita was calculated to be 22.4 miles. Both the OPR and ITE Guidelines use 85 percent of existing Citywide per capita VMT as the threshold for the identification of a significant transportation impact. Based on this, the threshold for significant impact is 19.04 VMT per capita. The project's VMT per capita was calculated to be 25.6 miles at project completion and 23.45 miles at year 2035 for the "School Scenario". Under both scenarios, the project's VMT is higher than the threshold, and therefore the Revised EIR identifies a "Significant Impact".

To reduce the VMT impact, the project proposes Transportation Demand Management (TDM) measures. The most commonly applied tool to quantitatively reduce VMT is the California Air Pollution Control Officers Association's (CAPCOA) *Quantifying Greenhouse Gas Mitigation Measures*, August 2010 handbook. The project can achieve a 13.7% reduction in VMT as shown in the Revised EIR by applying several feasible VMT reduction measures, coming close to the 15% reduction target. The analysis concluded that, even with TDM Measures to reduce VMT, the project would not reduce per capita vehicle miles traveled to below 85% of the existing Citywide VMT per capita. The project is conditioned to implement the Traffic Demand Management Plan, which includes the following components: pedestrian network, traffic calming measures, a neighborhood electric vehicle network, bike lanes, bike parking, car-sharing and ride sharing programs and a school pool program.



#### Fire Protection/Public Safety:

Roughly 70% of the County of San Diego is designated as very high fire hazard severity zone (VHFHSZ), and the site is within this zone. Areas in the County that have not received this designation are primarily urbanized areas. A VHFHSZ designation does not preclude development, but indicates that additional measures are required to address the increased likelihood of wildfire. Therefore, as required by the adopted Fire Code, as amended by City of Santee Ordinance 570, a Fire Protection Plan (FPP) is included with the project. The FPP's purpose is to evaluate the potential impacts resulting from wildland fire hazards and to identify project design features necessary to address those risks consistent with City and industry thresholds. The FPP incorporates a multi-tiered approach to fire prevention and suppression and protection of structures and life. The applicant is required to construct, equip, and staff a

fire station on the project site. Refer to Attachment 6 for a summary of the FPP requirements.

The project includes passive protections that separate the developed areas from the adjacent open space. The customized fuel modification zones minimize the potential that an accidental fire on the site would escape into the habitat preserve by creating low fuel, irrigated and thinned buffer areas. Maintenance of these zones would be performed on an ongoing basis and inspected by a third-party inspector twice annually to confirm maintenance in conformance with the FPP, at the expense of the HOA. The provision for a 100-foot FMZ along the project border where existing homes occur is another line of defense that would keep flames set back from these existing homes. However, with or without the project, the potential for airborne embers currently exists.

The landscape around Fanita Ranch would no longer consist of large, contiguous, fire-prone shrublands. While the fuels in the open space would have the potential to burn (especially under hot and dry Santa Ana wind conditions), the irrigated, maintained landscape around the proposed Fanita Ranch development would retard the spread and intensity of wildfires as they would burn with reduced intensity and in a spotty manner. There would not be a uniform fire front as would be expected in an uninterrupted fuel bed.

This project's Wildland Fire Evacuation Plan incorporates concepts and protocols practiced throughout San Diego County for evacuation. The San Diego County Evacuation Annex (County of San Diego 2014) follows basic protocols set forth in the County's Operation Area EOP and the California Master Mutual Aid Agreement, which dictate who is responsible for an evacuation effort and how regional resources will be requested and coordinated. Evacuation during a wildfire is not necessarily directed by the fire agency (i.e. Santee Fire Department), except in specific areas where fire personnel may enact evacuations on scene. The San Diego County Sheriff's Department in coordination with other law enforcement agencies, as needed, is the lead agency for evacuations in Santee. Agencies work closely within the unified Incident Command (IC) system, with the County OES, and responding fire department personnel who assess fire behavior and spread, which should ultimately guide evacuation decisions.

One of the primary methods for successful evacuation is "downstream" roadway intersection control. By controlling intersections in the direction traffic is being moved, evacuation managers can move the highest risk areas and quickly adjust to changing fire conditions. The ability of ignition resistant master planned communities like the project to temporarily refuge residents on site, in their protected homes, or at designated buildings (school, Village Center) provides needed flexibility and optionality that is not available in older, more fire vulnerable communities.

Additionally, evacuation and early warning systems are now in place. San Diego County offers a robust emergency notification system. The system, operated by the Office of Emergency Services, is known as Alert San Diego, and is capable of notifying tens of thousands of numbers in a very short timeframe of an impending emergency. The system has the capacity to push out emergency notices to both land lines and cell phones. In both instances, residents must "opt-in" the program by registering individual phones. In addition, there are many local

news sources including television, radio, public broadcast, and social media that are used to reach affected citizens.

Fanita Ranch, the Santee Fire Department and San Diego County all incorporate the “Ready, Set, Go!” evacuation protocol. Part of this protocol is understanding when fire threat is at its peak. Red Flag Warnings declared by the National Weather Service provide emergency responders and residents with a warning that they should be prepared to mobilize if a wildfire develops.

The focus of the “Ready, Set, Go!” program is on public awareness and preparedness, especially for those living in the wildland-urban interface (WUI) areas. The program is designed to incorporate the local fire protection agency as part of the training and education process in order to ensure that evacuation preparedness information is disseminated to people subject to the potential impact from a wildfire. There are three components to the program:



“READY” – Preparing for the Fire Threat: Take personal responsibility and prepare long before the threat of a wildfire so you and your home are ready when a wildfire occurs. Create defensible space by clearing brush away from your home as detailed in the Fanita Ranch FPP (Dudek 2020). Use only fire-resistant landscaping and maintain the ignition resistance of your home. Assemble emergency supplies and belongings in a safe spot. Confirm you are registered for Reverse 911, AlertSanDiego, and DSFPD alert system. Make sure all residents residing within the home understand the plan, procedures and escape routes.

“SET” – Situational Awareness When a Fire Starts: If a wildfire occurs and there is potential for it to threaten Fanita Ranch, pack your vehicle with your emergency items. Stay aware of the latest news from local media and your local fire department for updated information on the fire. If you are uncomfortable, leave the area.

“GO!” – Leave Early! Following your Action Plan provides you with knowledge of the situation and how you will approach evacuation. Leaving early, well before a wildfire is threatening your community, provides you with the least delay and results in a situation where, if a majority of neighbors also leave early, firefighters are now able to better maneuver, protect and defend structures, evacuate other residents who couldn’t leave early, and focus on citizen safety.

During an emergency evacuation from the project site, the primary and secondary roadways would be capable of providing resident egress while responding emergency vehicles are traveling inbound. In addition, bicycle lanes in both directions would accommodate emergency lanes for first responders and evacuation lanes for project occupants. Because the roadways are designed to meet or exceed the 2019 California Fire Code such as unobstructed travel lanes and extremely wide roadside fuel modification zones, potential conflicts that could reduce roadway efficiency would be minimized, allowing for smooth evacuations.

### Habitat Preserve:



The project preserves approximately 63% (approximately 1,650 acres) of the site in a permanent Habitat Preserve and an additional 256 acres of open space. The Preserve would be managed and protected through a permanently funded Preserve Management Plan administered by a Preserve Manager.

The Habitat Preserve furthers the City's goal to establish 2,600 acres of permanently preserved open space for the preservation of habitats and species.

Specifically, with the addition of 1,650 acres to the existing 614 acres in the managed preserve system, the City would achieve 87% of this target, representing 2,264 acres. The contribution of 1,650 acres also furthers the biological goals and objectives for broader conservation of natural communities, ecological functions, habitat connectivity and local biodiversity set forth in the MSCP.

The project proposes to close and revegetate a large proportion of the existing trails within the Habitat Preserve and realign existing trails to avoid sensitive resources within the Habitat Preserve. Where these realignments are made, the old trails would be closed and restored. Without the implementation of the project, indirect impacts to biological resources would continue to occur due to unauthorized motorized and non-motorized vehicles using the site, causing degradation of the natural habitat and sensitive species. The project includes planting with certain plant species (e.g., cacti) (Mitigation Measure BIO-9), fencing (Mitigation Measure BIO-1 and BIO-20), CC&Rs regarding wildlife, and disclosure and signage (Mitigation Measure BIO-20) to deter human intrusion into open space areas.

The primary duty of the Preserve Manager would be to manage and monitor the Habitat Preserve pursuant to the approved Preserve Management Plan. The Preserve Manager would also report periodically to the City-appointed Santee MSCP Subarea Plan Coordinator and/or Preserve Steward regarding the status of the Habitat Preserve, progress of active management actions, and issues that need addressing. The City will be required to oversee implementation of the Preserve Management Plan through the review of annual reports and on-site inspections, and to coordinate with regional information gathering efforts. The City will support enforcement needs recommended by the Preserve Manager through appropriate law enforcement actions

Public outreach and education are critical for ensuring successful management and public support. The Preserve Manager would initiate and sustain community outreach and educational programs that are designed to increase community awareness of the preserve, its biological resources, and community value. The Preserve Manager would provide educational brochures, kiosks, interpretive centers, and signs to educate the public about the Habitat



Preserve's conservation goals, biological/physical resources, and appropriate uses on and adjacent to the Habitat Preserve, including appropriate trail user etiquette.

Additionally, per the Preserve Management Plan, the HOA would provide all member homeowners information, prepared by the Preserve Manager, about the Habitat Preserve; the importance of protecting its natural resources; the rights and responsibilities of HOA members in using and protecting the Habitat Preserve (i.e., compatible uses and prohibited activities); self-policing and monitoring; and who to contact if HOA members observe prohibited activities in the Habitat Preserve, either by other HOA members or by the general public. In addition, the HOA may establish voluntary member patrols and implement other activities that promote protection and management of the Habitat Preserve by investing residents in the care of the Habitat Preserve.

#### Consistency with the City's Draft MSCP Subarea Plan:

Although the draft Santee MSCP Subarea Plan has not yet been approved or permitted, it is still used as the guidance document for projects occurring in the City. Therefore, the Revised EIR is also consistent with the draft Santee MSCP Subarea Plan, which would serve as a Habitat Conservation Plan (HCP) pursuant to Section 10(a)(1)(B) of FESA and as a Natural Communities Conservation Plan (NCCP) pursuant to the California NCCP Act of 1991. However, because the draft Santee MSCP Subarea Plan is still a draft and is not complete, the EIR cannot rely upon the protections of the plan.



If the draft Santee MSCP Subarea Plan is not approved before implementation of the project, the project would seek take authorization through Section 7 of the federal Endangered Species Act or an individual Section 10 permit. Take authorization is separate from the CEQA review process and is one of the subsequent regulatory approvals needed for the project, as identified in the Revised EIR. The Revised EIR adequately identifies the project impacts to biological resources in Section 4.3, Biological Resources, and recommends mitigation measures that would reduce impacts to less than

significant. With implementation of these required measures, whether through the City's Subarea Plan or separate permitting process, impacts would be reduced to less than significant. The project's mitigation does not depend on the completion of the draft Santee MSCP Subarea Plan.

The project site has been subject to environmental review and land use planning since City incorporation, and there are many factors that enter into development planning of a project. Biological goals include preserving one of the largest coastal California gnatcatcher populations in the region (an NCCP focal species), preserving special-status plant species, and providing suitable habitat for the Quino checkerspot and Hermes copper butterflies within the proposed Habitat Preserve. The southern portion of the project site was removed as an impact area from the previous Barratt American (2007) design and included within the Habitat

Preserve, creating a 900-acre habitat block that reduces impacts to occupied habitat for coastal California gnatcatcher and other species that use coastal sage scrub. Additionally, having a 900-acre block of habitat would be self-sustaining for the vast majority of species using, or potentially using the area.

Non-biological factors were also considered in determining the location of the Villages and Special Use Area. Some of the soils on the proposed southern 900-acre habitat block are landslide prone; adjacent neighbors objected to development immediately adjacent to their homes. While competing development considerations were considered in planning the project, the Revised EIR is based upon a Biological Resources Technical Report prepared by expert biologists who extensively analyzed the project. The biologists concluded that the project, with mitigation, would have less than significant impacts across all potential biological resource impact areas.

#### Sustainable Santee Plan/Greenhouse Gases Emissions:

The City developed a Sustainable Santee Plan that provides greenhouse gas (GHG) emissions reduction goals and strategies focused on reducing resource consumption, improving alternative modes of transportation, and reducing overall emissions throughout the City. The Sustainable Santee Plan was adopted in January 2020. The Sustainable Santee Plan presents the City's community-wide GHG inventories for the years 2005, 2008, 2012, and 2013 and municipal GHG inventories for the years 2005 and 2013.

The "Business as Usual" (BAU) and adjusted BAU forecasts are presented for the years 2020, 2030, and 2035. An interim goal consistent with SB 32, which is to reduce emissions to 40 percent below 2005 levels, was created for 2030. A longer-term goal was established for 2035, which is to reduce emissions to 49 percent below 2005 levels. The interim and longer-term goals will put the City on a path toward the state's long-term goal to achieve net carbon neutrality statewide by 2045. The Sustainable Santee Plan also identifies GHG reduction strategies to help the City achieve its long-term GHG reduction targets.

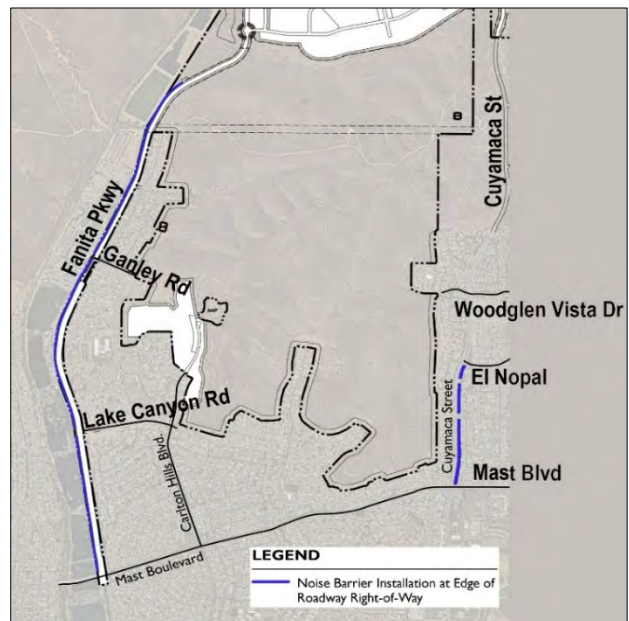
With implementation of the mitigation measures recommended in Section 4.7.5, the Revised EIR determined that "per capita emissions from the preferred land use plan with school would be 1.51 MT CO<sub>2e</sub> . . . , and per capita emissions from the land use plan without school would be 1.62 MT CO<sub>2e</sub>." These levels are below the 1.77 MT CO<sub>2e</sub> threshold for either land use plan; therefore, impacts to GHG emissions were found to be mitigated to a less than significant level. In general terms, the project proposes the reduction of natural gas consumption through construction of "all-electric" homes, installation of both fixed-position and rooftop photovoltaic panels; installation of 1,203 electric vehicle supply equipment (EVSE) in each garage provided for "Low Density Residential", 354 EVSE in the parking areas of the remaining residential units and 15 EVSE within the commercial parking lots; places a limit on the number of wood-burning stoves and fireplaces to six (6) in the Village community areas; utilization of purified water to meet project needs; planting of at least 26,705 trees throughout the project site to maximize "carbon storage" and provide shade; utilization of traffic roundabouts on site that eliminate traffic signal operations and vehicular idling; and establishment of 63% of the site to permanent open space.

The project's energy demand is 12.147 megawatts (MW) for the preferred land use plan with school and 12.083 MW for the land use plan without school. Mitigation Measure GHG-1 requires that the project “provide on-site [photovoltaic] renewable energy generation with a total design capacity of at least 12.147 megawatts (MW) for the Preferred Land Use Plan with School, or 12.083 MW for the Land Use Plan without School at full buildout.” As such, the on-site solar facilities will provide 100 percent of the project's energy demand. An additional provision for battery storage is a project condition of approval.

In brief, Revised EIR Table 4.7-13 demonstrates consistency with the GHG reduction strategies from the Sustainable Santee Plan with implementation of mitigation. As shown in Table 4.7-13, with implementation of mitigation, the project would be consistent with the applicable GHG reduction strategies in the Sustainable Santee Plan, and this impact would be mitigated to a less than significant level.

Noise:

Section 8.1 of the City’s General Plan Noise Element, Local Regulations, establishes noise levels up to 65 dBA CNEL as normally compatible with noise-sensitive development. The Noise Element also establishes a CEQA threshold that a significant impact would occur if the project would cause noise levels to exceed the City’s noise compatibility guidelines. Where noise levels exceed the compatible noise level without project implementation, an increase in noise level of 3 dBA or more, directly attributable to the project, would be significant. Implementation of the project will increase vehicular transportation noise, as well as project noise and vibration associated with construction. The project is not required to mitigate the ambient (existing) noise.



Noise associated with an increase in the number of vehicles on roads is typically reduced through the construction of noise walls. These act as barriers, and, to be effective, must be of sufficient unbroken length, material and height to reduce noise. The posted speed limit is another way to reduce noise; the lower the speed, the lower the noise.

The potential for the project to permanently increase traffic noise is addressed in the Revised EIR under the following traffic impact analysis scenarios: Existing + Project Buildout, Near-Term + Project Buildout, and Year 2035 + Project Buildout. Noise levels with and without project implementation are provided in Addendum to the Noise Technical Report Table 2 and Table 3, Existing + Project Traffic Noise Levels; Addendum to the Noise Technical Report Table 4 and Table 5, Near-Term Traffic Noise Levels; and EIR Table 4.12-13, Year 2035

Traffic Noise Levels. As shown in these tables, noise levels on segments of Mast Boulevard, Mission Gorge Road, Fanita Parkway, Carlton Hills Boulevard, Cuyamaca Street, and SR-52 are calculated to be 70 dBA CNEL or above under existing or future conditions. The project would not directly result in a significant contribution (3 dBA or higher) to noise levels on Mast Boulevard, Mission Gorge Road, Carlton Hills Boulevard, or SR-52. No noise mitigation measures are required for these roadways.

Regarding noise impacts on Fanita Parkway and Cuyamaca Street, the Revised EIR identifies Mitigation Measure NOI-6, Noise Barrier Installation, to mitigate noise impacts to these roadways. Mitigation Measure NOI-6 would reduce impacts to some, but not all, receptors to a less than significant level. Section 4.12.5.1, under the Operational Noise Mitigation Measures heading, includes an evaluation of other mitigation measures that were considered but rejected for the project, including additional noise barriers and installation of asphalt rubber. Feasible mitigation is not available to reduce all significant traffic noise increases to below the City's CEQA thresholds; therefore, Section 4.12.5.1 identifies a significant and unavoidable operational traffic noise impact on Fanita Parkway and Cuyamaca Street.

Where noise walls are feasible, the project will construct noise walls concurrently with road construction at the following locations:

- The west side of Fanita Parkway from Mast Boulevard to just south of the development area of Orchard Village
- The east side of Cuyamaca Street from Mast Boulevard to El Nopal

The heights of these walls will vary depending on topographical conditions and vehicle volumes, generally from 4 to 8 feet. The upper portions of such walls may utilize clear materials to preserve views outward from private properties while functioning as a noise reduction measure.

Construction activities are anticipated to occur during the City's allowable hours of operation; however, some nighttime construction within roadways may be required to avoid traffic impacts. Section 4.12.5.1 evaluates construction noise impacts as result of the project. Nighttime construction, if necessary, would require approval by the Director of Development Services approval consistent with Section 5.04.090 of the City's Noise Ordinance. This requirement, and a commitment to sound reduction measures, is included in Mitigation Measure NOI-4, Nighttime Noise Sound Management Plan. Additionally, Mitigation Measure NOI-3, Roadway Construction Notification, requires written notification to any existing uses within 300 feet of roadway construction activities be provided no later than 10 days before the start of construction activities. The notification would provide a point of contact to resolve noise complaints. The notification process would allow residents to voice concerns to the City prior to the start of construction, and during construction activities.

## Air Quality:

Air quality laws and regulations have divided air pollutants into two broad categories: criteria air pollutants and Toxic Air Contaminants (TACs). Criteria air pollutants are a group of common air pollutants regulated by the federal and state governments by means of ambient standards based on criteria regarding public health and environmental effects of pollution (USEPA 2016). TACs are pollutants with the potential to cause significant adverse health effects. In California, the California Air Resources Board (CARB) identifies exposure thresholds for TACs that indicate the level below which no significant adverse health effects are anticipated from exposure to the identified substance. However, thresholds are not specified for TACs that have no safe exposure level, or where insufficient data is available to identify an exposure threshold (CARB 2011).

Some members of the population are especially sensitive to air pollutant emissions and are given special consideration when evaluating air quality impacts from projects. Air quality regulators typically define sensitive receptors as schools (preschool–12th grade), hospitals, resident care facilities, daycare centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality.

**Criteria Air Pollutants:** Individual air pollutants at certain concentrations may adversely affect human or animal health, reduce visibility, damage property, and reduce the productivity or vigor of crops and natural vegetation. The U.S. Environmental Protection Agency (USEPA) and CARB have identified six air pollutants of concern at nationwide and statewide levels: carbon monoxide (CO), NO<sub>x</sub>, O<sub>3</sub>, particulate matter (PM), sulfur dioxide (SO<sub>2</sub>), and lead<sup>1</sup>. Additionally, hydrogen sulfide is a state criteria pollutant that is relevant to the discussion of odor-related impacts.

The San Diego Air Pollution Control District (SDAPCD) is also responsible for establishing and enforcing local air quality rules and regulations that address the requirements of federal and state air quality laws. Development projects in the City are subject to the following SDAPCD rules (as well as others):

- **Rule 50, Opacity:** Prohibits activities that will create air contaminant emissions darker than 20-percent opacity for more than an aggregate of 3 minutes within a 60-minute period.
- **Rule 51, Nuisance:** prohibits emissions that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or which endanger the comfort, repose, health, or safety of any such persons or the public; or which cause injury or damage to business or property.
- **Rule 52, Particulate Matter (PM):** establishes limits to the discharge of any PM from non-stationary sources.
- **Rule 54, Dust and Fumes:** establishes limits to the amount of dust or fume discharged into the atmosphere in any one (1) hour.

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<sup>1</sup> **Note:** CO = carbon monoxide; County = County of San Diego; lbs/day = pounds per day; NO<sub>x</sub> = nitrogen oxides; PM<sub>10</sub> = particulate matter less than or equal to 10 microns in size; PM<sub>2.5</sub> = particulate matter less than or equal to 2.5 microns in size; SO<sub>x</sub> = sulfur oxides; VOC = volatile organic compound.

- **Rule 55, Fugitive Dust Control:** sets restrictions on visible fugitive dust from construction and demolition projects.
- **Rule 67, Architectural Coatings:** establishes limits to the VOC content for coatings applied within the SDAPCD.

Criteria pollutant emissions associated with the project would occur over the short-term from construction activities (e.g., fugitive dust from site preparation and grading) and emissions from equipment exhaust. Long-term regional emissions would be associated with project-related vehicular trips and energy consumption by the project. Construction and operational emissions are addressed separately below.

Construction: Construction activities produce combustion emissions from various sources (e.g., site preparation, grading, utilities construction, surface improvements, and motor vehicles transporting the construction crew). Exhaust emissions from construction activities that would occur onsite would vary daily as construction activity levels change. The use of construction equipment on site would result in localized exhaust emissions.

Table 4.2-5 in the Revised EIR summarizes the maximum daily emissions that would be expected to occur during each construction year, including on and off-site emissions. As shown in Table 4.2-5, peak annual emissions would be below the annual thresholds for each year of construction, and daily emissions of VOC, NO<sub>x</sub>, CO, and SO<sub>x</sub> would not exceed the daily significance thresholds during any construction year. However, daily exceedances of PM<sub>10</sub> would occur from 2021 to 2028 and in 2030 during construction phases 1 through 4, and PM<sub>2.5</sub> from 2021 to 2029, and in 2030–2031 during construction phases 1 through 4. The exceedance of the daily County thresholds for PM<sub>10</sub> and PM<sub>2.5</sub> would be primarily due to the hauling trips on internal, unpaved roads during site preparation, grading, and utilities construction. PM<sub>10</sub> and PM<sub>2.5</sub> emissions would be higher in 2023–2024 than in other years because Phase 1 grading would involve a large number of trips within the project boundary due to the large aggregate quantities required by mass grading in Phase 1 for that initial phase. Impacts associated with criteria air pollutant emissions during construction would be potentially significant and mitigation measures are included in the MMRP.

Valley Fever is an illness caused by the *Coccidioides* fungus that usually affects the lungs. The fungal spores are generally found in the upper 20 to 30 centimeters of the soil horizon, especially in virgin, undisturbed soils. *Coccidioides* fungus thrives in arid environments. Without water the *Coccidioides* fungus eventually desiccates into spores. Watering during earth disturbance activities significantly reduces airborne spores and the ability of workers to inhale spores, which is the route of infection.

The project is required to implement the dust control measures listed in compliance with SDCAPCD Rule 55, which prohibits discharges of visible dust emissions into the atmosphere beyond the property line for periods longer than 3 minutes in any 60-minute period. Vehicle speeds on unpaved roads on the site shall be limited to 20 miles per hour (mph), unless high winds in excess of 20 mph are present, in which case a reduced speed limit of 15 mph shall apply. Vehicle speeds are limited to 30 mph for onsite haul roads that are paved with gravel to suppress dust or where visual dust is watered and monitored frequently enough to ensure

SDAPCD Rule 55 compliance. Furthermore, water shall be applied at least three times a day at all active earth disturbance areas sufficient to confine dust plumes to the immediate work area.

SDCAPCD also requires use of any of the following or equally effective trackout/carry-out and erosion control measures that apply to the project or operation: track-out grates or gravel beds at each egress point, wheel-washing at each egress during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; and for outbound transport trucks: using secured tarps or cargo covering, watering, or treating of transported material.

The construction contractor shall provide to all employees a fact sheet entitled "Preventing Work-related Coccidioidomycosis ("Valley fever") by the California Department of Public Health, and ensure all employees are aware of potential risks and inform them of all Valley Fever protocols, occupational responsibilities and requirements such as contained in these measures to reduce potential exposure to spores.

Operation: Long-term air pollutant emissions impacts are those associated with stationary sources and mobile sources involving any project-related changes. Operation of the project would result in net increases in stationary, area, and mobile source emissions. Stationary sources of emissions include the use of architectural coatings, consumer products, landscape equipment, and energy use. Area-source emissions would be associated with activities such as natural gas for heating and other sources. Mobile source emissions of air pollutants would include project-generated vehicle trips. Operational emissions calculated for the preferred land use plan with school and the land use plan without school are reported separately below.

Table 4.2-6 in the Revised EIR shows the long-term operational emissions associated with the project. Table 4.2-6 shows that buildout year project-related emissions of VOC, CO, and PM<sub>10</sub> would exceed daily and annual County thresholds for criteria pollutants. Therefore, criteria air pollutant direct impacts during long-term operation of the preferred land use plan with school would be potentially significant. Impacts related to VOC and PM<sub>10</sub> emissions would also be cumulatively considerable because of the SDAB's nonattainment status for O<sub>3</sub> and PM<sub>10</sub>.

Table 4.2-7 in the Revised EIR shows that the buildout year project-related emissions of VOC, CO, and PM<sub>10</sub> under the land use plan without school would exceed daily and annual County thresholds for criteria pollutants. Therefore, criteria air pollutant direct impacts during long-term operation of the land use plan without school would be potentially significant. Impacts related to VOC and PM<sub>10</sub> emissions would also be cumulatively considerable because of the SDAB's nonattainment status for O<sub>3</sub> and PM<sub>10</sub>.

Mitigation Measures AIR-1 through AIR-5, would reduce significant construction emissions of PM<sub>10</sub> and PM<sub>2.5</sub> associated with the project. However, as shown in Table 4.2-8 in the Revised EIR, construction emissions of PM<sub>10</sub> and PM<sub>2.5</sub> would not be reduced to below the applicable daily thresholds. Therefore, construction impacts would remain significant and unavoidable after implementation of mitigation measures.

Mitigation Measures AIR-6 through AIR-10, listed in Section 4.2.5.1, and Mitigation Measure GHG-4 in Section 4.7 would reduce significant daily and annual operational emissions of VOC, CO, and PM<sub>10</sub> associated with the project. Tables 4.2-9 and 4.2-10 show the mitigated operational emissions under the preferred land use plan with school and the land use plan without school, respectively. As shown in Tables 4.2-9 and 4.2-10, operational CO emissions from implementation of the project would be reduced to a less than significant level. However, VOC and PM<sub>10</sub> emissions would remain cumulatively considerable and unavoidable under both land use plans after implementation of mitigation measures.

Mitigation Measures AIR-11 and AIR-12 respectively address construction buffer areas on the project site during early phase earthwork to minimize effects to new residents within the Village Center, and restrictions on the size and location of a gas station should one be constructed onsite.

The project includes all feasible Mitigation Measures to reduce construction and operational impacts but air quality impacts remain significant and unavoidable.

#### Water Supply/Infrastructure:

Development of the project site would increase the demand for water. Water service for the project would be provided by PDMWD. Based on a Water Supply Assessment prepared for the project, it was concluded that PDMWD's total projected water supplies are sufficient to serve the demand of all customers, including the increased demand from the project in normal, single- and multiple-dry year scenarios over a 20-year planning horizon. Furthermore, the San Diego County Water Authority confirmed in electronic correspondence to PDMWD, dated January 28, 2020, that it has allocated "Accelerated Forecasted Growth" supplies for the additional demand associated with the project.

In addition, PDMWD's East County Advanced Water Purification Project (ECAWP) is currently in the project procurement and permitting phase. The ECAWP is anticipated to treat the combined 2025 wastewater flow of approximately 15 million gallons per day (MGD) and produce up to 12,880 acre-feet per year (AFY), or 11.5 MGD, of new, reliable, and locally controlled potable water supply. If the ECAWP Project is commissioned by 2025, the project would utilize water from the ECAWP Project within the 20-year water supply planning horizon and beyond. But, notably, the ECAWP Project is not necessary for PDMWD to meet the demand associated with the project; it only provides an additional supply source for further water supply security for all PDMWD customers if it is implemented.

The proposed water system would be designed and installed per PDMWD and Santee Fire Department requirements as a public water system throughout the project site. A limited number of private hydrants would be installed in coordination with PDMWD. The project would construct a redundant, or looped, water supply system for fire protection and system reliability. The project would also construct new public sewer infrastructure that would be owned, operated, and maintained by PDMWD. Sewage generated on the project site would be treated at the existing Ray Stoyer Water Recycling Facility (WRF) or at the new WRF to be constructed as part of the ECAWP Project. In instances where the WRF is offline for



maintenance or capital improvement, sewage generated on the project site would be diverted to the City of San Diego’s Metropolitan Sewerage System.

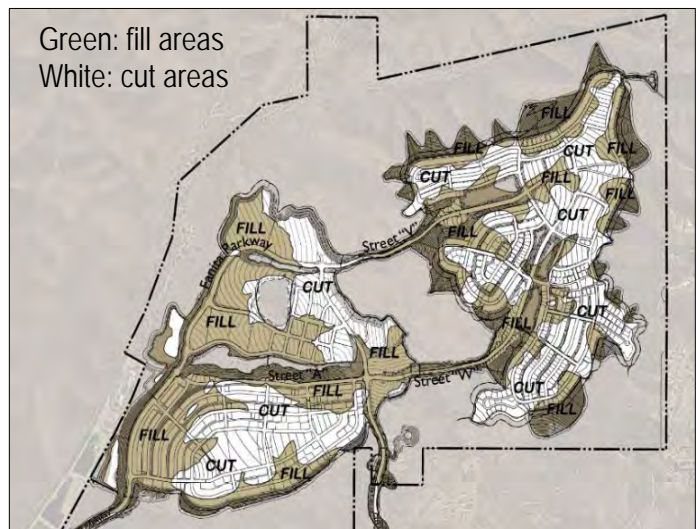
Landform Alteration/Grading:

Construction of the project would involve extensive excavation and grading into the native terrain. Earthwork would involve approximately 27 million cubic yards of cut and fill materials, which would be balanced on site. An on-site aggregate plant would help balance the cut and fill by producing approximately 300,000 cubic yards of building materials required for the project. Construction would include cuts up to 165 feet and fills up to 142 feet.

Improvements associated with Fanita Parkway would consist of grading along the eastern side of the proposed parkway from Mast Boulevard to Ganley Road, and placing additional embankments at several locations along the western edge of the existing roadway. Proposed grading would generally consist of cut and fill slopes of less than 10 feet. Several retaining walls measuring equal to or less than 12 feet in height are also proposed.

Improvements to Cuyamaca Street would cross at least three easterly draining ravines. Cut and fill on the order of 85 feet and 70 feet, respectively, are proposed. It is anticipated that the proposed embankments would be constructed from materials excavated from the roadway cut areas. Due to extensive alteration of the natural ground surface during grading operations associated with the construction of the proposed villages and roadway improvements, there is a high possibility for erosion and topsoil loss.

In consideration of the above, prior to the issuance of a grading permit by the City of Santee, the applicant must demonstrate that the recommendations and specifications contained in the geotechnical investigations conducted for the project site and off-site areas have been incorporated into the final project design and construction documents as minimum project requirements. The geotechnical recommendations include but are not limited to general geotechnical recommendations, recommendations for the Special Use area, soil and excavation characteristics, terrace drains, grading, seismic design criteria, slope stability, corrosive potential, foundation and concrete slab on-grade, retaining walls and lateral loads, slope maintenance, site drainage and moisture protection, and recommended grading specifications.



The proposed project includes a drainage network designed to control and filter stormwater runoff in conformance with State Regional Water Quality Control Board and City’s requirements, which call for retention first, then biofiltration. The proposed stormwater system

would include the use of biofilters, on-site storage of stormwater in basins with outlets that regulate the flow rate and duration of stormwater released, and the use of both retention and detention basins to slow and store runoff. Hydromodification management would occur through storage of stormwater in proposed on-site basins, with outlets to regulate the flow rate and duration of stormwater released.

Runoff would be collected in storm drain inlets from street surfaces and routed toward multi-purpose basins and treated for stormwater quality, flow control for hydromodification, and flood attenuation to maintain or reduce the existing peak-flow rates during a 100-year storm event. The pre-development project 100-year flows are estimated at 3,312 cubic feet per second. Through project design, stormwater runoff upon project completion would result in an estimated 2,729 cubic feet per second 100-year flows. Thus, project design would help to reduce flows by approximately 583 cubic feet per second versus existing conditions.

#### Cultural Resources:

The Conservation Element of the Santee General Plan discusses water resources, land resources, archaeological and cultural resources, biological resources, and open space. Specifically, Objective 8.0 addresses the preservation of significant cultural resources, and Policies 8.1 and 8.2 read as follows:

**Policy 8.1.** The City shall require either the preservation of significant historic or prehistoric sites, or the professional retrieval of artifacts prior to the development of a site, consistent with the provisions of the California Environmental Quality Act. Preservation may include various measures including avoidance, preservation in place, incorporation into open space, or covering or capping. The type of preservation would depend upon the nature and significance of the archaeological resource and the practical requirements of the proposed land use.

**Policy 8.2.** The City should require curation of any recovered artifacts as a condition of any cultural resources mitigation program.

Cultural resources are districts, buildings, sites, structures, areas of traditional use, or objects that represent the physical evidence of human activities. Cultural resources can be divided into three categories: archaeological resources (prehistoric and historic), built environment resources (architectural), and Tribal Cultural Resources (TCRs). Of the three, TCRs were previously documented and new resources were discovered. The property is devoid of structures, but the Stowe Trail is recognized as a historic resource. Typically, projects are conditioned to have qualified archaeological monitors on the site when ground disturbing activity begins, and this applies to the Fanita Ranch approvals. There are eleven (11) mitigation measures to ensure that the project protects cultural resources, including a Native American Monitor during ground-disturbing activities for project construction. These mitigation measures have been developed in consultation with Kumeyaay representatives and San Diego Archaeological Society.

## **F. REMOVAL OF MAGNOLIA EXTENSION AS A PROJECT DESIGN FEATURE**

### **Project Change and Redirection of Funds to SR-52 Improvements:**

The City initially noticed a public hearing on the project and related approvals for August 26, 2020. On August 20, 2020, the applicant requested that the extension of Magnolia Avenue be removed from the project for reasons explained in a letter to the City included as Attachment 9. The applicant also requested cancellation of the August 26 hearing to enable the City to process this project change.

Magnolia Avenue is an existing north–south City street that currently terminates at the northern edge of existing development approximately 500 feet north of Princess Joann Road, southeast of the project site. The project had formerly proposed to improve and extend this street approximately 0.5 mile from its current northerly terminus, curving west to intersect with the extended off-site segment of Cuyamaca Street south of the project site boundary. The extension of Magnolia Avenue would not provide direct access to the project site. Though the extension is not required for the project to comply with CEQA, the applicant agreed to implement it as a project design feature. Without the Magnolia Avenue extension, project trips would instead utilize streets such as Princess Joann Road, Woodglen Vista Drive, El Nopal and Mast Boulevard. Until such time as Magnolia Avenue is extended to connect with Cuyamaca Street, the project is conditioned to prohibit southbound left-turn movements from Cuyamaca Street to these local streets (except in the event of emergency) in order to reduce potential disturbance to residents from cut-through traffic.

The applicant has committed to using the funds it would have expended on the Magnolia Avenue extension for improvements to SR-52 to relieve existing and future congestion, as memorialized in the proposed Development Agreement discussed above.

### **Revisions to Revised EIR to Reflect Removal of Magnolia Extension:**

Prior to the elimination of the Magnolia Avenue extension, the Final Revised EIR, including the Revised EIR Errata (now referred to as the First Errata), Appendices Errata, and the Responses to Comments, as well as the Mitigation, Monitoring, and Reporting Program, were nearly complete and in the process of being finalized. To address the project change, the City has prepared a Second Errata to the Final Revised EIR summarizing the change to the project description and providing a discussion of the potential effects that the change has on the impact analysis provided in the Final Revised EIR. The Second Errata is supported by technical memorandums from various consultants analyzing the project change.

Any reference to the previously proposed Magnolia Avenue extension as a project feature contained in the Draft or Final Revised EIR or Appendices has been deleted from the Revised EIR. The extension of Magnolia Avenue is still included in the Mobility Element of the General Plan as part of the City’s circulation network. Therefore, it is still assumed to be completed as part of the General Plan buildout in the long-term scenarios analyzed in the Revised EIR for impact areas such as air quality, energy, greenhouse gas emissions, noise, and traffic.

As discussed in further detail in the Second Errata (Section 1.3.2.6, amending Section 4.16 of the Final Revised EIR), Magnolia Avenue was assumed not to be constructed from the future Cuyamaca Street extension to its existing terminus just north of Princess Joann Road. Without this connection, two network scenarios were analyzed. The first would allow full access movements from Cuyamaca Street to Princess Joann Road, Woodglen Vista Drive, and El Nopal connecting to Magnolia Avenue. The second condition, which is recommended by City staff and included as a condition of project approval, would prohibit southbound left-turn movements from Cuyamaca Street to these local streets (except in the event of emergency) in order to reduce potential disturbance to residents from cut-through traffic.

To analyze potential traffic effects, the Second Errata evaluates the operations specific to the Cuyamaca Street and Magnolia Avenue corridors, where a change in project trips would occur. Without the connection of the Magnolia Avenue extension, one segment impact would be a direct impact instead of a cumulative impact (Cuyamaca Street between Woodglen Vista Drive and El Nopal). The mitigation recommended in the Revised EIR for improving Cuyamaca Street between Woodglen Vista Drive and El Nopal to four lanes (Mitigation Measure TRA-25) would fully mitigate this impact. Therefore, no new impacts would occur by deleting the extension of Magnolia Avenue and the previously recommended mitigation would be unchanged. In addition, the VMT analysis and conclusion would not change as a result of the deletion of the extension of Magnolia Avenue. The grid-like pattern of the north/south corridors of Cuyamaca Street and Magnolia Street intersecting with the east/west roadways of Princess Joann Road, Woodglen Vista Drive, El Nopal, and Mast Boulevard would result in a de minimis change in the distances traveled between the project site and destinations to the south.

Regarding air quality, greenhouse gas emissions and energy (fuel use), the Second Errata concludes that the de minimis increase in VMT (0.67 percent) resulting from the removal of the Magnolia Avenue extension results in minor increases in GHG emissions (0.01 MT CO<sub>2</sub>e per service population increase) and fuel use but does not change the findings in the Revised EIR related to these potential impact areas.

The significant impacts to noise levels on Magnolia Avenue from Princess Joann Road to El Nopal previously identified during project operation would be eliminated with removal of the Magnolia extension. Additionally, construction noise and vibration impacts associated with construction of the Magnolia Avenue extension would be eliminated. A significant impact to the existing Magnolia Avenue roadway segment of Princess Joann Road to Woodglen Vista Drive during building construction and interim operation would continue to occur with removal of the Magnolia Avenue extension and would be mitigated to less than significant with implementation of Mitigation Measure NOI-2. All other impacts remain the same as with the Magnolia Avenue extension.

Regarding potential effects related to Wildfires, with the Magnolia Avenue extension there were two points of ingress/egress to the project site, and without the Magnolia Avenue extension there remain two points of ingress/egress. In no case in the Fire Protection Plan, the Wildland Fire Evacuation Plan, or the Revised EIR, was the Magnolia Avenue extension considered a critical component to fire protection, fire response, or evacuation of the project. The 2019 California Fire Code, Appendix D and the Santee Fire Code require projects with

greater than 200 dwelling units to include two separate access routes. Without the Magnolia Avenue extension, the project has two access points: Fanita Parkway and Cuyamaca Street. Thus, even absent the Magnolia Avenue extension, the project meets fire code requirements for secondary access. Further, without the Magnolia Avenue extension, emergency managers would retain the ability to route traffic to Magnolia Avenue via three existing two lane roadways (Princess Joann Road, Woodglen Vista Drive, and El Nopal) and other more circuitous available options intersecting these east-west routes. While the Magnolia Avenue extension would potentially allow emergency managers to route a percentage of evacuating project vehicles to Magnolia Avenue north of the existing neighborhoods, it would not necessarily result in more efficient evacuations. Without the Magnolia Avenue extension, the same primary roadways would be used to move vehicles out of the area. Existing residents and proposed project residents would be routed to Cuyamaca Street and Magnolia Avenue via existing and project-provided roadways, while existing residents may also be moved south via the neighborhood-internal Timberlane Way, an additional north-south connection to Mast Boulevard.

Accordingly, the Second Errata concludes that the removal of Magnolia Avenue extension as a project design feature would not increase existing impacts or cause new impacts to occur under the preferred land use plan with school or land use plan without school. Notably, removal of the Magnolia extension results in fewer potential impacts related to biological resources, cultural resources, and geology, soils and paleontological resources. None of the clarifications as a result of the removal of the Magnolia Avenue extension as a project feature results in “significant new information” pursuant to State CEQA Guidelines Section 15088.5(a) requiring recirculation of the Draft Revised EIR.

## **G. SIGNIFICANT AND UNAVOIDABLE IMPACTS UNDER CEQA**

As discussed in detail in the Revised EIR, the following impact areas would remain significant and unavoidable even after implementation of all feasible mitigation measures:

- Air Quality:
  - *Conflict with applicable air quality plans.* The project would exceed the number of residential units identified for the project site in the 2013 Santee General Plan Housing Element Amendment projections. In addition, with implementation of all feasible mitigation measures, criteria air pollutant emissions would be reduced but the project would still exceed the regional significance threshold for PM<sub>10</sub> and PM<sub>2.5</sub> during project construction and would exceed the thresholds for VOC and PM<sub>10</sub> during project operation. Therefore, due to the exceedance of SANDAG’s growth assumptions assumed for the project site and the exceedance of nonattainment pollutants, the project is considered inconsistent with the San Diego Regional Air Quality Strategy.
  - *Significant net increase in criteria pollutant emissions during construction and operation.* Peak annual emissions would be below the annual thresholds for each year of construction, and daily emissions of VOC, NO<sub>x</sub>, CO, and SO<sub>x</sub> would not exceed the daily significance thresholds during any construction year. But daily exceedances of

PM<sub>10</sub> would occur from 2021 to 2028 and in 2030 during construction phases 1 through 4, and PM<sub>2.5</sub> from 2021 to 2029, and in 2030–2031 during construction phases 1 through 4. The exceedance of the daily County thresholds for PM<sub>10</sub> and PM<sub>2.5</sub> would be primarily due to the hauling trips on internal, unpaved roads during site preparation, grading, and utilities construction. Mitigation Measures AIR-1 through AIR-5 would reduce significant construction emissions of PM<sub>10</sub> and PM<sub>2.5</sub> associated with the project. However, construction emissions of PM<sub>10</sub> and PM<sub>2.5</sub> would not be reduced to below the applicable daily thresholds. Therefore, construction impacts would remain significant and unavoidable after implementation of mitigation measures. Buildout year project-related emissions of VOC, CO, and PM<sub>10</sub> would exceed daily and annual County thresholds for criteria pollutants. Therefore, criteria air pollutant direct impacts during long-term operation of the preferred land use plan with school as well as the land use plan without school would be potentially significant. Impacts related to VOC and PM<sub>10</sub> emissions would also be cumulatively considerable because of the San Diego Air Basin's nonattainment status for O<sub>3</sub> and PM<sub>10</sub>. Mitigation Measures AIR-6 through AIR-10 and Mitigation Measure GHG-4 would reduce significant daily and annual operational emissions of VOC, CO, and PM<sub>10</sub> associated with the project. Operational CO emissions from implementation of the project would be reduced to a less than significant level. But VOC and PM<sub>10</sub> emissions would remain cumulatively considerable and unavoidable under both land use plans after implementation of mitigation measures.

- Noise: *Conflict Permanent increase in traffic noise levels.* Vehicle noise levels on Fanita Parkway under all scenarios would be within the conditionally compatible noise level range of 70 dBA Ldn or below for residential development but would exceed the applicable threshold of significance of 65 dBA Ldn (the normally acceptable noise level). Noise levels on the segment of Cuyamaca Street from El Nopal to Mast Boulevard would also potentially exceed the conditionally compatible noise level range. Mitigation Measure NOI-6 requires the installation of a noise barrier on some impacted segments of Fanita Parkway and Cuyamaca Street. Due to the difference in elevation between the proposed Fanita Parkway improvements and the sensitive receptors at the Santee Lakes Recreation Preserve campground (vertical difference of approximately 12 feet), a 4-foot wall at the western edge of the Fanita Parkway roadway right-of-way for the entire length of the campground would break the line of sight between the source and receptor and is calculated to reduce noise levels to 60 dBA Ldn at the nearest campsites. Noise barriers in the roadway right-of-way are anticipated to be feasible on the western side of Fanita Parkway from the project entrance to Mast Boulevard and from El Nopal to Mast Boulevard on the eastern side of Cuyamaca Street. However, it is not feasible to construct noise barriers on all impacted segments identified in Addendum to the Noise Technical Report Table 12 and EIR Table 4.12-16 due to existing cross streets, driveways, and differences in grade between the roadways and receptors that would make barriers installed within the roadway right-of-way ineffective. Noise walls up to approximately 20 feet in height in the roadway right-of-way would be required on the eastern side of Fanita Parkway to break the line of sight and provide noise attenuation at adjacent receptors. Noise walls up to approximately 23 feet in height would be required on the western side of Cuyamaca Street. At these heights, noise walls would be visually incompatible with the

surrounding community and above the Caltrans maximum noise barrier height of 14 to 16 feet, depending on distance from travel lanes. Additionally, the City's Zoning Ordinance generally limits noise walls to a maximum height of 8 feet (Santee Municipal Code, Section 13.10.050[F][2]). Therefore, noise walls are not considered feasible along these segments of Fanita Parkway and Cuyamaca Street. Additional noise barriers may be feasible on Fanita Parkway and Cuyamaca Street if barriers can be negotiated with private property owners to be installed at existing fence lines rather than in the roadway right-of-way; however, such agreements cannot be guaranteed at this time, and even if some property owners agree, the barriers would need to be continuous across multiple properties to be effective. Therefore, this is not considered to be a feasible mitigation measure. Operational impacts to some segments of Fanita Parkway and Cuyamaca Street would remain significant and unavoidable.

- Transportation:
  - *Significant increase in traffic at intersections located outside Santee's jurisdiction, or no funding mechanism is currently available, or no feasible mitigation is available.* Direct impacts were calculated under Existing + Project and Existing + Cumulative Projects + Project conditions where project-added traffic would result in the degradation from acceptable LOS D or better operations to LOS E or F conditions or, for those locations currently operating at LOS E or F, in an increase greater than the allowable thresholds identified in EIR Tables 4.16-6 through 4.16-9. Cumulative impacts were calculated where project-added traffic would result in a significant increase in intersection delay or street segment volume-to-capacity ratios over the allowable thresholds mentioned above under Year 2035 + Project conditions. Based on Table 2 of the Fanita Ranch – No Magnolia Avenue Extension Analysis Traffic Memorandum, the segment of Cuyamaca Street between Woodglen Vista Drive and El Nopal would change from a cumulative impact to a direct impact. However, the mitigation measure recommended in the EIR for this segment is still required. The equivalent dwelling unit triggers were developed in a mitigation phasing analysis in the Traffic Impact Analysis. EIR Figure 4.16-2, Project Design Features, Impacts, and Mitigation Measures, illustrates where the project design features and impacts would be distributed and where the mitigation measures would mitigate those impacts. Implementation of Mitigation Measures TRA-6, TRA-9, TRA-10, TRA-13, TRA-14, TRA-19, TRA-20, TRA-21, TRA-22, TRA-28, TRA-29, and TRA-30 would reduce operational traffic impacts but not to a level less than significant. These intersections, street segments, and freeway mainline segments lie within one of the following jurisdictions: Caltrans, County of San Diego, or City of San Diego. Therefore, the City of Santee is without jurisdiction to ensure implementation of the recommended improvements. Mitigation Measure TRA-15 would reduce the impact at the West Hills Parkway/Mission Gorge Road intersection but not to a less than significant level until a proper funding mechanism is established for the improvement. Mitigation Measure TRA-16 would not be expected to reduce the impact to Mission Gorge Road at Carlton Hills Boulevard because Adaptive Traffic Signal Controls along this corridor may not reduce delays to below pre-project levels. Mitigation Measures TRA-19 and TRA-22 would reduce the impacts on El Nopal from Magnolia Avenue to Los Ranchitos Road and Carlton Oaks Drive from Fanita Parkway

to Carlton Hills Boulevard, respectively, but not to less than significant as widening of these segments is considered infeasible. Therefore, impacts to these intersections, street segments, and freeway mainline segments would remain significant and unavoidable.

- *Increase in Vehicle Miles Traveled above the calculated threshold.* Based on the applied VMT significance criteria for the preferred land use plan with school and land use plan without school, a significant impact would occur under both land use plans. Mitigation Measure AIR-6 would require the implementation of the TDM Plan prepared for the project. With the assistance and guidance of the California Air Pollution Control Officers Association Resource Manual (2010), the VMT reduction that would result from the strategies and measures set forth in the TDM Plan, considering the maximum allowable sub-category, category, and global reductions, has been calculated as 13.7 percent reduction in VMT with a school and 12 percent reduction without a school. While this measure would lessen project VMT, it would not reduce impacts to a less than significant level. Therefore, this impact would remain significant and unavoidable after mitigation.
- *Recreation: Air quality, noise and transportation impacts related to construction of new recreational facilities.* The project would include the construction of recreational facilities, including parks and trails. Specific recreational facilities proposed include the construction of approximately 78 acres of Community, Neighborhood, and Mini-Parks and over 35 miles of various trails. Some impacts of the construction of recreational facilities would be reduced to a less than significant level with mitigation, while others (air quality and transportation) would remain significant and unavoidable after all feasible mitigation is applied.
- *Utilities: Air quality, noise and transportation impacts related to construction of new and expanded utilities.* Some impacts from construction of new utilities infrastructure to facilitate water, wastewater, stormwater, electric power, natural gas, and telecommunications facilities would be reduced to a less than significant level with mitigation, while others (air quality and transportation) would remain significant and unavoidable after all feasible mitigation is applied.

## **H. STATEMENT OF OVERRIDING CONSIDERATIONS**

Under State CEQA Guidelines section 15043, a public agency may approve a project even though the project would cause a significant effect on the environment if the agency makes a fully informed and publicly disclosed decision that (1) there is no feasible way to lessen or avoid the significant effect (see Section 15091), and (2) specifically identified expected benefits from the project outweigh the policy of reducing or avoiding significant environmental impacts of the project (see Section 15093). The proposed Resolution certifying the Revised EIR includes Findings of Fact and a Statement of Overriding Considerations finding that economic, legal, social, technological or other benefits, including region-wide benefits, of the project outweigh the unavoidable adverse environmental effects, rendering adverse environmental effects “acceptable.”



## **STAFF RECOMMENDATIONS**

1. Conduct and close the Public Hearing; and
2. Certify the Revised Environmental Impact Report (SCH # 2005061118) for the Fanita Ranch Project; adopt Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program under CEQA; and approve the Project, per the attached Resolution No.093-2020; and
3. Approve General Plan Amendment (GPA2017-2) per the attached Resolution No.094-2020; and
4. Introduce for First Reading Ordinance No. 580 amending Chapter 13.04 (“Administration”) and adding Chapter 13.20 (“Specific Plan District”) to Title 13 of the Santee Municipal Code, and adopting the Fanita Ranch Specific Plan; and
5. Approve Vesting Tentative Map (TM2017-3) per the attached Resolution No.095-2020; and
6. Approve Development Review Permit (DR2017-4) per the attached Resolution No. 096-2020; and
7. Approve Conditional Use Permits P2017-5 and P2020-2 per the attached Resolution Nos 097-2020 and 098-2020; and
8. Introduce for First Reading Ordinance No. 581 approving and authorizing the City Manager to execute the Development Agreement with HomeFed Fanita Rancho LLC.

## **ATTACHMENTS**

1. Ownership Disclosure
2. Santee MSCP Subarea Plan
3. Roadway Network and Circulation Improvements
4. Park Locations
5. Trip Generation Table 4.16-10
6. Fire Protection Measures
7. Late Comments Submitted by Southwest Regional Council of Carpenters and Response
8. Late Comments Submitted by Center for Biological Diversity and Response
9. August 20, 2020 Letter from HomeFed Fanita Rancho LLC re Project Change

# Attachment No. 1: Ownership Disclosure



City of Santee  
Development Services Dept.  
10601 Magnolia Avenue  
Santee, CA 92071-1222  
(619) 258-4100

## OWNERSHIP DISCLOSURE STATEMENT

Project Title: <u>Fanita Ranch</u>	Project No. <i>For City Use Only</i>
Project Address:	
Legal Status (please check):	
<input type="checkbox"/> Corporation ( <input checked="" type="checkbox"/> Limited Liability -or- <input type="checkbox"/> General) What State? <u>Delaware</u>	
Corporate Identification No.:	
<input type="checkbox"/> Partnership (list names below) <input type="checkbox"/> Individual	
_____ (Type or Print Name of Partner)	_____ (Type or Print Name of Partner)
_____ (Type or Print Name of Partner)	_____ (Type or Print Name of Partner)
Please list below the owner(s) and tenants(s) (if applicable) of the above referenced property. The list must include the names, titles and addresses of all persons who have an interest in the property, recorded or otherwise, and state the type of property interest (e.g., tenants, if known, who will benefit from the permit, all individuals, all corporate officers, and all partners in partnership who own the property).	
<b>Note:</b> The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property.	
Name (type or print): <u>HomeFed Fanita Rancho, LLC</u>	Name (type or print):
Title/Property Interest (type or print): <u>By: Erin N. Ruhe, Vice President</u>	Title/Property Interest (type or print)
Street Address: <u>1903 Wright Pl. #220</u>	Street Address:
City/State/Zip: <u>Carlsbad, CA 92008</u>	City/State Zip:
Phone No.: <u>(760)918-8200</u> Fax No.: <u>(760)918-8210</u>	Phone No.: Fax No.:
Signature: <u>Erin N. Ruhe</u>	Signature:
FOR ADDITIONAL NAMES, PLEASE WRITE ON BACK OF THIS FORM - THANK YOU	

# Delaware

PAGE 1

*The First State*


I, JEFFREY W. BULLOCK, SECRETARY OF STATE OF THE STATE OF DELAWARE, DO HEREBY CERTIFY THE ATTACHED IS A TRUE AND CORRECT COPY OF THE CERTIFICATE OF AMENDMENT OF "HOMEFED FRANKLIN LLC", CHANGING ITS NAME FROM "HOMEFED FRANKLIN LLC" TO "HOMEFED FANITA RANCHO, LLC", FILED IN THIS OFFICE ON THE EIGHTH DAY OF FEBRUARY, A.D. 2011, AT 7:27 O'CLOCK P.M.

4898849 8100

110131730

You may verify this certificate online  
at [corp.delaware.gov/authver.shtml](http://corp.delaware.gov/authver.shtml)



  
Jeffrey W. Bullock, Secretary of State  
AUTHENTICATION: 8548075

DATE: 02-08-11

**STATE OF DELAWARE  
CERTIFICATE OF AMENDMENT**

1. The name of the limited liability company is HOMEFED FRANKLIN LLC.
2. The Certificate of Formation for HOMEFED FRANKLIN LLC was filed with the Delaware Secretary of State on November 15, 2010, as File No. 4898849.
3. The Certificate of Formation is hereby amended by deleting Article First thereof in its entirety and substituting in lieu thereof:

"**FIRST:** The name of the limited liability company is HomeFed Fanita Rancho, LLC."

IN WITNESS WHEREOF, the undersigned has executed this Certificate of Amendment on the 8th day of February, 2011.



Paul J. Borden, President



City of Santee  
 Development Services Dept.  
 10601 Magnolia Avenue  
 Santee, CA 92071-1222  
 (619) 258-4100

## OWNERSHIP DISCLOSURE STATEMENT

Project Title: Fanita Ranch Project No. *For City Use Only*

Project Address: \_\_\_\_\_

**Legal Status (please check):**

- Corporation ( Limited Liability -or-  General) What State? Delaware  
 Corporate Identification No.: \_\_\_\_\_  
 Partnership (list names below)  Individual

\_\_\_\_\_  
 (Type or Print Name of Partner) (Type or Print Name of Partner)  
 \_\_\_\_\_  
 (Type or Print Name of Partner) (Type or Print Name of Partner)

Please list below the owner(s) and tenants(s) (if applicable) of the above referenced property. The list must include the names, titles and addresses of all persons who have an interest in the property, recorded or otherwise, and state the type of property interest (e.g., tenants, if known, who will benefit from the permit, all individuals, all corporate officers, and all partners in partnership who own the property).

**Note:** The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property.

Name (type or print): Rampage Vineyard, LLC  
 Title/Property Interest (type or print):  
By: Erin N. Ruble, Vice President  
 Street Address: 1903 Wright Pl. #220  
 City/State/Zip: Carlsbad CA 92008  
 Phone No.: (760) 918-8200 Fax No.: (760) 918-8210  
 Signature: *Erin N. Ruble*

Name (type or print): \_\_\_\_\_  
 Title/Property Interest (type or print): \_\_\_\_\_  
 Street Address: \_\_\_\_\_  
 City/State Zip: \_\_\_\_\_  
 Phone No.: \_\_\_\_\_ Fax No.: \_\_\_\_\_  
 Signature: \_\_\_\_\_

FOR ADDITIONAL NAMES, PLEASE WRITE ON BACK OF THIS FORM - THANK YOU



City of Santee  
 Development Services Dept.  
 10601 Magnolia Avenue  
 Santee, CA 92071-1222  
 (619) 258-4100

# OWNERSHIP DISCLOSURE STATEMENT

Project Title: Fanita Ranch Project No. *For City Use Only*

Project Address: \_\_\_\_\_

**Legal Status (please check):**

- Corporation ( Limited Liability -or-  General) What State? Delaware  
 Corporate Identification No.: \_\_\_\_\_  
 Partnership (list names below)  Individual

\_\_\_\_\_  
 (Type or Print Name of Partner) (Type or Print Name of Partner)  
 \_\_\_\_\_  
 (Type or Print Name of Partner) (Type or Print Name of Partner)

Please list below the owner(s) and tenants(s) (if applicable) of the above referenced property. The list must include the names, titles and addresses of all persons who have an interest in the property, recorded or otherwise, and state the type of property interest (e.g., tenants, if known, who will benefit from the permit, all individuals, all corporate officers, and all partners in partnership who own the property).

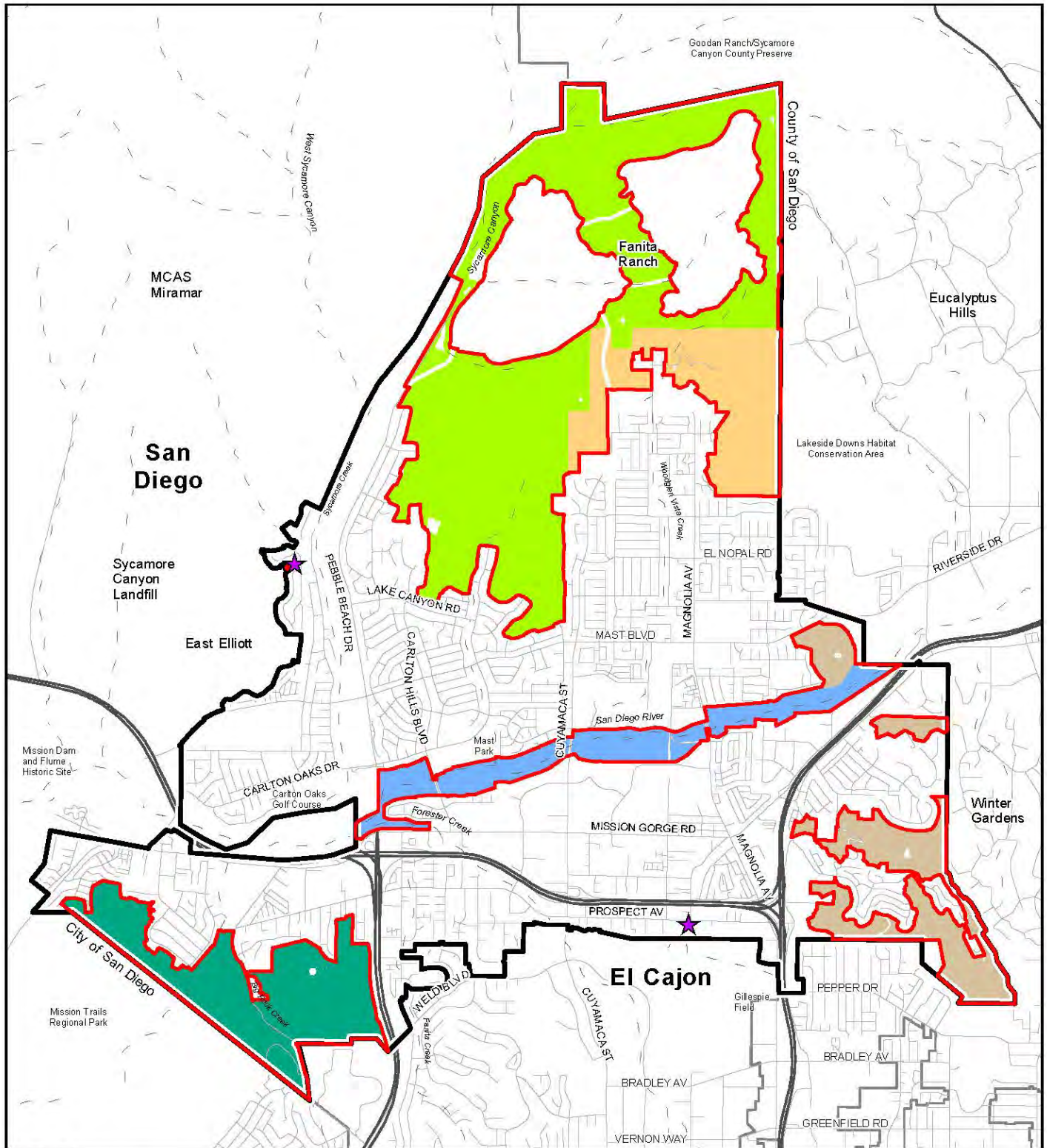
**Note:** The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property.

**Name (type or print):**  
JWD Land, LLC  
**Title/Property Interest (type or print):**  
By: Erin N. Ruhe, Vice President  
**Street Address:**  
1903 Wright Pl. #220  
**City/State/Zip:**  
Carlsbad, CA 92008  
**Phone No.:** (760) 918-8200 **Fax No.:** (760) 918-8210  
**Signature:**  
*Erin N. Ruhe*

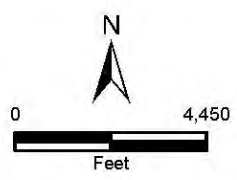
**Name (type or print):**  
 \_\_\_\_\_  
**Title/Property Interest (type or print)**  
 \_\_\_\_\_  
**Street Address:**  
 \_\_\_\_\_  
**City/State Zip:**  
 \_\_\_\_\_  
**Phone No.:** \_\_\_\_\_ **Fax No.:** \_\_\_\_\_  
**Signature:**  
 \_\_\_\_\_

FOR ADDITIONAL NAMES, PLEASE WRITE ON BACK OF THIS FORM - THANK YOU

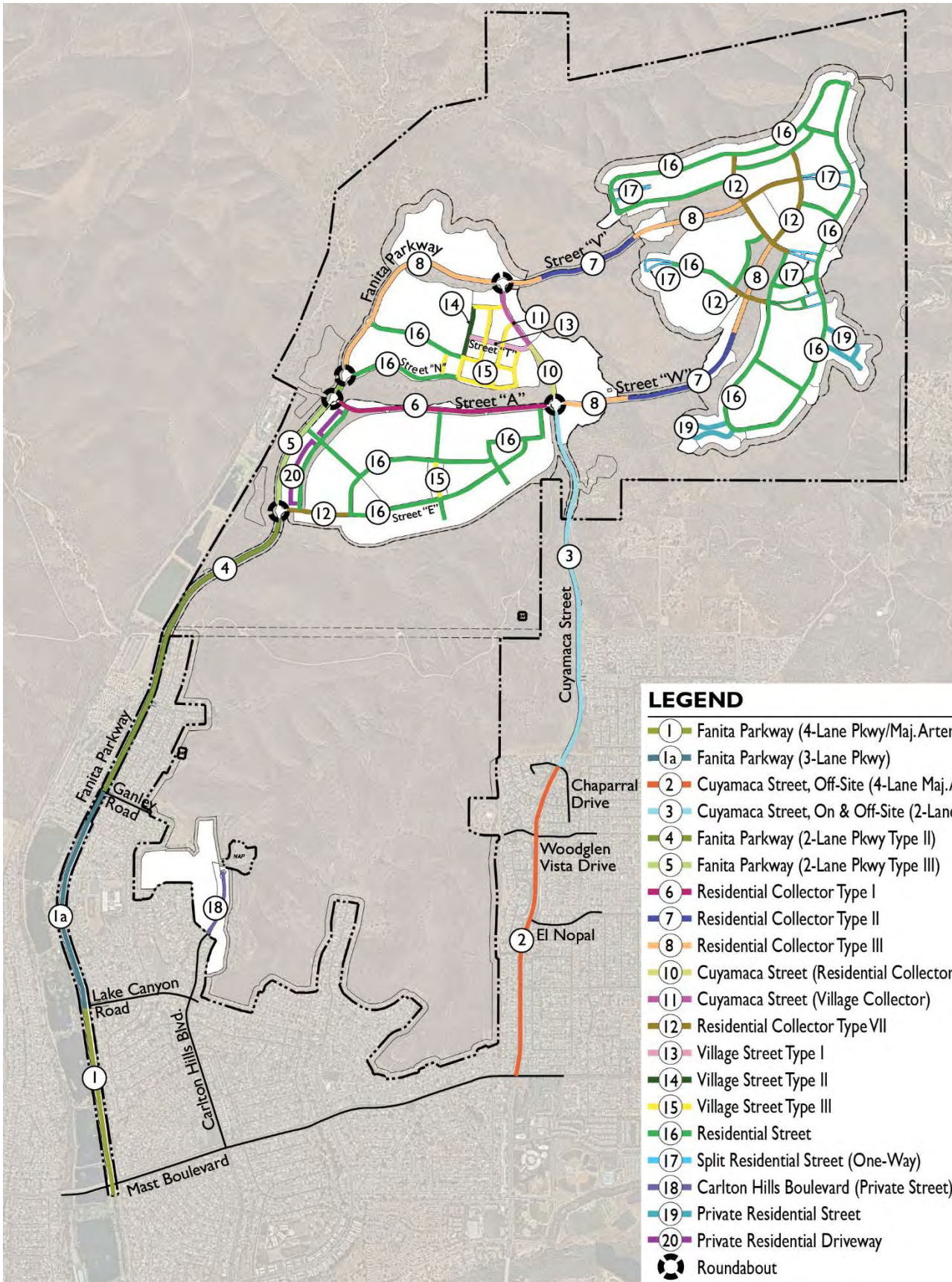
# Attachment No. 2: Draft MSCP Subarea Plan Preserve Subunits



- Legend**
- City Boundary
  - Preserve Boundary
  - Subunits**
  - Fanita Ranch
  - Mission Trails
  - North Magnolia
  - Rattlesnake Mountain
  - San Diego River
  - Non-Contiguous



# Attachment No. 3: Roadway Exhibits



## LEGEND

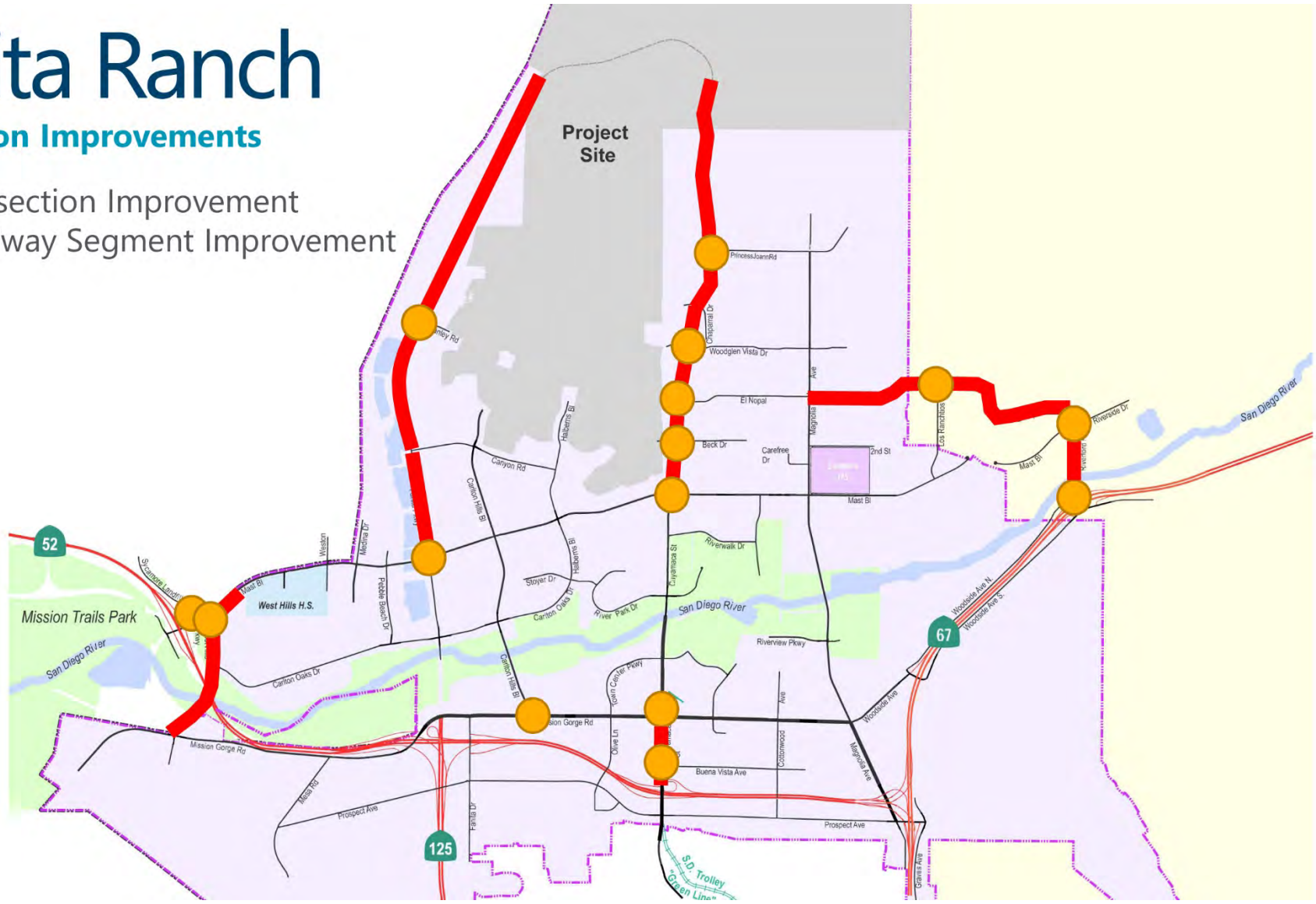
- ① Fanita Parkway (4-Lane Pkwy/Maj. Arterial)
- ①a Fanita Parkway (3-Lane Pkwy)
- ② Cuyamaca Street, Off-Site (4-Lane Maj. Arterial)
- ③ Cuyamaca Street, On & Off-Site (2-Lane Pkwy Type I)
- ④ Fanita Parkway (2-Lane Pkwy Type II)
- ⑤ Fanita Parkway (2-Lane Pkwy Type III)
- ⑥ Residential Collector Type I
- ⑦ Residential Collector Type II
- ⑧ Residential Collector Type III
- ⑩ Cuyamaca Street (Residential Collector Type V)
- ⑪ Cuyamaca Street (Village Collector)
- ⑫ Residential Collector Type VII
- ⑬ Village Street Type I
- ⑭ Village Street Type II
- ⑮ Village Street Type III
- ⑯ Residential Street
- ⑰ Split Residential Street (One-Way)
- ⑱ Carlton Hills Boulevard (Private Street)
- ⑲ Private Residential Street
- ⑳ Private Residential Driveway
- ⊗ Roundabout



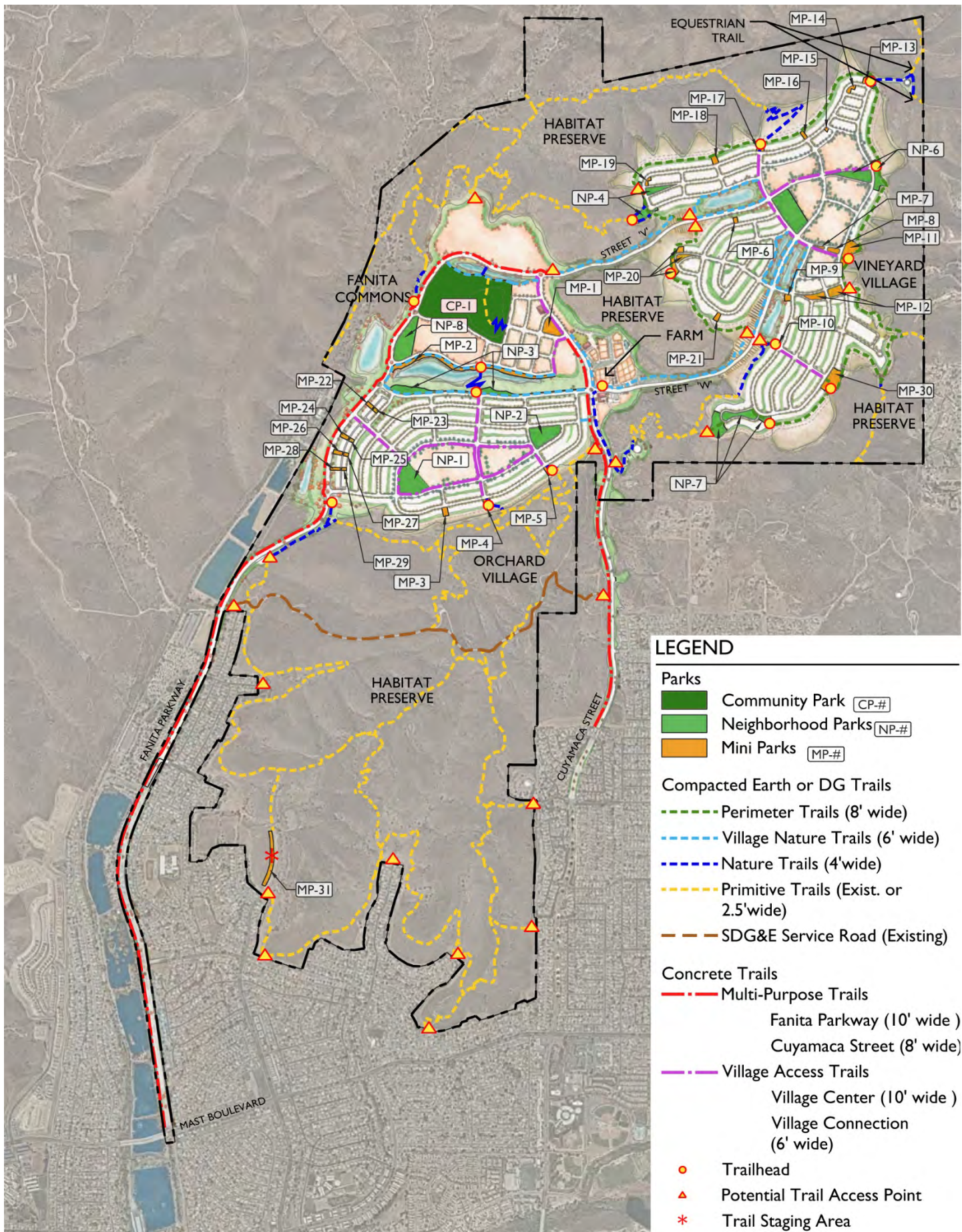
# Fanita Ranch

## Circulation Improvements

- Intersection Improvement
- Roadway Segment Improvement



# Attachment No. 4: Park Lands



## LEGEND

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

## Attachment No. 5: REIR Trip Generation Table

**Table 4.16-10. Project Trip Generation**

ID	Land Use	Size	Daily Trip Ends (ADTs) <sup>a</sup>		AM Peak Hour					PM Peak Hour				
			Rate <sup>b</sup>	Volume	Rate <sup>b</sup>	In:Out	Volume			Rate <sup>b</sup>	In:Out	Volume		
						Split	In	Out	Total		Split	In	Out	Total
<b>Residential</b>														
A	Village Center Medium-Density <i>(Average 12 DU/acre)</i>	435 DU	8/DU	3,480	8%	20:80	56	222	278	10%	70:30	244	104	348
B	Active Adult <sup>c</sup> <i>(Average 15 DU/acre)</i>	445 DU	4.27/DU	1,900	0.24	33:67	35	72	107	0.30	61:39	82	52	134
C	Medium-Density <i>(Average 13 DU/acre)</i>	790 DU	8/DU	6,320	8%	20:80	101	405	506	10%	70:30	442	190	632
D	Low-Density <i>(Average 5 DU/acre)</i>	1,279 DU	10/DU	12,790	8%	30:70	307	716	1,023	10%	70:30	895	384	1,279
E	<i>Subtotal Residential (A+B+C+D)</i>	<i>2,949 DU</i>	—	<i>24,490</i>	—	—	<i>499</i>	<i>1,415</i>	<i>1,914</i>	—	—	<i>1,663</i>	<i>730</i>	<i>2,393</i>
<b>Non-Residential</b>														
F	Local Serving Retail	80 KSF	40/KSF	3,200	3%	60:40	58	38	96	9%	50:50	144	144	288
G	Primary Trips		45%	1,440	—	—	26	17	43	—	—	65	65	130
H	Pass-By/Diverted Trip Reduction		55%	(1,760)	—	—	(32)	(21)	(53)	—	—	(79)	(79)	(158)
I	K-8 School <sup>d</sup>	1,000 students	1.85/student	1,850	1.11	53:47	588	522	1,110	0.14	35:65	49	91	140
J	Primary Trips		60%	1,110	—	—	353	313	666	—	—	29	55	84
K	Pass-By/Diverted Trip Reduction		40%	(740)	—	—	(235)	(209)	(444)	—	—	(20)	(36)	(56)
L	Agriculture/Farm <sup>e</sup>	36.2 Acres	2/acre	72	0.26	43:57	4	5	9	0.45	57:43	9	7	16
M	Active Park <sup>f</sup>	19.9 Acres	50/acre	995	4%	50:50	20	20	40	8%	50:50	40	40	80
N	Passive Park <sup>g</sup>	53.5 Acres	5/acre	268	0.15	57:43	5	3	8	0.2	45:55	5	6	11
O	Recreation Center <sup>h</sup>	10 KSF	28.82/KSF	288	2.05	66:34	12	6	18	2.74	49:51	11	12	23
P	RV Parking/Solar Farm <sup>i</sup>	250spaces	0.2/space	50	6%	50:50	2	1	3	9%	50:50	3	2	5

## Attachment No. 6: Fire Protection Measures

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

*Source: Fire Protection Plan*

## ATTACHMENT 7



P: (626) 381-9248  
F: (626) 389-5414  
E: mitch@mitchtsailaw.com

**Mitchell M. Tsai**  
Attorney At Law

155 South El Molino Avenue  
Suite 104  
Pasadena, California 91101

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### VIA U.S. MAIL & E-MAIL

July 13, 2020

*Via E-Mail & U.S. Mail*

Chris Jacobs, Principal Planner  
City of Santee  
Department of Development Services  
City Hall, Building 4  
Santee, CA 92071  
Em: cjacobs@cityofsanteca.gov

RE: Fanita Ranch Project, State Clearinghouse No. 2005061118

Dear Mr. Jacobs,

On behalf of the Southwest Regional Council of Carpenters (“**Commenters**” or “**Carpenters**”), my Office is submitting these comments on the City of Santee (“**City**” or “**Lead Agency**”) Revised Draft Environmental Impact Report (“**RDEIR**”) (SCH No. 2005061118) for the Fanita Ranch Project, a proposed development on 2,638 acres of land in the northern portion of the City to include up to 3,008 residential units and up to 80,000 square feet of commercial space (“**Project**”).

The Southwest Carpenters is a labor union representing 50,000 union carpenters in six states, including in southern California, and has a strong interest in well ordered land use planning and addressing the environmental impacts of development projects.

Individual members of the Southwest Carpenters live, work, and recreate in the City of Santee and surrounding communities and would be directly affected by the Project’s environmental impacts. Commenters expressly reserve the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

The City should seriously consider proposing that the Applicant provide additional

community benefits such as requiring local hire and paying prevailing wages to benefit the City. Moreover, it would be beneficial for the City to require the Applicant to hire workers: (1) who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program and; (2) who are registered apprentices in an apprenticeship training program approved by the State of California.

Commenter expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

Commenter incorporates by reference all comments raising issues regarding the EIR submitted prior to certification of the EIR for the Project. *Citizens for Clean Energy v. City of Woodland* (2014) 225 CA4th 173, 191 (finding that any party who has objected to the Project’s environmental documentation may assert any issue timely raised by other parties).

Moreover, Commenter requests that the Lead Agency provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (“**CEQA**”), Cal Public Resources Code (“**PRC**”) § 21000 *et seq*, and the California Planning and Zoning Law (“**Planning and Zoning Law**”), Cal. Gov’t Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body.

#### **I. THE CITY SHOULD CONTINUE THE DRAFT EIR’S COMMENT DEADLINE TO FACILITATE PUBLIC PARTICIPATION**

Due to the closure of many public facilities, the general public has not been able to receive public notice of this Project as required under the California Environmental Quality Act, Cal. Public Resources Code § 21100 *et seq* (“**CEQA**”). CEQA requires that the Notice of Availability for the Project’s Draft EIR / EA “be posted in the Office of the County Clerk for a period of at least 30 days.” 14 Cal. Code of Regulations (“**CEQA Guidelines**”) § 15087(d). However, the San Diego County Clerk-Recorder

has been closed to the public since July 6, 2020, and was previously closed to the public before the most recent closure. Since the Notice of Availability for the Project’s Draft EIR was released on May 29, 2020, the general public has not had a full opportunity to see public notices concerning this Project as required by CEQA.

The City of Santee Department of Development Services website notes the Draft EIR may only be viewed in the Department by appointment only, aside from electronic access. This also fails to meet CEQA’s public notice requirements.

In addition, CEQA requires that a lead agency “furnish copies of draft EIRs to public library systems serving the area involved.” CEQA Guidelines § 15087(g). However, the San Diego County Library in Santee is also closed to the public and only offers door-side service by appointment since June 15, 2020. The Project’s Draft EIR does not appear to be among the materials available for curbside pickup from the San Diego County library in Santee.

The Project’s Draft EIR has been released for public comment at a time when public facilities remain closed to the general public, or closed again after the initial round of closures due to renewed concerns about the spike in the number of COVID-19 cases, and it would be an appropriate and reasonable step to facilitate public participation on a Project that will have a significant impact on this region by extending the public comment period.

## II. THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

### A. Background Concerning the California Environmental Quality Act

CEQA has two basic purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 California Code of Regulations (“CCR” or “CEQA Guidelines”) § 15002(a)(1). “Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR ‘protects not only the environment but also informed self-government.’ [Citation.]” *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564. The EIR has been described as “an environmental ‘alarm bell’ whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.” *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm’rs.* (2001) 91 Cal. App. 4th 1344, 1354 (“*Berkeley Jets*”); *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795,

810.

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. CEQA Guidelines § 15002(a)(2) and (3). *See also, Berkeley Jets*, 91 Cal. App. 4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553; *Laurel Heights Improvement Ass’n v. Regents of the University of California* (1988) 47 Cal.3d 376, 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to “identify ways that environmental damage can be avoided or significantly reduced.” CEQA Guidelines § 15002(a)(2). If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has “eliminated or substantially lessened all significant effects on the environment where feasible” and that any unavoidable significant effects on the environment are “acceptable due to overriding concerns” specified in CEQA section 21081. CEQA Guidelines § 15092(b)(2)(A–B).

While the courts review an EIR using an “abuse of discretion” standard, “the reviewing court is not to ‘uncritically rely on every study or analysis presented by a project proponent in support of its position.’ A ‘clearly inadequate or unsupported study is entitled to no judicial deference.’” *Berkeley Jets*, 91 Cal.App.4th 1344, 1355 (emphasis added) (quoting *Laurel Heights*, 47 Cal.3d at 391, 409 fn. 12). Drawing this line and determining whether the EIR complies with CEQA’s information disclosure requirements presents a question of law subject to independent review by the courts. (*Sierra Club v. Cnty. of Fresno* (2018) 6 Cal. 5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal.App.4th 48, 102, 131.) As the court stated in *Berkeley Jets*, 91 Cal. App. 4th at 1355:

A prejudicial abuse of discretion occurs “if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR’s function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate



opportunity to comment on that presentation before the decision to go forward is made. *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 449–450).

B. The RDEIR Does Not Adequately Describe the Project

An EIR must be “prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences.” *Dry Creek Citizens Coalition v. County of Tulare* (1999) 70 Cal.App.4th 20, 26. An EIR's description of the project should identify the project's main features and other information needed for an assessment of the project's environmental impacts. *Citizens for a Sustainable Treasure Island v City & County of San Francisco* (2014) 227 Cal.App.4th 1036, 1053.

The RDEIR fails to adequately describe the proposed Project because it fails to identify a specific project proposal for construction on the site. The RDEIR proposes “a community consisting of approximately 2,949 residential units...or 3,008 units...[with] up to 80,000 square feet of commercial uses...” (RDEIR, p. 1-1.) One plan also proposes a new school, another does not. The RDEIR is proposing two different projects, and does not describe with any degree of specificity how much commercial space will be constructed, including only a maximum figure. And what might take the place of the commercial square footage if it is not used, or will the maximum number of approximate residential units only be constructed if the maximum commercial space is not used, the RDEIR is not clear or complete on these issues in the description.

Furthermore, the Project consists of three villages centered around a farm space with an approximate number of units per village, but fails to describe what type of residential units will be constructed beyond residential units of “varying densities and housing types.” (See, e.g., RDEIR, p. 3-22.) Without a description of the affordability levels of the units, height and type of housing set to be built, the Project' EIR cannot meaningfully evaluate the Project's greenhouse gas, transportation, land use or aesthetic impacts.

For the reasons described above, the Project description is not accurate, stable, or finite and should be amended to include additional requisite details.

C. Due to the Current Public Health Crisis, the City must Adopt a Mandatory Finding of Significance that the Project’s Construction Activities may cause a substantial Adverse Effect on Human Beings and Require Additional Safety Measures to Mitigate Potential Community Spread of COVID-19

CEQA requires that an agency make a finding of significance when a Project may cause a significant adverse effect on human beings. PRC § 21083(b)(3); CEQA Guidelines § 15065(a)(4).

Public health risks related to construction work requires a mandatory finding of significance under CEQA. Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupational Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.

SWRCC recommends that the Agency adopt additional CEQA mitigation measures to mitigate public health risks from the Project’s construction activities. SWRCC requests that the Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon SWRCC’s experience with safe construction site work practices, SWRCC recommends that the Agency require that while construction activities are being conducted at the Project Site:

**Construction Site Design:**

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.

- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

### **Testing Procedures:**

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A (attached hereto).

### **Planning:**

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of

personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Agency should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

D. The RDEIR Must Describe All Feasible Mitigation Measures That Can Minimize the Project’s Significant and Unavoidable Environmental Impacts

A fundamental purpose of an EIR is to identify ways in which a proposed project's significant environmental impacts can be mitigated or avoided. Pub. Res. Code §§ 21002.1(a), 21061. To implement this statutory purpose, an EIR must describe any feasible mitigation measures that can minimize the project's significant environmental effects. PRC §§ 21002.1(a), 21100(b)(3); CEQA Guidelines §§ 15121(a), 15126.4(a).

If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has “eliminated or substantially lessened all significant effects on the environment where feasible”<sup>1</sup> and find that ‘specific overriding economic, legal, social, technology or other benefits of the project outweigh the significant effects on the environment.’<sup>2</sup> “A gloomy forecast of environmental degradation is of little or no value without pragmatic, concrete means to minimize the impacts and restore ecological equilibrium.” *Environmental Council of Sacramento v. City of Sacramento* (2006) 142 Cal.App.4th 1018, 1039.

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<sup>1</sup> PRC §§ 21002; 21002.1, 21081; CEQA Guidelines §§ 15091, 15092(b)(2)(A).

<sup>2</sup> PRC §§ 21002; 21002.1, 21081; CEQA Guidelines §§ 15091, 15092(b)(2)(B).

1. *The RDEIR Does Not Mitigate The Project's Significant and Unavoidable Greenhouse Gas Emissions*

The RDEIR concludes that the Project will have significant Greenhouse Gas (GHG) emissions impacts since the estimated total emissions from the Project's construction and operation and from mobile sources will exceed annual per capita emissions of 1.77 MT CO<sub>2</sub>e, a threshold developed pursuant to the Sustainable Santee Plan or the data accumulated in the development of that plan. (RDEIR, p. 4.7-12.)

The Project proposes to follow certain regulatory requirements to reduce operational emissions, and proposes GHG mitigation measures 1-6 to further reduce operational emissions, however, these are not the only feasible means of mitigating GHG emissions. (*See* RDEIR, pp. 4.7-15~19, 4.7-24~26.)

The Southern California Association of Government's ("SCAG") 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy ("2016 RTP/SCS") and the California Air Resources Board ("CARB") 2017 Climate Change Scoping Plan ("2017 Scoping Plan") outline numerous measures for reducing Project GHG emissions which the RDEIR fails to consider.<sup>3</sup>

In September 2008, SB 375 (Gov. Code § 65080(b) et seq.) was instituted to help achieve AB 32 goals through strategies including requiring regional agencies to prepare a Sustainable Communities Strategy ("SCS") to be incorporated into their Regional Transportation Plan ("RTP"). The RTP links land use planning with the regional transportation system so that the region can grow smartly and sustainably, while also demonstrating how the region will meet targets set by CARB that reduce the per capita GHG emission from passenger vehicles in the region. To comply with SB 375, SANDAG's 2050 RTP includes a Sustainable Communities Strategy to guide the San Diego region toward meeting the state's regional GHG emissions reduction targets.<sup>4</sup> As outlined in SANDAG's 2050 RTP Plan, the state's targets for the San Diego region are a 7 percent reduction, per capita, in greenhouse gas emissions from automobiles and light trucks by 2020 (compared with a 2005 baseline); and a 13 percent reduction by 2035. These targets were set by the CARB on September 23, 2010.

In April 2012, SCAG adopted its 2012-2035 RTP/ SCS ("2012 RTP/SCS"), which proposed specific land use policies and transportation strategies for local governments

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<sup>4</sup> SANDAG 2050 Regional Transportation Plan (RTP), p. 2-11, [https://www.sandag.org/uploads/2050RTP/F2050rtp\\_all.pdf](https://www.sandag.org/uploads/2050RTP/F2050rtp_all.pdf) (attached as Exhibit A).

to implement that will help the region achieve GHG emission reductions of 9 percent per capita in 2020 and 16 percent per capita in 2035. In April 2016, SCAG adopted the 2016-2040 RTP/SCS (“2016 RTP/SCS”)<sup>5</sup>, which incorporates and builds upon the policies and strategies in the 2012 RTP/SCS<sup>6</sup>, that will help the region achieve GHG emission reductions that would reduce the region’s per capita transportation emissions by eight percent by 2020 and 18 percent by 2035.<sup>7</sup> Both SCAG’s and SANDAG’s RTP/SCS plans are based upon the same requirements outlined in CARB’s 2017 Scoping Plan and SB 375. Commenters utilize SCAG’s plan as an example of GHG emissions reduction measures that can be taken for the purpose of this Project.

For both the 2012 and 2016 RTP/SCS, SCAG prepared Program Environmental Impact Reports (“PEIR”) that include Mitigation Monitoring and Reporting Programs (“MMRP”) that list project-level environmental mitigation measures that directly and/or indirectly relate to a project’s GHG impacts and contribution to the region’s GHG emissions.<sup>8</sup> These environmental mitigation measures serve to help local municipalities when identifying mitigation to reduce impacts on a project-specific basis that can and should be implemented when they identify and mitigate project-specific environmental impacts.<sup>9</sup>

The sections below outline applicable land use policies, transportation strategies, and project-level GHG measures identified in the 2012 and 2016 RTP/SCS and PEIRs which the RDEIR should consider (note that this is not an exhaustive list):

#### Land Use and Transportation

- Providing transit fare discounts<sup>10</sup>;
- Implementing transit integration strategies<sup>11</sup>; and
- Anticipating shared mobility platforms, car-to-car communications, and automated vehicle technologies.<sup>12</sup>

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<sup>5</sup> Compare with SANDAG 2050 RTP.

<sup>6</sup> SCAG (Apr. 2016) 2016 RTP/SCS, p. 69, 75-115, <http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf> (attached as Exhibit B).

<sup>7</sup> *Id.*, p. 8, 15, 153, 166.

<sup>8</sup> *Id.*, p. 116-124; see also SCAG 2012 RTP/SCS, *supra* fn. 38, p. 77-86.

<sup>9</sup> SCAG 2012 RTP/SCS, *supra* fn. 38, p. 77; see also SCAG 2016 RTP/SCS, *supra* fn. 41, p. 115.

<sup>10</sup> SCAG 2012 RTP/SCS, *supra* fn. 38, Tbls. 4.3 – 4.7; see also SCAG 2016 RTP/SCS, *supra* fn. 41, p. 75-114.

<sup>11</sup> *Id.*

<sup>12</sup> *Id.*

### GHG Emissions Goals<sup>13</sup>

- Reduction in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines,<sup>14</sup> such as:
  - o Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. The discussion should explain why certain measures were incorporated in the project and why other measures were dismissed.
  - o The potential siting, orientation, and design to minimize energy consumption, including transportation energy.
  - o The potential for reducing peak energy demand.
  - o Alternate fuels (particularly renewable ones) or energy systems.
  - o Energy conservation which could result from recycling efforts.
- Off-site measures to mitigate a project's emissions.
- Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to:
  - o Use energy and fuel-efficient vehicles and equipment;
  - o Deployment of zero- and/or near zero emission technologies;
  - o Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;
  - o Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse;

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<sup>13</sup> SCAG 2012 RTP/SCS (Mar. 2012) Final PEIR MMRP, p. 6-2—6-14 (including mitigation measures (“MM”) AQ3, BIO/OS3, CUL2, GEO3, GHG15, HM3, LU14, NO1, POP4, PS12, TR23, W9 [stating “[l]ocal agencies can and should comply with the requirements of CEQA to mitigate impacts to [the environmental] as applicable and feasible ... [and] may refer to Appendix G of this PEIR for examples of potential mitigation to consider when appropriate in reducing environmental impacts of future projects.” (Emphasis added)]), <http://rtpscs.scag.ca.gov/Documents/peir/2012/final/Final2012PEIR.pdf>; see also id., Final PEIR Appendix G (including MMs AQ1-23, GHG1-8, PS1-104, TR1-83, W1-62), [http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR\\_AppendixG\\_ExampleMeasures.pdf](http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf); SCAG 2016 RTP/SCS (Mar. 2016) Final PEIR MMRP, p. 11–63 (including MMs AIR-2(b), AIR-4(b), EN-2(b), GHG-3(b), HYD-1(b), HYD-2(b), HYD-8(b), TRA-1(b), TRA-2(b), USS-4(b), USS-6(b)), [http://scagrtpscs.net/Documents/2016/peir/final/2016fPEIR\\_ExhibitB\\_MMRP.pdf](http://scagrtpscs.net/Documents/2016/peir/final/2016fPEIR_ExhibitB_MMRP.pdf).

<sup>14</sup> CEQA Guidelines, Appendix F-Energy Conservation, [http://resources.ca.gov/ceqa/guidelines/Appendix\\_F.html](http://resources.ca.gov/ceqa/guidelines/Appendix_F.html).

- o Incorporate design measures to reduce energy consumption and increase use of renewable energy;
- o Incorporate design measures to reduce water consumption;
- o Use lighter-colored pavement where feasible;
- o Recycle construction debris to maximum extent feasible;
- Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs.
- Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles;
- Land use siting and design measures that reduce GHG emissions, including:
  - o Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and
  - o Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.

#### Hydrology & Water Quality Goals

- Incorporate measures consistent in a manner that conforms to the standards set by regulatory agencies responsible for regulating water quality/supply requirements, such as:
  - o Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings(xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.
  - o Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be



- implemented where feasible.
- o Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair.
  - o Ensure that projects requiring continual dewatering facilities implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project. Comply with appropriate building codes and standard practices including the Uniform Building Code.
  - o Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimized new impervious surfaces to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.
  - o Avoid designs that require continual dewatering where feasible.
  - o Where feasible, do not site transportation facilities in groundwater recharge areas, to prevent conversion of those areas to impervious surface.
  - Incorporate measures consistent in a manner that conforms to the standards set by regulatory agencies responsible for regulating and enforcing water quality and waste discharge requirements, such as:
    - o Complete, and have approved, a Stormwater Pollution Prevention Plan (“SWPPP”) before initiation of construction.
    - o Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.
    - o Comply with the Caltrans stormwater discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control.
    - o Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.
    - o Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.

- o Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse (e.g., Army Corps § 404 permit, Regional Waterboard § 401 permit, Fish & Wildlife § 401 permit).
- o Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.
- o Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban stormwater runoff discharge permits, on new facilities.
- o Provide structural stormwater runoff treatment consistent with the applicable urban stormwater runoff permit where Caltrans is the operator, the statewide permit applies.
- o Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable stormwater runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase.
- o Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' stormwater discharge permit including long-term sediment control and drainage of roadway runoff.
- o Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process.
- o Design projects to maintain volume of runoff, where any downstream receiving water body has not been designed and maintained to accommodate the increase in flow velocity, rate, and volume without impacting the water's beneficial uses. Pre-project flow velocities, rates, volumes must not be

exceeded. This applies not only to increases in stormwater runoff from the project site, but also to hydrologic changes induced by flood plain encroachment. Projects should not cause or contribute to conditions that degrade the physical integrity or ecological function of any downstream receiving waters.

- o Provide culverts and facilities that do not increase the flow velocity, rate, or volume and/or acquiring sufficient storm drain easements that accommodate an appropriately vegetated earthen drainage channel.
- o Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.
- o Encourage Low Impact Development (“LID”) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.
- Incorporate measures consistent with the provisions of the Groundwater Management Act and implementing regulations, such as:
  - o For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.
  - o Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize to the greatest extent possible, new impervious surfaces, including the use of in-lieu fees and off-site mitigation.
  - o Avoid designs that require continual dewatering where feasible.
  - o Avoid construction and siting on groundwater recharge areas, to prevent

- conversion of those areas to impervious surface.
- o Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.
- Incorporate mitigation measures to ensure compliance with all federal, state, and local floodplain regulations, consistent with the provisions of the National Flood Insurance Program, such as:
  - o Comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program.
  - o Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.

#### Transportation, Traffic, and Safety

- Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation.
- Create a ride-sharing program by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides.
- Provide a vanpool for employees.
- Provide a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use, including:
  - o Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement.

- o Direct transit sales or subsidized transit passes.
- o Guaranteed ride home program.
- o Pre-tax commuter benefits (checks).
- o On-site car-sharing program (such as City Car Share, Zip Car, etc.).
- o On-site carpooling program.
- o Distribution of information concerning alternative transportation options.
- o Parking spaces sold/leased separately.
- o Parking management strategies; including attendant/valet parking and shared parking spaces.
- Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading and waiting areas.
- Encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations, providing shuttle service to public transit, offering public transit incentives and providing public education and publicity about public transportation services.
- Build or fund a major transit stop within or near transit development upon consultation with applicable CTCs.
- Work with the school districts to improve pedestrian and bike access to schools and to restore or expand school bus service using lower-emitting vehicles.
- Purchase, or create incentives for purchasing, low or zero-emission vehicles.
- Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles.
- Promote ride sharing programs, if determined feasible and applicable by the Lead Agency, including:
  - o Designate a certain percentage of parking spaces for ride-sharing vehicles.
  - o Designate adequate passenger loading, unloading, and waiting areas for ride-sharing vehicles.

- o Provide a web site or message board for coordinating shared rides.
- o Encourage private, for-profit community car-sharing, including parking spaces for car share vehicles at convenient locations accessible by public transit.
- o Hire or designate a rideshare coordinator to develop and implement ridesharing programs.
- Support voluntary, employer-based trip reduction programs, if determined feasible and applicable by the Lead Agency, including:
  - o Provide assistance to regional and local ridesharing organizations.
  - o Advocate for legislation to maintain and expand incentives for employer ridesharing programs.
  - o Require the development of Transportation Management Associations for large employers and commercial/ industrial complexes.
  - o Provide public recognition of effective programs through awards, top ten lists, and other mechanisms.
- Implement a “guaranteed ride home” program for those who commute by public transit, ridesharing, or other modes of transportation, and encourage employers to subscribe to or support the program.
- Encourage and utilize shuttles to serve neighborhoods, employment centers and major destinations.
- Create a free or low-cost local area shuttle system that includes a fixed route to popular tourist destinations or shopping and business centers.
- Work with existing shuttle service providers to coordinate their services.
- Facilitate employment opportunities that minimize the need for private vehicle trips, such as encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate.
- Organize events and workshops to promote GHG-reducing activities.
- Implement a Parking Management Program to discourage private vehicle use, including:
  - o Encouraging carpools and vanpools with preferential parking and a reduced

parking fee.

- o Institute a parking cash-out program or establish a parking fee for all single-occupant vehicles.

#### Utilities & Service Systems

- Integrate green building measures consistent with CALGreen (Title 24, part 11), U.S. Green Building Council’s Leadership in Energy and Environmental Design, energy Star Homes, Green Point Rated Homes, and the California Green Builder Program into project design including, but not limited to the following:
  - o Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities.
  - o Inclusion of a waste management plan that promotes maximum C&D diversion.
  - o Development of indoor recycling program and space.
  - o Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and 2016 RTP/SCS policies can and should be required.
  - o Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities.
  - o Develop alternative waste management strategies such as composting, recycling, and conversion technologies.
  - o Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.
  - o Require the reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).

- o Integrate reuse and recycling into residential industrial, institutional and commercial projects.
- o Provide recycling opportunities for residents, the public, and tenant businesses.
- o Provide education and publicity about reducing waste and available recycling services.
- o Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.

As the above tables indicate, the RDEIR fails to mention or demonstrate consistency with all the above listed measures and strategies of the SCAG RTP/SCS Plan. Thus, the RDEIR fails to demonstrate that all feasible mitigation measures were considered. To the extent that the Project fails to comply with the measures mentioned above, the Project RDEIR has failed to mitigate GHG emissions to the extent feasible.

Furthermore, the RDEIR fails to integrate or consider many GHG reduction measures outlined in the California Air Pollution Control Officers Association (CAPCOA) August 2010 Report which the South Coast Air Quality Management District has recognized as a “comprehensive guidance document for quantifying the effectiveness of GHG mitigation measures.”<sup>15</sup>

The RDEIR must analyze the effectiveness and feasibility of a number of greenhouse gas mitigation measures proposed by the CAPCOA Report, including greenhouse gas mitigation measures for building energy use, lighting, alternative energy generation, land use, landscaping, waste, vegetation, construction and miscellaneous measures including carbon sequestration or other off-site mitigation measures.

E. The RDEIR Improperly Defers Formulation and Imposition of Performance-Based Mitigation Measures

CEQA mitigation measures proposed and adopted into an environmental impact report are required to describe what actions that will be taken to reduce or avoid an

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<sup>15</sup> South Coast Air Quality Management District (2019) “Greenhouse Gases, accessed on March 22, 2019, available at <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies/greenhouse-gases> (attached as Exhibit C); California Air Pollution Control Officers Association (CAPCOA) August 2010 Report (attached as Exhibit D).



environmental impact. (CEQA Guidelines § 15126.4(a)(1)(B) [providing “[f]ormulation of mitigation measures should not be deferred until some future time.”].) While the same Guidelines section 15126.5(a)(1)(B) acknowledges an exception to the rule against deferrals, but such exception is narrowly proscribed to situations where “measures may specify performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way.” (*Id.*) Courts have also recognized a similar exception to the general rule against deferral of mitigation measures where the performance criteria for each mitigation measure is identified and described in the EIR. (*Sacramento Old City Ass’n v. City Council* (1991) 229 Cal.App.3d 1011.)

Impermissible deferral can occur when an EIR calls for mitigation measures to be created based on future studies or describes mitigation measures in general terms but the agency fails to commit itself to specific performance standards. (*Preserve Wild Santee v. City of Santee* (2012) 210 Cal.App.4th 260, 281 [city improperly deferred mitigation to butterfly habitat by failing to provide standards or guidelines for its management]; *San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 671 [EIR failed to provide and commit to specific criteria or standard of performance for mitigating impacts to biological habitats]; *see also Cleveland Nat’l Forest Found. v San Diego Ass’n of Gov’ts* (2017) 17 Cal.App.5th 413, 442 [generalized air quality measures in the EIR failed to set performance standards]; *California Clean Energy Comm. v City of Woodland* (2014) 225 Cal.App.4th 173, 195 [agency could not rely on a future report on urban decay with no standards for determining whether mitigation required]; *POET, LLC v. State Air Resources Bd.* (2013) 218 Cal.App.4th 681, 740 [agency could not rely on future rulemaking to establish specifications to ensure emissions of nitrogen oxide would not increase because it did not establish objective performance criteria for measuring whether that goal would be achieved]; *Gray v. County of Madera* (2008) 167 Cal.App.4th 1099, 1119 [rejecting mitigation measure requiring replacement water to be provided to neighboring landowners because it identified a general goal for mitigation rather than specific performance standard]; *Endangered Habitats League, Inc. v. County of Orange* (2005) 131 Cal.App.4th 777, 794 [requiring report without established standards is impermissible delay].)

In addition, a determination that regulatory compliance will be sufficient to prevent significant adverse impacts must be based on a project-specific analysis of potential

impacts and the effect of regulatory compliance. In *Californians for Alternatives to Toxics v. Department of Food & Agric.* (2005) 136 Cal. App. 4th 1, the court set aside an EIR for a statewide crop disease control plan because it did not include an evaluation of the risks to the environment and human health from the proposed program but simply presumed that no adverse impacts would occur from use of pesticides in accordance with the registration and labeling program of the California Department of Pesticide Regulation. *See also Ebbetts Pass Forest Watch v Department of Forestry & Fire Protection* (2008) 43 Cal. App. 4th 936, 956 (fact that Department of Pesticide Regulation had assessed environmental effects of certain herbicides in general did not excuse failure to assess effects of their use for specific timber harvesting project).

First, the RDEIR identifies a potentially significant hazards and hazardous materials impact relating to accidental release of hazardous materials from an existing groundwater well on the Project site and provides mitigation measure HAZ-1 to reduce that impact to less than significant. However, no plan is provided for the groundwater well abandonment other than a provision that “the applicant shall provide documentation to the City of Santee Development Services Department showing the proper abandonment. . .in accordance with the County of San Diego’s Well Ordinance.” (RDEIR, p. 1-53.) The RDEIR defers formulation of a well abandonment plan until after certification of the EIR. Mere statements of future compliance with regulatory requirements is inadequate and deferred mitigation.

Second, the RDEIR defers formulation of noise impact mitigation measures NOI-4 and NOI-8. NOI-4 proposes a nighttime noise sound management plan that relies upon a sound management plan for the Project that is deferred until such time it will be “included in the construction documents”; and the sound management plan lacks any objective performance criteria and defers any details as would be “deemed necessary by a qualified acoustical engineer, to minimize noise at nearby receptors.” (RDEIR, pp. 1-58~59.) Any details are deferred until after certification of the EIR.

Regarding mitigation measure NOI-8 for vibration, the RDEIR defers any detail and formulation of a plan to such time as a “qualified acoustician [identifies] best management practices to be implemented. . .to reduce vibration levels to below 80 vibration decibels at the nearest residence.” (RDEIR, p. 1-61.) Once again, there is no objective performance criteria for a plan, nor is there any plan to reduce vibration noise other than stating best practices will be utilized.

Lastly, the RDEIR defers mitigation of significant impacts to aesthetics. The RDEIR

admits that the Project would involve “extensive excavation and grading into the native terrain” causing significant impacts to aesthetics. (DEIR, p. 4.1-55.) But, the RDEIR fails to demonstrate how the extensive excavation and grading required would conform to the City’s hillside development guidelines, or how the methods or areas chosen for grading and excavation will minimize to maximum extent feasible the damage to the hills, canyons, and outcroppings. The RDEIR simply states it plans to comply with municipal code and General Plan guidelines, but that fails to demonstrate consistency with the goals and objectives of the General Plan. (See RDEIR, p. 4.1-56.)

The DEIR needs to be amended to include specific noise mitigation measures based on objective performance criteria that are not deferred until after the EIR is already certified.

F. Discussion of Mitigation Measures to Reduce Impacts of New Utilities Infrastructure is Inadequate and Not Based on Substantial Evidence

An EIR must propose and describe mitigation measures to minimize the significant environmental effects identified in the EIR. Cal. Pub. Res. Code §§ 21002.1(a), 21100(b)(3); CEQA Guidelines § 15126.4. CEQA Guidelines § 15126.4 requires that mitigation measures be identified *for each significant effect* described in the EIR.

The substantial evidence test applies to any conclusions or findings in the EIR’s analysis of a topic. *See, e.g., Residents Against Specific Plan 380 v. County of Riverside* (2017) 9 Cal. App 5th 941, 968. Substantial evidence is defined as “enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached.” CEQA Guidelines §15384(a); *Laurel Heights Improvement Ass’n v. Regents of Univ. of Cal.* (1988) 47 Cal. App. 3d 376, 393, 409; *Save Round Valley Alliance v. County of Inyo* (2007) 157 Cal. App. 4th 1437, 1446. Substantial evidence includes facts, reasonable assumptions predicated on facts, and expert opinion supported by facts, but does not include argument, speculation, or unsubstantiated opinion. Cal. Pub. Res. Code §§21080(e), 21082.2(c).

Here, the RDEIR identifies potentially significant impacts relating to the construction of infrastructure for the proposed Project, yet fails to develop any mitigation measures for these impacts. (RDEIR, p. 4.17-21.) Instead, without any analysis whatsoever, the RDEIR states that mitigation measures developed for other resource topics will also ameliorate the impacts of new infrastructure to less than significant and no additional

mitigation is required. Even if that could be the case, the RDEIR does not include any fact-based and individualized analysis of how other mitigation measures can reduce these impacts to less than significant. The RDEIR needs to be amended to either include additional mitigation measures that cover these impacts, or else analyze using substantial evidence how mitigation measures for other resource topics apply to reduce the level of the impact for a different topic.

## **II. THE PROJECT VIOLATES THE STATE PLANNING AND ZONING LAW AS WELL AS THE CITY'S GENERAL PLAN**

### **A. Background Regarding the State Planning and Zoning Law**

Each California city and county must adopt a comprehensive, long-term general plan governing development. (*Napa Citizens for Honest Gov. v. Napa County Bd. of Supervisors* (2001) 91 Cal. App.4th 342, 352, citing Gov. Code §§ 65030, 65300.) The general plan sits at the top of the land use planning hierarchy (See *DeVita v. County of Napa* (1995) 9 Cal. App. 4th 763, 773), and serves as a “constitution” or “charter” for all future development. (*Lesher Communications, Inc. v. City of Walnut Creek* (1990) 52 Cal. App. 3d 531, 540.)

General plan consistency is “the linchpin of California’s land use and development laws; it is the principle which infused the concept of planned growth with the force of law.” (See *Debottari v. Norco City Council* (1985) 171 Cal. App. 3d 1204, 1213.)

State law mandates two levels of consistency. First, a general plan must be internally or “horizontally” consistent: its elements must “comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.” (See Gov. Code § 65300.5; *Sierra Club v. Bd. of Supervisors* (1981) 126 Cal. App. 3d 698, 704.) A general plan amendment thus may not be internally inconsistent, nor may it cause the general plan as a whole to become internally inconsistent. (See *DeVita*, 9 Cal. App. 4th at 796 fn. 12.)

Second, state law requires “vertical” consistency, meaning that zoning ordinances and other land use decisions also must be consistent with the general plan. (See Gov. Code § 65860(a)(2) [land uses authorized by zoning ordinance must be “compatible with the objectives, policies, general land uses, and programs specified in the [general] plan.”]; see also *Neighborhood Action Group v. County of Calaveras* (1984) 156 Cal. App. 3d 1176, 1184.) A zoning ordinance that conflicts with the general plan or impedes achievement of its policies is invalid and cannot be given effect. (See *Lesher*,

52 Cal. App. 3d at 544.)

State law requires that all subordinate land use decisions, including conditional use permits, be consistent with the general plan. (See Gov. Code § 65860(a)(2); *Neighborhood Action Group*, 156 Cal. App. 3d at 1184.)

A project cannot be found consistent with a general plan if it conflicts with a general plan policy that is “fundamental, mandatory, and clear,” regardless of whether it is consistent with other general plan policies. (See *Endangered Habitats League v. County of Orange* (2005) 131 Cal. App. 4th 777, 782-83; *Families Unafraid to Uphold Rural El Dorado County v. Bd. of Supervisors* (1998) 62 Cal. App. 4th 1332, 1341-42 [“FUTURE”].) Moreover, even in the absence of such a direct conflict, an ordinance or development project may not be approved if it interferes with or frustrates the general plan’s policies and objectives. (See *Napa Citizens*, 91 Cal. App. 4th at 378-79; see also *Lesher*, 52 Cal. App. 3d at 544 [zoning ordinance restricting development conflicted with growth-oriented policies of general plan].)

B. The Project is Inconsistent with the City’s General Plan Housing Element

Since 1969, California has required that all local governments (cities and counties) adequately plan to meet the housing needs of everyone in the community. California’s local governments meet this requirement by adopting housing plans as part of their “general plan” (also required by the state). General plans serve as the local government’s “blueprint” for how the city and/or county will grow and develop and include seven elements: land use, transportation, conservation, noise, open space, safety, and housing. The law mandating that housing be included as an element of each jurisdiction’s general plan is known as “housing-element law.” California’s housing-element law acknowledges that, in order for the private market to adequately address the housing needs and demand of Californians, local governments must adopt plans and regulatory systems that provide opportunities for (and do not unduly constrain), housing development. As a result, housing policy in California rests largely on the *effective implementation* of local general plans and, in particular, local housing elements.

Existing law requires the housing element to contain a program that sets a 5-year schedule of actions to implement the goals and objectives of the housing element under RHNA allocations. Existing law also requires cities and counties to review and revise their housing elements at least every 5 years for compliance. (Gov. Code §

65584.)

The City of Santee General Plan includes the following objectives and policies in its Housing Element:

- Objective 3.0: Expand affordable housing options within Santee;
- Objective 5.0: Provide a wide range of housing types; and
- Program 10: Facilitate affordable housing development.<sup>16</sup>

The General Plan Housing Element also lists the City’s quantified housing objectives per the RHNA allocation assessment for Santee, with requirements to build, through 2021, 457 units for extremely low income, 457 units for very low income, 694 units for low income, 642 units for moderate income, and 1,410 units for above moderate income.<sup>17</sup> Per SANDAG’s latest available RHNA progress report, the City of Santee is woefully behind schedule in units permitted for very low, low, and moderate income housing.<sup>18</sup>

The City’s plan to construct approximately 3,000 housing units, and not include *any* affordable housing units on the Project site is not only unconscionable, it is obviously inconsistent with the City’s own General Plan. Fanita Ranch is one of the largest undeveloped tracts of land in the City and an easy opportunity for the City to make some progress toward its RHNA allocation from SANDAG. The City should not only seriously consider including a fair share of affordable housing on the Project site, it needs to do so if it has any hope of meeting its RHNA obligations under the state housing law and to comply with the City’s General Plan.

C. The Project is Inconsistent with the City’s General Plan Conservation Element and the San Diego Multiple Species Conservation Program

The City of Santee’s General Plan – Conservation Element<sup>19</sup> stipulates the following objectives and policies applicable to the Project:

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<sup>16</sup> Fanita Ranch General Plan – Housing Element, pp. 6-8, 6-12, and 6-10. Available at <https://www.cityofsantee.ca.gov/home/showdocument?id=8551> (attached as Exhibit E).

<sup>17</sup> *Id.* at 4-1.

<sup>18</sup> SANDAG 2017 Regional Housing Progress Report, p. 37. Available at [https://www.sandag.org/uploads/publicationid/publicationid\\_2132\\_22605.pdf](https://www.sandag.org/uploads/publicationid/publicationid_2132_22605.pdf) (attached as Exhibit F).

<sup>19</sup> City of Santee, General Plan – Conservation Element, available at <https://www.cityofsantee.ca.gov/home/showdocument?id=7199> (attached as Exhibit G).

- Objective 1.0<sup>20</sup>:
  - Policy 1.1: The City shall encourage significant natural landforms to be maintained during development whenever possible.
  - Policy 1.2 The City should encourage, through the environmental review process, the preservation of hillsides with steep slopes as appropriate to minimize danger from landslides and mudslides, as well as to protect key visual resources.
  - Policy 1.3 To protect and wisely manage hillsides and topographic resources, the City shall use the following hillside development guidelines:  
Percent Natural Slope Guideline Less than 10% This is not a hillside condition. Conventional grading techniques are acceptable. 10% - 19.9% Development with grading will occur in this zone, but existing landforms should retain their natural character. Padded building sites are permitted on these slopes, but contour grading, split level architectural prototypes, with stacking and clustering are expected. 20% and over Special hillside grading, architectural and site design techniques are expected, and architectural prototypes should conform to the natural landform  
Compact development plans should be used to minimize grading footprints.
- Objective 2.0<sup>21</sup>: Protect floodways to reduce flood hazards, protect biological resources and preserve the aesthetic quality along water corridors.
  - Policy 2.1 The City shall encourage the protection of the San Diego River Corridor and all other City water corridors to reduce flood hazards, protect significant biological resources and scenic values, and to provide for appropriate recreational uses.
  - Policy 2.2 The City should promote open space in conjunction with other appropriate land uses along the San Diego River corridor and other water corridors found in the City.
- Objective 10.0: Preserve significant natural resources such as mineral deposits, biological resources, watercourses, groundwater, hills, canyons, and major rock

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<sup>20</sup> *Id.* at 6-18.

<sup>21</sup> *Id.* at 6-19.

outcroppings such as part of a Citywide open space system.

- Policy 10.2: The City should encourage the preservation of significant natural features, such as watercourses, ridgelines, steep canyons, and major rock outcroppings through the Development Review process.

The Fanita Ranch Specific Plan area is located within the 1998 San Diego Multiple Species Conservation Plan (San Diego “MSCP”) area<sup>22</sup>, and hence is subject to that plan, as well as the draft Fanita Ranch Subarea MSCP which has yet to be published or finalized. The MSCP is a regional, landscape-level plan to preserve San Diego's unique, native habitats and wildlife for future generations. Projects and subarea plans within the MSCP should support the goals and objectives of the 1998 umbrella plan and should also address the conservation needs of any sensitive species federally or State listed or proposed since the MSCP was completed.

The U.S. Fish and Wildlife Service (“UFWS”) and the California Department of Fish and Wildlife (“CDFW”) both submitted a comment letter on the Applicant’s previous attempt in 2016 to certify an EIR for this Project, and their concerns remain valid to the RDEIR.<sup>23</sup> As proposed, the Project fails to comply with the San Diego MSCP and the General Plan’s Conservation Element for at least the following reasons:

- The Project’s fragmented and broad footprint across Fanita Ranch;
- The Project’s fragmented reserve areas;
- The reserve design fails to adequately minimize edge effects;
- The Project should be located closer and concentrated near existing development;
- The Project fails to minimize damage to the habitats of multiple species, including but not limited to, the coastal cactus wren, Quino checkerspot butterfly, Hermes copper butterfly, and western spadefoot toad;
- The Project fails to expand acreages of reserve and habitats safe from construction or disturbance, edge effects, fires, or fragmentation as designed to adequately protect biological resources;

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<sup>22</sup> San Diego MSCP, available at <https://www.sandiegocounty.gov/content/dam/sdc/pds/mscp/docs/SCMSCP/FinalMSCPProgramPlan.pdf> (attached as Exhibit H).

<sup>23</sup> UFWS and CDFW December 20, 2016 Comment Letter on the Proposed Fanita Ranch Project (attached as Exhibit I).



- The Project’s proposed development and reserve areas are not fully buffered from each other and all buffer areas should be unlit, and areas adjacent to development or roadways should have minimal lighting shielded away from buffer zones and natural areas;
- The Project does not attempt to adequately minimize the use of roadways, or roadways crossing habitat or reserve areas;
- Recreational trails do not utilize wildlife corridor road crossings to reduce the total extent of development infrastructure and increase corridor crossing function and size for wildlife;
- The Project does not minimize and mitigate impacts to impacted species to the maximum extent feasible with a goal of no net loss of sensitive biological resources; and
- Vernal pools and their watersheds are not avoided to the maximum extent feasible. High-function vernal pools and their watersheds should be avoided and conserved. Moderate function vernal pools on site should be restored or enhanced.

With respect to Objectives 1.0 and 10.0 of the General Plan – Conservation Element, the Project site consists mostly of canyons, hillsides, ridgelines, rock outcroppings, and other similar natural features. The RDEIR admits that the Project would involve “extensive excavation and grading into the native terrain.” (RDEIR, p. 4.1-55.) The RDEIR fails to demonstrate how the extensive excavation and grading required would conform to the City’s hillside development guidelines, or how the methods or areas chosen for grading and excavation will minimize to maximum extent feasible the damage to the hills, canyons, and outcroppings. The RDEIR simply states it plans to comply with municipal code and General Plan guidelines, but that fails to demonstrate consistency with the goals and objectives of the General Plan. (See RDEIR, p. 4.1-56.)

D. The Vesting Tentative Map Fails To Comply With The State Subdivision Map Act

The Subdivision Map Act, Government Code section 66410, *et seq.*, (“Subdivision Map Act” or “Act”) requires local agencies to review and approve **all land subdivisions**. The Act regulates both the process for approving subdivisions and sets substantive requirements for approval of land subdivisions. The Act requires that a local agency

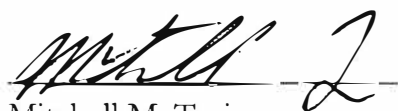
deny approval of a land subdivision, referred to as a tentative map or a parcel map, if it makes a determination that “the proposed map is not consistent with applicable general and specific plans” or that “the design or improvements of the proposed subdivision is not consistent with the applicable general and specific plans.” Cal. Gov. Code, § 66474(a–b).

Here, the applicant applies for and the Project requires a Vesting Tentative Map. However, the Project is inconsistent with all the aforementioned goals, policies, or objective’s the City’s General Plan, therefore any approval of the Vesting Tentative Map violates the Subdivision Map Act.

### III. CONCLUSION

Commenters request that the City revise and recirculate the Project’s environmental impact report to address the aforementioned concerns. If the City has any questions or concerns, feel free to contact my Office.

Sincerely,



Mitchell M. Tsai

Attorneys for Southwest Regional Council of Carpenters

#### Attached:

SANDAG 2050 Regional Transportation Plan, available at [https://www.sandag.org/uploads/2050RTP/F2050rtp\\_all.pdf](https://www.sandag.org/uploads/2050RTP/F2050rtp_all.pdf) (attached as Exhibit A);

SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy, available at <http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf> (attached as Exhibit B);

South Coast Air Quality Management District (2019) “Greenhouse Gases, accessed on March 22, 2019, available at <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies/greenhouse-gases> (attached as Exhibit C);

California Air Pollution Control Officers Association (August 2010) “Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures,” accessed March 22,

2020, available at <https://www.aqmd.gov/docs/default-source/ceqa/handbook/mitigation-measures-and-control-efficiencies/quantifying-greenhouse-gas-mitigation-measures.pdf?sfvrsn=0> (attached as Exhibit D);

Fanita Ranch General Plan – Housing Element, available at <https://www.cityofsanteeca.gov/home/showdocument?id=8551> (attached as Exhibit E);

SANDAG 2017 Regional Housing Progress Report, p. 37, available at [https://www.sandag.org/uploads/publicationid/publicationid\\_2132\\_22605.pdf](https://www.sandag.org/uploads/publicationid/publicationid_2132_22605.pdf) (attached as Exhibit F);

City of Santee, General Plan – Conservation Element, available at <https://www.cityofsanteeca.gov/home/showdocument?id=7199> (attached as Exhibit G);

San Diego Multiple Species Conservation Program, available at <https://www.sandiegocounty.gov/content/dam/sdc/pds/mscp/docs/SCMSCP/FinalMSCPPProgramPlan.pdf> (attached as Exhibit H); and

United States Fish and Wildlife Service and California Department of Fish and Wildlife December 20, 2016 Comment Letter on the Proposed Fanita Ranch Project (attached as Exhibit I).

**City Response to Late Comments  
Submitted by Southwest Regional  
Council of Carpenters**

## Response to Late Comments Submitted by Southwest Regional Council of Carpenters

The City has considered the environmental issues raised in this comment letter and responds as follows:

### 1. The Draft Revised EIR Was Properly Noticed

The comment requests that the City continue the EIR's comment deadline due to the closure of many public facilities to the general public due to concerns regarding COVID-19 cases. The Notice of Availability of the Draft EIR was released on May 29, 2020. Prior to the release of the Notice of Availability, on April 22, 2020, the Governor issued Executive Order N-54-20 ("Executive Order"), which suspended for a period of 60 days (i.e., until June 21, 2020) the effect of certain public filing, posting, notice and public access requirements contained in CEQA and the CEQA Guidelines. The Executive Order provides in relevant part:

The public filing, posting, notice, and public access requirements set forth in Public Resources Code sections 21092.3 and 21152, and California Code of Regulations, Title 14, sections 15062(c)(2) and (c)(4); 15072(d); 15075 (a),(d), and (e); **15087(d)**; and 15094(a), (d), and (e), for projects undergoing, or deemed exempt from, California Environmental Quality Act review, are suspended for a period of 60 days. ***This suspension does not apply to provisions governing the time for public review.*** [emphasis added].

Thus, as a result of the temporary suspension of Public Resources Code Section 21092.3 and CEQA Guidelines Section 15087(d), the City's Notice of Availability was not required to be posted in the office of the County Clerk and the County Clerk was not required to post such notice within 24 hours of receipt. Despite the Executive Order's suspension, the City did file the Notice of Availability with the San Diego County Clerk on May 28, 2020 and the County Clerk posted the Notice of Availability on June 3, 2020. Thus, while not required, the City did notify the public in accordance with CEQA Guidelines Section 15087(d). The County Clerk did not post the Notice of Availability within 24 hours but did post it within five days of the start of the public review period, giving the public notice of the availability of the EIR.

The comment further claims that CEQA's public notice requirements were not satisfied because the City's Department of Development Services ("Department") website notes the EIR may only be viewed in the Department by appointment only, aside from electronic access and that the EIR was not available for curbside pickup from the San Diego County library in the City. The City in fact went above and beyond to provide public notice given the constraints due to the closure of public facilities in response to COVID-19. The Governor's Executive Order specifically provided that during the 60-day suspension period, if a lead agency, responsible agency, or project applicant

“would otherwise have been required to publicly post or file materials concerning the project with any county clerk, or otherwise make such materials available to the public,” they must, as applicable:

- Post materials on the relevant agency's or applicant's public-facing website for the same period of time that physical posting would otherwise be required;
- Submit all materials electronically to the State Clearinghouse CEQAnet Web Portal; and
- Engage in outreach to any individuals and entities known by the lead agency, responsible agency, or project applicant to be parties interested in the project in the manner contemplated by CEQA and the State CEQA Guidelines.

The City satisfied the noticing requirements of the Executive Order by submitting the Notice of Availability and the EIR to the State Clearinghouse, posting all materials on the City's website, and providing notice directly to requesting parties in accordance with CEQA and the CEQA Guidelines. Additionally, to facilitate access to those that may not be able to access the document online, the City provided for viewing in the Department as well as the City Clerk's office and the City Manager's office by appointment only. By doing so, the City facilitated public access while taking care to address health concerns for both the public and City staff. The City has therefore provided an adequate public review period in compliance with CEQA and the Governor's Executive Order. There is no requirement under CEQA to extend or suspend public review periods due to the pandemic.

## **2. The Project Description Complies with CEQA**

The comment argues that the EIR does not adequately describe the proposed project because it fails to identify a specific project proposal for construction on the project site. The comment notes one plan proposes a school and another does not and questions how much commercial space will be constructed.

The EIR analyzes a community within the City consisting of approximately 2,949 housing units *under the preferred land use plan* with school, or 3,008 units under the land use plan without school. (EIR, Section 3.3.) [emphasis added] The preferred land use plan with school is the project for purposes of CEQA. As described in detail in the project description, however, because the City and HomeFed Fanita Rancho, LLC (“applicant”) do not control whether the site would be acquired by the Santee School District for use as a school, the underlying land use for the School Overlay site is Medium Density Residential. If the school site is not acquired for a permitted educational use within two years of the filing of the Final Map for the phase in which the school site is located, the underlying Medium Density Residential land use designation would be implemented, and the maximum total number of units permitted

on the project site would be increased by 59 units to 3,008 units. (EIR, Section 3.3.1.5.) The project description thus identified a specific proposed project and did not present a set of significantly different alternative proposals. The project consists of the Fanita Ranch Specific Plan, which includes a School Overlay designation. The land use plan without school would only occur if the school overlay site was not acquired for a permitted educational use within two years of the filing of the Final Map. In that case, the underlying Medium Density Residential zone would apply. The EIR analyzed development utilizing the School Overlay designation for a school as the proposed project, as well as development if the school was not developed and the proposed project's underlying zoning applied. This analysis informed public participation in the CEQA process by analyzing impacts under both scenarios.

As to commercial development, the project description notes that the proposed project would establish up to 80,000 square feet of commercial uses. (EIR, Section 3.3.) Table 3-1 lists the allowable commercial square footage as 60,000 square feet in the Village Center land use designation and 20,000 square feet in the Agricultural Overlay designation. The 20,000 square feet of commercial use in the Agricultural Overlay designation is set aside for the Farm. The Farm is discussed in detail in Section 3.3.5 of the EIR. Additionally, as set forth in Section 3.3.1.6 of the EIR, the underlying land use for the Agricultural Overlay is Open Space. This ensures that no residential or commercial units would be built in those areas. The EIR provides "[t]he underlying Open Space land use designation may be implemented in the Agriculture Overlay planning area if uses permitted within the Agriculture Overlay planning area become infeasible (e.g., the Farm fails). Caretaker units (a maximum of six residential units) and commercial accessory uses are only permitted when the Agriculture Overlay is applied and would not be allowed when the Open Space land use is in effect." (EIR, Section 3.3.1.6.) Thus the EIR clearly describes what happens if the commercial square footage is not developed in the Agricultural Overlay.

The other 60,000 square feet of commercial development is allowed in the Village Center land use designation, which would be divided amongst the three proposed villages. Forty thousand square feet of commercial development is permitted in the Fanita Commons Village Center, with 10,000 square feet of commercial development permitted in Orchard Village and 10,000 square feet of commercial development permitted in Vineyard Village. (EIR, Section 3.3.2.) This breakdown of the permitted commercial development provides sufficient detail to inform decisionmakers, taking account of environmental consequences. The comment also cited *Citizens for a Sustainable Treasure Island v. City & County of San Francisco* (2014) 227 Cal.App.4th 1036, 1053, for the proposition that an EIR's description of the project should identify the project's main features and other information needed for an assessment of the project's environmental impacts. The comment overlooks the fact that as long as these requirements are met, a project description may allow for the flexibility needed to respond to unforeseeable events and changing conditions that could affect the project's final design. *Ibid.* The project description here satisfies CEQA's requirements

on both counts. It clearly identifies the allowable commercial square footage permitted, allowing for impacts to be adequately analyzed. It sets forth a description of where such commercial square footage is permitted and it allows for flexibility.

The comment also argues that “[w]ithout a description of the affordability levels of the units, height and type of housing set to be built, the Project EIR cannot meaningfully evaluate the Project’s greenhouse gas, transportation, land use or aesthetic impacts.” Table 3-1 sets forth the residential units permitted by land use designation, including Village Center, Medium Density Residential, Low Density Residential and Active Adult Residential. (EIR, Section 3.3.1.) These designations are depicted on Figure 3-4. The project site is the only source for above moderate residential units in the City. (EIR, Section 4.13.5.1.) Contrary to the comment, the density, height and type of housing to be developed is set forth in detail in the project description (See EIR, Sections 3.3.1.1, 3.3.1.2, 3.3.1.3, 3.3.1.4, 3.3.1.5.) Therefore, the Project Description is accurate, stable and finite and no amendment is required.

### **3. COVID-19 is Not a CEQA Effect**

The comment argues that due to the current public health crisis, the City must adopt a mandatory finding of significance that the proposed project’s construction activities may cause a substantial adverse effect on human beings and that additional safety measures are required to mitigate potential community spread of COVID-19.

Public Resources Code Section 21083(b)(3) and CEQA Guidelines Section 15065(a)(4) provide a project may have a significant effect on the environment if the environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly. COVID-19 is not an environmental effect of the project, however, as it is already present in the population unrelated to project development. As a general rule, CEQA does not require an analysis of the impact of the existing environment on a proposed project unless the project will worsen existing environmental hazards or conditions. *California Bldg. Indus. Assn. v. Bay Area Air Quality Mgmt. Dist.* (2015) 62 Cal.4th 369, 377. Development of the proposed project will not worsen COVID-19 conditions.

Even so, the City is already subject to Statewide and County public health orders and follows San Diego County protocols for construction sites. See, Statewide Public Health Order (July 13, 2020) [<https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/COVID-19/SHO%20Order%20Dimming%20Entire%20State%207-13-2020.pdf>]; Order of the Health Officer and Emergency Regulations (Effective July 21, 2020) [<https://www.sandiegocounty.gov/content/dam/sdc/hhsa/programs/phs/Epidemiology/HealthOfficerOrderCOVID19.pdf>] (“County Order”).

Section 12 of the County Order provides that when the State of California has issued an industry guidance, or any subsequent amendments thereto, with mandatory and/or suggested measures to be implemented by a particular type of business or industry, a



reopened business must include in its Safe Reopening Plan all of the industry guidance mandatory measures, including, but not limited to, all of the requirements and guidance set forth in the Statewide Public Health Officer Order, issued by the California Department of Health Services on July 13, 2020, all portions of which are operative in San Diego County effective immediately, and available at <https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/COVID19/SHO%20Order%20Dimming%20Entire%20State%207-13-2020.pdf>. The reopened business shall include all suggested measures necessary to maintain proper sanitation, employee screening, social distancing and facial coverings. Any mandatory measures required by the Statewide Public Health Officer Order must also be included in the Safe Reopening Plan.

Further, the State of California has issued COVID-19 industry guidance for construction. <https://files.covid19.ca.gov/pdf/guidance-construction.pdf> (July 2, 2020) and construction industry checklist <https://files.covid19.ca.gov/pdf/checklist-construction.pdf>, which the City would follow for construction of the project. The State's industry guidance provides that employers also must comply with all Cal/OSHA standards and be prepared to adhere to its guidance as well as guidance from the Centers of Disease Control and Prevention (CDC) and the California Department of Public Health (CDPH). Employers also must be prepared to alter their operations as those guidelines change. Cal/OSHA protocols can be found at <https://www.dir.ca.gov/dosh/coronavirus/COVID-19-Infection-Prevention-in-Construction.pdf>.

#### **4. The EIR's Greenhouse Gases Analysis Complies with CEQA**

The comment summarizes the EIR's conclusions regarding Greenhouse Gas (GHG) emissions impacts as well as provides a summary of SB 375 and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) adopted by the Southern California Association of Governments (SCAG), as well as the RTP/SCS adopted by SANDAG. The comment notes that there are land use policies, transportation strategies, and project-level GHG measures identified in the 2012 and 2016 RTP/SCS and Program Environmental Impact Reports which the EIR should consider.

The CEQA Guidelines state that a lead agency may analyze and mitigate the significance of GHG emissions at the project level using a plan for the reduction of GHG emissions (CEQA Guidelines, Section 15183.5[a]). The City's Sustainable Santee Plan was adopted in January 2020 and includes a checklist to determine development projects' consistency with the land use assumptions and GHG reductions used in the Sustainable Santee Plan. The Sustainable Santee Plan is a qualified plan for reduction of GHGs under CEQA Guidelines, Section 15183.5(b).

Given that the Sustainable Santee Plan was in litigation (which has since been settled) at the time the EIR was released for public and agency review, the City elected to

independently develop a quantitative per capita GHG threshold, based upon the data accumulated during preparation of the Sustainable Santee Plan, to ensure the project would not generate significant GHG emissions under CEQA. That data is based on the demographic and land use forecast in the Santee General Plan. (See EIR Section 4.7.5.1).

CEQA also requires that an EIR consider whether implementation of a proposed project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. The project EIR analyzes the project's consistency with the Sustainable Santee Plan. As part of the analysis required to respond to that question, Table 4.7-13, Sustainable Santee Plan Community GHG Reduction Strategies (After Mitigation), demonstrates that the project, following implementation of the recommended mitigation measures, would be consistent with the applicable reduction strategies of the Sustainable Santee Plan. (See Section 4.7.3.)

The comment suggests the EIR consider the following Land Use and Transportation strategies found in the SCAG 2012 RTP/SCS: providing transit fare discounts; implementing transit integration strategies; and anticipating shared mobility platforms, car-to-car communications, and automated vehicle technologies. CEQA does not require analysis of every imaginable mitigation measure. *Gilroy Citizens for Responsible Planning v. City of Gilroy* (2006) 140 Cal.App.4th 911, 935. Here, the EIR has focused on feasible, practical and effective mitigation measures, particularly regarding GHG emissions focused on mobile sources, which compose over 60 percent of project emissions. The mitigation measures analyzed in the EIR would effectively reduce GHG emissions to less than significant levels. Of note, Mitigation Measure AIR-6 includes Transportation Demand Measures including implementing car-sharing programs, providing ride-sharing programs, implementing commuter trip reduction marketing, implementing a school carpool program under the preferred land use plan with school and implementing a neighborhood electric vehicle network. Further, consistent with Goal 6 of the Sustainable Santee Plan, the project would include pedestrian paths and bike lanes that connect the residential and commercial portions of the project. In addition, the project would include neighborhood electric vehicle routes connecting the land uses of the proposed project together.

After applying Mitigation Measures GHG-1 through GHG-6, AIR-5 through AIR-8, and AIR-10, there would be a reduction in GHG emissions of 37 percent compared to unmitigated emissions (unmitigated emissions include reductions from project design features and state regulations) for the preferred land use plan with school and a 36 percent reduction compared to unmitigated emissions for the land use plan without school. Per capita emissions from the preferred land use plan with school would be 1.51 MT CO<sub>2</sub>e after mitigation, and per capita emissions from the land use plan without school would be 1.62 MT CO<sub>2</sub>e. Therefore, per capita emissions would be reduced to below the 1.77 MT CO<sub>2</sub>e threshold for either land use plan, and impacts would be mitigated to a less than significant level. The project is thus consistent with

the numeric threshold derived from the data used to prepare the Sustainable Santee Plan and additional mitigation measures are not required. (EIR, Section 4.7.5.1.)

The comment includes a list of suggested GHG emissions goals citing the SCAG 2012 RTP/SCS Final PEIR MMRP as well as Appendix F of the CEQA Guidelines. The proposed project's design features and mitigation measures are consistent with those suggested by the comment. Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy are analyzed in Section 4.5 of the EIR. Estimated energy consumption with and without implementation of the mitigation measures required to reduce air quality and GHG emissions is illustrated in Table 4.5-7. Specifically, Mitigation Measure AIR-8 would reduce energy use, and Mitigation Measure GHG-1 requires generation of renewable energy on the project site. The annual electricity consumption of the project with Mitigation Measures AIR-7, GHG-4, and GHG-6 would be higher than without mitigation measures due to the increased electricity consumption by electric vehicles (EV) and all-electric residences. Mitigation would include on-site renewable electricity generation (Mitigation Measure GHG-1), however, that would offset the higher electricity consumption of the proposed project. By buildout, the project would generate approximately 20,472,039 kilowatt-hours (kWh) and 20,378,877 kWh of electricity per year from distributed photovoltaic solar electric generation on site, under the preferred land use plan with school and land use plan without school, respectively, which is equal to approximately 63 percent of the total electricity demand. The on-site generation of renewable energy would reduce the project's percent of County 2017 energy consumption to 0.06 percent. (EIR, Section 4.5.5.1.) This is consistent with the goals listed by the comment, such as alternate fuels (particularly renewable ones) or energy systems.

The project also would include a total of 1,203 240-volt Level 2 Electric Vehicle Supply Equipment (EVSE) in each garage provided for a Low Density Residential Unit, a total of 354 EVSE in the parking areas of the remaining residential units and 15 EVSE within the proposed project's commercial parking lots as stated in Mitigation Measure AIR-7. Per Mitigation Measure AIR-6, the project would implement a neighborhood electric vehicle network along with other Transportation Demand Management measures. (EIR, Section 4.2.5.1.) Additionally, Mitigation Measure GHG-6 would provide 100 electric vehicles to project residents. (EIR, Section 4.7.5.2.) This is consistent with measures listed by the comment, including the use of energy and fuel-efficient vehicles and equipment; the deployment of zero- and/or near zero emission technologies; and measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles.

Mitigation Measure GHG-2 requires the applicant to institute recycling and composting services to divert at least 90 percent of the proposed project's operational waste, consistent with the City's performance metric. The proposed project would also recycle

or reuse at least 70 percent of the construction waste, soil, and debris by 2030 and 80 percent starting in 2030. (EIR, Section 4.7.5.2.) This is consistent with the measures cited by the comment, such as incorporating design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse and recycling construction debris to the maximum extent feasible.

Accordingly, the proposed project already incorporates many of the measures listed by the comment in Mitigation Measures AIR-5 through AIR-10 and GHG-1 through GHG-6. Implementation of the proposed project's Air Quality and GHG Mitigation Measures would ensure the project is consistent with the Sustainable Santee Plan and that GHG emissions are less than significant. No additional measures are required.

## **5. The EIR Adequately Addresses the Comment's Hydrology and Water Quality Related Concerns**

The comment lists a number of measures related to hydrology and water quality goals that it suggests be implemented by the proposed project. As to measures consistent with standards set by regulatory agencies responsible for regulating water quality/supply, the project does reduce exterior consumptive uses of water in public areas and promotes reductions in private homes and businesses as set forth in Mitigation Measure GHG-3, which requires the proposed project to implement water conservation strategies that are designed to be as efficient as possible with potable water supplies and will achieve at least 20 percent indoor and outdoor water reduction compared to the average statewide water consumption rate at the time of project approval.

The project also would incorporate measures consistent with the standards set by regulatory agencies responsible for regulating and enforcing water quality and waste discharge requirements. Hydrology and Water Quality is analyzed in Section 4.9 of the EIR. For instance, consistent with the measures set forth by the comment, the project will be subject to compliance with Construction General Permit requirements and with Chapter 9.06 of the Santee Municipal Code, which prohibits non-stormwater discharges and eliminates illicit discharges and illicit connections to the stormwater conveyance system, reduces the discharge of pollutants from the stormwater conveyance system to the maximum extent practicable in order to achieve applicable water quality objectives for surface waters in the County, and achieves compliance with TMDL regulations (City of Santee 2020). Prior to project grading or construction, the Construction General Permit requires preparation of a SWPPP. The SWPPP would include a series of specific BMPs to be implemented during construction in order to address erosion, accidental spills, and the quality of stormwater runoff.

As to operation of the project, consistent with the City's Stormwater Management Ordinance, the project is considered a priority development project and is required to identify and incorporate measures for hydromodification management to ensure that stormwater runoff rates and durations do not exceed pre-development conditions or

result in adverse erosion or sedimentation effects. All priority development projects are required to implement structural BMPs for stormwater pollutant control. Additionally, projects subject to hydromodification management requirements must implement structural BMPs for flow control. Structural BMPs, such as biofiltration (basins and proprietary modular units) and combined pollutant control and hydromodification control measures, have been incorporated into the proposed project design (see Figure 3-13, Conceptual Storm Drainage Plan, in Chapter 3, Project Description). The Stormwater Quality Management Plan also identifies a series of specific non-structural and structural source control BMPs to be incorporated into the project design. (EIR, Section 4.9.5.1.)

The comment also listed measures consistent with the provisions of the Groundwater Management Act. The proposed project is consistent with the measures listed by the comment as set forth in Section 4.9. The City does not rely on groundwater sources for its water supply. The project site would receive Advanced Treated Water from Padre Dam Municipal Water District through its Advanced Water Purification Program. No groundwater would be used for construction or operation of the proposed project. In order to minimize potential effects on groundwater recharge, the project would be designed to include pervious, landscaped areas, allowing groundwater recharge to continue to occur. Runoff from developed areas would drain into a proposed on-site basin system designed to slow peak flow and discharge to rates equal to or less than existing conditions. Hydromodification management would occur through storage of stormwater within the basins, with outlets that regulate the flow rate and duration of stormwater released. Source control and low-impact development measures would be implemented to incorporate pervious surfaces and maximize the amount of open space, landscaping, and vegetated swales to slow and absorb runoff, allowing for groundwater recharge. Further, the project would include a total of approximately 2,022.6 acres of undeveloped area including 256 acres of Open Space, 1,650.4 acres of Habitat Preserve, and 116.2 acres of Agriculture and Parks (Community, Neighborhood, and Mini). As such, groundwater recharge in these areas would continue after project implementation. (EIR, Section 4.9.5.2.)

The project site is located in Federal Emergency Management Agency Flood Zone X, which is outside of the 100- and 500-year flood hazard areas. The project also does not propose roadbeds for new highway and rail facilities and thus the measures cited by the comment regarding floodplain regulations do not apply to the project.

## **6. The EIR's Transportation Analysis Complies with CEQA**

The comment lists a number of transportation, traffic and safety measures that it suggests should be considered for incorporation into the project. The project already incorporates many of the suggested measures, resulting in less than significant impacts regarding GHG emissions, and is consistent with the Sustainable Santee Plan. See Section 3.4.1 of the EIR regarding mobility, and particularly Section 3.4.1.3 regarding the Alternative Transportation Network.

Mitigation Measure AIR-6 implements Transportation Demand Management measures. The strategies have been taken from the Quantifying Greenhouse Gas Mitigation Measures reported by the California Air Pollution Control Officers Association (CAPCOA). These include:

- Improve design of development to enhance walkability and connectivity
- Provide pedestrian network improvements
- Provide traffic-calming measures
- Provide bike lanes in the street design
- Provide bike parking for multi-family residential uses
- Implement car-sharing programs
- Provide ride-sharing programs
- Implement commuter trip reduction marketing
- Implement a school carpool program under the preferred land use plan with school
- Implement a neighborhood electric vehicle network

The TDM plan would facilitate a balanced approach to promote overall mobility with the ultimate goal of reducing to the extent possible the number of single-rider vehicle trips generated by the project and consequently the vehicle miles traveled. Pursuant to Mitigation Measure AIR-7, the project includes on-site electric vehicle charging stations and Mitigation Measure GHG-6 requires the applicant or its designee to provide a total of 100 electric vehicles to project residents. (EIR, Sections 3.4.1.3, 4.2.5.1 and 4.7.5.2.)

The project also will implement a Traffic Calming Plan throughout the project site. The plan would include a set of street designs that slow and reduce traffic speeds while encouraging walkers and cyclists to share the street. Traffic calming measures would promote pedestrian, bicycle, and vehicle safety by controlling the speed and distribution of vehicles traveling through the project site. Six roundabouts are proposed as part of the proposed project's circulation plan to reduce traffic speeds and provide connection to the internal streets and villages. The roundabouts would eliminate the need for left-turn and U-turn movements, controlling vehicle speeds and providing a safer environment for pedestrians. (EIR, Section 3.4.1.2.)

Parking will be consistent with Santee Municipal Code Section 13.24.040. Parking in the Village Center land use designation would allow for shared vehicle parking between uses to reduce the need for large parking lots and pavement areas. A bicycle station would be provided with bicycle parking, access to air and water, and a bike share facility. Each Village Center would also provide electric vehicle (EV) charging stations and preferred parking per CALGreen requirements. (EIR, Section 3.3.1.1.) In the Medium Density Residential land use areas, the location of parking would consider proximity to the Village Centers and parks, and seek to promote walkability or alternative modes by providing bicycle facilities and trails to offset single-occupancy

vehicle use. Bicycle parking would be required for attached residential development as specified by CALGreen. (EIR, Section 3.3.1.2.)

The project thus incorporates Transportation Demand Management measures based on CAPCOA guidance, which is cited by the comment. As the project is designed to reduce vehicle miles traveled (VMT) and with mitigation, GHG impacts are reduced to less than significant levels, no further mitigation is required.

## **7. The Project Adequately Incorporates Sustainability Measures**

The comment provides suggested measures related to utilities and service systems, including that the project integrate green building measures consistent with CALGreen (Title 24, part 11), U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program into project design. The project is consistent with the suggested measures. Please refer to Section 3.8, Smart Growth and Sustainability Features, for a list of the smart growth principles applicable to the proposed project, including those related to Energy, Atmosphere, and Building System. The smart growth and sustainability features are in accordance with CALGreen requirements and include utilizing EnergyStar appliances, energy-efficient lighting fixtures, tank-less water heaters, increased insulation, and the minimization of air leaks to the building envelope by using air barriers on exterior walls in all residential and commercial construction. Additionally, Mitigation Measure AIR-8, High-Efficiency Equipment and Fixtures, provides that prior to the issuance of building permits, the applicant or its designee shall provide evidence to the City of Santee that the applicant will utilize high-efficiency equipment and fixtures that exceed 2016 California Green Building Standards Code and 2019 Title 24, Part 6 energy conservation standards by 14 percent. When the standards are updated, the applicant shall use high-efficiency equipment and fixtures meeting or exceeding the latest standards. (EIR, Section 4.2.5.1.)

Section 3.7, Solid Waste and Recycling, describes the proposed project's solid waste and recycling measures. Waste and recycling for project construction and operation would comply with CALGreen and state regulations designed to divert waste from landfills. Recycling would meet state-wide mandates that require significant recycling efforts during and after construction. Additionally, Mitigation Measure GHG-2 requires the applicant to institute recycling and composting services to divert at least 90 percent of the proposed project's operational waste, consistent with the City's performance metric. The project would also recycle or reuse at least 70 percent of the construction waste, soil, and debris by 2030 and 80 percent starting in 2030. (EIR, Section 4.7.5.2.)

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

produce roadway sub-base and other aggregate materials for use on site. In addition to rock materials, there are large deposits of decomposed granite on site, which would be reused for trails and other landscape-related purposes. Use of on-site materials would eliminate the need for importing rough or finished materials, reducing construction-related vehicle emissions in support of the approved Sustainable Santee Plan. (EIR, Section 3.7.)

The project thus incorporates smart growth and sustainability features as well as mitigation measures consistent with those suggested by the comment. No further mitigation is required.

## **8. The Project's Analysis of Hazards Complies with CEQA**

The comment notes impermissible deferral of mitigation occurs when an EIR calls for mitigation measures to be created based on future studies, but the agency fails to commit itself to specific performance standards. A lead agency may rely on future studies to devise the specific design of a mitigation measure when the results of later studies are used to tailor mitigation measures to fit on-the-ground environmental conditions. See *City of Maywood v. Los Angeles Unified Sch. Dist.* (2012) 208 Cal.App.4th 362, 411 (upholding mitigation measure, based on further investigation of contamination at project site, calling for development of hazardous materials remediation plan); *City of Hayward v. Board of Trustees of Cal. State Univ.* (2015) 242 Cal.App.4th 833, 855 (upholding transportation demand management program that identified measures to be evaluated and included monitoring plan, performance goals, and schedule for implementation). Mitigation performance standards are sufficient if they identify the criteria the agency will apply in determining that the impact will be mitigated. *Citizens for a Sustainable Treasure Island v. City & County of San Francisco* (2014) 227 Cal.App.4th 1036, 1059.

The comment argues that the EIR improperly defers formulation of a well abandonment plan until after certification of the EIR. Mitigation performance standards are sufficient if they identify the criteria the agency will apply in determining that the impact will be mitigated. Mitigation Measure HAZ-1 provides that the applicant shall provide documentation to the City of Santee Development Services Department showing the proper abandonment of the on-site groundwater well located approximately 800 feet northeast of the Padre Dam Municipal Water District Ray Stoyer Water Recycling Facility, in accordance with the County of San Diego's Well Ordinance (Section 67.441 of the Regulatory Ordinances).

Mitigation Measure HAZ-1 goes on to state "Section 67.441 outlines the permit application requirements and conditions for the purpose of construction, repair, reconstruction, and destruction of any well. These requirements include but are not limited to locational information, waste disposal systems, drainage patterns, depth of the wells, and completion of work. This section also includes the conditions of approval for a permit that must be adhered to by the applicant." Mitigation Measure



HAZ-1 clearly sets forth the criteria the City will apply in determining that the impact is mitigated. Therefore, it contains sufficient performance standards and does not constitute an improper deferral of mitigation.

## **9. The Noise Mitigation Measures Comply with CEQA**

The comment argues that Mitigation Measures NOI-4 and NOI-8 do not contain objective performance criteria and constitute deferred mitigation. The comment supports this proposition by citing to portions of Mitigation Measure NOI-4, Nighttime Noise Sound Management Plan, but does not cite the entire measure, which does in fact contain objective criteria. Mitigation Measure NOI-4, Nighttime Noise Sound Management Plan, in its entirety states:

The construction contractor shall be required to obtain authorization from the Director of Development Services for any construction activities that would occur between 7:00 p.m. and 7:00 a.m. As part of the authorization process, the construction contractor shall prepare a Sound Management Plan to be included in construction documents, including the grading plan and construction contract. The Sound Management Plan shall include all or a combination of the measures listed in Mitigation Measure NOI-3, as deemed necessary by a qualified acoustical engineer, to minimize noise at nearby receptors. In addition to the measures listed in Mitigation Measure NOI-3, construction activities that must take place between 7:00 p.m. and 7:00 a.m. that could generate high noise levels at residences shall be scheduled during times that would have the least impact on sensitive receptor locations, such as the evening hours between 7:00 p.m. and 10:00 p.m. rather than the nighttime hours between 10:00 p.m. and 7:00 a.m.

As stated in Mitigation Measure NOI-4, the Sound Management Plan shall include all or a combination of the measures listed in Mitigation Measure NOI-3. Additionally, Mitigation Measure NOI-4 provides criteria related to the hours of nighttime construction. If the construction activities could generate high noise levels at residences, work shall be scheduled during times that would have the least impact on sensitive receptor locations, such as the evening hours between 7:00 p.m. and 10:00 p.m. rather than the nighttime hours between 10:00 p.m. and 7:00 a.m. Thus, Mitigation Measure NOI-4 does contain objective performance criteria and does not constitute improper deferral of mitigation.

Mitigation Measure NOI-8, Vibration Best Management Practices, provides prior to the commencement of construction activities that would involve use of a vibratory roller (or equivalent equipment) within 75 feet of a residence, the applicant shall retain a

qualified acoustician to identify best management practices to be implemented by the construction contractor to reduce vibration levels to below 80 vibration decibels at the nearest residence. The best management practices shall be included in project construction documents, including the grading plan and contract with the construction contractor. Mitigation Measure NOI-8 also includes a list of best management practices which may be implemented, including: use only properly maintained equipment with vibratory isolators; operate equipment as far from sensitive receptors as possible; and use rubber-tired vehicles as opposed to tracked vehicles.

Agencies can formulate further details of a mitigation measure pending further study if there is a reasonable basis to conclude that the impact will be adequately mitigated. Courts have upheld mitigation measures where the EIR required specific "best management practices" to be implemented as part of a plan. *Endangered Habitats League, Inc. v. County of Orange* (2005) 131 Cal.App.4th 777, 794. Deferral may also be appropriate when the nature or extent of mitigation that may be required depends on the results of a later study. See *Laurel Heights Improvement Assn. v. Regents of Univ. of Cal.* (1988) 47 Cal.3d 376, 418 (mitigation measure for noise impacts required evaluation of specific noise control techniques to ensure compliance with noise performance standards once ventilation system had been designed).

Mitigation Measure NOI-8 contains objective performance standards in that vibration levels must be reduced to below 80 vibration decibels at the nearest residence. It also includes a list of best management practices that may be implemented. The best management practices to be implemented are to be determined by a qualified acoustician. This mitigation measures complies with CEQA because it is unknown at this time what extent of mitigation will be required. That is dependent on a number of factors, such as distance to the nearest residence, the equipment used and duration. Once the location of the nearest residence is known in an instance where a vibratory roller would be used within 75 feet, the type of best management practices required to reduce vibration levels to below 80 vibration decibels shall be determined by the qualified acoustician. Therefore, Mitigation Measure NOI-8 is adequate mitigation under CEQA and does not constitute improper deferral of mitigation.

## **10. The Aesthetics Analysis Complies with CEQA**

The comment argues the EIR defers mitigation of significant impacts to aesthetics. The comment refers to the extensive excavation and grading into the native terrain as causing significant impacts to aesthetics. Please refer to Section 4.1.5.3, Visual Character, for a discussion of grading impacts on visual character. As discussed in Section 4.1.5.3, impacts to visual character are less than significant and no mitigation was required. As there are no significant impacts, no mitigation is required.

Grading for the project is described in detail in Section 3.10 of the Project Description and depicted in Figure 3-16, Conceptual Cut and Fill Plan. Grading design standards are set forth in Section 3.10.1, Grading Design Guidelines, which address the unique

topography of the proposed project site, minimize the development footprint, and maximize the preservation of natural Open Space areas on the project site. The Grading Design Guidelines provide that grading on the project site would be as efficient as possible to minimize the development footprint and that grading would not be excessive beyond that necessary for the use, access, and drainage of the site. As noted in both the Grading Design Guidelines and in Section 4.1.5.3, Visual Character, “public interest” slopes within the development area that are visible from the public rights-of-way would be designed to use landform grading techniques to recreate and mimic the natural contours and drainages. Compliance with the Grading Design Guidelines and the City of Santee Hillside Development Guidelines ensure that impacts on visual character due to landform alteration are less than significant and no mitigation is required.

#### **11. The Utilities Analysis Complies with CEQA**

The comment argues that the discussion of mitigation measures to reduce impacts of new utilities infrastructure is inadequate and not based on substantial evidence. The construction of new utility infrastructure to facilitate water, wastewater, stormwater, electric power, natural gas, and telecommunications facilities is analyzed in Section 4.17 and addressed throughout the EIR, as utility infrastructure is included as part of the proposed project. The project’s water supply is described in Section 3.4.2, Water Supply. The stormwater drainage system is described in Section 3.4.3, Stormwater Drainage System, and dry utilities are discussed in Section 3.4.4, Dry Utilities. Figure 3-11, Conceptual Potable Water Plan, Figure 3-12, Conceptual Sanitary Sewer Plan, and Figure 3-13, Conceptual Storm Drainage Plan depict the necessary infrastructure improvements. Accordingly, construction impacts addressed throughout the EIR under the various resource topics in Section 4.2, Air Quality; Section 4.3, Biological Resources; Section 4.4, Cultural and Tribal Cultural Resources; 4.6, Geology, Soils, and Paleontological Resources; Section 4.7, Greenhouse Gas Emissions; Section 4.12, Noise; Section 4.16, Transportation; and Section 4.18, Wildfire include the construction of utility infrastructure. As described in these EIR sections, some impacts would be reduced to a less than significant level with mitigation, while others (air quality, noise, and transportation) would remain significant and unavoidable after all feasible mitigation is applied. No additional mitigation measures are required. (EIR, Section 4.17.5.1.)

#### **12. The Project Complies with the Housing Element**

The comment argues that the project is inconsistent with the City’s General Plan Housing Element and that the City needs to consider including a fair share of affordable housing on the project site to meet its RHNA obligations under the state housing law and to comply with the City’s General Plan.

The RHNA has identified housing needs based on income level for the City. The comment notes that Santee’s RHNA allocation through 2021 is to build 457 units for

extremely low income, 457 units for very low income, 694 units for low income, 642 units for moderate income, and 1,410 units for above moderate income. The Santee General Plan Housing Element lists the project site as the only source for above moderate income residential units. Other sites are identified to meet RHNA requirements for the other income levels, as illustrated on Table 4-4 of the General Plan Housing Element. The Santee General Plan Housing Element specifically states "Santee's remaining RHNA for above moderate income households will be accommodated on the 2,600-acre Fanita property, which is located in the PD (Planned Development) zone in the northern part of the City." Additionally, "[t]he Fanita Ranch area shall not be subdivided until a Planned Development is adopted by the City of Santee. The exact number of parcels and unit count are not specified for the PD zone in Fanita Ranch; however, based on the gross acreage and on the unit counts of recent development proposals, the City estimates that at least 1,395 dwelling units can be constructed in this area, and is committed to ensuring that this unit count is achievable within the planning period." (Santee General Plan Housing Element, p. 4-7.) The project would satisfy the RHNA requirements for above moderate residential units and provide additional residential units to meet the anticipated future deficiencies in the City. Therefore, the project is consistent with the City's General Plan Housing Element, and the project will be developed as specifically contemplated in the City's Housing Element.

### **13. The Project is Consistent with the San Diego MSCP and the Conservation Element in the General Plan**

The comment states that the project fails to comply with the San Diego MSCP and the General Plan's Conservation Element. The project development would be clustered into three villages to preserve natural open space areas, drainages, and key wildlife corridors. (EIR Section 3.3, Project Components.) The Habitat Preserve land use designation would apply to open space areas outside the limits of the clustered development and would include approximately 1,650.4 acres (approximately 63 percent of the total project site). It would include areas undisturbed from planned development and specific revegetated slopes at the edge of the planned development area. (EIR Section 3.3.1.10, Habitat Preserve.) The Habitat Preserve area is depicted on Figure 3-3, Conceptual Site Layout.

Mitigation Measures BIO-1 (Preserve Management Plan), which would provide a long-term management plan for the Habitat Preserve, and BIO-6 (Land Use Adjacency Guidelines), BIO-9 (Habitat Preserve Protection), BIO-10 (Weed Control Treatments), and BIO-11 (Argentine Ant Control and Monitoring) would reduce the potential impacts of edge effects, maintain suitable habitat, and provide fire management. (EIR, Section 4.3.6.6, Habitat Conservation Plans, Table 4.3-20.)

The comment claims that the project should be located closer and concentrated near existing development. A Modified Development Footprint Alternative, which consists of development exclusively in the southern half of the project site was analyzed in the

EIR. While avoiding some potential impacts to biological resources, the Modified Development Alternative had greater environmental impacts in other areas, such as aesthetics and public services than the proposed project. It also failed to meet several key project objectives. (EIR, Section 6.2.3, Modified Development Footprint Alternative.)

The comment also claims the project fails to minimize damage to the habitats of multiple species, including but not limited to, the coastal cactus wren, Quino checkerspot butterfly, Hermes copper butterfly, and western spadefoot toad. For further discussion, see Thematic Responses in the Final EIR for these species. The EIR contains mitigation to minimize damage to each of the species listed by the comment. Specifically, potentially significant impacts to coastal cactus wren would be reduced to less than significant through the proposed project's on-site Habitat Preserve outlined in Mitigation Measure BIO-1, which would conserve 0.42 acre of suitable habitat containing 2 coastal cactus wren clusters; Mitigation Measure BIO-2, which would restore 0.02 acre of temporary impacts to cactus patch areas; Mitigation Measure BIO-14, which would require nesting bird surveys; Mitigation Measure BIO-16, coastal cactus wren management plan; and through Mitigation Measure BIO-9, which would require planting of cactus patches along brush management zones.

Suitable habitat associated with the covered Quino checkerspot butterfly would be directly impacted by project implementation. The 2016 focused surveys for this species were negative, however. The 2009 model (581.39 acres) was used to determine significance for this species. Impacts would be reduced to less than significant through the project's on-site Habitat Preserve outlined in Mitigation Measure BIO-1, which would conserve 1,096.57 acres of suitable habitat; and Mitigation Measure BIO-18, which would restore/enhance suitable habitat within temporary impact areas and through habitat management, including success criteria, specifically for this species.

Suitable habitat associated with the covered Hermes copper butterfly would be directly impacted by project implementation. The 2016 focused surveys for this species were negative, however. Impacts are based on the 2004 survey and 2014 and 2016 host plant mapping. Impacts would be reduced to less than significant through the proposed project's on-site Habitat Preserve outlined in Mitigation Measure BIO-1 and Mitigation Measure BIO-18, which would conserve 94.77 acres of potential suitable habitat containing two historical locations.

Potentially significant direct impacts to western spadefoot would be reduced to less than significant through the proposed project's on-site Habitat Preserve, outlined in Mitigation Measure BIO-1, which would conserve 24 occupied features and 146.24 acres of suitable habitat in a configuration that preserves genetic exchange and species viability; Mitigation Measure BIO-12, which would require a Vernal Pool Mitigation Plan for enhancing and restoring 0.50 acre of vernal pool resources; and Mitigation Measure BIO-13, which would relocate individuals within impact areas to

suitable breeding habitat outside of impact areas. (EIR, Table 4.3-8a, Direct Impacts to Special Status Wildlife Species.)

The comment further claims the project fails to expand acreages of reserve and habitats safe from construction or disturbance, edge effects, fires, or fragmentation as designed to adequately protect biological resources. To the contrary, Mitigation Measures BIO-1 (Preserve Management Plan), which would provide a long-term management plan for the Habitat Preserve, and BIO-6 (Land Use Adjacency Guidelines), BIO-9 (Habitat Preserve Protection), BIO-10 (Weed Control Treatments), and BIO-11 (Argentine Ant Control and Monitoring) would reduce the potential impacts of edge effects, maintain suitable habitat, and provide fire management. (EIR, Section 4.3.6.6, Habitat Conservation Plans, Table 4.3-20.)

The comment then claims the project's proposed development and reserve areas are not fully buffered from each other and all buffer areas should be unlit, and areas adjacent to development or roadways should have minimal lighting shielded away from buffer zones and natural areas. Mitigation Measure BIO-6 provides Land Use Adjacency Guidelines, including lighting. Lighting of all developed areas adjacent to the Habitat Preserve shall be directed away from the Habitat Preserve wherever feasible and consistent with public safety. Low-pressure sodium lighting shall be used whenever possible. (EIR, Section 4.3.5.1, Candidate, Sensitive, or Special-Status Species.)

The comment claims the project does not attempt to adequately minimize the use of roadways, or roadways crossing habitat or reserve areas. Roadways would be limited in the Habitat Preserve area. This area currently includes a network of private dirt roads and trails, many of which are subject to frequent illegal off-road vehicular traffic and unauthorized human activities that have been detrimental to the sensitive habitats in the Habitat Preserve. The project would close existing, informally established, and potentially harmful trails and provide revegetation in those areas. (EIR, Section 3.3.4 Habitat Preserve.)

The comment claims recreational trails do not utilize wildlife corridor road crossings to reduce the total extent of development infrastructure and increase corridor crossing function and size for wildlife. Trails are depicted on Figure 3-6. Trail locations throughout the project site would be coordinated to minimize conflicts with sensitive habitat areas by using existing trails and dirt roads and providing signage, well-defined trail markers, fencing, and community education to protect habitat areas. (EIR, Section 3.4.1.3, Trails.)

The comment claims the project does not minimize and mitigate impacts to impacted species to the maximum extent feasible with a goal of no net loss of sensitive biological resources: Impacts to candidate, sensitive, or special-status species are examined in Section 4.3.5.1, Candidate, Sensitive, or Special-Status Species. Impacts have been

mitigated to less than significant levels with the implementation of Mitigation Measures BIO-1 through BIO-21.

The comment claims vernal pools and their watersheds are not avoided to the maximum extent feasible. Impacts to vernal pools would be mitigated to a less than significant level through implementation of Mitigation Measure BIO-12, which would require rehabilitation or enhancement and creation of new seasonal basin resources within the Habitat Preserve. (EIR, Section 4.3.5.2, Riparian Habitat or Other Sensitive Natural Communities.)

## Attachment 8



CENTER for BIOLOGICAL DIVERSITY

BY EMAIL

July 28, 2020

Chris Jacobs  
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Email: [cjacobs@cityofsanteeca.gov](mailto:cjacobs@cityofsanteeca.gov)

Re: Fanita Ranch Project Revised EIR

Dear Mr. Jacobs:

The Center for Biological Diversity has retained SWAPE to provide the attached additional comments on the Fanita Ranch Project Draft Revised EIR (DREIR). The comments focus on DREIR's greenhouse gas and health risk impacts, and conclude that the DREIR fails to adequately evaluate these impacts.

Specifically, the SWAPE comments conclude that *“emissions and health risk impacts associated with construction and operation of the proposed Project are underestimated and inadequately addressed. An updated EIR should be prepared to adequately assess and mitigate the potential greenhouse gas and health risk impacts that the project may have on the surrounding environment.”*

Sincerely,

John Buse  
Senior Counsel  
Center for Biological Diversity





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July 24, 2020

Aruna Prabhala  
Center for Biological Diversity  
660 S. Figueroa Street #1000  
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(408) 497-7675

**Subject: Comments on the Fanita Ranch Project (SCH No. 2005061118)**

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Dear Ms. Prabhala,

We have reviewed the May 2020 Revised Draft Environmental Impact Report (“RDEIR”) for the Fanita Ranch Project (“Project”) located in the City of Santee (“City”). The Project proposes to construct either (1) the land use plan with school, which includes 2,949 housing units, 80,000-SF of commercial uses, and a 15-acre school for up to 700 students; or (2) the land use plan without school, which includes 3,008 housing units and 80-SF of commercial land uses. The Project also includes 78-acres of parks, 256-acres of open space, and 31.09-acres of special use on the 2,638-acre Project site.

Our review concludes that the REDIR fails to adequately evaluate the Project’s greenhouse gas and health risk impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project are underestimated and inadequately addressed. An updated EIR should be prepared to adequately assess and mitigate the potential greenhouse gas and health risk impacts that the project may have on the surrounding environment.

## Greenhouse Gas

### Failure to Adequately Evaluate Greenhouse Gas Impacts

The RDEIR concludes that the Project would generate greenhouse gas (“GHG”) per service population efficiency values of approximately 1.5 metric tons of carbon dioxide equivalents per service population per year (“MT CO<sub>2</sub>e/SP/year”) for the land use plan with school and approximately 1.61 MT CO<sub>2</sub>e/SP/year

for the land use plan without school (p. 4.7-26, 4.7-27). As a result, the RDEIR concludes that the Project's GHG emissions would not exceed the per capita GHG significance threshold of 1.77 MT CO<sub>2</sub>e/SP/year, and the Project's GHG impact would be less than significant (p. 4.7-26, 4.7-27). Furthermore, the RDEIR concludes that the Project would result in a less than significant GHG impact as a result of the Project's consistency with the Sustainable Santee Plan (p. 4.7-31). However, the RDEIR's GHG analysis should not be relied upon for three reasons.

- (1) The DEIR's quantitative GHG analysis relies upon an incorrect and unsubstantiated air model;
- (2) The DEIR fails to demonstrate the Project's consistency with the Sustainable Santee Plan; and
- (3) Updated analysis demonstrates significant impacts.

### *1) Unsubstantiated Input Parameters Use to Estimate Project Emissions*

According to the RDEIR, the Project's GHG analysis relies on emissions calculated from the California Emissions Estimator Model Version CalEEMod.2016.3.2 ("CalEEMod") (p. 4.7-14).<sup>1</sup> CalEEMod provides recommended default values based on site specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but CEQA requires that such changes be justified by substantial evidence.<sup>2</sup> Once all of the values are inputted into the model, the Project's construction and operational emissions are calculated, and "output files" are generated. These output files disclose to the reader what parameters were utilized in calculating the Project's air pollutant and GHG emissions and make known which default values were changed as well as provide a justification for the values selected.<sup>3</sup>

When we reviewed the Project's CalEEMod output files, provided as Appendix H to the RDEIR, we found that several of the values inputted into the model are not consistent with information disclosed in the RDEIR and associated documents. As a result, emissions associated with the Project are underestimated. An updated EIR should be prepared that adequately assesses the potential impacts that construction and operation of the proposed Project may have on regional and local air quality.

### *Unsubstantiated Reductions to CH<sub>4</sub>, N<sub>2</sub>O, and CO<sub>2</sub> Intensity Factors*

The Project's CalEEMod output files demonstrate that both the mitigated and unmitigated models for both plans incorrectly include several changes to the Project's CH<sub>4</sub>, N<sub>2</sub>O, and CO<sub>2</sub> intensity factors. As a result, the models may underestimate the Project's emissions and should not be relied upon to determine Project significance.

Review of the Project's CalEEMod output files demonstrates that both the unmitigated land use plan with school and land use plan without school models include manual changes to the Project's CH<sub>4</sub>, N<sub>2</sub>O, and CO<sub>2</sub> intensity factors (see excerpt below) (Appendix H, pp. 408, 435).

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<sup>1</sup> CalEEMod website, available at: <http://www.caleemod.com/>

<sup>2</sup> CalEEMod User Guide, p. 2, 9, available at: <http://www.caleemod.com/>

<sup>3</sup> "CalEEMod User's Guide." CAPCOA, November 2017, available at: <http://www.caleemod.com/> (A key feature of the CalEEMod program is the "remarks" feature, where the user explains why a default setting was replaced by a "user defined" value. These remarks are included in the report.), p. 7, 13.

*Unmitigated Land Use Plan with School and Land Use Plan without School:*

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.001
tblProjectCharacteristics	CO2IntensityFactor	720.49	288.2
tblProjectCharacteristics	N2OIntensityFactor	0.006	0

As you can see in the excerpt above, the CH<sub>4</sub>, CO<sub>2</sub>, and N<sub>2</sub>O intensity factors were reduced by approximately 97%, 60%, and 100%, respectively. Furthermore, review of the Project’s CalEEMod output files demonstrates that both the mitigated land use plan with school and land use plan without school models include manual changes to the Project’s CH<sub>4</sub>, N<sub>2</sub>O, and CO<sub>2</sub> intensity factors (see excerpts below) (Appendix H, pp. 463, 491)

*Mitigated Land Use Plan with School and Land Use Plan without School:*

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.004
tblProjectCharacteristics	CO2IntensityFactor	720.49	29.602
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.001

As you can see in the excerpt above, the CH<sub>4</sub>, CO<sub>2</sub>, and N<sub>2</sub>O intensity factors were reduced by approximately 86%, 96%, and 83%, respectively. As previously mentioned, the CalEEMod User’s Guide requires any changes to model defaults be justified.<sup>4</sup> According to the User Entered Comments and Non-Default Data table, the justifications provided for this changes are: “60% renewable” and “Santee CCA in combination with SDG&E for year 2035 (SDG&E Renewable Portfolie = 60%)”<sup>5</sup> (Appendix H, pp. 404, 431, 458, 487). However, these justifications are insufficient for two reasons. First, as demonstrated above, the CH<sub>4</sub>, CO<sub>2</sub>, and N<sub>2</sub>O intensity factors were reduced by far more than 60%. Second, assuming the justification is referring to the state’s renewable portfolio standard (“RPS”), just because the state *has* a 60% renewable goal does not guarantee that it will be achieved. Furthermore, without a substantial justification, the proposed Project cannot claim that the statewide RPS goal will result in a project-level reduction of the Project’s actual emissions. Finally, the RDEIR acknowledges that this goal is for 2035, which is 15 years away. As a result, we cannot verify the model’s use of the reduced CH<sub>4</sub>, CO<sub>2</sub>, and N<sub>2</sub>O intensity factors.

This presents an issue, as the CH<sub>4</sub>, CO<sub>2</sub>, and N<sub>2</sub>O intensity factors are used by CalEEMod to calculate the Project’s GHG emissions associated with electricity use.<sup>6</sup> As such, by including unsubstantiated changes to the Project’s CH<sub>4</sub>, CO<sub>2</sub>, and N<sub>2</sub>O intensity factors, the model underestimates the Project’s GHG emission and should not be relied upon to determine Project significance.

<sup>4</sup> CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 2, 9

<sup>5</sup> \*Note: The rest of the justification was not legible.

<sup>6</sup> CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 2, 9

### Failure to Model All Proposed Land Uses

According to the RDEIR, the Project includes 20,000-SF of “Agricultural Overlay” space (p. 3-22, Table 3-3). However, review of the CalEEMod output files for the land use plan with school demonstrates that this land use was not included (see excerpt below) (Appendix H, pp. 404, 458).

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Elementary School	1,000.00	Student	15.00	83,693.37	0
General Light Industry	1,389.56	1000sqft	31.90	1,389,564.00	0
City Park	78.60	Acre	78.60	3,423,816.00	0
Apartments Low Rise	866.00	Dwelling Unit	67.00	866,000.00	2477
Apartments Low Rise	435.00	Dwelling Unit	35.00	435,000.00	1244
Retirement Community	445.00	Dwelling Unit	30.90	445,000.00	1273
Single Family Housing	1,203.00	Dwelling Unit	241.30	2,165,400.00	3441
Regional Shopping Center	60.00	1000sqft	1.50	60,000.00	0

As you can see in the excerpt above, the 20,000-SF of “Agricultural Overlay” space was not included in the CalEEMod model for the land use plan with school. Furthermore, review of the CalEEMod output files for the land use plan without school demonstrates that this land use was not included (see excerpt below) (Appendix H, pp. 431, 487).

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	1,389.56	1000sqft	31.90	1,389,564.00	0
City Park	78.60	Acre	78.60	3,423,816.00	0
Apartments Low Rise	866.00	Dwelling Unit	67.00	866,000.00	2477
Apartments Low Rise	435.00	Dwelling Unit	35.00	435,000.00	1244
Retirement Community	445.00	Dwelling Unit	30.90	445,000.00	1273
Single Family Housing	1,262.00	Dwelling Unit	256.30	2,271,600.00	3609
Regional Shopping Center	60.00	1000sqft	1.50	60,000.00	0

As you can see in the excerpt above, the 20,000-SF of “Agricultural Overlay” space was not included in both CalEEMod models for the land use plan with and without school. This presents an issue, as the land use type and size features are used throughout CalEEMod to determine default variable and emission factors that go into the model’s calculations.<sup>7</sup> For example, the square footage of a land use is used for certain calculations such as determining the wall space to be painted (i.e., VOC emissions from architectural coatings) and volume that is heated or cooled (i.e., energy impacts). Furthermore, CalEEMod assigns each land use type with its own set of energy usage emission factors.<sup>8</sup> Thus, by failing to include the proposed “Agricultural Overlay” space, the model underestimates the Project’s construction and operational emissions and should not be relied upon to determine Project significance.

<sup>7</sup> “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: [http://www.aqmd.gov/docs/default-source/caleemod/upgrades/2016.3/01\\_user-39-s-guide2016-3-1.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/caleemod/upgrades/2016.3/01_user-39-s-guide2016-3-1.pdf?sfvrsn=2), p. 17

<sup>8</sup> “CalEEMod User’s Guide, Appendix D.” CAPCOA, September 2016, available at: [http://www.aqmd.gov/docs/default-source/caleemod/upgrades/2016.3/05\\_appendix-d2016-3-1.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/caleemod/upgrades/2016.3/05_appendix-d2016-3-1.pdf?sfvrsn=2)

### Failure to Evaluate the Feasibility of Obtaining Tier 4 Final Equipment

Review of the Project’s CalEEMod output files demonstrates that the Project’s emissions were modeled assuming that construction equipment would be equipped with Tier 4 Final engines (see excerpt below) (Appendix H, pp. 61-62, 143-144, 220-221, 315-316).

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	44.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	33.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	126.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	14.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	21.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	32.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	25.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

As you can see in the excerpt above, the model assumed that 317 pieces of off-road construction equipment would be equipped with Tier 4 Final mitigation. As previously mentioned, the CalEEMod User’s Guide requires any changes to model defaults be justified.<sup>9</sup> According to the RDEIR, MM AIR-3 requires the use of Tier 4 construction equipment (p. 1-9 – 1-10). Specifically, MM AIR-3 states:

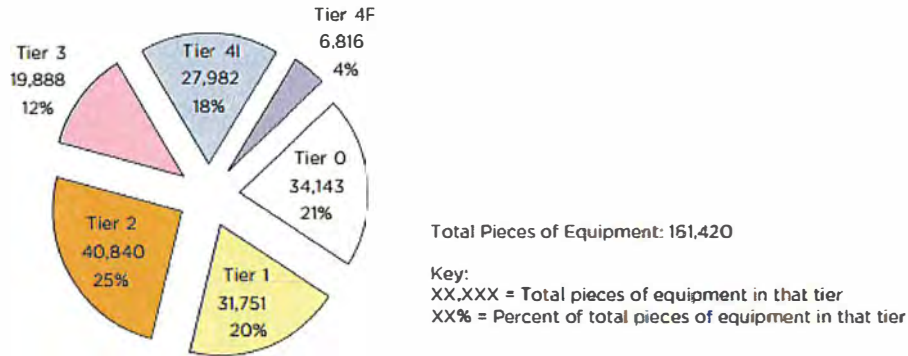
“AIR-3: Tier 4 Construction Equipment. The City of Santee shall require heavy-duty, diesel-powered construction equipment used on the project site during construction to be powered by California Air Resources Board-certified Tier 4 (Final) or newer engines and diesel-powered haul trucks to be 2010 model year or newer that conform to 2010 U.S. Environmental Protection

<sup>9</sup> CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 2, 9

Agency truck standards. This requirement shall be included in the construction contractor’s contract specifications and the project construction documents, including the grading plan, which shall be reviewed and approved by the City of Santee prior to issuance of a grading permit. This mitigation measure applies to all construction phases” (p. I-9 – I-10).

However, due to the limited amount of Tier 4 Final equipment available, the RDEIR should have assessed the feasibility in obtaining equipment with Tier 4 Final engines (see excerpt below).<sup>10</sup>

Figure 4: 2014 Statewide All Fleet Sizes (Pieces of Equipment)



As demonstrated in the figure above, the Tier 4 Final equipment only accounts for 4% of all off-road equipment currently available in California. Thus, emissions are modeled assuming that the Project will be able to obtain 317 pieces of Tier 4 Final equipment even though this equipment only accounts for 4% of available off-road equipment currently available in California. As a result, the model represents the best-case scenario even though obtaining this type of equipment may not be feasible. This is incorrect, as CEQA requires the most conservative analysis. Thus, by failing to evaluate the feasibility in obtaining Tier 4 Final equipment, the RDEIR may underestimate the Project’s construction-related emissions and should not be relied upon.

#### Unsubstantiated Reductions to Acres of Grading

Review of the CalEEMod output files demonstrates that both models for Construction Phase 1-2 and for Construction Phase 3-4 include unsubstantiated reductions to the Project’s anticipated Acres of Grading (see excerpts below) (Appendix H, pp. 65-66, 147-148, 224-225, 319-320).

#### Fanita Ranch Construction Phase 1-2:

<sup>10</sup> “San Francisco Clean Construction Ordinance Implementation Guide for San Francisco Public Projects.” August 2015, available at: [https://www.sfdph.org/dph/files/EHSdocs/AirQuality/San\\_Francisco\\_Clean\\_Construction\\_Ordinance\\_2015.pdf](https://www.sfdph.org/dph/files/EHSdocs/AirQuality/San_Francisco_Clean_Construction_Ordinance_2015.pdf), p. 6.

Table Name	Column Name	Default Value	New Value
tblGrading	AcresOfGrading	1,671.00	208.50
tblGrading	AcresOfGrading	1,091.25	253.00
tblGrading	AcresOfGrading	3,102.00	240.00
tblGrading	AcresOfGrading	0.00	253.00
tblGrading	AcresOfGrading	0.00	208.50
tblGrading	AcresOfGrading	0.00	240.00

*Fanita Ranch Construction Phase 3-4:*

Table Name	Column Name	Default Value	New Value
tblGrading	AcresOfGrading	1,671.00	208.50
tblGrading	AcresOfGrading	1,671.00	208.50
tblGrading	AcresOfGrading	0.00	208.50
tblGrading	AcresOfGrading	0.00	208.50

As you can see in the excerpts above, both models for Construction Phases 1-2 and 3-4 included reductions to the Project’s Acres of Grading. As previously mentioned, the CalEEMod User’s Guide requires any changes to model defaults be justified.<sup>11</sup> According to the “User Entered Comments & Non-Default Data” table, the justification provided for these changes is: “grading acreage provided by developer” (Appendix H, pp. 61, 143, 220, 315). However, this change is unaddressed in the Grading Plan (p. 3-78). Furthermore, the Acres of Grading is not just the Project site acreage, but the “cumulative distance traversed on the property by the grading equipment, assuming a blade width of 12 feet.”<sup>12</sup> As a result, we cannot verify the revised Acres of Grading values, and the model may underestimate the Project’s construction-related emissions.

**Unsubstantiated Changes to Off-Road Construction Equipment Horsepower and Usage Hours**

Review of the CalEEMod output files demonstrates that both models for Construction Phase 1-2 and Construction Phase 3-4 include manual changes to the Project’s anticipated off-road construction equipment usage hours and horsepower values (Appendix H, pp. 66-74, 148-156, 225-233, 320-328). As previously mentioned, the CalEEMod User’s Guide requires any changes to model defaults be justified.<sup>13</sup> According to the “User Entered Comments & Non-Default Data” table, the justification provided for these changes is: “construction equipment list provided by developer” (Appendix H, pp. 65, 143, 220, 315). However, while the Air Quality Analysis, provided as Appendix C1 to the RDEIR, provides a construction equipment list, many of the usage hours and horsepower values are provided in ranges (see excerpt below) (Appendix C1, p. 18-20, Table E).

<sup>11</sup> CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 2, 9

<sup>12</sup> CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 33

<sup>13</sup> CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 2, 9

**Table E: Diesel Construction Equipment Utilized by Construction Phase**

Phase No.	Phase Name	Off-Road Equipment Type	Off-Road Equipment Unit Amount	Hours Used per Day	Horsepower	Load Factor
1	Site Preparation	Rubber-Tired Dozers	1	5.1	436	0.4
		Rubber-Tired Loaders	1	5.1	249	0.36
1	Grading	Excavators	1	0.2	760	0.38
		Graders	2	0.2-2.3	275	0.41
		Off-Highway Trucks	8	0.2-8.0	300-1025	0.38
		Plate Compactors	1	2.3	554	0.43
		Rubber-Tired Dozers	6	0.2-2.3	354-600	0.4
		Scrapers	10	2.3	600	0.48
		Tractors/Loaders/Backhoes	1	0.6	249	0.37
		Excavators	15	0.2-3.0	85-417	0.38

As you can see in the excerpt above, many of the usage hours and horsepower values are provided in ranges. As such, and in order to conduct the most conservative analysis, the RDEIR’s modeling should have included the greatest usage hours and horsepower values provided in the Air Quality Analysis. However, review of the Project’s CalEEMod output files demonstrates that this is not the case. Until an updated EIR is prepared to provide a revised equipment list specifying the usage hours and horsepower for each piece of equipment, the models may underestimate the Project’s construction-related emission and should not be relied upon to determine Project significance.

**Unsubstantiated Changes to Vendor and Worker Trips**

Review of the CalEEMod output files demonstrates that the models for both Construction Phase 1-2 and Construction Phase 3-4 include manual changes to the Project’s anticipated vendor and worker trip numbers (see excerpts below) (Appendix H, pp. 75, 157, 234, 329).

*Fanita Ranch Construction Phase 1-2:*

Table Name	Column Name	Default Value	New Value
tblTripsAndVMT	VendorTripNumber	858.00	165.00
tblTripsAndVMT	VendorTripNumber	858.00	312.00
tblTripsAndVMT	WorkerTripNumber	15.00	5.00
tblTripsAndVMT	WorkerTripNumber	15.00	5.00
tblTripsAndVMT	WorkerTripNumber	3,050.00	588.00
tblTripsAndVMT	WorkerTripNumber	3,050.00	1,099.00
tblTripsAndVMT	WorkerTripNumber	15.00	5.00

*Fanita Ranch Construction Phase 3-4:*

Table Name	Column Name	Default Value	New Value
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tblTripsAndVMT	VendorTripNumber	858.00	312.00
tblTripsAndVMT	VendorTripNumber	858.00	147.00
tblTripsAndVMT	VendorTripNumber	858.00	235.00
tblTripsAndVMT	VendorTripNumber	858.00	165.00
tblTripsAndVMT	WorkerTripNumber	3,050.00	1,099.00
tblTripsAndVMT	WorkerTripNumber	<del>3,050.00</del>	525.00
tblTripsAndVMT	WorkerTripNumber	3,050.00	838.00
tblTripsAndVMT	WorkerTripNumber	15.00	5.00
tblTripsAndVMT	WorkerTripNumber	3,050.00	588.00
tblTripsAndVMT	WorkerTripNumber	15.00	5.00

As you can see in the excerpt above, the models for both Construction Phase 1-2 and Construction Phase 3-4 include manual reductions to the Project’s anticipated vendor and worker trip numbers. As previously mentioned, the CalEEMod User’s Guide requires any changes to model defaults be justified.<sup>14</sup> According to the “User Entered Comments & Non-Default Data” table, the justifications provided are: “assume 1 hauling trip per day, 10 miles per trip (cut and fill balanced onsite)” (Appendix H, pp. 61, 143, 220, 315). However, this justification fails to address any change to the Project’s vendor and worker trip numbers. Furthermore, the Air Quality Analysis, provided as Appendix C1 to the RDEIR, states:

“[B]ased on CalEEMod defaults and the number of residential units and floor area of commercial buildings to be built during each phase, the project would generate a maximum of approximately 1,099 worker trips and 312 vendor trips per day” (Appendix C1, 21).

However, this statement is contradictory to the changes in the model, as the model did not rely upon default vendor and worker trip numbers, but instead on manually reduced vendor and worker trip numbers. Furthermore, it should be noted that the vendor and worker trip numbers indicated in the Air Quality Analysis are *per day*, while the “Trips and VMT” table in the CalEEMod model should include *total* vendor and worker trips *throughout Project construction*. As such, the manual reductions to the vendor and worker trip numbers are unsubstantiated. By including unsubstantiated reductions to the Project’s vendor and worker trip numbers, the model may underestimate the Project’s construction-related emissions and should not be relied upon to determine Project significance.

#### Incorrect Application of Construction Dust Mitigation Measures

Review of the CalEEMod output files reveals that the models for both Construction Phase 1-2 and Construction Phase 3-4 include unsubstantiated construction-related mitigation measures. As a result, the model may underestimate the Project’s construction-related emissions and should not be relied upon to determine Project significance.

The following construction-related mitigation measures were included in the models: “Water Exposed Area” and “Water Unpaved Roads,” (see excerpt below) (Appendix H, pp. 86, 167, 247, 340).

<sup>14</sup> CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 2, 9

### 3.1 Mitigation Measures Construction

- Use Cleaner Engines for Construction Equipment
- Use Soil Stabilizer
- Replace Ground Cover
- Water Exposed Area
- Water Unpaved Roads
- Reduce Vehicle Speed on Unpaved Roads
- Clean Paved Roads

As you can see in the excerpt above, the model includes five construction-related mitigation measures. Furthermore, the model also includes a 26% reduction in particulate matter (“PM”) as a result of the “Clean Paved Roads” measure, a moisture content of 0.5 as a result of the “Water Unpaved Roads” measure, and a reduced vehicle speed of 15 miles per hour (“MPH”) as a result of the “Reduce Vehicle Speed on Unpaved Roads” measure (see excerpt below) (Appendix B, pp. 61, 143, 220, 315).

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	26
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	0.5
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15

As previously mentioned, the CalEEMod User’s Guide requires any changes to model defaults be justified.<sup>15</sup> According to the “User Entered Comments & Non-Default Data” table, the justifications provided are: “fugitive dust control” and “clean engine and dust control” (Appendix H, pp. 61, 143, 220, 315). Furthermore, while the RDEIR includes MM AIR-1 and MM AIR-2, these air quality measures fail to require the proposed Project to water exposed areas or water unpaved roads. Furthermore, MM AIR-1 and MM AIR-2 fail to mention the 26% reduction in PM, 0.5 moisture content, or a reduced vehicle speed of 15 MPH. As such, we cannot verify that these measures will actually be implemented, monitored, and enforced on the Project site. By including unsubstantiated construction-related mitigation measures, the models may underestimate the Project’s construction-related emissions and should not be relied upon to determine Project significance.

#### Underestimated Number of Natural Gas Fireplaces

Review of the Project’s CalEEMod output files demonstrates that the number of fireplaces included in both the mitigated land use plan with school and land use plan without school was reduced to zero (see excerpt below) (Appendix H, pp. 459, 488).

Table Name	Column Name	Default Value	New Value
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<sup>15</sup> CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 2, 9

tblFireplaces	NumberGas	244.75	0.00
tblFireplaces	NumberGas	661.65	0.00
tblFireplaces	NumberNoFireplace	130.10	0.00
tblFireplaces	NumberNoFireplace	44.50	0.00
tblFireplaces	NumberNoFireplace	120.30	0.00
tblFireplaces	NumberWood	455.35	0.00
tblFireplaces	NumberWood	155.75	0.00
tblFireplaces	NumberWood	421.05	0.00
tblFleetMix	HHD	0.03	0.02

As previously mentioned, the CalEEMod User’s Guide requires any changes to model defaults be justified.<sup>16</sup> However, no justification was provided in the “User Entered Comments & Non-Default Data” table for these models (Appendix H, pp. 458-459, 487-488). Furthermore, the GHG Analysis contradictorily states:

“The project has been designed to prohibit wood stoves and fireplaces and to allow a total of six natural gas fire pits / fireplaces within the community areas of the villages (Project Design Feature (PDF)-AQ/GHG-1)” (p. 22).

As such, the Project is expected to include 6 natural gas fire pits/fireplaces, while the models include 0. This presents an issue, as CalEEMod uses the number of fireplaces to calculate the Project’s area-source operational emissions.<sup>17</sup> Thus, by including unsubstantiated reductions to the Project’s anticipated number of fireplaces, the model underestimates the Project’s area-source operational emissions and should not be relied upon to determine Project significance.

### Unsubstantiated Changes to Energy Use Values

Review of the Project’s CalEEMod output files demonstrates that the mitigated land use plan with school and mitigated land use plan without school included several changes to the Project’s energy use values, including the Nontitle-24 Electricity Energy Intensity (“NT24E”), Nontitle-24 Natural Gas Energy Intensity (“NT24NG”), Title-24 Electricity Energy Intensity (“T24E”), and the Title-24 Natural Gas Energy Intensity (“T24NG”) (see excerpt below) (Appendix H, pp. 459, 488).

Table Name	Column Name	Default Value	New Value
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<sup>16</sup> CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 2, 9

<sup>17</sup> CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 41

tblEnergyUse	NT24E	3,172.76	3,490.04
tblEnergyUse	NT24E	3,172.76	3,490.04
tblEnergyUse	NT24E	6,155.97	6,771.57
tblEnergyUse	NT24NG	4,180.00	0.00
tblEnergyUse	NT24NG	4,180.00	0.00
tblEnergyUse	NT24NG	4,180.00	0.00
tblEnergyUse	T24E	260.86	300.04
tblEnergyUse	T24E	260.86	300.04
tblEnergyUse	T24E	331.07	380.75
tblEnergyUse	T24NG	7,045.49	0.00
tblEnergyUse	T24NG	7,045.49	0.00
tblEnergyUse	T24NG	19,206.92	0.00

As you can see in the excerpt above, the natural gas energy intensity values, including NT24NG and T24NG, were reduced to zero, while the electricity energy intensity values, including NT24E and T24E, were minimally increased. As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.<sup>18</sup> According to the "User Entered Comments & Non-Default Data" table, the justifications provided for these changes are: "All electric homes increased electrical usage an natural gas usage set at zero" and "All Electric homes" (Appendix H, pp. 459, 488). Furthermore, the RDEIR states that the Project would include:

"All-Electric Homes. Prior to the issuance of building permits, the applicant or its designee shall provide evidence to the City of Santee that the proposed project will include all-electric homes. No natural gas shall be provided to the residential portion of the proposed project" (p. 4.7-25).

However, the RDEIR and associated appendices fail to disclose any information to demonstrate how the above energy use values were calculated, or even substantiate their inclusion in the model. Until an updated EIR is prepared to provide calculations for the revise energy use values, we cannot verify these changes. This presents an issue, as the energy use values are used by CalEEMod to calculate the Project's emissions associated with building electricity and non-hearth natural gas usage.<sup>19</sup> Thus, by including unsubstantiated energy use values, the models may underestimate the Project's operational emissions and should not be relied upon to determine Project significance.

#### Unsubstantiated Changes to Vehicle Emission Factors

Review of the CalEEMod output files for both the land use plan with school and the land use plan without school demonstrates that the operational vehicle emission factors were manually altered (Appendix H, pp. 408-410, 435-437, 463-465, 493-493). As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.<sup>20</sup> However, the RDEIR and associated appendices fail to justify these changes for three reasons.

<sup>18</sup> CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 2, 9

<sup>19</sup> CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 43

<sup>20</sup> CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 2, 9

First, while no justification was provided in the “User Entered Comments & Non-Default Data” table for the changes to the Project’s vehicle emission factors, the justification provided for the changes to the Project’s fleet mix is: “from EMFAC for SD air basin 2035” (Appendix H, pp. 404-405, 431-432, 458-459, 487-488). However, this justification is insufficient, as EMFAC refers to an entire database, not a specific set of vehicle emission factors.<sup>21</sup> Thus, the RDEIR and associated appendices should have specified which input parameters were used to obtain the vehicle emission factors inputted in the model. Without specific input parameters, we cannot verify the altered vehicle emission factors, and the changes may be incorrect.

Second, the GHG Analysis, provided as Appendix H to the DEIR, states:

“Emission factors representing the vehicle mix and emissions for 2035 were used to estimate emissions associated with full buildout of the project” (Appendix H, p. 4).

However, this justification fails to justify the specific changes made to the Project’s anticipated vehicle emission factors. As such, we cannot verify the altered vehicle emission factors, and the changes may be incorrect.

Third, contradictorily, the GHG Analysis states:

“Accounted for in EMFAC 2016 vehicle emission factors as part of CalEEMod Version 2016 3.2.25” (Appendix H, p. 25, Table H).

As you can see in the excerpt above, the RDEIR’s GHG Analysis indicates that CalEEMod default values for vehicle emission factors were utilized to estimate the Project’s mobile-source operational emissions. As such, the changes made to the Project’s operational vehicle emission factors are inconsistent with the information provided in the GHG Analysis.

As discussed above, we cannot verify the changes made to the Project’s operational vehicle emission factors. This presents an issue, as the vehicle emission factors are used by CalEEMod to calculate the Project’s emissions associated with operational on-road vehicles.<sup>22</sup> Thus, by including unsubstantiated changes to the Project’s operational vehicle emission factors, the models may underestimate the Project’s operational emissions and should not be relied upon to determine Project significance.

### Underestimated Daily Vehicle Trips

According to the Transportation Impact Analysis (“TIA”), provided as Appendix N to the RDEIR, the Project is estimated to generate 26,272 daily vehicle trips, including pass-by and internal trip reductions, throughout the Project’s operation (see excerpt below) (Appendix N, p. 53, Table 7-2).

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<sup>21</sup> “EMFAC2017 Web Database.” CARB, available at: <https://arb.ca.gov/emfac/2017/>.

<sup>22</sup> CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 2, 9

	Gross Trip Generation (E-Q)	31,213	—	—	1,188	2,010	3,198	—	—	1,924	1,032	2,956	
R	Total Primary Trip: (E-G-J-L-M-N-O-P)	—	28,713	—	—	921	1,780	2,701	—	—	1,825	917	2,742
	Total Pass-By-Diverted Link Trip Reduction (H-K)	—	(2,500)	—	—	(267)	(230)	(497)	—	—	(99)	(115)	(214)
S	Internal Mixed-Use Reduction (R+8.5%) <sup>1</sup>	—	(2,441)	—	—	(78)	(151)	(229)	—	—	(155)	(78)	(233)
	<b>Net External Trip Generation (R+S)</b>	—	<b>26,272</b>	—	—	<b>843</b>	<b>1,629</b>	<b>2,472</b>	—	—	<b>1,670</b>	<b>839</b>	<b>2,509</b>

However, review of the Project's CalEEMod output files demonstrates that the model for the mitigated land use plan with school only calculated 9,448.76 Weekday, 8,923.12 Saturday, and 8,923.12 Sunday vehicle trips, based on the trip rates inputted (see excerpt below) (Appendix H, pp. 474).

Land Use	Average Daily Trip Rate		
	Weekday	Saturday	Sunday
Apartments Low Rise	2,537.38	2,528.72	2,528.72
Apartments Low Rise	1,274.55	1,270.20	1,270.20
City Park	491.25	491.25	491.25
Elementary School	500.00	0.00	0.00
General Light Industry	41.69	41.69	41.69
Regional Shopping Center	465.00	464.40	464.40
Retirement Community	614.10	614.10	614.10
Single Family Housing	3,524.79	3,512.76	3,512.76
<b>Total</b>	<b>9,448.76</b>	<b>8,923.12</b>	<b>8,923.12</b>

As you can see in the excerpt above, the Weekday, Saturday, and Sunday vehicle trips were underestimated by approximately 16,823, 17,349, and 17,349 trips, respectively. Furthermore, review of the Project's CalEEMod output files demonstrates that the model for the mitigated land use plan without school only calculated 9,585.78 Weekday, 9,554.31 Saturday, and 9,554.31 Sunday vehicle trips, based on the trip rates inputted (see excerpt below) (Appendix H, pp. 502-503).

Land Use	Average Daily Trip Rate		
	Weekday	Saturday	Sunday
Apartments Low Rise	2,667.28	2,658.62	2,658.62
Apartments Low Rise	1,339.80	1,335.45	1,335.45
City Park	516.40	515.62	515.62
General Light Industry	41.69	41.69	41.69
Regional Shopping Center	488.40	487.80	487.80
Retirement Community	645.25	640.80	640.80
Single Family Housing	3,886.96	3,874.34	3,874.34
<b>Total</b>	<b>9,585.78</b>	<b>9,554.31</b>	<b>9,554.31</b>

As you can see in the excerpt above, based on available trip generation data, the Weekday, Saturday, and Sunday vehicle trips were underestimated by approximately 16,686, 16,718, and 16,718 trips, respectively. As such, the Project's CalEEMod models are inconsistent with the trip generation estimates

provided in the TIA. As a result, the models underestimate the Project's mobile-source operational emissions and should not be relied upon to determine Project significance.

#### Unsubstantiated Changes to Vehicle Fleet Mix

Review of the CalEEMod output files for the land use plan with school and the land use plan without school demonstrates that the fleet mix percentages values were manually altered, including reductions to the percentage of heavy-heavy duty trucks ("HHD") anticipated (Appendix H, pp. 405-408, 432-434, 459-462, 488-491). As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.<sup>23</sup> According to the "User Entered Comments & Non-Default Data" table, the justification provided for these changes is: "from EMFAC for SD air basin 2035" (Appendix H, pp. 405, 432). However, this justification is insufficient, as EMFAC refers to an entire database, not a specific set of fleet mix percentages values.<sup>24</sup> Thus, the RDEIR and associated appendices should have specified which input parameters were used to obtain the vehicle fleet mix percentage values inputted in the model. Without specific input parameters, we cannot verify the altered fleet mix, and the changes may be incorrect.

Furthermore, contradictorily, the RDEIR states:

*"CalEEMod default emissions factors and vehicle fleet mix were conservatively used for the model inputs to estimate daily emissions from proposed vehicular sources"* (emphasis added) (Appendix H, p. 4).

As you can see in the excerpt above, the RDEIR's GHG Analysis indicates that CalEEMod default values were utilized to estimate the Project's mobile-source operational emissions. Furthermore, the GHG Analysis states:

*"Emission factors representing the vehicle mix and emissions for 2035 were used to estimate emissions associated with full buildout of the project"* (Appendix H, p. 4).

However, this justification only relates to emission factors, not the Project's operational vehicle fleet mix. As a result, the RDEIR and associated appendices fail to justify any change to the Project's anticipated operational vehicle fleet mix. This presents an issue, as the fleet mix percentages are used by CalEEMod to calculate the Project's emissions associated with operational on-road vehicles.<sup>25</sup> By including unsubstantiated changes to the Project's operational vehicle fleet mix, the model may underestimate the Project's mobile-source operational emission and should not be relied upon to determine Project significance.

#### 2) Failure to Demonstrate Consistency with the Sustainable Santee Plan

As discussed above, the RDEIR relies upon the Project's consistency with the Sustainable Santee Plan in order to conclude that the Project would result in a less than significant GHG impact (p. 4.7-31).

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<sup>23</sup> CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 2, 9

<sup>24</sup> "EMFAC2017 Web Database." CARB, available at: <https://arb.ca.gov/emfac/2017/>.

<sup>25</sup> CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 2, 9

However, review of the Sustainable Santee Plan reveals that the proposed Project is inconsistent with numerous checklist measures required by the plan, including but not limited to those listed below:

<b>Sustainable Santee Plan<sup>26</sup></b>	
<b>Energy Efficiency</b>	
<b>Land Use Sector-Residential</b>	
<p>Measure 2.1: New residential construction meet or exceed California Green Building Standards Tier 2 Voluntary Measures, such as obtaining green building ratings including LEED, Build it Green, or Energy Star Certified building certifications in scoring development and explain the measures implemented.</p>	<p>Here, the RDEIR states: “The proposed project would comply with 2019 Title 24, Part 6, Standards and implement Mitigation Measure AIR-8, which requires the use of high-efficiency equipment and fixtures that exceed 2016 California Green Building Standards Code and 2019 Title 24 standards by 14 percent. Mitigation Measure AIR-8 would apply to the entire residential portion of the proposed project” p. 4.7-29, Table 4.7-12). However, while the Project commits to exceeding the 2019 Title 24 Standards by 14%, the RDEIR fails to mention whether or not the Project would obtain any green building certifications, such as LEED or Build it Green. As such, we cannot verify that this measure would be fully implemented, monitored, and enforced on the Project site. Furthermore, the RDEIR fails to mention green building ratings including LEED, Build it Green, and Energy Star Certified. Thus, the RDEIR’s consistency evaluation should not be relied upon to determine Project significance.</p>
<b>Land Use Sector-Commercial</b>	
<p>Measure 4.1: New commercial units meet or exceed California Green Building Standards Tier 2 Voluntary Measures such as obtain green building ratings including: LEED, Build it Green, or Energy Star Certified buildings certifications in scoring development and explain the measures implemented.</p>	<p>Here, the RDEIR states: “The proposed project would comply with 2019 Title 24, Part 6, Standards and implement Mitigation Measure AIR-8. Implementation of this goal would result in the proposed project increasing the energy efficiency of commercial buildings by an additional 14 percent, consistent with the City’s performance metric. Therefore, after mitigation, the proposed project would be consistent with Goal 4” (p. 4.7-29, Table 4.7-12). However, while the Project commits</p>

<sup>26</sup> “Sustainable Santee Plan: The City’s Roadmap to Greenhouse Gas Reductions.” City of Santee, December 2019, available at: <https://www.cityofsanteeca.gov/home/showdocument?id=18422>, pp. 195-199.



	<p>to exceeding the 2019 Title 24 Standards by 14%, the RDEIR fails to mention whether or not the Project would obtain any green building certifications, such as LEED or Build it Green. As such, we cannot verify that this measure would be fully implemented, monitored, and enforced on the Project site, and the RDEIR’s consistency evaluation should not be relied upon to determine Project significance.</p>
<p><b>Advanced Goals Measures</b></p>	
<p><b>Land Use Sector-Commercial</b></p>	
<p>Measure 5.2: Project uses light-reflecting surfaces such as enhanced cool roofs on commercial buildings.</p>	<p>Here, while the RDEIR states that the Project would “encourage the use of light-colored, semi-reflective, or cool-roof technology for all roofing within the proposed project, including at least 60,000 square feet of commercial rooftops,” the RDEIR fails to require this measure (p. 4.7-29, Table 4.7-12). As such, we cannot verify that this measure would be implemented, monitored, and enforced on the Project site, and the RDEIR’s consistency evaluation should not be relied upon to determine Project significance.</p>
<p><b>Transportation</b></p>	
<p><b>Land Use Sector-Residential and Commercial</b></p>	
<p>Measure 7.1: Install electric vehicle chargers in all new residential and commercial developments.</p> <ul style="list-style-type: none"> <li>a. For new Single-Family Residential, install complete 40 Amp electrical service and one e-charger.</li> <li>b. For new Multifamily Residential, install e-chargers for 13 percent of total parking.</li> <li>c. For new Office Space, Regional Shopping Centers, and Movie Theaters, install e-chargers for 5 percent of total parking spaces.</li> <li>d. For new Industrial and other Land Uses employing 200 or more employees, install e-charges for 5 percent of total parking spaces.</li> </ul>	<p>Here, the RDEIR states: “Mitigation Measure AIR-7 requires the proposed project to include electric vehicle chargers, consistent with the City’s goal to install 4,500 EVSE by 2035. The proposed project would install a total of 1,572 electric vehicle chargers (e-chargers) as follows: the proposed project would install 1,203 240-volt Level 2 EVSE in each low density residential garage; a total of 354 EVSE within the parking areas of Medium Density Residential, Village Center, and Active Adult residential uses; and 15 EVSE within the proposed project’s commercial parking lots. Additionally, Mitigation Measure GHG-6 would provide 100 electric vehicles to project residents” (p. 4.7-30, Table 4.7-12). However, the RDEIR fails to demonstrate that the Project would install complete 40 Amp electrical service and one e-</p>

	<p>charger for new single family residences; install e-chargers for 13 percent of total parking for new multifamily residences; install e-chargers for 5 percent of total parking spaces for office space, regional shopping centers, and movie theatres; and install e-chargers for 5 percent of total parking spaces for new industrial and other land uses employing more than 200 employees, as is required for this measure. As such, we cannot verify that this measure would be implemented, monitored, and enforced on the Project site, and the RDEIR’s consistency evaluation should not be relied upon to determine Project significance.</p>
<p>Measure 8.1: Implement traffic flow improvement program.</p> <ul style="list-style-type: none"> <li>a. Install smart traffic signals at intersections warranting a traffic signal, OR</li> <li>b. Install roundabout.</li> </ul>	<p>Here, the RDEIR states: “[t]he proposed Project would include roundabouts at key intersections” and “Mitigation Measure TRA-16 requires installation of Adaptive Traffic Signal Control (e.g., smart signals) along Mission Gorge Road between Fanita Drive and Town Center Parkway to improve traffic flow and reduce project transportation impacts along that roadway” (p. 4.7-30 &amp; 4.7-32, Table 4.7-12 &amp; Table 4.7-13). However, the RDEIR fails to specify where the roundabouts would be located and how this measure would be implemented, monitored, and enforced on the Project site. As such, the RDEIR’s consistency evaluation should not be relied upon to determine Project significance.</p>
<p><b>Solid Waste</b></p>	
<p><b>Land Use Sector-Residential and Commercial</b></p>	
<p>Measure 9.1: Reduce waste at landfills.</p>	<p>Here, the RDEIR states: “Mitigation Measure GHG-2 requires the applicant to institute recycling and composting services to divert at least 90 percent of the proposed project’s operational waste, consistent with the City’s performance metric. The proposed project would also recycle or reuse at least 70 percent of the construction waste, soil, and debris by 2030 and 80 percent starting in 2030. Therefore, after mitigation, the proposed project would be consistent with Goal 9” (p. 4.7-32, Table 4.7-13). However, the RDEIR fails to demonstrate</p>

	<p>how this measure would be implemented, monitored, and enforced on the Project site. As such, the RDEIR’s consistency evaluation should not be relied upon to determine Project significance.</p>
<p><b>Clean Energy</b></p>	
<p><b>Land Use Sector-Residential and Commercial</b></p>	
<p>Measure 10.1: Increase distributed energy generation within City of Santee by implementing the following applicable photovoltaic solar systems:</p> <ul style="list-style-type: none"> <li>a. Single-family residential to install at least 2kW per unit of PV solar systems, unless the installation is infeasible due to poor solar resources established in a solar feasibility study prepared by a qualified solar consultant submitted with an application</li> <li>b. Multifamily residential to install at least 1kW per unit of PV solar systems, unless the installation is infeasible due to poor solar resources established in a solar feasibility study prepared by a qualified solar consultant submitted with an applicant’s formal project submittal to City.</li> <li>c. On commercial buildings, install at least 2 kW per square foot of building area (e.g., 2,000 sq. ft. = 3 kW) unless the installation is infeasible due to poor solar resources.</li> </ul>	<p>Here, the RDEIR states: “The proposed project would implement Mitigation Measure GHG-1 and supply at least 12.147 megawatts for the preferred land use plan with school or 12.083-megawatt capacity for the land use plan without school by buildout, consistent with the City’s performance metric. Therefore, after mitigation, the proposed project would be consistent with Goal 10” (p. 4.-32, Table 4.7-13). However, the RDEIR fails to demonstrate that at least 2kW of PV solar systems would be installed per single family residential unit; at least 1kW of PV solar systems would be installed per multifamily residential unit; and at least 2 kW per square foot of building area (e.g., 2,000 sq. ft. = 3 kW) would be installed for commercial land uses, as is required for the measure. As such, we cannot verify that this measure would be implemented, monitored, and enforced on the Project site, and the RDEIR’s consistency evaluation should not be relied upon to determine Project significance.</p>

As the above table indicates, the RDEIR fails to provide sufficient information and analysis to demonstrate the Project’s consistency with numerous measures required by the Sustainable Santee Plan. Thus, we cannot verify that the Project would be consistent with the Sustainable Santee Plan. As a result, we recommend that an updated EIR be prepared to include further information and analysis demonstrating the Project’s consistency.

*3) Updated Analysis Indicates Significant GHG Impact*

Applicable thresholds and modeling demonstrate that the proposed Project may result in a potentially significant GHG impact not previously identified or addressed by the RDEIR.

The CalEEMod output files, modeled by SWAPE utilizing Project-specific information as disclosed in the RDEIR, disclose the land use plan with school’s mitigated emissions, which include approximately

129,240 MT CO<sub>2</sub>e of total construction emissions (sum of 2021 through 2033 construction emissions for Construction Phase 1-2 and Construction Phase 3-4) and approximately 67,343 MT CO<sub>2</sub>e/year of annual operational emissions (sum of area, energy, mobile, waste, and water-related emissions). When we compare the land use plan with school’s amortized construction and operational GHG emissions to the threshold of 1.77 MT CO<sub>2</sub>e/SP/year, we find that the land use plan with school’s GHG emissions exceed the threshold (see table below).

<b>SWAPE Annual Greenhouse Gas Emissions with School</b>	
<b>Project Phase</b>	<b>Proposed Project (MT CO<sub>2</sub>e/year)</b>
Construction (amortized over 30 years)	43,07.99
Area	46.18
Energy	13,351.49
Mobile	50,174.08
Waste	0.00
Water	3,771.49
<b>Total</b>	<b>71,651.23</b>
Service Population	8,424
<b>Efficiency</b>	<b>8.51</b>
Threshold	1.77
<b>Exceed?</b>	<b>Yes</b>

Furthermore, the CalEEMod output files, modeled by SWAPE utilizing Project-specific information as disclosed in the RDEIR, disclose the land use plan without school’s mitigated emissions, which include approximately 129,240 MT CO<sub>2</sub>e of total construction emissions (sum of 2021 through 2033 construction emissions for Construction Phase 1-2 and Construction Phase 3-4) and approximately 68,536 MT CO<sub>2</sub>e/year of annual operational emissions (sum of area, energy, mobile, waste, and water-related emissions). When we compare the land use plan with school’s amortized construction and operational GHG emissions to the threshold of 1.77 MT CO<sub>2</sub>e/SP/year, we find that the land use plan with school’s GHG emissions exceed the threshold (see table below).

<b>SWAPE Annual Greenhouse Gas Emissions without School</b>	
<b>Project Phase</b>	<b>Proposed Project (MT CO<sub>2</sub>e/year)</b>
Construction (amortized over 30 years)	4,307.99
Area	46.89
Energy	13,411.99
Mobile	51,311.70
Waste	0.00
Water	3,765.61

<b>Total</b>	<b>72,844.17</b>
Service Population	8,424
<b>Efficiency</b>	<b>8.65</b>
Threshold	1.77
<b>Exceed?</b>	<b>Yes</b>

As the above tables demonstrate, when correct input parameters are used to model emissions associated with both the land use plan with school and the land use plan without school, we find a significant impact not previously assessed or identified in the RDEIR. As a result, an updated GHG analysis should be prepared in an EIR and additional mitigation should be incorporated into the Project, such as those listed below.

### Diesel Particulate Matter Health Risk Emissions Inadequately Evaluated

The RDEIR conducts a health risk assessment (“HRA”) for Project construction, and concludes that, after the implementation of MM AIR-3 and MM AIR-4, the maximum mitigated cancer risk posed to off-site sensitive receptors would be 2.84 in one million (see excerpt below) (Appendix C2, p. 19).

**Table C: Project Construction Mitigated Cancer Risk (in one million)**

Receptor No.	Description	3 <sup>rd</sup> Trimester	0–2 Years	2–16 Years	16–30 Years	Project Construction Exposure <sup>1</sup>
12	On-site – Highest/Southwest Corner	0.22	5.40	6.56	1.00	9.96
22	On-site – 2 <sup>nd</sup> Highest	0.20	4.86	5.91	0.90	8.97
13	On-site – 3 <sup>rd</sup> Highest	0.19	4.64	5.64	0.86	8.56
23	On-site – 4 <sup>th</sup> Highest	0.18	4.38	5.33	0.81	8.08
4	On-site – 5 <sup>th</sup> Highest	0.18	4.27	5.19	0.79	7.87
72	On-site – Northwest Corner	0.08	1.88	2.28	0.35	3.46
75	On-site – Northeast Corner	0.05	1.17	1.42	0.22	2.16
11	On-site – Southeast Corner	0.05	1.31	1.60	0.24	2.42
1	Off-site – Southwest	0.06	1.37	1.67	0.25	2.37
2	Off-site – Southeast	0.06	1.42	1.72	0.26	2.23
3	Off-site – Southeast	0.08	1.86	2.27	0.35	2.84

As a result, the RDEIR concludes that the Project’s excess cancer risk would not exceed the SDAPCD threshold of 10 in one million, and the Project would have a less than significant health risk impact (p. 19). Regarding the Project’s operational health risk impact, the RDEIR states:

“[T]he commercial component of the Fanita Ranch Project does not include specific uses or tenants but does allow the types of businesses, such as gasoline dispensing stations, that could emit TACs. However, location and operational details of those facilities are currently unknown” (Appendix C2, p. 20).

As such, instead of conducting an HRA for the entire Project’s operation, the RDEIR implements MM-AIR-12, which states:

“The City of Santee shall require the applicant to avoid siting new on-site toxic air contaminant sources in close vicinity of residences and schools. Gasoline dispensing facilities with a throughput of less than 3.6 million gallons per year must have the gasoline dispensers at least

50 feet from the nearest residential land use, day care center, or school. In addition, gasoline dispensing facilities with a throughput of 3.6 million gallons per year, distribution centers, and dry cleaning operations are prohibited within the project” (Appendix C2, p. 20).

However, the RDEIR’s HRA and less-than-significant impact conclusion is incorrect for four reasons.

First, the RDEIR’s construction HRA is incorrect, as it relies upon exhaust PM<sub>10</sub> estimates from an incorrect and unsubstantiated CalEEMod model, as discussed above (Appendix C2, p. 10). Thus, the HRA utilizes an underestimated DPM concentration to calculate the health risk associated with Project construction. As a result, the Project’s construction HRA is underestimated and should not be relied upon to determine Project significance.

Second, the RDEIR’s reliance on MM AIR-3, which requires the use of Tier 4 Final equipment during construction, is incorrect (Appendix C2, p. 18). As discussed above, the RDEIR failed to evaluate the feasibility of obtaining Tier

4 Final equipment. As the RDEIR fails to demonstrate that MM AIR-3 is feasible for the proposed Project, we cannot verify that the Project’s health risk impact would be reduced to a less than significant level as claimed.

Third, the RDEIR failed to conduct a quantified operational HRA. By failing to prepare an operational HRA, the Addendum is inconsistent with recommendations set forth by the Office of Environmental Health and Hazard Assessment’s (“OEHHA”) most recent *Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments*, as referenced by the RDEIR (Appendix C2, p. 10). Once construction of the Project is complete; the Project will operate for a long period of time. The RDEIR’s Transportation Impact Analysis (“TIA”), provided as Appendix N to the RDEIR, indicates that the Project would generate 26,272 daily vehicle trips throughout operation, including pass-by and internal trip reductions, which will result in additional exhaust, thus continuing to expose nearby sensitive receptors to emissions (Appendix N, p. 53, Table 7-2). The OEHHA document recommends that exposure from projects lasting more than 6 months should be evaluated for the duration of the project, and recommends that an exposure duration of 30 years be used to estimate individual cancer risk for the maximally exposed individual resident (“MEIR”).<sup>27</sup> Even though we were not provided with the expected lifetime of the Project, we can reasonably assume that the Project will operate for at least 30 years, if not more. Therefore, we recommend that health risk impacts from Project operation also be evaluated, as a 30-year exposure duration vastly exceeds the 6-month requirement set forth by OEHHA. These recommendations reflect the most recent health risk policy, as referenced by the Addendum, and as such, we recommend that an updated assessment of health risk impacts posed to nearby sensitive receptors from Project operation be included in an updated EIR for the Project.

Fourth, review of the RDEIR demonstrates that, while the Project did conduct a construction HRA that evaluates the health risk impacts to nearby, existing receptors, the HRA fails to evaluate the cumulative

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<sup>27</sup> “Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments.” OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/cnrn/2015guidancemanual.pdf> p. 8-6, 8-15.

lifetime cancer risk to nearby, existing receptors as a result of Project construction *and* operation *together*. According to OEHHA guidance, as referenced by the RDEIR, “the excess cancer risk is calculated separately for each age grouping and then summed to yield cancer risk at the receptor location”.<sup>28</sup> However, the HRA conducted in the RDEIR failed to sum each age bin to evaluate the total cancer risk over the course of the Project’s construction and operation. This is incorrect and thus, an updated analysis should quantify the Project’s construction and operational health risks and then sum them to compare to the SDAPCD threshold of 10 in one million, as referenced by the RDEIR (Appendix C2, p. 17).

### Feasible Mitigation Measures Available to Reduce Emissions

Our analysis demonstrates that the Project’s GHG emissions may result in potentially significant impacts. In an effort to reduce the Project’s emissions, we identified several mitigation measures that are applicable to the proposed Project. Feasible mitigation measures can be found in CAPCOA’s *Quantifying Greenhouse Gas Mitigation Measures*.<sup>29</sup> Therefore, to reduce the Project’s emissions, consideration of the following measures should be made:

<i>CAPCOA’s Quantifying Greenhouse Gas Mitigation Measures</i> <sup>30</sup>	
<b>Measures – Energy</b>	
<b>Building Energy Use</b>	
<b>BE-2</b>	Install Programmable Thermostat Timers
	<i>Range of Effectiveness:</i> Best Management Practice – Influences building energy use for heating and cooling.
<b>BE-3</b>	Obtain Third-party HVAC Commissioning and Verification of Energy Savings (to be grouped with BE-1)
	<i>Range of Effectiveness:</i> Not applicable on its own. This measure enhances the effectiveness of BE-1.
<b>BE-5</b>	Install Energy Efficient Boilers
	<i>Range of Effectiveness:</i> 1.2-18.4% of boiler GHG emissions.
<b>Lighting</b>	
<b>LE-1</b>	Install Higher Efficacy Public Street and Area Lighting
	<i>Range of Effectiveness:</i> 16-40% of outdoor lighting.
<b>LE-2</b>	Limit Outdoor Lighting Requirements
	<i>Range of Effectiveness:</i> Best Management Practice, but may be quantified.
<b>LE-3</b>	Replace Traffic Lights with LED Traffic Lights
	<i>Range of Effectiveness:</i> 90% of emissions associated with existing traffic lights.
<b>Alternative Energy Generation</b>	
<b>AE-1</b>	Establish Onsite Renewable or Carbon-Neutral Energy Systems – Generic

<sup>28</sup> “Guidance Manual for preparation of Health Risk Assessments.” OEHHA, February 2015, *available at:* <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf> p. 8-4

<sup>29</sup> <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

<sup>30</sup> “Quantifying Greenhouse Gas Mitigation Measures.” California Air Pollution Control Officers Association (CAPCOA), August 2010, *available at:* <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>, p.

<i>Range of Effectiveness:</i> 0-100% of GHG emissions associated with electricity use.
<b>AE-3</b> Establish Onsite Renewable Energy System – Wind Power <i>Range of Effectiveness:</i> 0-100% of GHG emissions associated with electricity use.
<b>AE-4</b> Utilize a Combined Heat and Power System <i>Range of Effectiveness:</i> 0-46% of GHG emissions associated with electricity use.
<b>AE-5</b> Establish Methane Recovery in Landfills <i>Range of Effectiveness:</i> 73-77% reduction in GHG emissions from landfills without methane recovery.
<b>AE-6</b> Establish Methane Recovery in Wastewater Treatment Plants <i>Range of Effectiveness:</i> 95-97% reduction in GHG emissions from wastewater treatment plants without recovery.
<b>Measures – Transportation</b>
<b>Land Use/Location</b>
<b>LUT-1</b> Increase Density <i>Range of Effectiveness:</i> 0.8-30% VMT reduction and therefore a 0.8-30% reduction in GHG emissions.
<b>LUT-2</b> Increase Location Efficiency <i>Range of Effectiveness:</i> 10% VMT reduction and therefore 10-65% reduction in GHG emissions.
<b>LUT-3</b> Increase Diversity of Urban and Suburban Developments (Mixed Use) <i>Range of Effectiveness:</i> 9-30% VMT and therefore 9-30% reduction in GHG emissions.
<b>LUT-4</b> Increase Destination Accessibility <i>Range of Effectiveness:</i> 6.7-20% VMT reduction and therefore 6.7-20% reduction in GHG emissions.
<b>LUT-5</b> Increase Transit Accessibility <i>Range of Effectiveness:</i> 0.5-24.6% VMT reduction and therefore 0.5-24.6% reduction in GHG emissions.
<b>LUT-6</b> Integrate Affordable and Below Market Rate Housing <i>Range of Effectiveness:</i> 0.04-1.20% VMT reduction and therefore 0.04-1.20% reduction in GHG emissions.
<b>LUT-7</b> Orient Project Toward Non-Auto Corridor <i>Range of Effectiveness:</i> Grouped strategy (see LUT-3).
<b>LUT-8</b> Locate Project near Bike Path/Bike Lane <i>Range of Effectiveness:</i> Grouped strategy (see LUT-4).
<b>Neighborhood/Site Enhancements</b>
<b>SDT-1</b> Provide Pedestrian Network Improvements, such as: <ul style="list-style-type: none"> <li>• Compact, mixed-use communities</li> <li>• Interconnected street network</li> <li>• Narrower roadways and shorter block lengths</li> <li>• Sidewalks</li> <li>• Accessibility to transit and transit shelters</li> <li>• Traffic calming measures and street trees</li> <li>• Parks and public spaces</li> <li>• Minimize pedestrian barriers</li> </ul> <i>Range of Effectiveness:</i> 0-2% VMT reduction and therefore 0-2% reduction in GHG emissions.



**SDT-2** Provide Traffic Calming Measures, such as:

- Marked crosswalks
- Count-down signal timers
- Curb extensions
- Speed tables
- Raised crosswalks
- Raised intersections
- Median islands
- Tight corner radii
- Roundabouts or mini-circles
- On-street parking
- Planter strips with trees
- Chicanes/chokers

*Range of Effectiveness:* 0.25-1% VMT reduction and therefore 0.25-1% reduction in GHG emissions.

**SDT-3** Implement a Neighborhood Electric Vehicle (NEV) Network.

*Range of Effectiveness:* 0.5-12.7% vehicle miles traveled (VMT) reduction since NEVs would result in a mode shift and therefore reduce the traditional vehicle VMT and GHG emissions. Range depends on the available NEV network and support facilities, NEV ownership levels, and the degree of shift from traditional.

**SDT-4** Create Urban Non-Motorized Zones

*Range of Effectiveness:* Grouped strategy (see SDT-1).

**Parking Policy/Pricing**

**PDT-1** Limit Parking Supply through:

- Elimination (or reduction) of minimum parking requirements
- Creation of maximum parking requirements
- Provision of shared parking

*Range of Effectiveness:* 5-12.5% VMT reduction and therefore 5-12.5% reduction in GHG emissions.

**PDT-2** Unbundle Parking Costs from Property Cost

*Range of Effectiveness:* 2.6-13% vehicle miles traveled (VMT) reduction and therefore 2.6-13% reduction in GHG emissions.

**PDT-3** Implement Market Price Public Parking (On-Street)

*Range of Effectiveness:* 2.8-5.5% VMT reduction and therefore 2.8-5.5% reduction in GHG emissions.

**PDT-4** Require Residential Area Parking Permits

*Range of Effectiveness:* Grouped strategy (see PPT-1, PPT-2, and PPT-3).

**Commute Trip Reduction Programs**

**TRT-1** Implement Commute Trip Reduction (CTR) Program – Voluntary

- Carpooling encouragement
- Ride-matching assistance
- Preferential carpool parking
- Flexible work schedules for carpools

- Half time transportation coordinator
- Vanpool assistance
- Bicycle end-trip facilities (parking, showers and lockers)
- New employee orientation of trip reduction and alternative mode options
- Event promotions and publications
- Flexible work schedule for employees
- Transit subsidies
- Parking cash-out or priced parking
- Shuttles
- Emergency ride home

*Range of Effectiveness:* 1-6.2% VMT reduction and therefore 1-6.2% reduction in commute trip GHG emissions.

**TRT-2** Implement Commute Trip Reduction (CTR) Program – Required Implementation/Monitoring

- Established performance standards (e.g. trip reduction requirements)
- Required implementation
- Regular monitoring and reporting

*Range of Effectiveness:* 4.2-21% VMT reduction and therefore 4.2-21% reduction in commute trip GHG emissions.

**TRT-3** Provide Ride-Sharing Programs

- Designate a certain percentage of parking spaces for ride sharing vehicles
- Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles
- Providing a web site or messaging board for coordinating rides
- Permanent transportation management association membership and funding requirement.

*Range of Effectiveness:* 1-15% VMT reduction and therefore 1-15% reduction in commute trip GHG emissions.

**TRT-4** Implement Subsidized or Discounted Transit Program

*Range of Effectiveness:* 0.3-20% VMT reduction and therefore a 0.3-20% reduction in commute trip GHG emissions.

**TRT-5** Provide Ent of Trip Facilities, including:

- Showers
- Secure bicycle lockers
- Changing spaces

*Range of Effectiveness:* Grouped strategy (see TRT-1 through TRT-3).

**TRT-6** Encourage Telecommuting and Alternative Work Schedules, such as:

- Staggered starting times
- Flexible schedules
- Compressed work weeks

*Range of Effectiveness:* 0.07-5.5% VMT reduction and therefore 0.07-5.5% reduction in commute trip GHG emissions.

**TRT-7** Implement Commute Trip Reduction Marketing, such as:

- New employee orientation of trip reduction and alternative mode options
- Event promotions
- Publications

*Range of Effectiveness:* 0.8-4% VMT reduction and therefore 0.8-4% reduction in commute trip GHG emissions.

<p><b>TRT-8 Implement Preferential Parking Permit Program</b></p> <p><i>Range of Effectiveness:</i> Grouped strategy (see TRT-1 through TRT-3).</p>
<p><b>TRT-9 Implement Car-Sharing Program</b></p> <p><i>Range of Effectiveness:</i> 0.4-0.7% VMT reduction and therefore 0.4-0.7% reduction in GHG emissions.</p>
<p><b>TRT-10 Implement School Pool Program</b></p> <p><i>Range of Effectiveness:</i> 7.2-15.8% in school VMT reduction and therefore 7.2-15.8% reduction in school trip GHG emissions.</p>
<p><b>TRT-11 Provide Employer-Sponsored Vanpool/Shuttle</b></p> <p><i>Range of Effectiveness:</i> 0.3-13.4% VMT reduction and therefore 0.3-13.4% reduction in commute trip GHG emissions.</p>
<p><b>TRT-12 Implement Bike-Sharing Programs</b></p> <p><i>Range of Effectiveness:</i> Grouped strategy (see SDT-5 and LUT-9).</p>
<p><b>TRT-13 Implement School Bus Program</b></p> <p><i>Range of Effectiveness:</i> 38-63% School VMT reduction and therefore 38-63% reduction in school trip GHG emissions.</p>
<p><b>TRT-14 Price Workplace Parking, such as:</b></p> <ul style="list-style-type: none"> <li>• Explicitly charging for parking for its employees;</li> <li>• Implementing above market rate pricing;</li> <li>• Validating parking only for invited guests;</li> <li>• Not providing employee parking and transportation allowances; and</li> <li>• Educating employees about available alternatives.</li> </ul> <p><i>Range of Effectiveness:</i> 0.1-19.7% VMT reduction and therefore 0.1-19.7% reduction in trip GHG emissions.</p>
<p><b>TRT-15 Implement Employee Parking “Cash-Out”</b></p> <p><i>Range of Effectiveness:</i> 0.06-7.7% VMT reduction and therefore 0.6-7.7% reduction in commute trip GHG emissions.</p>
<p><b><i>Transit System Improvements</i></b></p>
<p><b>TST-1 Transit System Improvements, including:</b></p> <ul style="list-style-type: none"> <li>• Grade-separated right-of-way, including bus only lanes (for buses, emergency vehicles, and sometimes taxis), and other Transit Priority measures. Some systems use guideways which automatically steer the bus on portions of the route.</li> <li>• Frequent, high-capacity service</li> <li>• High-quality vehicles that are easy to board, quiet, clean, and comfortable to ride.</li> <li>• Pre-paid fare collection to minimize boarding delays.</li> <li>• Integrated fare systems, allowing free or discounted transfers between routes and modes.</li> <li>• Convenient user information and marketing programs.</li> <li>• High quality bus stations with Transit Oriented Development in nearby areas.</li> <li>• Modal integration, with BRT service coordinated with walking and cycling facilities, taxi services, intercity bus, rail transit, and other transportation services.</li> </ul> <p><i>Range of Effectiveness:</i> 0.02-3.2% VMT reduction and therefore 0.02-3% reduction in GHG emissions.</p>
<p><b>TST-2 Implement Transit Access Improvements, such as:</b></p> <ul style="list-style-type: none"> <li>• Sidewalk/crosswalk safety enhancements</li> </ul>

<ul style="list-style-type: none"> <li>• Bus shelter improvements</li> </ul> <p><i>Range of Effectiveness:</i> Grouped strategy (see TST-3 and TST-4)</p>
<p><b>TST-3 Expand Transit Network</b></p> <p><i>Range of Effectiveness:</i> 0.1-8.2% VMT reduction and therefore 0.1-8.2% reduction in GHG emissions.</p>
<p><b>TST-4 Increase Transit Service Frequency/Speed</b></p> <p><i>Range of Effectiveness:</i> 0.02-2.5% VMT reduction and therefore 0.02-2.5% reduction in GHG emissions.</p>
<p><b>TST-5 Provide Bike Parking Near Transit</b></p> <p><i>Range of Effectiveness:</i> Grouped strategy (see TST-3 and TST-4).</p>
<p><b>TST-6 Provide Local Shuttles</b></p> <p><i>Range of Effectiveness:</i> Grouped strategy (see TST-4 and TST-5).</p>
<p><b>Road Pricing/Management</b></p>
<p><b>RPT-1 Implement Area or Cordon Pricing</b></p> <p><i>Range of Effectiveness:</i> 7.9-22% VMT reduction and therefore 7.9-22% reduction in GHG emissions.</p>
<p><b>RTP-3 Required Project Contributions to Transportation Infrastructure Improvement Projects</b></p> <p><i>Range of Effectiveness:</i> Grouped strategy (see RPT-2 and TST-1 through 7).</p>
<p><b>RTP-4 Install Park-and-Ride Lots</b></p> <p><i>Range of Effectiveness:</i> Grouped strategy (see RPT-1, TRT-11, TRT-3, and TST-1 through 6).</p>
<p><b>Vehicles</b></p>
<p><b>VT-1 Electrify Loading Docks and/or Require Idling-Reduction Systems</b></p> <p><i>Range of Effectiveness:</i> 26-71% reduction in TRU idling GHG emissions.</p>
<p><b>VT-2 Utilize Alternative Fueled Vehicles, such as:</b></p> <ul style="list-style-type: none"> <li>• Biodiesel (B20)</li> <li>• Liquefied Natural Gas (LNG)</li> <li>• Compressed Natural Gas (CNG)</li> </ul> <p><i>Range of Effectiveness:</i> Reduction in GHG emissions varies depending on vehicle type, year, and associated fuel economy.</p>
<p><b>VT-3 Utilize Electric or Hybrid Vehicles</b></p> <p><i>Range of Effectiveness:</i> 0.4-20.3% reduction in GHG emissions.</p>
<p><b>Measures – Water</b></p>
<p><b>Water Supply</b></p>
<p><b>WSW-1 Use Reclaimed Water</b></p> <p><i>Range of Effectiveness:</i> Up to 40% in Northern California and up to 81% in Southern California.</p>
<p><b>WSW-2 Use Gray Water</b></p> <p><i>Range of Effectiveness:</i> Up to 100% of outdoor water GHG emissions if outdoor water use is replaced completely with graywater.</p>
<p><b>WSW-3 Use Locally Sourced Water Supply</b></p>

<i>Range of Effectiveness:</i> 0-60% for Northern and Central California, 11-75% for Southern California.
<b>Water Use</b>
<b>WUW-5 Reduce Turf in Landscapes and Lawns</b> <i>Range of Effectiveness:</i> Varies and is equal to the percent commitment to turf reduction, assuming no other outdoor water use.
<b>WUW-6 Plant Native or Drought-Resistant Trees and Vegetation</b> <i>Range of Effectiveness:</i> Best Management Practice; may be quantified if substantial evidence is available.
<b>Measures – Area Landscaping</b>
<b>Landscaping Equipment</b>
<b>A-2 Implement Lawnmower Exchange Program</b> <i>Range of Effectiveness:</i> Best Management Practice, influences Area GHG emissions from landscape equipment.
<b>Measures – Construction</b>
<b>Construction</b>
<b>C-1 Use Alternative Fuels for Construction Equipment</b> <i>Range of Effectiveness:</i> 0-22% reduction in GHG emissions.
<b>C-2 Use Electric and Hybrid Construction Equipment</b> <i>Range of Effectiveness:</i> 2.5-80% of GHG emissions from equipment that is electric or hybrid if used 100% of the time.
<b>C-3 Limit Construction Equipment Idling Beyond Regulation Requirements</b> <i>Range of Effectiveness:</i> Varies with the amount of Project Idling occurring and the amount reduced.
<b>C-4 Institute a Heavy-Duty Off-Road Vehicle Plan, including:</b> <ul style="list-style-type: none"> <li>• Construction vehicle inventory tracking system;</li> <li>• Requiring hour meters on equipment;</li> <li>• Document the serial number, horsepower, manufacture age, fuel, etc. of all onsite equipment; and</li> <li>• Daily logging of the operating hours of the equipment.</li> </ul> <i>Range of Effectiveness:</i> Not applicable on its own. This measure ensures compliance with other mitigation measures.
<b>C-5 Implement a Construction Vehicle Inventory Tracking System</b> <i>Range of Effectiveness:</i> Not applicable on its own. This measure ensures compliance with other mitigation measures.
<b>Measures – Miscellaneous</b>
<b>Miscellaneous</b>
<b>Misc-1 Establish a Carbon Sequestration Project, such as:</b> <ul style="list-style-type: none"> <li>• Geologic sequestration or carbon capture and storage techniques, in which CO<sub>2</sub> from point sources is captured and injected underground;</li> <li>• Terrestrial sequestration in which ecosystems are established or preserved to serve as CO<sub>2</sub> sinks;</li> <li>• Novel techniques involving advanced chemical or biological pathways; or</li> <li>• Technologies yet to be discovered.</li> </ul> <i>Range of Effectiveness:</i> Varies depending on Project Applicant and projects selected. The GHG emissions reduction is subtracted from the overall baseline project emissions inventory.
<b>Misc-2 Establish Off-Site Mitigation</b>

<i>Range of Effectiveness:</i> Varies depending on Project Applicant and projects selected. The GHG emissions reduction is subtracted from the overall baseline project emissions inventory.
<b>Misc-3 Use Local and Sustainable Building Materials</b>
<i>Range of Effectiveness:</i> Varies depending on Project Applicant and strategies selected. Best Management Practice.
<b>Misc-4 Require best Management Practices in Agriculture and Animal Operations</b>
<p><b>Misc-5 Require Environmentally Responsible Purchasing, such as:</b></p> <ul style="list-style-type: none"> <li>• Purchasing products with sustainable packaging;</li> <li>• Purchasing post-consumer recycled copier paper, paper towels, and stationary;</li> <li>• Purchasing and stocking communal kitchens with reusable dishes and utensils;</li> <li>• Choosing sustainable cleaning supplies;</li> <li>• Leasing equipment from manufacturers who will recycle the components at their end of life;</li> <li>• Choosing ENERGY STAR appliances and Water Sense-certified water fixtures;</li> <li>• Choosing electronic appliances with built in sleep-mode timers;</li> <li>• Purchasing 'green power' (e.g. electricity generated from renewable or hydropower) from the utility; and</li> <li>• Choosing locally-made and distributed products.</li> </ul> <p><i>Range of Effectiveness:</i> Varies depending on Project Applicant and strategies selected. Best Management Practice.</p>
<b>Misc-6 Implement an Innovative Strategy for GHG Mitigation</b>
<i>Range of Effectiveness:</i> Varies depending on Project Applicant and strategies selected. Best Management Practice.
<b>Measures – General Plans</b>
<b>General Plans</b>
<p><b>GP-1 Fund Incentives for Energy Efficiency, such as:</b></p> <ul style="list-style-type: none"> <li>• Retrofitting or purchasing new low-emissions equipment;</li> <li>• Purchasing electric or hybrid vehicles;</li> <li>• Investing in renewable energy systems</li> </ul> <p><i>Range of Effectiveness:</i> Varies depending on Project Applicant and strategies selected. Best Management Practice.</p>
<b>GP-2 Establish a Local Farmer’s Market</b>
<i>Range of Effectiveness:</i> Varies depending on Project Applicant and strategies selected. Best Management Practice.
<b>GP-3 Establish Community Gardens</b>
<i>Range of Effectiveness:</i> Varies depending on Project Applicant and strategies selected. Best Management Practice.

Furthermore, in an effort to reduce the Project’s emissions, we identified several mitigation measures that are applicable to the proposed Project from NEDC’s *Diesel Emission Controls in Construction Projects*.<sup>31</sup> Therefore, to reduce the Project’s emissions, consideration of the following measures should be made:

<sup>31</sup> “Diesel Emission Controls in Construction Projects.” Northeast Diesel Collaborative (NEDC), December 2010, available at: <https://www.epa.gov/sites/production/files/2015-09/documents/nedc-model-contract-specification.pdf>.

## NEDC's Diesel Emission Controls in Construction Projects<sup>32</sup>

### Measures – Diesel Emission Control Technology

#### a. Diesel Onroad Vehicles

All diesel nonroad vehicles on site for more than 10 total days must have either (1) engines that meet EPA onroad emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.

#### b. Diesel Generators

All diesel generators on site for more than 10 total days must be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.

c. Emission control technology shall be operated, maintained, and serviced as recommended by the emission control technology manufacturer.

d. All diesel vehicles, construction equipment, and generators on site shall be fueled with ultra-low sulfur diesel fuel (ULSD) or a biodiesel blend<sup>33</sup> approved by the original engine manufacturer with sulfur content of 15 ppm or less.

### Measures – Additional Diesel Requirements

a. Construction shall not proceed until the contractor submits a certified list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following:

- Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment.
- Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation.
- For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date.

b. If the contractor subsequently needs to bring on site equipment not on the list, the contractor shall submit written notification within 24 hours that attests the equipment complies with all contract conditions and provide information.

c. The contractor shall establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities.

### Reporting

a. For each onroad diesel vehicle, nonroad construction equipment, or generator, the contractor shall submit to the developer's representative a report prior to bringing said equipment on site that

<sup>32</sup> "Diesel Emission Controls in Construction Projects." Northeast Diesel Collaborative (NEDC), December 2010, available at: <https://www.epa.gov/sites/production/files/2015-09/documents/nedc-model-contract-specification.pdf>.

<sup>33</sup> Biodiesel blends are only to be used in conjunction with the technologies which have been verified for use with biodiesel blends and are subject to the following requirements: <http://www.arb.ca.gov/diesel/verdev/reg/biodieselcompliance.pdf>.

includes:

- i. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, and engine serial number.
- ii. The type of emission control technology installed, serial number, make, model, manufacturer, and EPA/CARB verification number/level.
- iii. The Certification Statement signed and printed on the contractor's letterhead.

b. The contractor shall submit to the developer's representative a monthly report that, for each onroad diesel vehicle, nonroad construction equipment, or generator onsite, includes:

- i. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date.
- ii. Any problems with the equipment or emission controls.
- iii. Certified copies of fuel deliveries for the time period that identify:
  1. Source of supply
  2. Quantity of fuel
  3. Quality of fuel, including sulfur content (percent by weight)

Finally, in an effort to reduce the Project's emissions, we identified several mitigation measures that are applicable to the proposed Project from the Sacramento Metropolitan Air Quality Management District's ("SMAQMD") *Basic Construction Emission Control Practices (Best Management Practices)* and *Enhanced Exhaust Control Practices*.<sup>34, 35</sup> Therefore, to reduce the Project's emissions, consideration of the following measures should be made:

#### **SMAQMD's *Basic Construction Emission Control Practices***<sup>36</sup>

*The following Basic Construction Emissions Control Practices are considered feasible for controlling fugitive dust from a construction site. The practices also serve as best management practices (BMPs), allowing the use of the non-zero particulate matter significance thresholds. Lead agencies should add these emission control practices as Conditions of Approval (COA) or include in a Mitigation Monitoring and Reporting Program (MMRP).*

Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.

Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).

All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

<sup>34</sup> "Basic Construction Emission Control Practices (Best Management Practices)." Sacramento Metropolitan Air Quality Management District (SMAQMD), July 2019, *available at*: <https://www.epa.gov/sites/production/files/2015-09/documents/nedc-model-contract-sepcification.pdf>.

<sup>35</sup> "Enhanced Exhaust Control Practices." Sacramento Metropolitan Air Quality Management District (SMAQMD) October 2013, *available at*: <http://www.airquality.org/LandUseTransportation/Documents/Ch3EnhancedExhaustControlFINAL10-2013.pdf>.

<sup>36</sup> "Basic Construction Emission Control Practices (Best Management Practices)." Sacramento Metropolitan Air Quality Management District (SMAQMD), July 2019, *available at*: <https://www.epa.gov/sites/production/files/2015-09/documents/nedc-model-contract-sepcification.pdf>.



*The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and offroad diesel-powered equipment. The California Air Resources Board (CARB) enforces idling limitations and compliance with diesel fleet regulations.*

Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.

Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1].

### **SMAQMD's Enhanced Exhaust Control Practices<sup>37</sup>**

1. The project representative shall submit to the lead agency and District a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project.
  - The inventory shall include the horsepower rating, engine model year, and projected hours of use for each piece of equipment.
  - The project representative shall provide the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.
  - This information shall be submitted at least 4 business days prior to the use of subject heavy-duty off-road equipment.
  - The District's Equipment List Form can be used to submit this information.
  - The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs.
2. The project representative shall provide a plan for approval by the lead agency and District demonstrating that the heavy-duty off-road vehicles (50 horsepower or more) to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most recent California Air Resources Board (ARB) fleet average.
  - This plan shall be submitted in conjunction with the equipment inventory.
  - Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.
  - The District's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction.
3. The project representative shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour.
  - Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired

<sup>37</sup> "Enhanced Exhaust Control Practices." Sacramento Metropolitan Air Quality Management District (SMAQMD) October 2013, *available at*:  
<http://www.airquality.org/LandUseTransportation/Documents/Ch3EnhancedExhaustControlFINAL10-2013.pdf>.

immediately.

- Non-compliant equipment will be documented and a summary provided to the lead agency and District monthly.
- A visual survey of all in-operation equipment shall be made at least weekly.
- A monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey.

4. The District and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation shall supersede other District, state or federal rules or regulations.

These measures offer a cost-effective, feasible way to incorporate lower-emitting design features into the proposed Project, which subsequently, reduce emissions released during Project construction and operation. An updated EIR should be prepared to include all feasible mitigation measures, as well as include an updated air quality and GHG analysis to ensure that the necessary mitigation measures are implemented to reduce emissions to below thresholds. The updated EIR should also demonstrate a commitment to the implementation of these measures prior to Project approval, to ensure that the Project's significant emissions are reduced to the maximum extent possible.

SWAPE has received limited information regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,



Matt Hagemann, P.G., C.Hg.



Paul E. Rosenfeld, Ph.D.

# **City Response to Center for Biological Diversity**

**MEMORANDUM**

**DATE:** August 19, 2020  
**To:** City of Santee  
**FROM:** Michael Hendrix  
**SUBJECT:** Response to Comments from SWAPE on the Fanita Ranch Project

The Center for Biological Diversity and Soil Water Air Protection Enterprise (SWAPE) submitted a letter on the Fanita Ranch Draft Revised Environmental Impact Report (EIR) after the public comment period closed. Because of the timing, the following responses were not included in the EIR, but they have been prepared to ensure a complete and accurate record is available to the City Council prior to the public hearing on the Fanita Ranch Project (proposed project).

**Greenhouse Gas***Failure to Adequately Evaluate Greenhouse Gas Impacts*

This comment provides an introduction to the balance of the comment letter.

At the outset, SWAPE asserts that the analysis relied upon an incorrect and unsubstantiated air quality and GHG model. This comment is incorrect. The analysis prepared for the proposed project used the California Emission Estimator Model (CalEEMod) developed by the California Air Resources Board (CARB) for use in determining air quality and greenhouse gas (GHG) emissions from development projects during the California Environmental Quality Act (CEQA) process. The use of the model was described at length in Section 4.7.4 of the EIR and in Appendix H. As explained therein, and further clarified below, default values were changed in the model in order to more accurately calculate GHG emissions that would be generated as a result of the proposed project.

This comment also asserts that the EIR failed to demonstrate the proposed project's consistency with the Sustainable Santee Plan. This comment is also incorrect. Table 4.7-13 in Section 4.7.5.2 of the EIR demonstrates the proposed project's consistency with the Sustainable Santee Plan after mitigation measures are employed. The Sustainable Santee Plan is addressed in more detail below.

Finally, this comment asserts that the analysis provided by SWAPE demonstrates the proposed project will result in significant impacts. This assertion is also incorrect. As shown herein, the analysis provided by SWAPE erroneously inflates emissions by purposely choosing land uses and default model values that significantly overestimate the proposed project's emissions. As a result, SWAPE's conclusions are flawed and should be rejected.

*1. Unsubstantiated Input Parameters Use[d] to Estimate Project Emissions*

This comment asserts that the values included in CalEEMod are not consistent with the information disclosed in the EIR. This comment is incorrect as explained in detail in Section 4.7.4 and Appendix H of the EIR.

*a. Unsubstantiated Reductions of CH<sub>4</sub>, N<sub>2</sub>O, and CO<sub>2</sub> Intensity Factors*

This comment asserts that CalEEMod inputs are incorrect for the “intensity factors” associated with the three main GHG emission sources: methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O) and carbon dioxide (CO<sub>2</sub>). What the comment refers to as intensity factors are actually the “emission factors” used in calculating GHG emissions from the consumption of electricity.

*b. Unmitigated and Mitigated Land Use Plan without School*

These comments, which are combined because the responses are similar, provides excerpts from the CalEEMod output report that show the default values for the emission factors associated with the consumption of electricity.

The first excerpt shows the unmitigated proposed project. The default values that CalEEMod generates for electricity in the San Diego region are from the 2015 reported emission inventories of San Diego Gas & Electric (SDG&E). After the San Onofre nuclear generating station stopped operating in 2013, SDG&E increased its use of natural gas fired generation, which significantly increased the reported emission factors for electricity. Since that time, however, SDG&E has been able to compensate for the loss of nuclear power with renewable generation and SDG&E's reported emission factors have decreased by 20 percent. Since CalEEMod continues to rely on 2015 data, the model was updated to account for the 20 percent reduction.

The values also were adjusted to account for the 60 percent renewable generation requirement that Senate Bill 100 and the California Air Resources Board (CARB) has imposed on SDG&E and all other electricity providers. These changes in the defaults allowed the model to more accurately calculate the amount of GHG emissions resulting from the proposed project's electricity consumption prior to the application of mitigation.

The second excerpt presents post-mitigation values. At that time, the emission factors from the consumption of electricity are significantly reduced to account for the amount of Photovoltaic (PV) solar generation required onsite by Mitigation Measures GHG-1, as well as the fact that the City of Santee (City) has made a commitment to implement a Community Choice Aggregation (CCA) program that aims to provide 100 percent renewable energy by 2035.

*c. Failure to Model All Proposed Land Uses*

This comment incorrectly asserts that the analysis did not include the “Agricultural Overlay.” Because the Agricultural Overlay has higher rates of water use and different electricity consumption rates than the residential and commercial components of the proposed project, this land use was modeled in a separate CalEEMod run for the “community farm,” and added to the emissions shown

in the CalEEMod run that SWAPE reviewed. The separate analysis was explained in Appendix H of the EIR under the title "Agriculture," and the model runs themselves are shown in Appendix B and C of the GHG Analysis.

Thus, it is clear that the 20,000 square foot Agricultural Overlay was included in the proposed project's total GHG emissions

*d. Failure to Evaluate the Feasibility of Obtaining Tier 4 Final Equipment*

The comment asserts that there may not be enough Environmental Protection Agency (EPA) Tier 4 off-road equipment in California to supply the proposed project during construction pursuant to the requirements of Mitigation Measure AIR-3. To support its incorrect statement, SWAPE provides 2014 San Francisco Department of Public Health data. . While it may have been true in 2014 that only 4 percent of off-road equipment was Tier 4, CARB regulations require that – starting in 2020 – all off-road equipment needs to be Tier 4 with over one third of the total equipment in the state being Tier 4 Final<sup>1</sup>

Therefore, the availability of Tier 4 Final off-road equipment is not an issue and Mitigation Measure AIR-3 is feasible.

*e. Unsubstantiated Reductions to Acres of Grading; Unsubstantiated Changes to Off-Road Construction Equipment Horsepower and Usage Hours; and Unsubstantiated Changes in Vendor and Work Trips*

These comments, which are combined because the response is the same, assert that various aspects of the phased construction modeling are not substantiated. However, the modeling follows the phased construction plan provided by HomeFed Fanita Rancho, LLC (applicant), which provided acres graded within each phase, the pieces of equipment used, the horsepower of each piece of equipment, the hours of operation and information on vendor trips (such as cement trucks and materials being transported onsite). Work trips were adjusted based upon the number of pieces of equipment that would be operating on-site and construction activities being conducted during each phase pursuant to the applicant's plan.

The detailed construction plan was used in the modeling of Phases 1-2 and Phases 3-4, as shown in Table 4.2-4 in Section 4.2.4.1 of the EIR. Appendix C-1 of the EIR provides the details included in the phased construction plan, and a copy of the plan is provided as an attachment to this memorandum.

As a result, CalEEMod included the data shown in the applicant's phased construction plan, as directed by the CalEEMod Users Guide, which specifically encourages the use of project-specific information rather than the defaults in the model to more accurately calculate emissions. Therefore, the analysis was able to provide information based upon project characteristics rather than general model defaults.

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<sup>1</sup> California Air Resources Board. 2009. In Use Off-Road Diesel Regulation.  
<http://www.stancounty.com/publicworks/pdf/off-rd-diesel-vehicle-regulation.pdf>

*f. Incorrect Application of Construction Dust Mitigation Measures*

This comment asserts that the reduction in mitigated fugitive dust emissions is not substantiated and provides an excerpt from the CalEEMod output table to support the claim. The “New Value,” shown in this comment, is what CalEEMod provided as dust control related to watering active areas of the site and cleaning roadways. These changes are based on the fugitive dust mitigation measures chosen within CalEEMod by the modeler. Here, the proposed project includes Mitigation Measures AIR-1 and AIR-2, which specifically are accounted for in the changes made to the model.

*g. Underestimated Number of Natural Gas Fireplaces*

This comment asserts that the analysis of mitigated GHG emissions underestimated the number of fire places in the residential units. However, Mitigation Measure GHG-4 shown in Section 4.7.5.1 of the EIR prohibits the use of natural gas (including fireplaces) in all residential units. The six non-residential fireplaces were included in the modeling and emissions were accounted for in the energy calculations within CalEEMod.

*h. Unsubstantiated Changes to Energy Use Values*

This comment asserts that the mitigated energy values in the CalEEMod model are unsubstantiated. However, the changes in energy values (both electricity consumption going up due to all electric homes with electric vehicle chargers, and natural gas usage going to zero for residential uses), are explained in Appendix H of the EIR under the heading “Mitigation Measure Analysis,” and the subheading “Energy.” The changes in default values to address Mitigation Measure AIR-7 (electric vehicle chargers), AIR-8 (high efficiency fixtures at least 15 percent more efficient than Title 24 energy standards), AIR-9 (electric landscape equipment) and GHG-4 (all electric homes) are provided with an explanation as to how the mitigation measures were modeled in Appendix H of the EIR.

*i. Unsubstantiated Changes to Vehicle Emission Factors*

The comment asserts that because the EIR did not specify the particular components in EMFAC 2016 that were used to provide emission factors for the vehicle fleet in 2035, that these changes are unsubstantiated. The comment that the analysis changed the emission factors is not true. The analysis did not change the vehicle emission factors other than to use year 2035 as the operational year for the proposed project. The components of EMFAC 2016 used in the analysis relate to year 2035. Note that the CalEEMod model used to analyze GHG emissions includes the EMFAC 2016 emission factors. Section 4.7 of the EIR indicates that operational year 2035 was used. Operational year 2035 was chosen to correspond to project buildout. Using emission factors for year 2035 is appropriate because the proposed project has an operational year of 2035 and that is the justification for using the EMFAC component that corresponds to year 2035. This is also explained in Appendix C to the GHG Analysis, which is Appendix H of the EIR.

*j. Underestimated Daily Vehicle Trips*

This comment asserts that the trip rates in CalEEMod were underestimated. In changing the CalEEMod defaults for trip rates, the goal was to be as close as possible to total vehicle miles traveled (VMT) for conventional fueled vehicles based on the Traffic Impact Analysis (TIA) prepared

for the proposed project. Because CalEEMod uses a different type of traffic analysis process than the traffic model used in the TIA, the exact trip rates from the traffic study could not be used.

Moreover, because approximately 15 percent of the vehicles in 2035 are forecast to be electric vehicles, the VMT associated with electric vehicles was not included in CalEEMod. If the analysis had included electric vehicle VMT, that total would have been input into EMFAC as gasoline fueled vehicles and thus, resulted in an overestimation of GHG emissions. Rather than calculate electric vehicles incorrectly in the EMFAC portion of CalEEMod, the analysis instead increased the proposed project's energy usage to account for the electricity used to charge the electric vehicles. For these reasons, the trip rates and VMT values included in the GHG analysis are different from the CalEEMod defaults and, in the case of electric vehicle VMT, different from the TIA.

## *2. Failure to Demonstrate Consistency with the Sustainable Santee Plan*

The comment asserts that the proposed project is inconsistent with the Sustainable Santee Plan because the development does not guarantee LEED or Energy Star Certification. However, the Sustainable Santee Plan does not require certification, rather the plan provides those items as some examples of how a project can meet or exceed California Green Building Standards Tier 2. To meet or exceed California Green Building Standards Tier 2, a project needs to be at least 14 percent more efficient than current Title 24 standards. Mitigation Measure AIR-8 requires the residential and commercial components of the proposed project be at least 14 percent more efficient than the 2019 Title 24, Part 6 energy efficiency requirements. Therefore, as stated in Section 4.7.5.2 of the EIR, the proposed project with mitigation is consistent with the Sustainable Santee Plan.

The comment questions whether cool roof materials will be used for the proposed project. As explained in Table 4.7-5 of the EIR, PDF-AQ/GHG-6, 2019 Title 24, Part 6 requires the use of cool roofs for residential structures.

This comment claims that the proposed project would not comply with the electric vehicle (EV) charger requirements of the Sustainable Santee Plan. The Sustainable Santee Plan requires development projects to install at least one EV charger for each single-family residential unit and at least 13 percent of the residential parking areas of multi-family residential land uses include EV chargers. Mitigation Measure AIR-7 requires the installation of 1,203 240-volt Level 2 Electric Vehicle Supply Equipment (EVSE) in each low-density residential unit, 354 EVSE within the parking areas of all the remaining residential units (approximately 20 percent of residential parking exceeding the minimum 13 percent requirement in the Sustainable Santee Plan) and 15 EVSE within the commercial parking lots. The mitigation fully complies with the residential and commercial requirements of the Sustainable Santee Plan.

This comment relates to compliance with the Sustainable Santee Plan Measure 8.1 which requires the installation of smart signals or roundabouts at all intersections warranting signals or similar traffic control measures. The comment asserts that while the proposed project states that the EIR failed to specify where roundabouts would be located. However, Section 4.16 of the EIR discusses each of the 11 locations where roundabouts will be used as traffic control. Table 4.16-21 in Section 4.16 of the EIR provides the traffic control measures for all the intersections analyzed in the EIR and includes the exact location of each roundabout. The roundabouts and other traffic control



mechanisms (signals, two-way and four-way stops) shown in Section 4.16 of the EIR become conditions of approval for the proposed project, which ensures installation of the roundabouts.

The comment asserts that the proposed project cannot comply with solid waste reduction goals and clean energy components. Mitigation Measure GHG-2 requires the Fanita Ranch Project to meet the waste diversion goals of the Sustainable Santee Plan, and Mitigation Measure GHG-1 ensures that the Fanita Ranch Project exceeds the goal of PV solar outlined in the Sustainable Santee Plan. The City documents mitigation measure implementation through a Mitigation Monitoring and Reporting Program (MMRP) that includes the timing of the mitigation measure, who is responsible for implementing the mitigation measure, who is responsible for verifying the mitigation measure is implemented, and the date that the mitigation measure implementation is complete. Specific to PV solar panel installation, each building permit will require installation of PV solar following the perimeters in Mitigation Measure GHG-1. The waste diversion requirements in Mitigation Measure 2 relate to the type of recycling containers provided as well as the amount of construction waste that is recycled. Mitigation Measure GHG-2 is implemented by the City through the MMRP. In addition AB 341 requires that the waste management companies provide recycling bins and divert waste from landfills. Additional divergence will also become required under SB 1383. These State waste diversion requirements reinforce the implementation of Mitigation Measure GHG-2. For these reasons with mitigation incorporated into the project the Fanita Ranch Project is consistent with the Sustainable Santee Plan.

### *3. Updated Analysis Indicates Significant GHG Impact*

This comment states that when SWAPE relied on the default values in CalEEMod, rather than project-specific design features and mitigation measures outlined in the EIR, the analysis resulted in significant GHG emissions. SWAPE's evaluation, which reviews a hypothetical development and does not accurately depict the proposed project, is irrelevant to the current analysis. The California Environmental Quality Act specifically prohibits a lead agency from engaging in speculation. (14 Cal. Code Res. § 15145.) SWAPE is asking the City to ignore that limitation and analyze a new and different project than the one presented by the applicant. The request is inappropriate and should be rejected.

### **Diesel Particulate Matter Health Risk Emissions Inadequately Evaluated**

This comment asserts that the analysis of diesel particulate matter (DPM) is incorrect for four reasons.

First, SWAPE attacks CalEEMod model. As stated above, the analysis relied on the applicant's detailed phased construction plan to calculate construction emissions (including DPM). Relying on the project-specific data allowed the analysis to provide a much more accurate picture of the proposed project's DPM emissions.

Next, SWAPE repeats its Tier 4 equipment availability argument. As explained above, Tier 4 equipment is required beginning in 2020, thus, Mitigation Measure AIR-3 is feasible.

Third, SWAPE alleges that DPM health risk assessment failed to include operational emissions. The claim is incorrect. The proposed project includes residential units, neighborhood commercial uses,

parks, open spaces, and other complementary land uses. The proposed project does not include land uses that will generate significant toxic air contaminants including DPM. Moreover, Mitigation Measure AIR-12 limits the type and location of gasoline-dispensing facilities and prohibits distribution centers and dry cleaning operations to ensure that commercial uses within the Fanita Ranch Project do not generate significant toxic air contaminants in concentrations that could impact the health of the residents.

Fourth, SWAPE claims that the DPM analysis failed to look at cumulative long-term health impacts related to the proposed project. Contrary to this claim, the health risk analysis assumed exposure rates over a 70 year average lifetime. By its very nature, the analysis presents a cumulative long-term analysis. Thus, the health risk analysis satisfies the requirements of CEQA and is adequate. Nothing further is required.

#### **Feasible Mitigation Measure to Reduce Emissions**

The balance of the comment letter includes a variety of proposed mitigation measures that SWAPE claims are "applicable" to the proposed project. As explained in the EIR, the proposed project will result in a less than significant GHG emissions impact after the implementation of Mitigation Measures AIR-5 through AIR-8, AIR-12 and GHG-1 through GHG-6. Thus, additional mitigation is not needed or warranted.

Attachment: Phase Construction Plan

HomeFed Corporation  
 Fanita Ranch  
 Anticipated Equipment Hours - Land Development

Scope	Equipment	HorsePower	Equip. Count	Phase								Project Phase										Total Equip. Hours	Crew Duration			
				Phase 1		Phase 2		Phase 3		Phase 4		Southwest (Phase 2)		Northwest (Phase 1)		East Village (Phase 3&4)		Fanita Pkwy (Phase 1)		Cuyamaca (Phase 1)			Magnolia (Phase 1)		Hours	Days
				Days	HR/Day	Days	HR/Day	Days	HR/Day	Days	HR/Day	Qty	Total Hours	Qty	Total Hours	Qty	Total Hours	Qty	Total Hours	Qty	Total Hours		Qty	Total Hours	Hours	Days
<b>Grading</b>																										
Clear & Grub				Site Preparation								240 AC		185 AC		417 AC		34 AC		21 AC		13 AC				
	CAT D9 Dozer	436	1	40	5.06	40	4.80	40	4.17	40	4.17		192		148		334		27		17		10	728	728	91.00
	CAT 950 Loader	249	1	40	5.06	40	4.80	40	4.17	40	4.17		192		148		334		27		17		10	728		
Mass Excavation - Scraper Spread				Grading								13,017,240 CY		3,746,500 CY		14,367,629 CY		287,607 CY		300,443 CY		343,602 CY				
	CAT 657G Scraper	600	10	360	2.26	320	7.07	480	2.60	480	2.60		22,639		6,516		24,987		500		523		598	55,762	5,576	697.02
	4,000 Gallon Water Truck	300	3	360	2.26	320	7.07	480	2.60	480	2.60		6,792		1,955		7,496		150		157		179	16,729		
	834H Rubber Tire Compactor	554	1	360	2.26	320	7.07	480	2.60	480	2.60		2,264		652		2,499		50		52		60	5,576		
	CAT D10 Dozer	600	1	360	2.26	320	7.07	480	2.60	480	2.60		2,264		652		2,499		50		52		60	5,576		
	CAT D9 Dozer	436	1	360	2.26	320	7.07	480	2.60	480	2.60		2,264		652		2,499		50		52		60	5,576		
	CAT D8 Dozer	354	1	360	2.26	320	7.07	480	2.60	480	2.60		2,264		652		2,499		50		52		60	5,576		
	CAT 16H Motor Grader	275	1	360	2.26	320	7.07	480	2.60	480	2.60		2,264		652		2,499		50		52		60	5,576		
	CAT 950 Loader	249	1	360	0.56	320	1.77	480	0.65	480	0.65		566		163		625		13		13		15	1,394		
Mass Excavation - Rock Spread												2,633,374 CY		111,000 CY		1,380,525 CY										
	Hitachi 1200 Excavator	760	1	360	0.22	320	5.98	480	1.05	480	1.05		1,915		81		1,004		0		0		0	3,000	3,000	374.99
	CAT 777 Rock Truck	1025	3	360	8.00	320	8.00	480	8.00	480	8.00		5,746		242		3,012		0		0		0	9,000		
	4,000 Gallon Water Truck	300	2	360	0.22	320	5.98	480	1.05	480	1.05		3,830		161		2,008		0		0		0	6,000		
	CAT D10 Dozer	600	1	360	0.22	320	5.98	480	1.05	480	1.05		1,915		81		1,004		0		0		0	3,000		
	CAT D9 Dozer	436	2	360	0.22	320	5.98	480	1.05	480	1.05		3,830		161		2,008		0		0		0	6,000		
	CAT 16H Motor Grader	275	1	360	0.22	320	5.98	480	1.05	480	1.05		1,915		81		1,004		0		0		0	3,000		
<b>Storm Drain</b>																										
Mainline				Utilities								28,660 LF		20,120 LF		45,160 LF		7,582 LF		2,568 LF		1,840 LF				
	CAT 349 Excavator	417	1	320	2.01	240	2.39	280	1.61	320	1.41		573		402		903		152		51		37	2,119	2,119	264.83
	CAT 330 Excavator	235	1	320	1.00	240	1.19	280	0.81	320	0.71		287		201		452		76		26		18	1,059		
	CAT 950F Loader	170	1	320	1.51	240	1.79	280	1.21	320	1.06		430		302		677		114		39		28	1,589		
	Ford 450 Diesel Crew truck	450	1	320	0.30	240	0.36	280	0.24	320	0.21		86		60		135		23		8		6	318		
	Ford F700 2,000 Gal Water Truck	170	1	320	0.70	240	0.84	280	0.56	320	0.49		201		141		316		53		18		13	742		
Structures												223 EA		138 EA		336 EA		65 EA		24 EA		14 EA				
	CAT 330 Excavator	235	1	320	3.01	240	3.72	280	2.40	320	2.10		892		552		1,344		260		96		56	3,200	3,200	400.00
	CAT 950F Loader	170	1	320	1.51	240	1.86	280	1.20	320	1.05		446		276		672		130		48		28	1,600		
	Ford 450 Diesel Crew truck	450	1	320	0.45	240	0.56	280	0.36	320	0.32		134		83		202		39		14		8	480		
	Ford F700 2,000 Gal Water Truck	170	1	320	1.05	240	1.30	280	0.84	320	0.74		312		193		470		91		34		20	1,120		
<b>Sewer</b>																										
Mainline												31,400 LF		18,600 LF		62,800 LF		0 LF		0 LF		2,850 LF				
	CAT 349 Excavator	417	1	320	1.07	240	2.09	280	1.79	320	1.57		502		298		1,005		0		0		46	1,850	1,850	231.30
	CAT 330 Excavator	235	1	320	0.54	240	1.05	280	0.90	320	0.79		251		149		502		0		0		23	925		
	CAT 950F Loader	170	1	320	0.80	240	1.57	280	1.35	320	1.18		377		223		754		0		0		34	1,388		
	Ford 450 Diesel Crew truck	450	1	320	0.16	240	0.31	280	0.27	320	0.24		75		45		151		0		0		7	278		
	Ford F700 2,000 Gal Water Truck	170	1	320	0.38	240	0.73	280	0.63	320	0.55		176		104		352		0		0		16	648		
Structures												121 EA		72 EA		242 EA		0 EA		0 EA		10 EA				
	CAT 330 Excavator	235	1	320	1.03	240	2.02	280	1.73	320	1.51		484		288		968		0		0		40	1,780	1,780	222.50
	CAT 950F Loader	170	1	320	0.51	240	1.01	280	0.86	320	0.76		242		144		484		0		0		20	890		
	Ford 450 Diesel Crew truck	450	1	320	0.15	240	0.30	280	0.26	320	0.23		73		43		145		0		0		6	267		
	Ford F700 2,000 Gal Water Truck	170	1	320	0.36	240	0.71	280	0.61	320	0.53		169		101		339		0		0		14	623		
Services												884 EA		931 EA		1,135 EA		0 EA		0 EA		0 EA				
	CAT 330 Excavator	235	1	320	2.91	240	3.68	280	2.03	320	1.77		884		931		1,135		0		0		0	2,950	2,950	368.75
	CAT 950F Loader	170	1	320	1.45	240	1.84	280	1.01	320	0.89		442		466		568		0		0		0	1,475		
	Ford 450 Diesel Crew truck	450	1	320	0.44	240	0.55	280	0.30	320	0.27		133		140		170		0		0		0	443		
	Ford F700 2,000 Gal Water Truck	170	1	320	1.02	240	1.29	280	0.71	320	0.62		309		326		397		0		0		0	1,033		

HomeFed Corporation  
 Fanita Ranch  
 Anticipated Equipment Hours - Land Development

Scope	Equipment	HorsePower	Equip. Count	Project Phase								Total Equip. Hours	Crew Duration											
				Phase 1		Phase 2		Phase 3		Phase 4			Southwest (Phase 2)		Northwest (Phase 1)		East Village (Phase 3&4)		Fanita Pkwy (Phase 1)		Cuyamaca (Phase 1)		Magnolia (Phase 1)	
				Days	HR/Day	Days	HR/Day	Days	HR/Day	Days	HR/Day		Qty	Total Hours	Qty	Total Hours	Qty	Total Hours	Qty	Total Hours	Qty	Total Hours	Qty	Total Hours
<b>Potable Water</b>																								
Mainline																								
												31,400 LF		18,600 LF		62,800 LF		0 LF		4,716 LF		2,850 LF		
	CAT 349 Excavator	417	1	320	0.93	240	1.50	280	1.28	320	1.12		359		213		718		0		54		33	
	CAT 330 Excavator	235	1	320	0.47	240	0.75	280	0.64	320	0.56		179		106		359		0		27		16	
	CAT 950F Loader	170	1	320	0.70	240	1.12	280	0.96	320	0.84		269		159		538		0		40		24	
	Ford 450 Diesel Crew truck	450	1	320	0.14	240	0.22	280	0.19	320	0.17		54		32		108		0		8		5	
	Ford F700 2,000 Gal Water Truck	170	1	320	0.33	240	0.52	280	0.45	320	0.39		126		74		251		0		19		11	
Appurtenances																								
	CAT 330 Excavator	235	1	320	6.98	240	9.01	280	5.46	320	4.78	1,081 EA		1,088 EA		1,528 EA		0 EA		17 EA		12 EA		
	CAT 950F Loader	170	1	320	3.49	240	4.50	280	2.73	320	2.39		2,162		2,176		3,056		0		34		24	
	Ford 450 Diesel Crew truck	450	1	320	1.05	240	1.35	280	0.82	320	0.72		1,081		1,088		1,528		0		17		12	
	Ford F700 2,000 Gal Water Truck	170	1	320	2.44	240	3.15	280	1.91	320	1.67		324		326		458		0		5		4	
													757		762		1,070		0		12		8	
<b>Reclaimed Water</b>																								
Mainline																								
												12,400 LF		12,000 LF		25,000 LF		0 LF		0 LF		0 LF		
	CAT 349 Excavator	417	1	320	0.43	240	0.59	280	0.51	320	0.45		142		137		286		0		0		0	
	CAT 330 Excavator	235	1	320	0.21	240	0.30	280	0.26	320	0.22		71		69		143		0		0		0	
	CAT 950F Loader	170	1	320	0.32	240	0.44	280	0.38	320	0.33		106		103		214		0		0		0	
	Ford 450 Diesel Crew truck	450	1	320	0.06	240	0.09	280	0.08	320	0.07		21		21		43		0		0		0	
	Ford F700 2,000 Gal Water Truck	170	1	320	0.15	240	0.21	280	0.18	320	0.16		50		48		100		0		0		0	
Appurtenances																								
	CAT 330 Excavator	235	1	320	0.31	240	1.04	280	0.25	320	0.22	125 EA		50 EA		70 EA		0 EA		0 EA		0 EA		
	CAT 950F Loader	170	1	320	0.16	240	0.52	280	0.13	320	0.11		250		100		140		0		0		0	
	Ford 450 Diesel Crew truck	450	1	320	0.05	240	0.16	280	0.04	320	0.03		125		50		70		0		0		0	
	Ford F700 2,000 Gal Water Truck	170	1	320	0.11	240	0.36	280	0.09	320	0.08		38		15		21		0		0		0	
													88		35		49		0		0		0	
<b>Joint Trench</b>																								
Mainline																								
												37,680 LF		22,320 LF		75,360 LF		5,000 LF		4,716 LF		2,850 LF		
	CAT 320D Excavator	140	1	320	2.91	240	4.19	280	3.59	320	3.14		1,005		595		2,010		133		126		76	
	CAT 420D Excavator	85	1	320	1.74	240	2.51	280	2.15	320	1.88		603		357		1,206		80		75		46	
	CAT 930 Loader	164	1	320	2.47	240	3.56	280	3.05	320	2.67		854		506		1,708		113		107		65	
<b>Concrete Curb &amp; Gutter</b>																								
G-2 and Median Curb																								
												77,600 LF		49,840 LF		149,200 LF		49,986 LF		18,864 LF		5,700 LF		
	Easy Pour Curb Machine - Compact 880 Ru	140	1	440	0.90	280	0.89	280	0.85	280	0.85		248		159		477		160		60		18	
	9 CY Concrete Truck	300	4	440	0.90	280	0.89	280	0.85	280	0.85		993		638		1,910		640		241		73	
	Ford 450 Diesel Crew truck	450	1	440	0.09	280	0.09	280	0.09	280	0.09		25		16		48		16		6		2	
<b>Paving Operation</b>																								
Subgrade																								
												1,069,000 SF		640,840 SF		1,992,560 SF		601,280 SF		193,356 SF		105,450 SF		
	CAT 140G Blade	150	1	440	0.56	280	0.61	280	0.57	280	0.57		171		103		319		96		31		17	
	CAT 613 Paddle Wheel Scraper	150	1	440	0.56	280	0.61	280	0.57	280	0.57		171		103		319		96		31		17	
	10- 12 Ton Roller	102	1	440	0.56	280	0.61	280	0.57	280	0.57		171		103		319		96		31		17	
	3 - 5 Ton Roller	36	1	440	0.56	280	0.61	280	0.57	280	0.57		171		103		319		96		31		17	
	2,500 Gallon Water Truck	170	1	440	0.56	280	0.61	280	0.57	280	0.57		171		103		319		96		31		17	
Base Placement																								
												1,069,000 SF		640,840 SF		1,992,560 SF		601,280 SF		193,356 SF		105,450 SF		
	CAT 140G Blade	150	1	440	0.56	280	0.61	280	0.57	280	0.57		171		103		319		96		31		17	
	John Deer 210LE Skip Loader	78	1	440	0.56	280	0.61	280	0.57	280	0.57		171		103		319		96		31		17	
	10- 12 Ton Roller	102	1	440	0.56	280	0.61	280	0.57	280	0.57		171		103		319		96		31		17	
	3 - 5 Ton Roller	36	1	440	0.56	280	0.61	280	0.57	280	0.57		171		103		319		96		31		17	
	2,500 Gallon Water Truck	170	1	440	0.56	280	0.61	280	0.57	280	0.57		171		103		319		96		31		17	
	25 Ton Bottom Dump Trucks(140 loads - 1.	515	22	440	0.56	280	0.61	280	0.57	280	0.57		3,763		2,256		7,014		2,116		681		371	
AC Placement																								
												1,069,000 SF		640,840 SF		1,992,560 SF		601,280 SF		193,356 SF		105,450 SF		
	CAT AP105SF Paving Machine	225	1	440	0.22	280	0.24	280	0.23	280	0.23		68		41		128		38		12		7	
	Bomag Rubber Tired Roller BW24H	120	1	440	0.22	280	0.24	280	0.23	280	0.23		68		41		128		38		12		7	
	Hyster Double Drum Roller C350C	78	2	440	0.22	280	0.24	280	0.23	280	0.23		137		82		255		77		25		13	
	Ford 450 Diesel Crew truck	450	1	440	0.22	280	0.24	280	0.23	280	0.23		68		41		128		38		12		7	
	Booster Trucking (107 Loads - 1.5 hr/rt)	450	17	440	0.22	280	0.24	280	0.23	280	0.23		1,163		697		2,168		654		210		115	

Notes:

- 1. Quantities (in yellow) taken from Hunsaker Site Development Budgets dated May/June 2017

**HomeFed Corporation**

Fanita Ranch

Anticipated Equipment Hours - Vertical Construction

Scope	Equipment	Horsepower	r Dwelling Equip. Count	Total Hours	Project Phase												Total Equip. Hours
					1		2		3		4						
					Days	Hours/Day	Days	Hours/Day	Days	Hours/Day	Days	Hours/Day					
<b>Residential Construction</b>																	
Lumber Delivery																	
	1 semi trailer - Beams, Framing, Sheathing	170	1	4,200	920	5	2,292	720	3	2,048	680	3	3,256	680	5	11,796	
	1 semi trailer - Beams, Framing, Sheathing	170	0.25	1,050	920	5	573	720	3	512	680	3	814	680	5	2,949	
Slab Pour																	
	100' Concrete Boom Truck	505	1	2,363	920	3	1,289	720	2	1,152	680	2	1,832	680	3	6,635	
	Concrete Truck (5 loads per house)	300	5	6,090	920	1	3,323	720	1	2,970	680	1	4,721	680	1	17,104	
Window/Door/Roof Tile/Drywall/Cabinet Delivery																	
	1 Semi-Trailer	170	1	4,200	920	5	2,292	720	3	2,048	680	3	3,256	680	5	11,796	

Notes:

1. Average time for delivery on multiple units per phase

## ATTACHMENT 9

# HomeFed Fanita Rancho, LLC

August 20, 2020

Ms. Marlene Best  
City Manager  
City of Santee  
10601 Magnolia Avenue  
Santee, CA 92071

Dear Ms. Best,

This letter is to inform the City of Santee of a proposed change to the Fanita Ranch project. As the project applicant, we will delete the extension of Magnolia Avenue from the project and will direct those resources towards the funding of improvements to SR-52, which will relieve existing and future congestion in a timelier manner.

We fully understand the implications of modifying the project at this time, with a City Council hearing noticed for next week, and that this change will necessitate a delay of the City Council's consideration of the project. We ask that you accept this letter as a formal request for a hearing continuance.

As you know, the current Fanita Ranch proposal includes as a project feature, the off-site improvement of Magnolia Avenue ("Magnolia Extension"). The Magnolia Extension is not necessary for the development of Fanita Ranch. As the Draft EIR illustrates, it is not necessary to mitigate any project impacts to traffic circulation, fire safety/emergency evacuation, or any other potential environmental impacts associated with the project.

Rather, we included the Magnolia Extension as a component of the project to provide an additional community benefit, just like many others. The Magnolia Extension is part of a Circulation Element roadway in Santee's existing, approved General Plan. The City has anticipated future implementation of this roadway, but without funding in the past, it was unclear if and when this road would be implemented.

However, through our public outreach and interaction with Santee residents, it is clear that congestion relief on SR-52 is unquestionably the top priority for this community. Moreover, upon recently learning that including the extension in our project could potentially pose a conflict with a council member, this change is in everyone's best interest.

The existing project already guarantees roughly \$10,000,000 to the SR-52 effort from the applicant. Importantly, no homes may be occupied within the project until the SR 52 improvements to relieve congestion are complete.

The feedback we've received over the past year at community meetings and webinars, as well as calls and emails, has led us to the conclusion that the project resources proposed for the Magnolia Extension will better serve Santee residents by providing additional funding to the SR-52 improvement effort. This will help the City provide the required "local match" funding that will expedite regional, state and federal funding sources to make the SR-52 improvement a reality sooner rather than later.

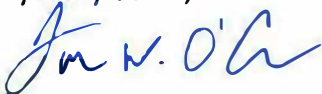
This approach will increase HomeFed's obligation to SR-52 from roughly \$10 million to roughly \$15 million. That is the essence of the modification we propose to the Fanita project.

Needless to say, the COVID pandemic has dramatically changed the world in which we live, and put extreme fiscal pressures on government at all levels, federal, state and local. By providing the additional funding for SR-52, the city may, if it so chooses, use funds otherwise earmarked for the SR-52 local match towards other city priorities.

In addition, this will allow all members of the City Council to participate in the decision on Fanita, not excluding anyone because of the proximity of the council members residence to the Magnolia Extension--not even excluding the councilman who wrote an initiative to stop the project even before considering all the project materials and facts. We believe a project of this scope and importance should be considered by all the elected representatives of each City Council District, who reflect the interests of all city residents.

Thank you and your staff for all the hard work to date on the Fanita Ranch project. We will contact you shortly about the tasks necessary to move forward with the project as revised.

Very Truly Yours,



Jeff O'Connor  
Vice President

## RESOLUTION 093-2020

### RESOLUTION NO. 093-2020 OF THE CITY COUNCIL FOR THE CITY OF SANTEE CERTIFYING THE REVISED ENVIRONMENTAL IMPACT REPORT (SCH # 2005061118) FOR THE FANITA RANCH PROJECT; ADOPTING FINDINGS OF FACT AND A STATEMENT OF OVERRIDING CONSIDERATIONS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM; AND APPROVING THE PROJECT

**WHEREAS**, the Fanita Ranch Project (“Project”) proposes a community consisting of approximately 2,949 housing units under a preferred land use plan with school, or 3,008 units under a land use plan without school, up to 80,000 square feet of commercial uses, parks, open space, and agricultural uses; and

**WHEREAS**, the Project consists of approximately 2,638 acres of land in the northern portion of the City of Santee (“City”); and

**WHEREAS**, the Project site has been subject to environmental review and land use planning for the past 40 years; and

**WHEREAS**, development of the Project site would be clustered into three villages in order to designate approximately 63 percent of the site as Habitat Preserve; and

**WHEREAS**, the villages would be arranged around a centralized Farm to support farming and wellness as the theme for Fanita Ranch; and

**WHEREAS**, a Special Use area separated from the rest of the development would be located in the southwestern corner of the site, allowing for a limited range of uses; and

**WHEREAS**, the Project would provide a coordinated system of parks and non-motorized use trails that would connect to the three villages, regional trails and open space; and

**WHEREAS**, the Project would improve and construct new segments of two Santee General Plan Mobility Element Roads, namely Fanita Parkway and Cuyamaca Street; and

**WHEREAS**, the Project applicant is seeking a General Plan Amendment, Specific Plan, Zone Amendment or Reclassification, Vesting Tentative Map, Development Review Permit, Conditional Use Permits, and a Development Agreement to implement the Project; and

**WHEREAS**, pursuant to Public Resources Code section 21067, State CEQA Guidelines section 15367, and the City's Local CEQA Guidelines, the City is the lead agency for the Project; and



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**WHEREAS**, pursuant to CEQA and the State CEQA Guidelines the City determined that a Revised Environmental Impact Report (“EIR”) should be prepared in order to analyze all potential adverse environmental impacts of the proposed Project; and

**WHEREAS**, in accordance with State CEQA Guidelines section 15082, on November 10, 2018, the City sent to the Office of Planning and Research and each responsible and trustee agency a Notice of Preparation (“NOP”) stating that a Revised Environmental Impact Report (State Clearinghouse # 2005061118) would be prepared; and

**WHEREAS**, in the NOP, the City solicited comments from various public agencies, other entities, and members of the public; and

**WHEREAS**, on November 29, 2018, the City held a public scoping meeting to further solicit comments on the scope of the EIR; and

**WHEREAS**, a Draft Revised EIR was prepared incorporating comments received in response to the NOP; and

**WHEREAS**, the Draft Revised EIR determined that mitigation measures were required to mitigate some impacts to a less than significant level; and

**WHEREAS**, the Draft Revised EIR further concluded that despite the incorporation of all feasible mitigation measures, the proposed Project would nonetheless result in significant and unavoidable impacts; and

**WHEREAS**, on or about May 29, 2020 the City initiated a 45-day public review and comment period for the Draft Revised EIR ending on July 13, 2020 at 5:00 p.m.; and

**WHEREAS**, during the public review and comment period, copies of the Draft Revised EIR and technical appendices were available for review and inspection at City Hall and on the City’s website; and

**WHEREAS**, pursuant to State CEQA Guidelines section 15086, the City consulted with and requested comments from all responsible and trustee agencies, other regulatory agencies, and others during the 45-day public review and comment period; and

**WHEREAS**, during the review and comment period, the City received six comments from federal and state agencies, four comments from local or regional agencies, five comments from tribal entities, twelve comments from non-government organizations, and 189 comments from individuals; and

**WHEREAS**, the City has prepared a Final Revised EIR, consisting of the written comments received during the review and comment period on the EIR; written responses

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to those comments as well as thematic responses; an errata showing revisions to the Draft Revised EIR (First Errata) and technical appendices in response to comments; and an errata to the Final Revised EIR (Second Errata) documenting the removal of the Magnolia Avenue extension from the Project in response to the applicant's August 20, 2020 request to the City. The Second Errata explains that any reference to the previously proposed Magnolia Avenue extension as a project feature contained in the Draft or Final Revised EIR or appendices has been deleted from the Final Revised EIR. For purposes of this Resolution, the "EIR" shall refer to the Draft Revised EIR, as revised by the Final Revised EIR, together with the other sections of the Final Revised EIR, including both errata documents; and

**WHEREAS**, after the close of the 45-day public review and comment period, the City continued to receive numerous, additional late comments. These late comments have been addressed in the Staff Report for the Project and do not raise any significant environmental issues under State CEQA Guidelines section 15088 beyond what has already been addressed in the Final Revised EIR; and

**WHEREAS**, pursuant to Public Resources Code section 21092.5, the City provided copies of its responses to timely commenting public agencies at least ten days prior to the City Council's consideration of the Final Revised EIR; and

**WHEREAS**, on September 23, 2020, the City Council held a public hearing on the Project, at which all persons wishing to testify were heard; and

**WHEREAS**, the environmental impacts identified in the EIR that the City finds are of no impact or constitute a less than significant impact and do not require mitigation are described in Section II of the CEQA Findings of Fact, attached hereto as **Exhibit A**; and

**WHEREAS**, the environmental impacts identified in the EIR as potentially significant but which the City finds can be mitigated to a level of less than significant through the incorporation of feasible Mitigation Measures identified in the EIR and set forth herein, are described in Section III of the CEQA Findings of Fact, attached hereto as **Exhibit A**; and

**WHEREAS**, the City finds that even with the incorporation of all feasible mitigation measures, the environmental impacts that are identified in the EIR that are significant and unavoidable are set forth in Section IV of the CEQA Findings of Fact, attached hereto and incorporated herein as **Exhibit A**; and

**WHEREAS**, the cumulative impacts of the Project identified in the EIR and set forth herein, are described in Section V of the CEQA Findings of Fact, attached hereto as **Exhibit A**; and

**WHEREAS**, the significant and irreversible environmental changes that would result from the Project, but which would be largely mitigated, and which are identified in

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the EIR and set forth herein, are described in Section VI of the CEQA Findings of Fact, attached hereto as **Exhibit A**; and

**WHEREAS**, the existence of any growth-inducing impacts resulting from the Project identified in the EIR and set forth herein, are described in Section VII of the CEQA Findings of Fact, attached hereto as **Exhibit A**; and

**WHEREAS**, alternatives to the Project that might eliminate or reduce significant environmental impacts are described in Section VIII of the CEQA Findings of Fact, attached hereto as **Exhibit A**; and

**WHEREAS**, because the EIR identified significant and unavoidable impacts, the City Council explains its reasoning for recommending the adoption of the Project despite those impacts in the Statement of Overriding Considerations, as set forth in Section IX of the CEQA Findings of Fact, attached hereto and incorporated herein as **Exhibit A**; and

**WHEREAS**, the Mitigation Monitoring and Reporting Program setting forth the mitigation measures to which the City shall bind itself in connection with adopting the Project is attached hereto as **Exhibit B**; and

**WHEREAS**, as contained herein, the City has endeavored in good faith to set forth the basis for its decision on the Project; 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 the EIR, and all oral and written evidence presented to it during all meetings and hearings; and

**WHEREAS**, the EIR 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**, the City has not received any comments or additional information that constitute substantial new information requiring recirculation of the EIR or any portion thereof under Public Resources Code section 21092.1 and State CEQA Guidelines section 15088.5; and

**WHEREAS**, all the requirements of CEQA, the State CEQA Guidelines, and the City's Local CEQA Guidelines have been satisfied by the City in the EIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the Project have been adequately evaluated; 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 does hereby resolve as follows:

## **RESOLUTION 093-2020**

### **SECTION 1: RECITALS**

The recitals above are true and correct and are incorporated into this Resolution by reference as findings of fact.

### **SECTION 2: CEQA COMPLIANCE**

As the decision-making body for the City, and in the City's roll as lead agency under the California Environmental Quality Act (Pub. Resources Code, § 21000 *et seq.*) and the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 *et seq.*), the City Council has reviewed and considered the information relating to the Project contained within the EIR and all supporting documentation, together with all oral and written comments received during the public review process, and all other related documents, which are available at City Hall and which are incorporated by reference herein. The City Council finds that the EIR reflects the independent judgment and analysis of the City. The City Council further finds that the EIR contains a complete and accurate reporting of environmental impacts associated with the Project, and was prepared in compliance with CEQA, the State CEQA Guidelines, and the City's Local CEQA Guidelines. The City Council further finds and declares that the City has not received any evidence of new significant impacts, as defined by State CEQA Guidelines, section 15088.5, after circulation of the EIR which would require recirculation. No substantial changes to the Project have occurred that would require a supplemental or subsequent EIR.

### **SECTION 3: FINDINGS OF FACT**

In accordance with State CEQA Guidelines, sections 15091 and 15093, the City Council hereby adopts the Environmental Findings of Fact attached hereto as **Exhibit A** and incorporated herein by this reference as if fully set forth herein.

### **SECTION 4: CERTIFICATION OF EIR**

In accordance with State CEQA Guidelines, sections 15090, the City Council hereby certifies that:

A. The EIR is an accurate and objective statement that has been completed in compliance with CEQA and the State CEQA Guidelines.

B. The City Council has been presented with and has reviewed and considered the information contained in the EIR prior to approving the Project.

C. The EIR reflects the City Council's independent judgment and analysis.

### **SECTION 5: MITIGATION MONITORING AND REPORTING PROGRAM**

**RESOLUTION 093-2020**

Pursuant to Public Resources Code section 21081.6, the City Council hereby adopts the Mitigation Monitoring and Reporting Program (“MMRP”) attached hereto as **Exhibit B** and incorporated herein by this reference. The City Council finds that the MMRP is designed to ensure that, during the implementation of the Project, the City and any other responsible parties implement the components of the Project and comply with the mitigation measures identified in the MMRP. To the extent there is any conflict between the MMRP, the EIR, or the Findings of Fact, the terms and provisions of the MMRP shall control.

**SECTION 6: APPROVAL OF THE PROJECT**

Based upon the entire record before the City Council and the findings set forth herein, the City Council of the City of Santee approves the proposed Project.

**SECTION 7: RECORD OF PROCEEDINGS**

The documents and materials that constitute the record of proceedings on which this Resolution has been based are located at City Hall, 10601 N. Magnolia Avenue, Santee, CA 92071. The custodian of the record of proceedings is the Department of Development Services.

**SECTION 8: NOTICE OF DETERMINATION**

The City Council hereby directs staff to prepare and file a Notice of Determination with the County Clerk of the County of San Diego within five working days of the execution of this Resolution and approval of the Project and with the Office of Planning and Research.

**ADOPTED** by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 23rd day of September, 2020 by the following roll call vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

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

**ATTEST:**

\_\_\_\_\_

**RESOLUTION 093-2020**

**ANNETTE ORTIZ, CMC, CITY CLERK**

Attachments: Exhibit A  
Exhibit B

## RESOLUTION 093-2020

### EXHIBIT A FINDINGS OF FACT

#### SECTION I: INTRODUCTION

Public Resources Code section 21002 states that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]” Section 21002 further states that the procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects.”

Pursuant to section 21081 of the Public Resources Code, a public agency may only approve or carry out a project for which an EIR has been completed that identifies any significant environmental effects if the agency makes one or more of the following written finding(s) for each of those significant effects accompanied by a brief explanation of the rationale for each finding:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

As indicated above, section 21002 requires an agency to “avoid or substantially lessen” significant adverse environmental impacts. Thus, mitigation measures that “substantially lessen” significant environmental impacts, even if not completely avoided, satisfy section 21002’s mandate. (*Laurel Hills Homeowners Assn. v. City Council* (1978) 83 Cal.App.3d 515, 521 [“CEQA does not mandate the choice of the environmentally best feasible project if through the imposition of feasible mitigation measures alone the appropriate public agency has reduced environmental damage from a project to an acceptable level”]; *Las Virgenes Homeowners Fed., Inc. v. County of Los Angeles* (1986) 177 Cal. App. 3d 300, 309 [“[t]here is no requirement that adverse impacts of a project be avoided completely or reduced to a level of insignificance . . . if such would render the project unfeasible”].)

While CEQA requires that lead agencies adopt feasible mitigation measures or alternatives to substantially lessen or avoid significant environmental impacts, an agency need not adopt infeasible mitigation measures or alternatives. (Pub. Resources Code, § 21002.1(c) [if “economic, social, or other conditions make it infeasible to mitigate one or

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more significant effects on the environment of a project, the project may nonetheless be carried out or approved at the discretion of a public agency”]; see also State CEQA Guidelines, § 15126.6(a) [an “EIR is not required to consider alternatives which are infeasible”].) CEQA defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.” (Pub. Resources Code, § 21061.1.) The State CEQA Guidelines add “legal” considerations as another indicia of feasibility. (State CEQA Guidelines, § 15364.) Project objectives also inform the determination of “feasibility.” (*Jones v. U.C. Regents* (2010) 183 Cal. App. 4th 818, 828-829.) “[F]easibility’ under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.” (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; see also *Sequoiah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) “Broader considerations of policy thus come into play when the decision making body is considering actual feasibility[.]” (*Cal. Native Plant Soc’y v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1000 (“*Native Plant*”); see also Pub. Resources Code, § 21081(a)(3) [“economic, legal, social, technological, or other considerations” may justify rejecting mitigation and alternatives as infeasible] (emphasis added).)

Environmental impacts that are less than significant do not require the imposition of mitigation measures. (*Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337, 1347.)

The California Supreme Court has stated, “[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.” (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 576.) In addition, perfection in a project or a project’s environmental alternatives is not required; rather, the requirement is that sufficient information be produced “to permit a reasonable choice of alternatives so far as environmental aspects are concerned.” Outside agencies (including courts) are not to “impose unreasonable extremes or to interject [themselves] within the area of discretion as to the choice of the action to be taken.” (*Residents Ad Hoc Stadium Com. v. Board of Trustees* (1979) 89 Cal.App.3d 274, 287.)

### **SECTION II: FINDINGS REGARDING ENVIRONMENTAL IMPACTS NOT REQUIRING MITIGATION**

The City Council hereby finds that the following potential environmental impacts of the Project are less than significant and therefore do not require the imposition of Mitigation Measures.

#### **A. AESTHETICS**



## RESOLUTION 093-2020

### 1. Scenic Vistas

Threshold: Would the Project have a substantial adverse effect on a scenic vista?

Finding: Less than significant. (EIR, § 4.1.5.1.)

Explanation: The Santee General Plan Community Enhancement Element describes numerous topographic features in the City and the surrounding vicinity as providing distinctive views and vistas from developed portions of the City. Although the Santee General Plan does not designate specific scenic vistas in the City, the major ridgeline and hillside systems provided by undeveloped areas of the northern portion of the City, including the project site, present a large portion of the views and vistas in the City. Jurisdictions outside of the City surrounding the project site, such as the County's Lakeside Community Plan, do not designate scenic vistas in the viewshed of the project site.

To show the changes in key views and describe the visibility of the proposed project from surrounding areas and potential scenic vistas, visual simulations were prepared using photographs of the project site and computer-generated, three-dimensional project modeling (Visual Impact Group 2020).

Fifteen key vantage points were analyzed and the proposed project's design would retain most of the major ridgelines and landform features on the project site visible from public viewpoints, and the surrounding topography would be retained. This would allow for the continued screening of views into much of the proposed project from throughout the City and adjacent public view areas. Additionally, the proposed project would comply with the design recommendations set forth by the City through the development review process, which ensures development projects adhere to the City's design principles. Further, there are no designated scenic vistas on or around the project site. Therefore, development of the proposed project would not obstruct or detract from a designated scenic vista. Impacts would be less than significant.

### 2. Scenic Resources

Threshold: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, or historic buildings within a state scenic highway?

Finding: Less than significant. (EIR, § 4.1.5.2.)

Explanation: SR-52 is a state designated scenic highway which runs in an east–

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west direction approximately 1.8 mile south of the southern project site boundary. The approximately 3.5-mile segment from Santo Road east to Mast Boulevard within the City of San Diego was officially designated as a state scenic highway in February 2016 (Caltrans 2017). Due to its distance and intervening topography, future project development would not be seen from this location. To demonstrate this, three locations were studied along this designated segment as part of the visual simulation effort for the proposed project. As part of that effort, all three locations were determined to have no view of the project site. Consequently, the proposed project would not alter views from within the rights-of-way of a designated or eligible state scenic highway. Therefore, the proposed project would not have a significant impact associated with views from scenic highways.

### 3. Visual Character

Threshold: In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public view of the site and its surroundings?

Finding: Less than significant. (EIR, § 4.1.5.3.)

Explanation: Visual Character. Fifteen key vantage points (KVPs) were analyzed depicting various existing and proposed condition views surrounding the project site and the off-site improvement areas. The proposed project would alter the existing aesthetic characteristics of the project site from a variety of vantage points within the City and adjacent areas. As demonstrated by the representative KVPs, changes in the project site's aesthetic appearance would be visible from public vantage points located adjacent to the project site on the south, west, and east; recreational areas such as Santee Lakes Recreation Preserve and Stowe Trail; and major roadways such as SR-125, Fanita Parkway, and Cuyamaca Street.

As illustrated with the KVPs, some existing residences and user groups would be affected by the proposed landform alteration and site development. The KVP that displays the largest potential change in visual character is KVP-15, which shows a view looking south onto the project site from the Stowe Trail. This KVP shows the proposed Active Adult neighborhood and, due to close proximity to the existing trail, reveals considerable views of the development. However, the proposed landscaping and revegetated slopes would screen much of this development and allow it to blend in with the surrounding existing environment. In addition, the proposed project proposes to grade this area in accordance with Hillside Development Guidelines (Policy 1.3 of the Conservation Element of the Santee General Plan

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[City of Santee 2003]), which require contour grading and clustering of development to minimize the grading footprint. The resulting revegetated slopes would blend in with the native landscape and further act as wildfire buffers to the community.

Due to uneven topography and the far distances from the proposed village development area to the nearest off-site receptors, it is difficult to distinguish the proposed development along most ridgelines. In addition, the proposed project's design would retain most of the major ridgelines and landform features on the project site's periphery, which would allow for the continued screening of views into much of the proposed project from throughout the City and adjacent areas. The changes in views due to the extension of Fanita Parkway, and the off-site improvement to Cuyamaca Street have been anticipated as part of the Santee General Plan Circulation Element roadway improvements. These improvements would be enhanced through the use of natural vegetation, landscaping, and revegetated manufactured slopes. Therefore, the proposed project would have a less than significant impact on the visual character or quality of the area.

Landform Alteration. Sensitive landforms are natural landforms that are unique or contribute to the character of a site. The Santee General Plan Conservation Element (City of Santee 2003) identifies two main topographic landforms that exist in the City, one being the Peninsular Range, which traverses much of the project site. Policies within the Conservation Element call for significant natural landforms to be maintained during development whenever possible. To protect and wisely manage hillsides and topographic resources, the City lays out specific hillside development guidelines.

Construction of the proposed project would involve extensive excavation and grading into the native terrain. Earthwork would involve approximately 27 million cubic yards of cut and fill materials, which would be balanced on site (Figure 3-16, Conceptual Cut and Fill Plan, in Chapter 3, Project Description). Construction would include cuts up to 165 feet and fills up to 142 feet. The site would be graded into development pads using a maximum 2:1 slope ratio for fill slopes and a maximum 1.5:1 for cut slopes, which is a requirement of the Santee Municipal Code, Section 11.40.320, and to closely mimic the interval of the natural contours. The Special Use area has been previously graded and no significant grading or introduction of water into the soil is proposed.

While the proposed project would generally preserve the existing contours of the landforms where feasible for development, the proposed project includes considerable grading into steeply sloped

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areas. Some of the largest differences from the existing grade would occur with the development of a Neighborhood Park and multi-family residences in the central area of Orchard Village and Low Density Residential in southern and central areas of Vineyard Village. The prominent hilltop in Fanita Commons would be preserved within the planned Community Park. These large cut and fill slopes, as identified on the Vesting Tentative Map, that are visible from the public rights-of-way would utilize landform grading techniques to recreate and mimic the flow of natural contours and drainages within the natural surroundings. Where development is proposed on hillsides, grading would be efficient to minimize the grading footprint. Special contour grading techniques would be utilized at edges and transitions in landform. In addition, the proposed extensions of Fanita Parkway and Cuyamaca Street into the village development area would be designed to preserve natural hillsides and rock outcroppings and follow the existing slopes and landforms to the extent possible.

Manufactured slopes along the edges of the development footprint, primarily visible along the northern village development area of Vineyard Village and at the proposed extension of Cuyamaca Street, would be revegetated with natural vegetation to restore the native habitat and blend with the existing environment, further limiting the visibility of the landform alteration of these areas. These slopes, some of which are highly visible from public rights-of-way, are identified in the Fanita Ranch Specific Plan as “public interest” slopes. During construction, these slopes would be temporarily devoid of vegetation; however, they would be revegetated and landscaped in compliance with the Santee Municipal Code, Chapter 12.26, Landscape and Irrigation Regulations, and the Guidelines for Implementation of the City of Santee Water Efficient Landscape Ordinance (2017). Therefore, by complying with the policies in the Santee General Plan and the requirements of the Santee Municipal Code, as well as adhering to the guidelines set forth in the Fanita Ranch Specific Plan, the proposed project would have a less than significant impact associated with landform alteration.

#### 4. Lighting and Glare

Threshold: Would the proposed project create a new source of substantial light or glare that would adversely affect day or nighttime views?

Finding: Less than significant. (EIR, § 4.1.5.4.)

Explanation: Implementation of the proposed project would result in the development of new structures that would have the potential to increase sources of light or glare. The proposed new development

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would take place in currently undeveloped areas, and potential new sources of light would include exterior building illumination, sports field lighting, Special Use area security lighting, residential lighting, parking lots, new landscaped areas, and new roadway lighting. New sources of glare could result from reflective building surfaces or the headlights of vehicular traffic.

During the day, lighting has limited potential to impact views. Potential impacts from glare would primarily occur from the sun reflecting off reflective building surfaces. Daytime views that are subject to a substantial amount of new glare may be significantly impacted. However, the proposed project would not include the implementation of large, uninterrupted expanses of glass or any other highly reflective material. The Special Use area would include space for approximately 18.4 acres of photovoltaic solar panels atop an RV/boat storage area, which could result in potential glare impacts to surrounding residents. However, photovoltaic solar panels are designed to absorb light, not reflect it, and would be coated with anti-reflective materials to maximize light absorption. In addition, solar panels face upward resulting in a small likelihood of directly affecting nearby residents on the ground. Therefore, the proposed project would not result in substantial glare that would adversely affect daytime views in the area.

Sensitive views of the night sky could be impacted from new light and glare in a previously undeveloped area. The proposed project would include 2,949 residences with a school, or 3,008 residences without a school, commercial uses, parks, open space, agriculture uses, and a network of streets with off-site roadway improvements. The increase in light and glare from the implementation of the proposed project would have a potentially significant impact to views of the night sky. The proposed project would be replacing a natural backdrop with a large residential development with exterior building illumination, sports field lighting, residential lighting, parking lots, new landscaped areas, and new roadway lighting.

To minimize the impacts of lighting and glare as a result of new development, the proposed project has prepared a Conceptual Lighting Plan as part of the Fanita Ranch Specific Plan. The Conceptual Lighting Plan provides general lighting design guidance for streets, pathways, common open space, recreation areas, buildings, special accent lighting, and sign illumination. One of the primary goals of the Conceptual Lighting Plan is to reduce or eliminate light pollution by utilizing low glare and full cutoff light fixtures, lower wattage luminaires, and lighting controls to create a "Dark Sky" friendly community. This would be achieved by designing lighting according to use; prohibiting certain types of light sources;

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using appropriate shielding and direction of lighting sources; and enforcing lighting curfews for certain uses. Outdoor lighting would be designed and placed to efficiently direct light downward, particularly lighting for streets and parking areas. All outdoor lighting would be shielded to confine light within the site and prevent glare onto adjacent properties, the Habitat Preserve, riparian areas, and streets.

The Conceptual Lighting Plan for the proposed project states specific requirements for lighting within or adjacent to the Habitat Preserve and other environmentally sensitive areas. These requirements would prohibit lighting in or adjacent to conserved habitat, except where essential for roadway use, facility use, safety, or security purposes; use of low-pressure sodium illumination sources or other similar technology; would not use low-voltage outdoor or trail lighting, spotlights or bug lights; and would shield light sources adjacent to conserved habitat so that the lighting is focused downward. Proposed Streets “V” and “W” would traverse the Habitat Preserve to connect Fanita Commons and Orchard Village with Vineyard Village. These streets would be designed to include wildlife crossings and use retroreflective pavement markers and touch-activated lighted bollards, instead of conventional lighting, to allow for the safe crossing of automobiles and wildlife while minimizing excessive light pollution on adjacent uses.

In addition, the anticipated development of the proposed project would be required to comply with the lighting guidelines of the Santee General Plan and the City Zoning Ordinance (Title 13 of the Santee Municipal Code) to assure that the proposed project would not include nuisance lighting. Therefore, by complying with the City Zoning Ordinance, guidelines in the Santee General Plan, and adhering to the requirements set forth in the Conceptual Lighting Plan designed for the proposed project, the proposed project’s potential to create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area would be less than significant.

### **B. AGRICULTURE AND FOREST RESOURCES**

#### **1. Farmland Conversion**

Threshold: Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide significance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Finding: No impact. (EIR, § 5.1.1.)

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Explanation: Pursuant to the California Department of Conservation Farmland Mapping and Monitoring Program, the project site is designated as Grazing Land. Grazing Land is defined as “land on which the existing vegetation is suited to the grazing of livestock” (DOC 2020). California Public Resources Code, Section 21060.1, defines agricultural land as “prime farmland, farmland of statewide importance, or unique farmland.” Soils on the project site have been mapped by the U.S. Department of Agriculture (2020) and consist predominantly of portions of three soil series: Redding, Diablo, and Linne. The Redding and Diablo soils are the most common on site. The Linne soil is generally limited to smaller areas throughout the project site. Redding soil is composed of gravelly loamy soils that have a gravelly clay subsoil and a hardpan, while Diablo and Linne soils consist chiefly of deep clay loams derived from soft, calcareous sandstones and shale. The above soils do not meet the criteria for prime farmland or soils of statewide importance outlined in the U.S. Department of Agriculture’s land inventory and monitoring program for San Diego area (2020). The project site does not support prime farmland, unique farmland, or farmland of statewide importance. Therefore, the proposed project would not impact classified farmland, either directly or indirectly, or result in the conversion of farmland to non-agricultural use. As such, no impact would occur to prime farmland, unique farmland, or farmland of statewide importance.

### 2. Agricultural Zoning

Threshold: Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Finding: No impact. (EIR, § 5.1.1.)

Explanation: As shown on the City’s Zoning District Map (2017), no lands zoned for agricultural use are on the project site. The project site is zoned as Planned Development (PD). Further, the project site is not in the vicinity of any lands zoned for agricultural use. No lands affected by the proposed project are currently under a Williamson Act contract. Therefore, the proposed project would have no impact on a Williamson Act contract property or conflict with existing zoning for agricultural use.

### 3. Forest Land

Threshold: Would the Project 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

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4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)?

Threshold: Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

Threshold: Would the Project 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?

Finding: No impact. (EIR, § 5.1.1.)

Explanation: The project site does not support prime farmland, unique farmland, or farmland of statewide importance and would not involve other changes in the existing environment, which would result in conversion of farmland to non-agricultural use. In addition, the City has no designated forest land or timberland within its boundaries. The project site is not zoned for timberland production and is not in proximity to any lands zoned as Forest Land. The land area affected by the proposed project does not support forest land or timberland resources or operations. Therefore, no impact would occur from project implementation with regard to conflict with existing zoning for, or cause rezoning of, forest land or timberland, and the proposed project would not result in the potential loss or conversion of forest land to non-forest use.

### C. AIR QUALITY

#### 1. **Other Adverse Emissions**

Threshold: Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Finding: Less than significant. (EIR, § 4.2.5.4.)

Explanation: Heavy-duty equipment on the project site during construction would emit odors, primarily from equipment exhaust. However, the construction activity would cease to occur after individual construction is completed in a given area. Generally, construction would be separate from existing receptors by hundreds of feet due to the distance of the nearest off-site residences to the village development areas. Additionally, emissions of SO<sub>x</sub>, the pollutant most associated with odors, would be minimal. Therefore, impacts during construction would be less than significant.

Following construction, operation of the proposed agricultural areas (specifically the Farm) could release localized odors. However,



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localized odors would generally be confined to the Agriculture Overlay zone on the project site and would dissipate quickly beyond the limits of the Farm based on typical agricultural operations. An extensive animal husbandry operation is not proposed and would not be accommodated within the Farm; therefore, the potential to generate odors would be low. The remaining proposed commercial and residential uses are not typical sources of nuisance odors.

Although not an impact under CEQA, as an impact of the environment on the proposed project, it is noted that operation of the proposed project would require implementation of Conditional Use Permit measures at the Padre Dam Municipal Water District (PDMWD) Ray Stoyer Water Recycling Facility (WRF) located on Fanita Parkway west of the project site. The existing Conditional Use Permit for the PDMWD Ray Stoyer WRF contains measures that require implementation once the proposed project is constructed. These measures include the use of an odor scrubber to limit hydrogen sulfide, the replacement of the existing primary clarifier system with a chemical scrubbing system, the covering of all zones of the biological nutrient removal basins, the installation of additional chemical scrubbers, and the installation of an additional SO<sub>2</sub> neutralization system at the dechlorination building (Helix 2015).

Therefore, objectionable odors affecting a substantial number of people would not occur because of the proposed project. This impact would be less than significant.

### D. **BIOLOGICAL RESOURCES**

#### 1. **Local Policies and Ordinances**

Threshold: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Finding: Less than significant. (EIR, § 4.3.5.5.)

Explanation: The City of Santee's Urban Forestry Ordinance contains tree-related policies, regulations, and generally accepted standards for planting, trimming, and removing trees on public property and public rights-of-way (Santee Municipal Code, Section 8.06 [City of Santee 2020]). The ordinance gives the City control of all trees, shrubs, and other plantings in any street, park, public right-of-way, landscape maintenance district or easement, or other City-owned property. City review of development plans for the City-owned and maintained property would ensure that the proposed landscaping and maintenance requirements conform to the Urban Forestry

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Ordinance. Therefore, the proposed project would comply with the Urban Forestry Ordinance, and impacts would be less than significant.

In the Conservation Element of the Santee General Plan, biological resources are discussed and specific objectives and policies are presented. The proposed project does not conflict with any objectives or policies as presented in the Conservation Element of the Santee General Plan. Impacts would be less than significant.

### **2. Habitat Conservation Plans**

Threshold: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan?

Finding: Less than significant. (EIR, § 4.3.5.6.)

Explanation: The City is actively preparing its Draft MSCP Subarea Plan. The Draft Santee MSCP Subarea Plan would implement the MSCP Subregional Plan and is intended to result in issuance to the City of federal and state authorizations (permits) for the take of certain listed threatened or endangered species. These authorizations would be granted to the City by USFWS and CDFW pursuant to Section 10(a)(1)(B) of the Endangered Species Act and Section 2835 of the California Natural Community Conservation Planning Act, respectively. The City, in turn, may then extend the take authorizations to public and private projects within its jurisdiction, as long as those biological resources are adequately conserved by the Santee MSCP Subarea Plan and the projects are consistent with and covered by the provisions of the Santee MSCP Subarea Plan.

The proposed project design is consistent with the Draft Santee MSCP Subarea Plan through specific adherence to conditions of coverage and mitigation/conveyance requirements for hardline Covered Projects as defined in the Draft Santee MSCP Subarea Plan (City of Santee 2018). The proposed project would not compromise continued implementation of the MSCP in the County or other cities because their Subarea Plans do not rely on the City of Santee for coverage of any species. Furthermore, the current project footprint has been reduced from the previous development hardline footprint identified in the approved 1998 MSCP Plan (City of San Diego 1998). A large development bubble in the southern portion site from the 1998 project design was removed, increasing the size of the current Habitat Preserve by more than 200 acres. Development of the proposed project would contribute 1,650.4 acres to the targeted 171,917 acres within the MHPA for conservation (City of San Diego

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1998). Therefore, implementation of the current project design would be consistent with the Draft Santee MSCP Subarea Plan and would not compromise future implementation of the MSCP Subarea Plan within the City of Santee because the current project meets all requirements and provides a greater level of conservation than required for the Santee MSCP Subarea Plan pursuant to the MSCP Plan.

The proposed project comprises the Fanita Ranch Subunit of the Draft Santee MSCP Subarea Plan. The Santee General Plan, including its Conservation Element, and the NCCP Enrollment Agreement executed by the City require that any development in the City comply with the Draft MSCP Subarea Plan. This requirement applies to the proposed project and all other development that would impact biological resources in the City.

Therefore, the proposed project's consistency with the MSCP Subarea Plan would be ensured by the City, and impacts related to consistency with habitat conservation plans (HCPs) would be less than significant.

### **E. CULTURAL RESOURCES**

#### **1. Historical Resources**

Threshold: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines, section 15064.5?

Finding: Less than significant. (EIR, § 4.4.5.1.)

Explanation: The Cultural Resources Phase I Survey Report evaluated one potential historic resource, the Stowe Trail, which runs through the very western edge of the area of potential effect (APE) and connects the City of Santee with the City of Poway. Atkins was unable to locate any documentation specifying the precise length or boundaries of the Stowe Trail. However, historical U.S. Geological Survey maps suggest it is quite short, extending approximately 1 mile north of Stowe to intersect with other trails. The dirt road was of local importance to Stowe, a small ranching community in northern Sycamore Canyon (north of the project site), in the latter half of the nineteenth century. The dirt road had likely fallen out of use by 1942. Although this dirt road was locally important for several decades, no historic artifacts were observed during the pedestrian survey. It is likely that modern activity, including road maintenance, entirely replaced the original road surface and has disturbed or obscured any subsurface historic or prehistoric cultural materials. For these

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reasons, this section of the dirt road is unlikely to contain cultural deposits and was recommended not eligible to the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or any local designation because it lacks the integrity necessary to convey its historic significance. Therefore, the proposed project's impact to this site would be less than significant.

No other historic resources were observed on site or identified through records searches or archival research. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historic resource pursuant to Section 15064.5 of the CEQA Guidelines. Impacts are less than significant.

### F. ENERGY

#### 1. Wasteful Use of Energy

Threshold: Would the Project result in a potentially significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Finding: Less than significant. (EIR, § 4.5.5.1.)

Explanation: Construction. Construction of the proposed project would result in temporary energy consumption and one-time, non-recoverable energy costs associated with construction of structures, utilities, and roadways. Energy consumption as a result of construction of the proposed project would primarily consist of the consumption of fossil fuels as a result of use of off-road construction equipment, movement of soil, and use of on-road vehicles for worker commuting and vendors.

As shown in EIR Tables 4.5-5 and 4.5-6 of the EIR, peak total daily energy consumption from on- and off-road sources would be approximately 1,855 MMBtu per day and would occur during Phase 1. The transportation fuel consumption in California is approximately 2.9 billion MMBtu per year, or approximately 7.8 million MMBtu per day. The proposed project would result in an increase in temporary indirect energy consumption compared to energy consumption without project construction. However, this level of energy consumption would be negligible at the regional level (approximately 0.03 percent of statewide transportation fuel consumption) and would be a one-time use during project construction. Construction of the proposed project would not include unusual construction practices that would result in wasteful or inefficient consumption of energy compared to typical construction. Therefore, construction of the proposed project would not cause a significant temporary energy

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impact during construction. This impact would be less than significant.

### Operation:

Electricity. The proposed project's estimated electricity consumption and renewable energy generation were calculated for project operation. EIR Table 4.5-7 provides estimated energy consumption with and without implementation of the mitigation measures required to reduce air quality and GHG emissions in Sections 4.2 and 4.7, respectively. Specifically, Mitigation Measure AIR-8 would reduce energy use, and Mitigation Measure GHG-1 requires generation of renewable energy on the project site. The annual electricity consumption of the proposed project with Mitigation Measures AIR-7, GHG-4, and GHG-6 would be higher than without mitigation measures due to the electricity consumption by electric vehicles (EVs) and all-electric residences. However, mitigation would include on-site renewable electricity generation (Mitigation Measure GHG-1) that would offset the higher electricity consumption of the proposed project.

The U.S. Census Bureau reported that, in 2017, the total population in the County was 3,325,468 (U.S. Census Bureau 2020). The proposed project is anticipated to generate a service population of approximately 8,424 people under the preferred land use plan with school, or 8,345 people under the land use plan without school, which is equal to approximately 0.3 percent of the County's total population. The proposed project would be home to approximately 0.3 percent of the County's population but would consume approximately 0.15 percent of the County's total electricity consumption without any mitigation and 0.06 percent of the County's total electricity consumption when on-site renewable generation is taken into account. Therefore, before mitigation, the proposed project's electricity consumption per person would be efficient compared to its proportion of the County's population and would not result in significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources. The implementation of the air quality and GHG mitigation measures further improves the proposed project's energy efficiency by decreasing its proportion of energy consumption in the County.

Additionally, with implementation of Mitigation Measure GHG-1, the proposed project would generate renewable energy on site. By buildout, the proposed project would generate approximately 20,472,039 kilowatt-hours (kWh) and 20,378,877 kWh of electricity per year from distributed photovoltaic solar electric generation on site, under the preferred land use plan with school and land use plan

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without school, respectively, which is equal to approximately 63 percent of the total electricity demand. The on-site generation of renewable energy would reduce the project's percent of County 2017 energy consumption to 0.06 percent. Therefore, the proposed project's operational electricity impacts would be less than significant.

Natural Gas. Natural gas consumption was estimated for the preferred land use plan with school and the land use plan without school and with and without implementation of the mitigation measures required to reduce air quality and GHG emissions. Specifically, Mitigation Measure GHG-4 requires all-electric residences, which would substantially reduce natural gas consumption. These mitigation measures are not required to reduce energy consumption but would have the added benefit of reducing natural gas consumption. EIR Table 4.5-8 of the EIR provides estimated natural gas use at project buildout with and without mitigation measures required for air quality and GHG impacts.

At full buildout, without mitigation, the proposed project would result in an annual natural gas consumption of approximately 60,889 MMBtu and 62,329 MMBtu under the preferred land use plan with school and the land use plan without school, respectively, which is approximately 0.13 percent of the County's total natural gas consumption of 48,000,000 MMBtu in 2017. Because the population of the proposed project would be approximately 0.3 percent of the County's total population, and its natural gas consumption would be 0.13 percent, the proposed project's natural gas consumption would be efficient compared to its population. This impact would be less than significant prior to implementation of mitigation measures for air quality and GHG emissions impacts. However, with implementation of all-electric residences (Mitigation Measure GHG-4), natural gas use on the project site would be further reduced to approximately 0.04 percent of the County's total consumption under the preferred land use plan with school and 0.03 percent for the land use plan without school. Therefore, the proposed project would not result in a significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of natural gas. This impact would be less than significant.

Petroleum. EIR Table 4.5-9 of the EIR shows the annual petroleum demand at full buildout of the proposed project under the preferred land use plan with school and the land use plan without school and with and without the transportation demand management mitigation measure (Mitigation Measure AIR-6). The mitigation measure is not required to reduce energy use but would have the added benefit of

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reducing fuel consumption. The petroleum consumption estimate at the state level is available for comparison to the proposed project's petroleum consumption estimate. The proposed project would consume approximately 0.01 percent of the state's total petroleum consumption. The U.S. Census Bureau reported that, in 2018, the total population in California was 39,557,045 (U.S. Census Bureau 2020). The proposed project is anticipated to generate a service population of approximately 8,424 people under the preferred land use plan with school, or 8,345 people under the land use plan without school, which is equal to approximately 0.02 percent of the state's total population. Therefore, the proposed project's petroleum consumption would be efficient compared to its proportion of the state population and would not result in a significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of energy resources. Impacts related to petroleum consumption would be less than significant.

### 2. Energy Efficiency Plans

Threshold: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Finding: Less than significant. (EIR, § 4.5.5.2.)

Explanation: Energy use on the project site during construction would be temporary, and energy use associated with operation of the proposed project would be relatively small in comparison to the state's and County's available energy sources. It would also be efficient compared to the proposed project's estimated proportion of the state's and County's population. In addition, on-site renewable energy generation (Mitigation Measure GHG-1) combined with all-electric residences (Mitigation Measure GHG-4) would significantly reduce the energy usage associated with operation of the proposed project. Because the proposed project's per capita energy consumption would be less than the state or County level for the same resource, the proposed project would not conflict with California's energy conservation plans as described in the California Energy Commission's (CEC) 2019 Integrated Energy Policy Report (IEPR). Therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This impact would be less than significant.

### G. GEOLOGY AND SOILS

#### 1. Fault Rupture, Seismic Groundshaking, and Seismic-Related Ground Failure

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Threshold: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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; strong seismic ground shaking; seismic-related ground failure including liquefaction; or landslides?

Finding: Less than significant. (EIR, § 4.6.5.1.)

Explanation: Fault Rupture. The geotechnical investigations prepared for the proposed project indicated that no known active, potentially active, or inactive faults are on the project site or in off-site improvement areas. In addition, the proposed project is not on the Alquist-Priolo Earthquake Fault Zoning Map. The nearest known active faults are the Newport-Inglewood Fault and Rose Canyon Fault Zone, both located approximately 15 miles west of the project site. As a result, ground surface rupture is not likely to occur due to an earthquake or seismic event. Due to the distance of these faults from the project site, the proposed project is not anticipated to be at risk from ground surface rupture at these faults. In addition, all new structures associated with the proposed project would be constructed in compliance with the 2019 CBC or most current code at the time of construction. Therefore, because no active faults are located on or near the project site and project construction would comply with the CBC, implementation of the proposed project would result in a less than significant impact associated with the rupture of a known earthquake fault.

Ground Shaking. The project site is located in a seismically active area that has the potential to experience strong ground shaking. Ground shaking has the potential to dislodge objects from walls, ceilings, and shelves and to damage and destroy buildings and other structures. People in the area would be exposed to these hazards. The proposed project would minimize hazards associated with damage or destruction to buildings and other structures through compliance with the CBC, which includes specific structural seismic safety provisions. Given the proposed project's compliance with the CBC, impacts associated with ground shaking would be less than significant.

Liquefaction. Soil liquefaction typically occurs when loose, saturated, and relatively cohesionless soil deposits found below the water table lose strength during strong seismic ground motions. Seismically induced soil liquefaction is a phenomenon in which loose to medium dense, saturated granular materials undergo matrix rearrangement, develop high pore water pressure, and lose shear strength due to



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cyclic ground vibrations induced by earthquakes. Due to the relatively high density and grain-size distribution characteristics of the fill and formational materials at the project site, and the absence of a permanent water table in the proposed development area, the risk of seismically induced soil liquefaction occurring at the project site is very low. In addition, due to the dense formational material encountered, lack of significant deposits of saturated soils that could be susceptible to liquefaction, and compliance with the CBC, liquefaction occurrence at the off-site improvement areas is also low. Therefore, impacts related to liquefaction would be less than significant.

Landslides. The stability and potential impacts of ancient landslides located on the project site and off-site improvement areas were evaluated in the geotechnical investigations prepared for the proposed project. The geotechnical investigations found that landslide instability due to seismic ground shaking is not anticipated and that there are no known ancient landslides within the Friars Formation in the County that have reactivated due to natural causes. Therefore, the potential for seismically induced landslides occurring on the project site is low. Impacts would be less than significant.

### 2. **Septic Tanks**

Threshold: Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Finding: No impact. (EIR, § 4.6.5.5.)

Explanation: The proposed project proposes connections to existing sewer lines within the City. No septic systems or other alternative wastewater disposal systems are proposed. Therefore, no impact would occur.

## H. **HAZARDS AND HAZARDOUS MATERIALS**

### 1. **Hazardous Materials**

Threshold: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Finding: Less than significant. (EIR, § 4.8.5.1.)

Explanation: Construction. Project construction activities could result in the transport, use, and disposal of hazardous materials such as fuels, grease, and lubricants for construction equipment and vehicle use, asphalt during roadway construction activities, and toxic solvents,

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pesticides, and herbicides during site clearing and landscaping activities. These materials would be used and stored in designated construction staging areas within the boundaries of the project site and in staging areas for off-site improvements. Activities associated with the temporary aggregate plant would include crushing rock and producing roadway subbase and other aggregate materials for use on the project site using electricity to power the plant. If electricity is not available, a diesel generator would be used to power the aggregate plant. Project construction activities would comply with all applicable local standards set forth by the City, as well as state and federal health and safety requirements that are intended to minimize hazardous materials risk to the public, such as the RCRA, CERCLA, SARA, Hazardous Materials Transportation Act, CCR Title 22 and Title 27, Cal/OSHA requirements, the Hazardous Waste Control Act, the California Accidental Release Protection (CalARP) Program, and the California Health and Safety Code. The construction contractor would be required to implement such regulations relative to the transport, handling, and disposal of any hazardous materials, including the use of standard construction controls and safety procedures to avoid a significant hazard to the public or environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local and state laws.

Operation: The types of uses proposed by the proposed project include residential units, Village Center buildings, potential school, agricultural uses, recreational and trails, sewer/water connections, and roadway improvements typical of residential community development. Without development of the school site, the potential sources of hazardous materials typically associated with schools would not contribute to the proposed project's potential impacts related to hazardous wastes.

Residential, Village Center, and Parks and Recreational Uses: Operation of the proposed project would involve the use of potentially hazardous materials typical of residential, commercial, agricultural, recreational, and civic uses including cleaning fluids, detergents, solvents, adhesives, sealers, paints, fuels/lubricants, and fertilizers or pesticides for landscaping. The proposed land uses would result in an increase in hazardous chemical waste generation at the site compared to the current baseline condition. However, these materials would be transported, contained, stored, used, and disposed of in accordance with manufacturers' instructions, applicable standards, and federal, state, and local regulations. Compliance with applicable state and local regulations would serve

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to protect against a significant and irreversible environmental change that could result from the routine use of these hazardous materials.

Agricultural Uses: Implementation of the proposed project would include agricultural uses associated with the Farm and within the Agriculture Overlay area. This includes terraced vegetable fields, pasture lands, limited housing for employees, raised gardens, and pastures/facilities for farm animals. These uses are anticipated to involve the use of pesticides, fertilizers, and other hazardous materials. However, any use of fertilizers or pesticides as part of agricultural operations are required to comply with CalEPA's enforcement of pesticide laws and regulations in California. Additionally, animal raising would generate animal waste which could result in vectors, such as flies, and could be considered a hazard itself if not handled and disposed of correctly. However, standard housekeeping practices and best management practices are adequate for addressing the hazards of animal waste. Therefore, compliance with existing federal and state regulations and using standard housekeeping practices and best management practices would ensure that the routine transport, use, and dispose of hazardous materials related to agricultural uses would result in a less than significant impact.

School Use: The School Overlay reserves a school site for a potential K-8 public school or other educational uses on the project site. If acquired by the Santee School District, the site would be able to accommodate up to 700 students, including existing Santee students and new students on the project site. Schools throughout the state generate hazardous waste as a normal part of the operation and maintenance of each school. Typical wastes generated by the routine operation and maintenance of K-12 schools include the following: Electronic equipment (e.g., computer monitors), batteries, and copier or printer toners from school daily operation and administration; chemical and biological hazardous wastes from chemistry and science labs; used oil, antifreeze, solvents, degreasers, and auto batteries from auto repair shops and classrooms or compressors; pesticides, cleaning solvents, detergents, and oil-based or latex paint wastes from school maintenance and housekeeping or janitorial functions.

In California, on-site and off-site storage of hazardous waste is a regulated activity that requires authorization under the Department of Toxic Substances Control (DTSC) five-tiered program for hazardous waste treatment or storage. School uses are required to comply with DTSC requirements for on-site and off-site collection and storage of hazardous wastes. This requires obtaining permits to

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manage and transport hazardous waste products. Therefore, compliance with state requirements and permitting under the DTSC would ensure that the routine transport, use, and dispose of hazardous materials associated with the potential school would result in a less than significant impact.

### 2. Hazards Near Schools

Threshold: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Finding: Less than significant. (EIR, § 4.8.5.3.)

Explanation: Sycamore Canyon Elementary School, is located on Settle Road, approximately 500 feet from the proposed Special Use area along the southwestern boundary of the project site in the Carlton Hills neighborhood. Approximately 350 students are currently enrolled in the elementary school. The Special Use area falls within the notification area for Gillespie Field and has a height restriction, thus limiting its development potential. It is also on landslide deposits, which further limits its development potential. Therefore, the Special Use area would allow for a limited range of uses, such as a solar farm, recreational vehicle and boat storage, aboveground agriculture without irrigation, and other similar uses. The types of hazardous materials that would be potentially emitted from the site could include gasoline, diesel fuel, oils, and grease from the recreational vehicle and boat storage and pesticides from the aboveground agriculture. However, due to the limited nature of development proposed, the Special Use area is not anticipated to emit or handle hazardous materials in quantities large enough to affect the nearby school. As such, the permitted uses for the Special Use area would not result in activities that emit hazardous emissions or handle hazardous materials, substances, or waste in quantities that would affect persons at Sycamore Canyon Elementary School.

In addition, existing residential uses and intervening topography provide a buffer from any hazardous materials that could be potentially emitted from the Special Use area. The applicant is required to include a minimum 50-foot buffer adjacent to the existing homes to the south and southwest and a minimum 100-foot buffer to the west to preserve neighbor privacy. This would also provide an additional buffer between the existing and permitted land uses. In the event that agricultural uses are implemented in the Special Use area, the potential for pesticides to become airborne during application exists. However, they would be handled and disposed of in accordance with all federal, state, and local laws regulating the

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management and use of hazardous materials such that an impact would not occur.

CEQA Guidelines, Section 15186(b), stipulates that before certifying an EIR for a project located within 0.25 mile of a school that involves the construction of a facility that might emit hazardous air emissions or handle an extremely hazardous substance, the lead agency is required to consult with and provide written notification to the school district no less than 30 days prior to the certification of the EIR. Sycamore Canyon Elementary School is located within 0.25 mile of the proposed Special Use area. However, as discussed previously, the Special Use area is not anticipated to emit hazardous air emissions or handle an extremely hazardous substance or a mixture containing extremely hazardous substances in a quantity equal to or greater than the state threshold quantity specified in the California Health and Safety Code. Therefore, it is not anticipated that the proposed project would trigger the requirements of CEQA Guidelines, Section 15186(b), and consultation with and notification to the Santee School District would not be required.

The preferred land use plan with school includes a 15-acre school site with a School Overlay to allow for the development of a future school by the Santee School District. Land uses in the vicinity of the school would include residential, commercial, agricultural, recreational, and civic uses, which would require the routine transport, use, and disposal of hazardous materials. However, these materials would be contained, stored, and used on site in accordance with manufacturers' instructions, applicable standards, and federal, state, and local regulations. While hazardous materials and waste would be handled within 0.25 mile of a proposed school associated with the proposed project, these materials would not exist in quantities large enough to pose a health risk to users of the nearby school. Additionally, these types of land uses do not typically constitute incompatible land uses near a school.

The PDMWD Ray Stoyer WRF is approximately 0.25 mile southwest of the 15-acre school site proposed in Fanita Commons under the preferred land use plan with school. The WRF handles hazardous materials, including chlorine and sulfur dioxide gas. The RMP for the WRF lays out a comprehensive plan for the protection of public health and addresses potential chlorine and sulfur dioxide spills at this facility. Pursuant to CEQA Guidelines, Section 15186(c)(2), notification is required in writing by the Santee School District to consult with the San Diego Air Pollution Control District over the siting of the new school near a facility known to handle hazardous materials. The PDMWD Ray Stoyer WRF is within 0.25 mile of the proposed school site. This is a formal notification requirement that

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would be completed in accordance with Section 25502 of the California Health and Safety Code and would be necessary for the Santee School District to make a finding to approve the site.

The DTSC school siting requirements would not allow for development of a school adjacent to incompatible land uses or those that would release hazardous materials. In accordance with the California Education Code and California Code, Sections 17210.1 through 17213.2, as with all proposed school sites that would receive state funding for acquisition or construction, the Santee School District would be required to comply with CEQA for its acquisition of the proposed project's school site. The proposed school site has been reviewed in the Phase I ESA prepared for the proposed project. As concluded in the Phase I ESA, the project site is not a former waste disposal site and has not been identified by DTSC as a hazardous waste release site, and there are no pipelines carrying hazardous waste that traverse the project site. Therefore, there is no evidence of existing on-site RECs in connection with the proposed school site. Under the land use plan without school, no impact would occur.

The proposed project would comply with federal and state regulations pertaining to hazardous waste, such as proper handling, disposal practices, and cleanup procedures, to ensure that risks associated with hazardous emissions or materials to existing or proposed schools within one-quarter mile of the project site would not result in a significant impact. Impacts would be less than significant.

### 3. Waste Sites

Threshold: Would the Project 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?

Finding: Less than significant. (EIR, § 4.8.5.4.)

Explanation: As part of the Phase I ESA, a hazardous materials record search was conducted for the project site and surrounding properties from federal, state, and local databases. According to the government hazardous materials databases searched, no reported hazardous materials sites are located within the boundaries of the project site. Pursuant to Government Code, Section 65962.5, there is one facility located within one-quarter mile of the project site that was listed three times on LUST database. This facility is the 7-Eleven located at a facility at 9750 Cuyamaca Street. According to the findings in the

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Phase I ESA, all three LUST listings identified for the facility relate to a release of gasoline on three separate occurrences (March 1986, May 1991, and June 1994). Regulatory closure was granted in each case.

The Phase I ESA determined that based on distance from the project site, downstream position, and closed regulatory status, the facility located at 9750 Cuyamaca Street is unlikely to have caused a REC at the project site. Therefore, the proposed project would not result in a significant hazard to the public or the environment due to the presence of hazardous materials sites identified pursuant to Government Code, Section 65962.5, as it relates to annual updates to the Cortese List. Impacts would be less than significant.

#### 4. **Airport Safety**

Threshold: 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 for people residing or working in the project area?

Finding: Less than significant. (EIR, § 4.8.5.5.)

Explanation: The project site is located in the vicinity of two airports: MCAS Miramar (private federal) and Gillespie Field (public). The project site is east of MCAS Miramar. The portions of the project site proposed for development fall outside of any Overflight Zones and are not subject to overflight-related disclosure or notification requirements. According to the MCAS Miramar ALUCP, the entire project site is located within the Federal Aviation Regulations Part 77 Outer Boundary, which establishes standards and Federal Aviation Administration notification requirements for potential hazards to use of navigable airspace. A small northerly portion of the project site falls within Review Area 2 of the AIA, which requires ALUC review for any proposed objects with a height greater than 35 feet above ground level. However, this portion of the project site would be dedicated as Habitat Preserve and would not be developed. The easterly portions of the project site are within a High Terrain zone but are not within Review Area 2; therefore, they do not require ALUC review. The remainder of the project site is located outside of the AIA. Thus, the proposed project would not be subject to any land use restrictions from MCAS Miramar.

The project site is also located north of Gillespie Field. Southerly portions of the project site are located within the Federal Aviation Administration Height Notification Boundary and are proposed as Habitat Preserve and Special Use area. Within this boundary, the

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Federal Aviation Administration shall be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 100 feet outward and 1 foot upward (slope of 100 to 1) from the runway elevation. The Special Use area also falls within the Gillespie Field Review Area 2, which requires limitations on the height of structures. Review Area 2 also requires overflight notification documents for residential uses; however, residential uses would not be permitted within the Special Use area, except for a caretaker unit. If a caretaker unit is proposed, the applicant is required to provide notification and compliance in accordance with the Gillespie Field Review Area 2 requirements. Therefore, implementation of the proposed project would not result in a significant impact regarding airspace safety hazards or conflicts with the land use plans for MCAS Miramar or Gillespie Field.

### 5. Emergency Plans

Threshold: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Finding: Less than significant. (EIR, § 4.8.5.6.)

Explanation: The proposed project would have a significant impact if it were to interfere with the City's adopted Emergency Operations Plan (2010). The City's Emergency Operations Plan addresses the planned response to extraordinary emergency situations associated with natural and human-caused disasters. In addition, the Unified San Diego County Emergency Services Organization and County Operational Area Emergency Operations Plan – Evacuation Annex was formed in the 1960s to assist the cities and the County in developing emergency plans by providing strategies, procedures, recommendations, and organizational structures that can be used to implement a coordinated evacuation effort in the County Operational Area (County of San Diego 2018). Additionally, the proposed project has developed new project-specific evacuation and emergency responses plans, including the Fire Protection Plan, Construction Fire Prevention Plan, and Wildland Fire Evacuation Plan. According to Santee Fire Department, the proposed project would not interfere with current evacuation and emergency plans.

The proposed project's interior street network and the existing regional street system that it connects with would provide multi-directional primary and secondary emergency evacuation routes consistent with, or exceeding, most communities in this area. Furthermore, the only proposed through routes on the project site would loop between Fanita Parkway and Cuyamaca Street on site



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and would not affect emergency response and evacuation plans elsewhere in Santee. Consistent with County Operational Area Emergency Operations Plan – Evacuation Annex (County of San Diego 2018), major ground transportation corridors in the area would be used as primary evacuation routes during an evacuation effort. The primary roadways that would be used for evacuation from the project site are Fanita Parkway and Cuyamaca Street. The available evacuation routes (Fanita Parkway and Cuyamaca Street) would meet the 2019 California Fire Code, Appendix D, and the Santee Municipal Code and Ordinance 570 requirement for multiple access points and, therefore, are considered adequate for emergency purposes. These streets provide access to major traffic corridors, including directly or indirectly to State Route (SR-) 52 to the south, SR-67 to the east, Interstate (I-) 8 to the south, I-125 to the south, and I-15 to the west.

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

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

Depending on the nature of the emergency requiring evacuation, it is anticipated that the majority of the community traffic would exit the proposed project via Cuyamaca Street. This is the most direct route for the project site. Fanita Parkway may be used by the western portion of the project site, depending on the time available for evacuation and the need for additional movement via the southerly route. In a typical evacuation that allows several hours or more time (as experienced for most areas during the 2003, 2007, 2014, 2016, and 2017 wildfires), all traffic may be directed to the south and out Cuyamaca Street. If less time is available, fire and law enforcement

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officials may direct some neighborhoods to temporarily shelter in their residences.

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

### I. HYDROLOGY AND WATER QUALITY

#### 1. **Water Quality Standards**

Threshold: Would the Project violate any water quality standards or waste discharge requirements?

Finding: Less than significant. (EIR, § 4.9.5.1.)

Explanation: Construction and operation activities associated with the proposed project could result in an increase in potential discharge of pollutants to receiving waters, including waters designated as impaired for certain conditions of concerns. Hydromodification could increase stormwater runoff and intensify erosion and the transport of sediments and other pollutants. Development of vacant land would introduce new types of pollutants in stormwater runoff.

Construction: During construction, the proposed project has the potential to produce pollutants such as sediment, nutrients, heavy metals, organic compounds, trash and debris, oxygen-demanding substances, oil and grease, bacteria and viruses, and pesticides/herbicides. Additionally, waste materials such as wash water, paints, wood, paper, concrete, food containers, and sanitary wastes may be discharged from the project site during construction. These pollutants could impact water quality if they were washed off site by stormwater or non-stormwater or are blown or tracked off site to areas susceptible to wash off by stormwater or non-stormwater.

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Pollutants are likely to drain into Sycamore Canyon Creek. Sycamore Canyon Creek drains into the San Diego River, which then drains into the Pacific Ocean. Therefore, these water bodies are identified as the receiving waters of the proposed project. Impairments for these water bodies include dissolved oxygen, benthic community effects, cadmium, indicator bacteria, nitrogen, dissolved oxygen, phosphorus, total dissolved solids, and toxicity for the San Diego River. Under these impairments, the receiving water cannot assimilate or accommodate additional loading of pollutants, and any increases in pollutants would contribute to the impairment.

The proposed project would be subject to compliance with Construction General Permit requirements and with Chapter 9.06 of the Santee Municipal Code, which prohibits non-stormwater discharges and eliminates illicit discharges and illicit connections to the stormwater conveyance system, reduces the discharge of pollutants from the stormwater conveyance system to the maximum extent practicable in order to achieve applicable water quality objectives for surface waters in the County, and achieves compliance with TMDL regulations (City of Santee 2020).

Prior to project grading or construction, the Construction General Permit requires preparation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would include a series of specific BMPs to be implemented during construction in order to address erosion, accidental spills, and the quality of stormwater runoff. The SWPPP applies only to the time period in which construction activity is taking place, and is no longer operative once the soil on the project site has been stabilized and a Notice of Termination is completed. BMPs that must be implemented as part of a SWPPP can be grouped into two major categories: (1) erosion and sediment control BMPs and (2) non-stormwater management and materials management BMPs.

As part of project compliance with the General Construction Permit, a Notice of Intent would be prepared and submitted to the San Diego RWQCB providing notification and intent to comply with the General Permit. The Construction General Permit also requires that construction sites be inspected before and after storm events and every 24 hours during extended storm events. The purpose of the inspections is to identify maintenance requirements for BMPs and to determine the effectiveness of BMPs that are being implemented.

Operation: Operation of the proposed project land uses would have the potential to generate pollutants that could degrade the surface water quality of downstream receiving waters. Pollutant sources from operation of the proposed project would include landscaping, rooftops, parking and driveways, roadways, agricultural uses,

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general use areas, and trash storage areas. Pollutants from operation of the proposed project would include sediment, nutrients, heavy metals, organic compounds, trash and debris, oxygen-demanding substances, oil and grease, bacteria and viruses, and pesticides. In addition, project implementation would require routine operation and maintenance activities, thereby increasing instances of accidental spills and non-stormwater discharges to storm drains, and non-stormwater connections (e.g., sewer connections) that could result in the potential discharge of pollutants to storm drainage systems and associated receiving waters.

Consistent with the City's Stormwater Management Ordinance, the proposed project is considered a priority development project and is required to identify and incorporate measures for hydromodification management to ensure that stormwater runoff rates and durations do not exceed pre-development conditions or result in adverse erosion or sedimentation effects. All priority development projects are required to implement structural BMPs for stormwater pollutant control. Additionally, projects subject to hydromodification management requirements must implement structural BMPs for flow control. Structural BMPs, such as biofiltration (basins and proprietary modular units) and combined pollutant control and hydromodification control measures, have been incorporated into the proposed project design.

Runoff from natural and sloped areas containing no impervious areas would be collected in separate storm drains and discharged through riprap energy dissipaters to avoid comingling of drainage and to allow any coarse sediment generated in the areas to pass through. The proposed project would extend and make improvements to Fanita Parkway and would include features in accordance with Green Streets design elements, including rock garden swales and tree wells, to address water quality. Street improvements would reset roadway widths, medians, utilities, and storm drain conveyance systems. The proposed storm drain system would be constructed to collect and convey on-site runoff as well off-site run-on from developed areas east of Fanita Parkway that confluences with the Fanita Parkway flows. However, instead of discharging into an open channel along the western side of Fanita Parkway as it currently does, confluence flows would be conveyed within a storm drain pipe within Fanita Parkway to an existing drainage. Cuyamaca Street would also be extended and improved to provide access to the project site. Similar to Fanita Parkway, this street would also include Green Street design elements, such as rock gardens and tree wells.

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Through changes in topography and land cover on the project site, the proposed project has the potential to result in impacts to sedimentary transport to downstream channel areas, known as Potential Critical Coarse Sediment Yield Areas (PCCSYA), by altering the sediment producing areas on the project site. The alteration of PCCSYAs has the potential to negatively impact characteristics of sediment supply and delivery which can lead to water quality degradation of downstream receiving waters. To avoid impacts to PCCSYAs produced on the project site and resulting downstream water quality impacts, the discharges of the sediment producing areas would be diverted to adjust the sediment production as close as possible to the original conditions. As a result, the proposed project would not encroach into more than 5 percent of the proposed project's potential PCCSYAs areas off site and would have no net encroachment into on-site areas. In addition, the discharges of the project site would be adjusted by designing BMPs such that the erosion from the discharged flows is as close as possible to the pre-development conditions. The proposed project would avoid significant impacts to both on- and off-site PCCSYAs and water quality through redirecting sediment producing discharges, adherence to BMPs, and the protection of the remaining natural areas. Therefore, alteration of the drainage area on the project site would have less than significant impacts to PCCSYAs and would not result in the loss of sedimentary transport or decreased water quality to downstream channel areas.

The Stormwater Quality Management Plan identifies a number of site design BMPs to ensure that water quality is maintained during project operation. BMPs have been incorporated into the project design to minimize impacts from project-generated operational pollutant sources, which include sediment, nutrients, heavy metals, organic compounds, trash and debris, oxygen-demanding substances, oil and grease, bacteria and viruses, and pesticides.

Preparation of and compliance with the SWPPP, implementation of BMPs identified in the Stormwater Quality Management Plan, and compliance with existing federal, state, and local regulations as discussed previously would protect water quality and ensure project compliance with applicable water quality standards. The proposed project would not violate any water quality standards or WDRs. Additionally, the implementation of these BMPs would help treat runoff and decrease the amount of pollution entering receiving waters. Therefore, impacts would be less than significant.

## **2. Groundwater Supplies**

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Threshold: Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

Finding: Less than significant. (EIR, § 4.9.5.2.)

Explanation: The City does not rely on groundwater sources for its water supply. No groundwater would be used for project construction or operation activities. Therefore, the proposed project would not adversely affect or deplete groundwater supplies due to water demand generated by the proposed development.

Development of the proposed project would result in new impervious surfaces that may lead to a decrease in the amount of water recharged into the groundwater system within the project boundaries. To minimize potential effects on groundwater recharge, the proposed project would be designed to include pervious, landscaped areas, allowing groundwater recharge to continue to occur. Runoff from developed areas would drain into proposed on-site basin system designed to slow peak flow and discharge to rates equal to or less than existing conditions. Hydromodification management would occur through storage of stormwater within the basins, with outlets that regulate the flow rate and duration of stormwater released. Source control and low-impact development measures would be implemented to incorporate pervious surfaces and maximize the amount of open space, landscaping, and vegetated swales to slow and absorb runoff, allowing for groundwater recharge.

Further, the proposed project would include a total of approximately 2,022.6 acres of undeveloped area including 256 acres of Open Space, 1,650.4 acres of Habitat Preserve, and 116.2 acres of Agriculture and Parks (Community, Neighborhood, and Mini). As such, groundwater recharge in these areas would continue after project implementation.

The proposed project is not anticipated to substantially deplete groundwater supplies or interfere substantially with groundwater recharge. No groundwater would be used for project construction or operation, and the proposed project would be designed to minimize potential effects to groundwater recharge through consolidation of impervious surfaces and the retaining of approximately 2,022.6 acres as Open Space, Habitat Preserve, and Agriculture and Parks. Impacts would be less than significant.

### 3. Erosion or Siltation

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Threshold: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; 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 impede or redirect flood flows?

Finding: Less than significant. (EIR, § 4.9.5.3.)

Explanation: Construction. Land-disturbing construction activities associated with implementation of the proposed project, such as vegetation clearing, grading, and excavation of project sites, and construction of new building foundations, streets, driveways, and trenches for utilities, could result in localized alteration of drainage patterns and temporarily increase erosion and sedimentation in the construction area.

Temporary ponding or flooding could also result from construction activities from temporary alterations of the drainage system (reducing its capacity of carrying runoff). Alterations may temporarily result in increased erosion and siltation if flows were substantially increased or routed to facilities or channels without capacity to carry the additional flow.

Construction phase activities implemented under the proposed project would be required to comply with the SWRCB General Construction Stormwater Permit, which requires preparation of a SWPPP. The SWPPP would include a series of specific BMPs to be implemented during construction to address erosion, accidental spills, and the quality of stormwater runoff, which have been developed in part to reduce the potential adverse effects associated with construction activities. In addition, construction phase activities implemented under the proposed project would be required to comply with Chapter 9.06 of the Santee Municipal Code, which mandates the implementation of a pollution control plan for each phase of construction and season of the year (City of Santee 2020). The pollution control plan would incorporate BMPs in accordance with the California Stormwater Quality Association's Construction BMP Handbook (2015).

Therefore, with the adherence to regulatory requirements, which include the implementation of erosion and sediment control BMPs, any short-term impacts resulting from alterations of drainage and hydrology during construction would be less than significant.

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Operation. The proposed project would result in hydromodification from development of impervious surfaces in an area that is currently undeveloped. Hydromodification could increase stormwater runoff and intensify erosion and the transport of sediments and other pollutants. Changes to delivery of coarse sediment and transport of coarse sediment result in increased transport capacity and the potential for adverse channel erosion (City of Santee 2016). Additionally, impervious surfaces do not allow percolation of the water down into the soil. Water is instead forced directly into storm drain systems or streams, where increases in erosion and siltation could result, as well as increased flood risks. These alterations could also result in exceeding the existing capacity of stormwater facilities if substantial drainage is rerouted or stormwater flow or velocities are substantially increased. To avoid these types of impacts, the proposed project includes a drainage network designed to control and filter stormwater runoff in conformance with RWQCB and City's requirements, which call for retention first, then biofiltration. The proposed stormwater system would include the use of biofilters, on-site storage of stormwater in basins with outlets that regulate the flow rate and duration of stormwater released, and the use of both retention and detention basins to slow and sequester runoff.

The pre- and post-development conditions for the proposed project were evaluated to determine if the proposed biofiltration facilities are sized adequately to meet the current HMP requirements of the RWQCB. Hydromodification management would occur through storage of stormwater in proposed on-site basins, with outlets to regulate the flow rate and duration of stormwater released. Runoff would be collected in storm drain inlets from street surfaces and routed toward multi-purpose basins and treated for stormwater quality, flow control for hydromodification, and flood attenuation to maintain existing peak-flow rates during a 100-year storm event.

As indicated in the Master Drainage Study, the pre-development project 100-year flows are 3,312 cubic feet per second. Through project design, stormwater runoff upon project completion would result in 2,729 cubic feet per second 100-year flows. Thus, project design would help to reduce flows by approximately 583 cubic feet per second versus existing conditions.

The proposed project would construct a total of 19 stormwater basins and 3 vaults. Of the 19 stormwater basins, the proposed project would construct 15 on-site stormwater basins (BF-1-1 through BF-1-6, BF-1-17, HMP-17, HMP-18, and BF-1-RV1 through BF-1-RV6). Biofiltration basins BF-1-1 through BF-1-6, BF-1-17, and BF-1-RV1 through BF-1-RV6 would serve as combined water quality, hydromodification, and detention basins. Basins HMP-17 and HMP-



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18 would serve as hydromodification and detention basins. In addition, the proposed project would construct four off-site stormwater basins (BF-1-10A, BF-1-10B, HMP-11, and HMP-12) and three vaults (HMP-13, HMP-15, and HMP-16). BF-1-10B would serve as a water quality, hydromodification, and detention basin. Basins HMP-11 and HMP-12 and vaults HMP-13, HMP-15, and HMP-16 would serve as hydromodification and detention facilities. In addition, an interim basin would be constructed adjacent to and directly east of Cuyamaca Street on property currently identified as APN-378-220-05. The interim basin would be removed at such time that Magnolia Avenue would be extended.

The system would collect stormwater through a series of swales, catch basins, and culverts that direct stormwater to detention/biofiltration basins. Runoff from the residential portions of the site would generally be collected by inlets and conveyed toward one of the proposed detention basins. Flows would outlet the basins and discharge into downstream conveyance channels consisting of storm drain pipes, constructed channels, or natural drainage ways. The proposed basins would also serve as detention for flow-control hydromodification and peak-flow attenuation. Peak-flow attenuation would be required not only due to the increase in imperviousness associated with the development but also because the site design proposes to divert acreage from areas that currently drain easterly and southerly to drain westerly toward Sycamore Canyon Creek.

Other areas along the roadway corridors of Fanita Parkway and Cuyamaca Street would include storage facilities such as underground vaults and aboveground basins to address local peak-flow attenuation. Each detention facility would be equipped with a riser designed to accomplish the various functions. Orifices placed along the height of the rise would regulate the lower flow rates to address flow-control hydromodification. The cross-sectional area of the riser would aid in regulating the higher flows to reduce flows below existing conditions. The basins would also include a second riser installed for redundancy and as an emergency outlet should the primary riser clog. Design of this secondary riser would be performed during final engineering. Depending on the accessibility of the riser structures, it may be necessary to equip some of them with a grate over the top opening as a safety measure. The biofiltration basins proposed for the site would be lined; therefore, no infiltration is assumed in the biofiltration basins.

The storm drain system and layout would be designed to address peak flows and to integrate water quality features needed to comply with the City's BMP Design Manual requirements for water quality and hydromodification. As designed, the proposed project would

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allow biofiltration, evapotranspiration, and filtering of stormwater to remove microscopic organisms, suspended solids, organic material, nitrogen, and phosphorous. The results show that development of the proposed project would not increase peak flows for any point of discharge. Therefore, the proposed project would not compromise the capacity of downstream drainage facilities, and effects due to erosion, sedimentation, and flooding are anticipated to be minimal.

The proposed project has been designed in compliance with the San Diego RWQCB and the City's requirements. Post-development flow rates would be reduced to below pre-development flow rates with implementation of bioretention and hydromodification basins. Construction runoff would be contained in compliance with the State of California Construction Permit. Post-construction runoff would be cleaned through bioretention basins and modular wetlands in compliance with the San Diego RWQCB Order R9-2013-0001. Portions of Fanita Parkway and Cuyamaca Street have been designed as a Green Street per the requirements of the San Diego RWQCB.

All site runoff would receive water quality treatment prior to discharging off site. To prevent erosive velocities at pipe outlet locations, energy dissipating measures would be included as part of project design. These measures would be designed during final engineering and would include but not be limited to riprap and concrete energy dissipating headwalls. Landform grading has been incorporated into the proposed project to mimic existing conditions where the proposed grading ties into or daylight with the existing terrain. It is intended that the stormwater running off manufactured slopes would sheet flow and follow existing drainage patterns. Implementation of hydromodification measures would reduce post-project flows to below pre-project conditions. As shown, the basins proposed for the proposed project would help to reduce flows by approximately 583 cubic feet per second compared to existing conditions. Thus, post-project flows would be released into Sycamore Canyon Creek at a lower rate than existing natural flows. Runoff from the adjacent hillsides and natural off-site areas would be collected in a series of brow ditches and conveyed to culverts located within the proposed street improvements. Runoff generated by the hardscape improvements would be intercepted via curb and gutter, draining to an internal storm drain system that would convey these flows to Modular Wetland Biofiltration BMP's prior to draining to HMP detention facilities. Once treated and detained, these flows are then discharged to their respective discharge location. Proposed structural BMPs would be maintained by the homeowners association in perpetuity.

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Additionally, Green Streets principles and infrastructure are proposed for meeting water quality requirements for portions of Fanita Parkway and Cuyamaca Street in the areas outside of the villages where the roadways are proposed to be improved. The Green Streets approach integrates strategies into roadway design that help protect, restore, and mimic the natural water cycle such that runoff is encouraged to be percolated or stored in a more natural manner, with the use of features such as rock garden swales and tree wells, which are designed to capture runoff from hardened surfaces, slow water down, spread it out, and allow it to sink into the soil during storms. Methods like this would help to trap silt and pollutants to reduce siltation and erosion. The use of Green Street principles would reduce the proposed project's potential to increase peak flows. Therefore, compared to existing conditions, the potential for erosion to occur downstream of the project site would be reduced with implementation of the proposed project. Existing flow velocities would be lessened with implementation of the proposed project since post-development flows would be reduced. As such, the proposed project would not compromise the capacity of downstream drainage facilities, and effects due to erosion and sedimentation are anticipated to be minimal. Therefore, erosion and siltation is not expected downstream of the project site.

Further, the project design includes improvements to allow connection to the City's existing stormwater infrastructure system. Proposed improvements would ensure that stormwater flows are properly maintained and treated on site so that runoff volumes or velocities do not exceed that which currently occur under existing conditions. The proposed project would be subject to National Pollution Discharge Elimination System (NPDES) requirements and other local, state, and federal regulations pertaining to maintaining water quality and minimizing potential adverse effects on downstream water bodies. Because stormwater runoff from the site would be less with the proposed project, it would not create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems, and the proposed project would not generate additional sources of polluted runoff.

Lastly, the project site is in Federal Emergency Management Agency Flood Zone X, which is outside of the 100- and 500-year flood hazard areas. The proposed project would be designed to reduce peak-flow rates such that downstream locations would be below existing flow rates. The proposed project would not impede or redirect flood flows because redirected areas would be reduced by attenuation facilities such that post-development flows would not exceed pre-project flows. Therefore, the proposed project would not substantially alter the existing drainage pattern of the site or area, including through the

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alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would substantially increase the rate or amount of surface runoff in a way that would impede or redirect flood flows or result in substantial erosion or siltation on or off site or flooding on or off site. The proposed project would not create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems, and the proposed project would not generate additional sources of polluted runoff. As such, impacts would be less than significant.

### 4. Flood Hazard

Threshold: In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to project inundation?

Finding: No impact. (EIR, § 4.9.5.4.)

Explanation: The project site is not subject to inundation by tsunami or seiche. The project site is located approximately 16 miles from the Pacific Ocean negating the potential for the site to be subject to a tsunami event. A seiche is a wave on the surface of a lake or landlocked bay that is caused by atmospheric or seismic disturbances. The nearest lake to the project site is San Vicente Reservoir located approximately 2 miles from the northeastern portion of the project site. This portion of the project site is located at approximately 1,000 feet above mean sea level and the area between the reservoir and the project site is a valley. This topographical variation would make it difficult for the project site to be inundated by the reservoir. Further, the project site is located in Federal Emergency Management Agency Flood Zone X, which is outside of the 100- and 500-year flood hazard areas. Therefore, implementation of the proposed project would not release pollutants due to inundation caused by a flood hazard, tsunami, or seiche.

### 5. Water Quality Control Plan

Threshold: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Finding: Less than significant. (EIR, § 4.9.5.5.)

Explanation: The project site is located within the San Diego River Hydraulic Unit (HU) of the San Diego region as defined by the San Diego RWQCB and is further located within the Santee Hydrologic Subarea. The project site currently drains west to Sycamore Canyon Creek and east to unnamed tributaries and storm drain conveyance systems that eventually discharge to San Diego River, both of which are on the CWA Section 303(d) list for dissolved oxygen. Once developed,

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on-site hydromodification would divert acreages from areas that drained easterly to now drain west toward Sycamore Canyon Creek. As identified in the Basin Plan, the designated beneficial uses for Sycamore Canyon Creek include: agricultural supply (AGR), industrial services supply (IND), contact water recreation (REC1), non-contact water recreation (REC2), warm freshwater habitat (WARM), and wildlife habitat (WILD), and rare, threatened, or endangered species (RARE). Sycamore Canyon Creek is a tributary to the San Diego River, which is on the CWA Section 303(d) list for benthic community effects, cadmium, indicator bacteria, nitrogen, dissolved oxygen, phosphorus, total dissolved solids, and toxicity. Construction and operation activities associated with the proposed project could result in an increase in potential discharge of pollutants to receiving waters, including waters designated as impaired. Additionally, hydromodification could increase stormwater runoff and intensify erosion and the transport of sediment and other pollutants. Land use changes may also introduce new types of pollutants in stormwater runoff. There is no sustainable groundwater management plan prepared for the project site.

Construction. Construction activities associated with the proposed project would involve various types of equipment such as bulldozers, scrapers, backhoes, and other earthmoving equipment; dump trucks; cranes; trucks; concrete mixers; and generators. Pollutants associated with these construction activities that could result in water quality impacts include soils, debris, other materials generated during demolition and clearing, fuels and other fluids associated with the equipment used for construction, paints, other hazardous materials, concrete slurries, and asphalt materials. The proposed project would be required to comply with General Construction Stormwater Permit requirements, including the development and implementation of a SWPPP. The SWPPP must identify BMPs that the discharger would use to protect stormwater runoff from pollutants and the placement of those BMPs. Therefore, with the implementation of policies and regulatory requirements, which include the implementation of construction-period BMPs to address potential discharges of pollutants to stormwater, any short-term water quality impacts during construction of the proposed project would be minimized and would not cause a conflict with or obstruct implementation of the Basin Plan. Therefore, impacts would be less than significant.

Operation. Implementation of the proposed project would result in land use changes that would have the potential to generate pollutants that could degrade the surface water quality of downstream receiving waters. Pollution sources for the proposed project would include landscaping, rooftops, parking, and trash

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storage areas. In addition, implementation of the proposed project would also result in routine operation and maintenance activities, increasing opportunities for accidental spills and non-stormwater discharges to storm drains and non-stormwater connections (e.g., sewer connections) that could result in the potential discharge of pollutants to receiving waters.

However, the proposed project requires the implementation of construction and operation BMPs, which include low-impact development site design and source control BMPs, to reduce runoff or pollutants at the source. Therefore, with implementation of appropriate BMPs, compliance with Chapter 9.06 of the Santee Municipal Code, and applicable state requirements, project impacts would be minimized and would not conflict with or obstruct implementation of the Basin Plan. Impacts would be less than significant.

### J. **LAND USE AND PLANNING**

#### 1. **Established Communities**

Threshold: Would the Project physically divide an established community?

Finding: Less than significant. (EIR, § 4.10.5.1.)

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

Proposed roadways would connect, rather than separate, the project site from established communities in the vicinity. A proposed extension of Fanita Parkway and Cuyamaca Street would connect the project site to the existing residential development to the south.

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Additionally, people have historically taken informal access through the proposed project for active and passive recreation. Implementation of the proposed project would formalize permanent public access trails, trailheads, and staging areas. The proposed project proposes more than 35 miles of multimodal public trails allowing access for pedestrians and bicyclists throughout the site and providing connections to the City center and regional trails. Thus, the proposed trail system would provide enhanced connectivity to existing trails in and near the project site. The proposed project would not result in the physical division of an established community. Impacts would be less than significant.

### 2. Conflicts With Plans

Threshold: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Finding: Less than significant. (EIR, § 4.10.5.2.)

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

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

The project site is north of Gillespie Field. Southerly portions of the site are within the Federal Aviation Administration Height Notification

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

San Diego Forward: The Regional Plan: In accordance with SB 375, the Regional Plan includes five building blocks that are accompanied by strategies to move the San Diego region toward sustainability and to reduce greenhouse gas emissions. The building blocks and strategies aim to reduce greenhouse gas emissions through a land use pattern that accommodates the region's future employment and housing needs and protects sensitive habitats, cultural resources, and resource areas.

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



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to support the safe and efficient movement of wildlife. In addition, existing drainages between the villages would allow for revegetation and restoration of these important features, which provide habitat and connectivity for wildlife.

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

The proposed project includes a Complete Streets system that supports various modes of transportation and offers alternatives to single-occupancy vehicle travel. Streets on the project site are designed as a system of Complete Streets that safely accommodate and support multiple user types, including motorists, pedestrians, bicycles, and transit riders in an effort to manage the transportation system. The Fanita Ranch Specific Plan establishes the street designs within the boundaries of the project site. Street improvements associated with development on the project site include the extension of existing streets and the construction of a new internal systems of public and private streets. The proposed project establishes a network of streets of varying design capacities tailored to meet the unique concepts of the three villages. Additionally, the proposed project street designs address safety, aesthetics, and functionality, as well as site constraints.

The proposed project would offer sustainable transportation features that would reduce the number of vehicle trips, reduce emissions, and improve the overall mobility of people in the community, all of which would help implement the fifth building block (innovative pricing policies) of the Regional Plan. One proposed mobility feature is a

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

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

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

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

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

Since the Santee General Plan's adoption in 2003, the economy and market demands have changed. As a result, the current development proposal for the project site better addresses the needs of the community, future residents, and tenants. Included as part of the General Plan amendment, the applicant proposes to amend the 16 Guiding Principles for Fanita Ranch to better adhere to the current project design. The existing 16 Guiding Principles for Fanita Ranch would be replaced by the proposed 13 Guiding Principles identified in EIR Table 4.10-1. These amendments are required to ensure that the proposed project is in compliance with the Santee General Plan. As shown in EIR Table 4.10-1, the project is consistent with the proposed 13 Guiding Principles. As identified in EIR Table 4.10-2, the proposed project would be consistent with all the applicable goals, objectives, and policies of the Santee General Plan.

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

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Therefore, the proposed project would be consistent with the City's Zoning Ordinance upon project approval.

### **K. MINERAL RESOURCES**

#### **1. Regional and Statewide Mineral Resources**

Threshold: Would the Project 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?

Finding: Less than significant. (EIR, § 4.11.5.1.)

Explanation: Construction of the proposed project has the potential to impact the mineral resources of both known and unknown significance in MRZ-2 and MRZ-3 on the project site. The proposed project would have the potential to impact MRZ-2 lands in the northeastern and central portions of the proposed project where the Vineyard and Orchard Villages would be developed. The development of Fanita Commons, the Farm, and surrounding roadways would have the potential to impact MRZ-3 lands. The MRZ-2 lands in the southern portion of the project site and the majority of the MRZ-3 lands throughout the rest of the project site would remain undeveloped in the proposed Habitat Preserve. Although there is the potential of mineral recovery from the MRZ-2 and MRZ-3 areas on the project site, in accordance with the Santee General Plan Conservation Element, economic, land use compatibility, and environmental protection factors must be considered when deciding on the appropriateness of mining in a particular area. Furthermore, the Santee General Plan designates the project site for Planned Development, not mineral resources extraction.

The majority of the project site is underlain with two major rock types, granitic rock and Stadium Conglomerate, with alluvial deposits made up of sand, gravel, and silt overlaying these basement rocks. These rock formations are commonly mined elsewhere in the County and the State of California for use as aggregate and are considered valuable to the region and the state. The proposed project would reuse on-site rock materials, such as large boulders, rock cobble, decomposed granite, and processed rock. There are large quantities of rock cobble existing on site. Rock cobble would be collected and used in the construction of water quality and landscape features. It is also anticipated that a relocatable, temporary aggregate plant would be permitted and set up on site during construction. The temporary aggregate plant would crush rock and produce roadway subbase and other aggregate materials for use on site. In addition to rock materials, there are large deposits of decomposed granite on site,

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which would be reused for trails and other landscape related purposes.

The processing and use of the on-site aggregate would reduce the need for mining and trucking aggregate materials from off-site sources for the infrastructure needs of the proposed project. The on-site aggregate plant would be capable of producing the materials required for roads, drain rock and backfill materials for wet and dry utilities, cobbles to line drainage channels and road medians, and a variety of landscaping materials for on-site and off-site road improvements. Construction of the proposed project would require on-site processing of approximately 937,500 tons of raw aggregate obtained from the project site. This equates to approximately 300,000 cubic yards of manufactured aggregate to be used for the building materials for the proposed project. Areas of high-grade Stadium Conglomerate or granite would be selected as the cut operation is ongoing and would be moved to the aggregate plant as aggregate is needed. The on-site aggregate plant would be permitted by the City as a part of the overall project entitlement process. Rock-crushing activities would comply with the City's noise standards and regional air quality standards. The on-site aggregate plant would not be designed to produce materials for asphalt or ready-made concrete. These materials would be brought in from local off-site sources. The use of the on-site aggregate plant would terminate at project buildout.

In consideration of the Santee General Plan Conservation Element's Objective 5.0 and Policy 5.1, the project site's proximity to the Goodan Ranch/Sycamore Canyon County Preserve and the Santee Lakes Recreation Preserve would likely preclude the proposed project from eligibility for mineral extraction due to the potential habitat and water quality impacts to those preserve areas. Use of the on-site aggregate plant would allow for the mineral resources existing on the project site to be used as part of the proposed project and would not contribute to other environmental impacts from transporting aggregate from off-site locations. Transitioning the on-site aggregate production areas to the proposed project uses would comply with the Santee General Plan Conservation Element's Objective 6.0 and Policy 6.1, which prioritize the reclamation of mined lands for the use of recreational, wildlife habitat, and residential uses. In addition, consistent with the Santee General Plan Conservation Element's Objective 10.0, over 60 percent of the project site would remain in open space, and the mineral resources like aggregate and sediment in the open space would not be lost to the region. Therefore, the proposed project would result in a less

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than significant impact associated with the loss of mineral resources that would be of value to the region and the state.

### 2. **Locally-Important Mineral Resource**

Threshold: Would the Project 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?

Finding: Less than significant. (EIR, § 4.11.5.2.)

Explanation: The Santee General Plan Conservation Element designates the project site as MRZ-2 and MRZ-3 lands containing mineral resources of known and unknown importance. However, the proposed project would satisfy the Santee General Plan Conservation Element's Objectives 5.0, 6.0, and 10.0 and Policies 5.1 and 6.1 regarding consideration of environmental disturbance from mineral resources extraction; reclamation of mined lands for recreational, habitat, and residential uses; and the preservation of mineral resources. In addition, the Santee General Plan designates the project site as Planned Development, not mineral resource extraction, and does not consider the project site a potential significant local source of mineral resources. Therefore, the proposed project would result in a less than significant impact associated with the loss of availability of a locally important mineral resource recovery site.

## L. **NOISE**

### 1. **Airport Noise**

Threshold: 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?

Finding: Less than significant. (EIR, § 4.12.5.3.)

Explanation: MCAS Miramar is located adjacent to the west/northwestern boundary of the project site. The runways are located approximately 6 miles west of the project site. Additionally, Gillespie Field is located approximately 1.75 miles south of the project site. The project site is currently subject to periodic, audible overflights, particularly from MCAS Miramar. However, the proposed project site is not located within the 60 dBA CNEL noise contour of either airport (SDCRAA 2010, 2011). Additionally, the proposed project does not include any components that would increase air traffic or require changes to

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existing air traffic patterns. As such, overflights are anticipated to continue to be audible at the project site; however, the proposed project is not anticipated to increase exposure to excessive noise levels from airport operation. Therefore, impacts would be less than significant.

### M. POPULATION AND HOUSING

#### 1. Population Growth

Threshold: Would the Project 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 road or other infrastructure)?

Finding: Less than significant. (EIR, § 4.13.5.1.)

Explanation: *Direct Impacts*

Preferred Land Use Plan with School: The proposed project would result in the construction of 2,949 residential units under the preferred land use plan with school. Of the 2,949 residential units, 445 are proposed to be designated as Active Adult units. The proposed project residential population is based on a population generation factor of 2.9 persons per household and 1.6 persons per Active Adult unit. Based on this population factor, the proposed project is expected to result in a population increase of approximately 7,974 residents (2.9 x 2,703 residential units) + (1.6 x 445 Active Adult units). It is unknown whether the proposed project would generate residents from in the City or result in resident migration from other areas. Presumably, the additional residents generated by the proposed project would be a combination of current residents in the City and residents who migrate from other areas. The analysis conservatively assumes the proposed project would increase the City's population by 7,974 residents.

SANDAG's population projections for the City are based on the adopted Santee General Plan. The current designation of the project site as Planned Development (PD) in the Santee General Plan Land Use Element and the identification of the site to provide 1,395 units in the Santee General Plan Housing Element demonstrate that the site has been planned for residential growth by the City. Using the 2.9 persons per household multiplier, a development project of 1,395 units could result in a population increase of approximately 4,045 residents. The difference between the planned and proposed land uses, when translated to persons per household, is approximately 3,929 persons. However, the project site has been subject to land

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use planning for the past 40 years, indicating that this site was planned for development even before it was part of the City. In 1980, the project site was designated in the County General Plan for development of approximately 14,000 residential units. When the City adopted its first General Plan (1984), the project site was designated for a maximum of 8,100 residential units. The number of residential units proposed on the project site has continued to vary over the years, with many proposals greater than the 2,949 residential units currently proposed, indicating that the project site has been intended for population growth by the City and the County for many decades. In addition, the proposed project would include a General Plan Amendment to change the designation of the project site from Planned Development (PD) to Specific Plan (SP) and to increase the number of residential units on the site up to 2,949 with a school, which would be consistent with the Santee General Plan Housing Element, as amended (City of Santee 2013).

Further, the production of housing in California has not returned to the level required to meet the projected housing demand and would need to be approximately 100,000 additional residential units annually to meet this demand (HCD 2018). In the County, SANDAG projected that housing production at the regional level will not be able to keep pace with population growth in the coming years. Because new development in the County are constrained to the north by Camp Pendleton, to the west by the Pacific Ocean, and to the south by Mexico, the proposed project would be beneficial to County residents because it would contribute to the overall County housing stock. Construction of the proposed project is anticipated to begin in 2021 with a buildout of approximately 10 to 15 years. Thus, based on a conservative estimate and averaged over 10 years, the 7,974-person population increase would equate to approximately 797 new residents per year, which would be consistent with the City's historical population increases. In the context of the housing shortage currently experienced by the state and the San Diego region, the provision of new housing on the project site would be considered growth accommodating and would represent a regional benefit.

In addition, the RHNA has identified housing needs based on income level for the City. The Santee General Plan Housing Element lists the project site as the only source for above moderate income residential units. Other sites are identified to meet RHNA requirements for the other income levels. The proposed project would satisfy the RHNA requirements for above moderate residential units and provide additional residential units to meet the anticipated future deficiencies in the City.



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Further, the widening of State Route 52 from Cuyamaca Street to State Route 67 has contributed to the loss of housing in the City. This project resulted in the loss of approximately 199 residential units as of 2006, which the proposed project would replace (Poucel 2006). Therefore, the preferred land use plan with school would not result in direct impacts to unplanned population growth, and impacts would be less than significant.

The Planned Development (PD) land use designation in the Santee General Plan allows for a variety of mixed-use development types, including commercial uses. The proposed project proposes to change this land use designation to Specific Plan (SP). Similar to the Planned Development (PD) land use designation, the Specific Plan (SP) land use designation would allow for innovative and high-quality development and would not limit the extent or mix of development to occur, which would allow more flexibility to provide a variety of land uses. The non-residential components of the proposed project, including commercial uses (retail, service, and office) in the Village Centers, the Farm, and the proposed school, would result in the creation of approximately 450 jobs (411 full-time and 39 part-time positions), which would not induce substantial population growth given the size of the labor pool anticipated on the project site and in the existing City and nearby communities. Approximately 250 jobs would be associated with the proposed on-site school. The proposed project is not anticipated to cause significant numbers of people to relocate to the area solely to be close to the project site for employment purposes. This proposed non-residential development is allowed by the Specific Plan (SP) land use designation and would not contribute to unplanned population growth.

Land Use Plan Without School: The underlying land use for the on-site designated school location is Medium Density Residential. If the school site is not acquired for school use by the Santee School District within 2 years of filing the final map containing the school site, then the Medium Density Residential land use may be implemented on the school site for development of an additional 59 residential units, for a total project development potential of 3,008 residential units. Using the same population generation factors of 2.9 persons per household (U.S. Census Bureau 2020) and 1.6 persons per Active Adult unit, the land use plan without school would provide housing for approximately 8,145 residents, which would be an increase of 171 persons compared to the preferred land use plan with school.

As discussed previously, SANDAG's population projections for the City are based on the adopted Santee General Plan land uses for the project site, which would allow 1,395 residential units that could

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result in a population increase of approximately 4,045 residents (assuming 2.9 persons per household). The difference between the planned and proposed land uses, when translated to persons per household, is approximately 4,100 persons. As stated previously, the project site has been slated for development for the past 40 years with designated residential development ranging from 1,395 to 14,000 residential units. In addition, the state and the County recognize a prominent housing deficit, and the provision of new housing on the project site would be considered growth accommodating and would represent a regional benefit. The proposed project proposes a General Plan Amendment to increase the units on the site up to 3,008 without a school, which would be consistent with the Santee General Plan Housing Element, as amended (City of Santee 2013).

Additionally, the land use plan without school would be a phased development with a construction start date of 2021 and a buildout of approximately 10 to 15 years. Therefore, based on a conservative estimate and averaged over 10 years, the 8,145-person increase would equate to approximately 815 new residents per year. The land use plan without school would be consistent with the historical numeric population increases that have occurred in the City. Therefore, under the land use plan without school, the proposed project would not induce unplanned population growth, and impacts would be less than significant.

The proposed Specific Plan (SP) land use designation would replace the Planned Development (PD) land use designation on the project site, which would allow for a variety of mixed-use development, including commercial uses. The non-residential components of the land use plan without school would include commercial uses (retail, service, and office) in the Village Centers and the Farm. These uses are estimated to create approximately 200 jobs (161 full-time and 39 part-time staff positions), which would not induce substantial population growth given the size of the labor pool anticipated on the project site and in the existing City and nearby communities. Non-residential development is allowed by the Specific Plan (SP) land use designation and would not contribute to unplanned population growth.

### *Indirect Impacts*

Preferred Land Use Plan With School and Land Use Plan Without School: Population growth can be induced indirectly with the provision of streets or other infrastructure. Substantial new infrastructure would be built to serve the project site including the extension of and improvements to Fanita Parkway and Cuyamaca

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Street. These street extensions are included in the Santee General Plan Mobility Element and would facilitate residential development contemplated in the Santee General Plan Land Use Element. The proposed project would also extend water and sewer utilities to the project site. The infrastructure improvements would allow for the development of the proposed project, the resulting growth of which is described previously. However, the extension of infrastructure would not allow for additional development on the project site or beyond, since the undeveloped open space on the project site would be dedicated in perpetuity as Habitat Preserve and much of the undeveloped land surrounding the project site is owned by the federal government, County and Padre Dam Municipal Water District and is not planned for future growth. Instead, the proposed infrastructure would accommodate growth already planned for in the area. Therefore, the proposed project would not indirectly induce substantial population growth. The proposed project's indirect impacts would be less than significant.

### 2. **Displacement of Housing**

Threshold: Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; and displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Finding: No impact. (EIR, §4.13.5.2.)

Explanation: The project site is currently undeveloped, and there are no existing housing units on the project site. As such, the proposed project would have no impacts related to the displacement of substantial numbers of existing housing units or people. Therefore, this significance criterion listed previously would not apply to the proposed project, and no additional analysis related to this criterion is required. There would be no impacts related to this issue area.

## N. **PUBLIC SERVICES**

### 1. **Fire Protection**

Threshold: 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 fire protection?

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Finding: Less than significant. EIR, § 4.14.5.1.)

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

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

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

The SFD has indicated it can and would serve the project site with the addition of an adequately staffed and equipped fire station. The station design would comply with City building and design standards, including City Ordinance No. 457, Article 86, Amended – Fire Protection Plan Wildland-Urban Interface Areas, in accordance with the approved Development Agreement. Either a permanent or a temporary fire station must be constructed prior to the occupancy of any residential units in the proposed project. The proposed project would provide a fully constructed and staffed permanent fire station. In addition, a temporary fire station site equipped with apparatus and personnel may be provided on site until a permanent fire station is complete. The temporary fire station must be in an area that would

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

Fire flow pressure would be required to be a minimum of 2,500 gallons per minute for 3 hours of fire flow for single-family and multi-family residential and 3,500 gallons per minute for 4 hours of fire flow for commercial areas with fire hydrants spaced on average every 300 feet. New construction in the City requires the installation of fire sprinklers, which would further reduce the potential for fire loss on the project site. To address fire and life safety issues on new development, the City's Fire Marshal reviews proposed residential, commercial, and industrial projects through the City's Development Review process to ensure that adequate fire hydrant locations, water flow pressures, access for emergency vehicles, and other requirements are met, which would also reduce the need for fire protection services (City of Santee 2003).

The on-site fire station would be constructed to serve the increased development and population associated with the proposed project and would be a project component located within the boundaries of the project site. Because the proposed project would provide an on-site fire station to serve the anticipated increase in development and population, it would not require construction or expansion of additional new fire protection facilities off site. Therefore, impacts associated with the need for new or expanded fire facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection would not result in a new significant impact.

### **2. Police Protection**

Threshold: 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

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significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

Finding: Less than significant. (EIR, § 4.14.5.2.)

Explanation: The proposed project would generate additional population under either the preferred land use plan with school or the land use plan without school. The increase in population would increase the demand for law enforcement services, with a consequent increase in the response times to emergency and non-emergency calls. The SDCSD provided a will-serve letter that includes service ratio and response time information for law enforcement services provided to the City by the County. The ratio of officers to population in the City is approximately 2.5 full-time deputies per 1,000 residential unit, which is higher than the SDCSD goal<sup>1</sup> of providing 1 patrol position per 10,000 residents. Based on this ratio, the addition of the proposed project would equate to a need for approximately 7.4 new officers to serve the proposed project at full buildout under the preferred land use plan with school or 7.5 officers under the land use plan without school.

The proposed project would be constructed in four phases, and the addition of approximately 7,974 residents under the preferred land use plan with school, or 8,145 residents under the land use plan without school, would be spread out over approximately 10 to 15 years until full buildout, enabling the City to contract with the SDCSD for appropriate increases in the level of service, including personnel, equipment, shifts, and person-hours committed to the City as a whole.

The Village Center land use designation in Fanita Commons allows for the development of a law enforcement satellite office for future expansion of police protection services, if deemed necessary, to accommodate these additional officers. Overall staffing would be a contractual commitment in which both the City and SDCSD would enter into and agree on personnel required for the proposed project. As stated in the SDCSD will-serve letter for the proposed project, the provision of additional officers would not require the need for new or expanded police facilities on the project site to maintain acceptable service ratios, response times, or other performance objectives for police protection. The additional officers could be in the SDCSD's existing facilities. Therefore, the proposed project would not result in new significant impacts associated with the provision of new or

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<sup>1</sup> The SDCSD staffing goals and facility plans are based on population instead of residential units.

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physically altered government facilities.

### 3. Schools

Threshold: Would the Project result in substantial adverse physical impacts associated with the provision of 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 schools?

Finding: Less than significant. (EIR, § 4.14.5.3.)

Explanation: According to the Santee School District (SSD), the development of 2,949 residential units under the preferred land use plan with school would generate approximately 635 K–8 students. Though SSD identifies that it has capacity to house some new students in existing schools within the district, in order to accommodate the total influx of new students, a new school facility would need to be constructed. The proposed project reserves a school site for a potential K–8 public school or other educational uses on the project site boundaries. If acquired by the SSD, the site can accommodate up to 700 students, including existing City students and new students on the project site, plus required staff. Under this land use plan, the proposed project would provide an on-site K–8 school to serve the proposed project’s anticipated increase in population, and would not require construction or expansion of additional K–8 school facilities off site.

Additionally, according to the Grossmont Union High School District (GUHSD), the project site is within the West Hills High School attendance area, and if necessary, the GUHSD may consider a boundary adjustment to allow students living on the project site to attend Santana High School. According to the GUHSD, both of these school facilities have adequate capacity to serve students from the project site and the GUHSD does not anticipate the need to modify or expand the schools to accommodate the additional students from the proposed project. Therefore, impacts associated with the need for new or expanded school facilities in order to maintain acceptable service ratios, response times, or other performance objectives for public schools would be less than significant.

Should the SSD not acquire the on-site school site, the proposed project would allow development of an additional 59 residential units on the school site. Based on the generation rates provided by the SSD, the land use plan without school is anticipated to generate 647 students, which is only 12 more students than the SSD’s calculation of 635 students under the preferred land use plan with school.

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According to the SSD, the district does not have sufficient classroom space to accommodate the additional students generated by this land use plan. However, given the 10–15 year project buildout, a new or expanded school would not be needed for several years after on-site residential units begin to be occupied. The SSD uses a centralized, open enrollment system, whereby students are assigned to schools based on available space. Therefore, an interim solution for school placement of new students generated by the proposed project would be to assign them to any of the SSD's current nine schools, depending on space availability. SSD makes every attempt to assign students to their school of residence, when requested. However, given available space, it is not always possible to assign students to the facility closest to their residence. An additional option may include the construction of new classrooms on existing school campuses to accommodate the increase in students. If the long-term solution is an expanded or new school, the SSD would be required to comply with CEQA under separate review.

According to the GUHSD, both of the high schools that would serve the project site (West Hills High School and Santana High School) have adequate capacity to serve students from the proposed project, including the additional students generated by the development of 59 residential units in the area sited for the school. The GUHSD does not anticipate the need to modify or expand schools to accommodate additional students from the proposed project.

The applicant would be required to pay development impact fees for the proposed project's residential and commercial development in the amount required at the time of building permit issuance. Both school districts have established school impact mitigation fees to address the facility impacts created by residential and commercial development. The districts use these fees to pay for facility expansion and upgrades needed to serve new students. These fees would be collected during the plan check process. Payment of mandatory school impact fees in accordance with SB 50 would mitigate potential impacts to school facilities from the proposed project. Impacts would be less than significant.

#### 4. Other Public Facilities - Libraries

Threshold: Would the Project result in substantial adverse physical impacts associated with the provision of 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 libraries?



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Finding: Less than significant. (EIR, § 4.14.5.4.)

Explanation: The Santee branch library, which is run by the Serra Cooperative Library System in conjunction with the County of San Diego, is considered to be in a space deficit. The City's Capital Improvement Program (CIP) Five-Year Budget (Fiscal Years 2020 through 2024) includes a project to develop a new library facility (City of Santee n.d.). The CIP project would build a new, 20,000 square foot library facility to replace the undersized space currently rented by the County of San Diego. Though a specific location is not identified at this time, as part of the CIP approval process, the City would conduct environmental review compliant with CEQA and identify mitigation measures to reduce significant impacts, as applicable. The library CIP project is currently unfunded by the City and is anticipated to occur in Fiscal Year 2023–2024. It is anticipated that the New Library Building Fund created by the Friends of Santee Library would provide some funding for the new library.

The construction of the proposed project would incrementally increase the existing library space deficit. The proposed project includes a Village Center land use designation that would allow for a mix of uses including civic uses. While a library is not precluded, a designated library site has not been identified on the project site. If a library is built on the project site in the Village Center area, the library construction and operation would be no more impactful than the other proposed commercial or public uses proposed within this land use designation.

Though the proposed project would be required to pay development impact fees (Chapter 12.30 of the Santee Municipal Code), which fund the construction of public facilities that are reasonably related to the impacts of the new development, the fees associated with Chapter 12.30 do not go toward funding the construction of libraries. The location of a new library on site or an expanded library off site has not been identified; however, the provision of new facilities off site would be subject to separate environmental review. Therefore, the proposed project would not result in significant impacts associated with the provision of new or physically altered government facilities. Impacts would be less than significant.

### **O. RECREATION**

#### **1. Increased Use**

Threshold: Would the Project 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?

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Finding: Less than significant. (EIR, § 4.15.5.1.)

Explanation: Parks. The proposed project would develop 2,949 residential units (under the preferred land use plan with school) or 3,008 residential units (under the land use plan without school). Implementation of the proposed project would result in an increase of approximately 7,974 persons (under the preferred land use plan with school) or 8,145 persons (under the land use plan without school) on the project site and in the City, which, as of 2019, has a current population of 58,408, bringing the estimated population in the City to 66,382 (under the preferred land use plan with school) or 66,553 (under the land use plan without school).

The City's objective of providing 10 acres of parkland for every 1,000 residents would be satisfied through compliance with the Santee Municipal Code, Chapter 12.40, requirement to provide 5 acres of parkland per 1,000 residents of parkland dedication and the provision of "other recreation and open space areas" equal to 5 acres per 1,000 persons. The increase in population from implementation of the proposed project would require approximately 79 acres of additional parkland under the preferred land use plan with school or approximately 81 acres under the land use plan without school. Including the proposed project's population increase, the City would require approximately 663 acres of developed parkland Citywide under the preferred land use plan with school or approximately 665 acres under the land use plan without school to meet the Santee General Plan policy.

To meet the City's minimum standard while adhering to the Santee Municipal Code, Chapter 12.40, the proposed project would provide new recreational amenities, including 78 acres of public and private parkland for active and passive recreation and 4.5 acres (approximately 4.8 miles) of trail land consisting of the perimeter trail and Stowe Trail connection for a total of 82.5 acres. This parkland could be accessed by the public at large and project residents. Per the public park credit provisions set forth in the Santee Municipal Code, Chapter 12.40.110, Credit for Public Parks, developed parkland dedicated to and maintained by the City would receive up to 100 percent park credit. Developed parkland maintained by a homeowners association and trail systems would receive up to 50 percent credit per the private park credit provisions in Santee Municipal Code, Chapter 12.40.100, Credit for Private Parks. Applying these credits, approximately 52.4 acres of the total 82.5 acres of public and private parkland and trail land would be available for parkland dedication credit, which would satisfy the Santee Municipal Code parkland dedication requirement of 5 acres of parkland per 1,000 residents based on 740.5 square feet per single-

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family unit and 675.2 square feet per multi-family unit. The proposed project would be required to provide 47.6 acres of dedicated parks and trails based on the Santee Municipal Code requirement stated above. With the provision of 52.4 acres of dedicated parks and trails, the proposed project would result in a surplus of 4.8 acres. Under the land use plan without school, the developed parkland and recreational facility dedication requirement would increase by 0.9 acre due to the addition of 59 Medium Density Residential units. This would result in a total parkland dedication requirement of 48.5 acres and would result in a surplus of 3.9 acres under the land use plan without school.

Of the 82.5 acres of parkland and trails, the largest proposed park would be the Community Park (31.2 acres) in Fanita Commons. This park would be the primary location for active and organized recreational activities on the project site. Eight Neighborhood Parks totaling 30.4 acres would be provided in key locations to define neighborhoods and provide community-gathering spaces. Thirty-one Mini-Parks totaling 16.4 acres would be designed to enhance open space areas such as vistas and riparian corridors, break up development patterns, and provide visual relief. The 1.6-acre Village Green would be a special Mini-Park that, together with the Village Center and the Farm, would establish a centralized landmark and event space for the entire community. The proposed perimeter trail and Stowe Trail connection would total approximately 4.5 acres (approximately 4.8 miles). Applying the applicable 50 percent or 100 percent park credit to these acreages, these parks and trails would provide 52.4 acres of credited parkland dedicated to the City for public use.

Furthermore, to comply with the specific ratio outlined in Santee Municipal Code, Section 12.40.070 (740.5 square feet per single-family unit and 675.2 square feet per multi-family unit), approximately 47.6 acres of other recreation and open space areas would be needed to meet the Santee General Plan Recreation Element Objective 1.0. To meet that requirement, the proposed project would provide 49 additional acres of parks, trails, and other recreation and open space areas, resulting in a surplus of 1.4 acres. The 49 acres includes the 4.8 acres of surplus public and private parks and trails described previously, the 27.3-acre Farm, 10.9 acres of Open Space areas with an Agriculture Overlay, and 6 acres of multi-purpose trails.

In addition, playgrounds and other recreational facilities would be provided at the reserved school site under the preferred land use plan with school should the Santee School District acquire the site and construct a school. When taken together, the 52.4 acres of dedicated parks and trails, the 49 additional acres of other recreation

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and open space areas, and the miscellaneous playground and recreational facilities would support a broad range of active and passive recreational opportunities to serve the City's population and proposed residents and would satisfy Objective 1.0 of the Santee General Plan Recreation Element.

The proposed project would be designed so that every residence would be within a short walking distance of a park or trail. Active sports-oriented parks, playgrounds, gardens, and seating areas with views that provide meditative space would be spread throughout the community to allow residents opportunities for outdoor recreation. Play structures in the parks would be of non-combustible or other materials approved by the Santee Fire Department. Park designs would be consistent with the Fire Protection Plan prepared for the proposed project. In addition, an AgMeander would use the proposed trail, path, and sidewalk system and provide numerous interpretive stations and exhibits.

Under existing conditions, the City has approximately 823 acres of public parkland, or approximately 12 acres of parkland for every 1,000 residents, which exceeds Objective 1.0 in the Santee General Plan Recreation Element. Implementation of the proposed project would increase the parkland inventory for the City to approximately 13 acres of parkland for every 1,000 residents under either the preferred land use plan with school or the land use plan without school. The proposed project would add public parkland acreage to an already surplus City inventory, which would increase access to public recreational facilities for the entire community. In total, the proposed project would provide more than the minimum acreage required by the Santee General Plan Recreation Element for the proposed project's population increase.

Trails. Trails proposed throughout the project site would provide connectivity between the villages, existing City development, and regional trails. The proposed project would provide over 35 miles of trails (23 acres), including the perimeter trail and Stowe Trail connection (approximately 4.8 miles combined), that were used to calculate compliance with the Santee Municipal Code. While not all trails would meet access requirements (particularly the existing primitive trails in the Habitat Preserve), the proposed project would comply with the Americans with Disabilities Act accessibility requirements to the extent practicable. The proposed project's local trails would connect with the nearby existing regional trails north to Goodan Ranch/Sycamore Canyon County Preserve and south to Mission Trails Regional Park. Trail locations throughout the project site would be coordinated to minimize conflicts with sensitive habitat areas by using existing trails and dirt roads and providing signage,

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well-defined trail markers, fencing, and community education to protect habitat areas.

The Santee General Plan Recreation Element and Objective 9.0, Policies 9.1 through 9.5, of the Trails Element discuss recreational trails in the City's 2018 Draft Multiple Species Conservation Program Subarea Plan. As considered in the Recreation and Trails Elements, certain trails in the proposed Habitat Preserve would offer recreational benefits and may be included in the overall park and open space calculations for the proposed project.

The proposed project would provide sufficient acreage of parks, trails, and recreational facilities to satisfy the parkland dedication requirements and comply with the Santee General Plan Recreational Element Objectives 1.0 and 2.0 to provide adequate recreational facilities including trails.

The proposed project would provide a variety of new, on-site recreational amenities to occupants of the project site, thereby offsetting the need to go off site to use recreational facilities. While project residents may use existing Neighborhood and Regional Parks or other recreational facilities, they would also be expected to use the on-site recreational amenities due to convenience and variety. Therefore, substantial physical deterioration of the existing recreational facilities would not be expected to occur or be accelerated. Impacts would be less than significant.

### **P. TRANSPORTATION / TRAFFIC**

#### **1. Design Hazards**

Threshold: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Finding: Less than significant. (EIR, § 4.16.5.3.)

Explanation: Implementation of the proposed project would establish a network of streets of varying design capacities tailored to meet the needs of the three proposed villages. The Fanita Ranch Specific Plan has developed its own street design criteria intended to address safety, aesthetics, and functionality, as well as site constraints. The streets would be designed to meet or exceed Santee Fire Department (SFD) requirements. The project would design a system of complete streets that supports multiple user types, including motorists, pedestrians, bicyclists, and transit riders. On-site streets would generally be two lanes and would include a variety of design elements, including roundabouts, split streets, landscaped medians, and parkways.

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A Traffic Calming Plan would be implemented throughout the proposed project in an effort to reduce traffic-related hazards by lowering vehicle speeds on neighboring streets without restricting access. The overall goals of the Traffic Calming Plan would be to improve the quality of life for residents, reduce impacts of motor vehicles on local and collector streets, create safe and attractive streets, and create a friendly environment for pedestrians and bicyclists. Several traffic calming measures would be implemented throughout the project site to assist in meeting these goals.

To relieve potentially dangerous intersections, a series of roundabouts would be incorporated throughout the proposed project to eliminate the need for left-turn and U-turn movements, controlling vehicle speed, and providing a safer environment for pedestrians. Additional features include specialized wildlife crossing on Streets "V" and "W," which traverse the Habitat Preserve. To create a safe corridor for automobiles, accommodate nocturnal wildlife movement, and enhance the viability of planned wildlife crossings, these streets would be marked with highly reflective pavement markers instead of standard City roadside lights. A wildlife crossing tunnel would be provided under the extension of Cuyamaca Street near the entrance to Orchard Village. It has been demonstrated that, from an animal's perspective, the pavement markers mimic a small rock in the landscape and would not negatively impact wildlife movement. Retroreflective pavement markers (pursuant to the California Department of Transportation specifications) would be spaced 24 feet of center on these segments. Bollard-type lighting with touch-activated sensors would be located on the pedestrian walkway that runs along these streets to enhance pedestrian safety. In addition, there would be agricultural uses on the project site primarily within the central Farm. Outside materials storage would be provided for farming equipment and machinery. A tunnel would be constructed under Street "W" to allow for the movement of agriculture equipment to and from the Farm and avoid any potential conflicts with automobile traffic.

The proposed project would improve and construct new segments of two Santee General Plan Mobility Element streets: Fanita Parkway and Cuyamaca Street. Improvements would also occur at the terminus of Carlton Hills Boulevard and at existing dead-end streets that terminate at the project site boundary. Fanita Parkway and Cuyamaca Street would be widened and include sidewalks, multi-purpose trails, emergency lanes and enhanced pedestrian crossings to encourage multimodal transportation and pedestrian safety.

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The proposed project would include transportation design features to enhance public safety and would not result in changes to roadway design that would cause increased hazards. Therefore, impacts would be less than significant.

### **2. Emergency Access**

Threshold: Would the Project result in inadequate emergency access?

Finding: Less than significant. (EIR, § 4.16.5.4.)

Explanation: The project proposes the extension of Fanita Parkway and Cuyamaca Street to allow access to and from the project site with planned improvements on the existing segments and intersections to accommodate additional project traffic.

A Fire Protection Plan and Wildland Fire Evacuation Plan were prepared for the proposed project to address emergency access and evacuation in the case of an emergency. The proposed project would provide emergency access that meets current City requirements throughout the proposed development areas. The proposed internal looped roadways would be built to the currently adopted California Fire Code and City Ordinance 545 (Sections 503.2.1, 503.2.3) requirements and would provide travel lane widths consistent with the Fanita Ranch Specific Plan standards, adequate parking, 28-foot inside radius, grade maximums, signals at intersections, and extremely wide roadside fuel modification zones. Interior residential streets would be designed to accommodate a minimum of a 77,000-pound fire truck. All dead-end streets would meet SFD requirements. Additionally, the streets would provide residents the option to evacuate from at least two routes that lead to existing east-west roads connecting to existing Magnolia Avenue.

The project site would have two points of primary access for emergency response and evacuation. Depending on the nature of the emergency, future residents would exit to the south on Fanita Parkway or Cuyamaca Street. Magnolia Avenue could be used during an evacuation via existing cross-streets from Cuyamaca Street, but this would be an event-specific decision. It is anticipated that the majority of the community traffic would exit the project site via Cuyamaca Street. These are the most direct routes to the project site. Both streets would include bike lanes that could be used as an additional emergency lane for first responders. These streets would provide access to major traffic corridors including directly or indirectly to SR-52 to the south, SR-67 to the east, I-8 to the south, I-125 to the south, and I-15 to the west. Fanita Parkway would be used for emergency access by the western portion of the proposed project

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development. The planned extension and improvements to Fanita Parkway and Cuyamaca Street would be sized to provide adequate access for fire equipment and personnel. The proposed project would not result in inadequate emergency access. Therefore, impacts would be less than significant.

### Q. UTILITIES AND SERVICE SYSTEMS

#### 1. **Water Supplies**

Threshold: Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Finding: Less than significant. (EIR, § 4.17.5.2.)

Explanation: Proposed project water demand was calculated based on land use type, number of residential units, the Santee Municipal Code, and the PDMWD-defined unit demand factors. The calculation also took into account the effects of climate change on water supply, including the rising sea levels and changes in weather events. For water demand per residential land use area, the residential units are multiplied by a per capita water-use factor of 100 gallons per capita per day obtained from PDMWD's 2015 Comprehensive Facilities Master Plan and multiplied by the estimated number of persons per residential unit as defined in the Santee Municipal Code. Commercial and irrigation water demands are calculated per WAS design criteria based on land area type. The total projected water demand for the entire project site is 1.44 mgd, or 1,618 acre-feet per year (AFY). PDMWD's 2015 Urban Water Management Plan (UWMP) accounts for 840 AFY of demand associated with the proposed project. Thus, the WSA prepared for the project evaluated the additional demand of 778 AFY associated with the proposed project that was not previously accounted for.

Supply shortfalls are projected in the single and multiple dry year scenarios. PDMWD can address the shortfalls identified here and in its 2015 UWMP through the implementation of conservation measures identified in Section 8 of its 2015 UWMP, Water Shortage Contingency Planning (Appendix O3). The San Diego County Water Authority (SDCWA) 2015 UWMP has identified no shortages in a single dry year until 2035 and no shortages in multiple dry years until 2028, provided carryover storage supplies are utilized in both instances. Carryover storage currently totals 170,000 AFY. SDCWA maintains that single and multiple dry year shortages can be mitigated through extraordinary water conservation actions and dry year transfers, which the SDCWA successfully acquired and used



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during the 2007–2011 shortage period (SDCWA 2015 UWMP Section 9.3.) Further, the shortfalls identified in the SDCWA's 2015 UWMP would be mitigated by the interim demand forecast reduction of approximately 60,000 AFY for the 2020 to 2040 planning horizon identified in the 2018 SDCWA Annual Report based on water-use efficiency increase projections throughout the region and with the increased output at the Carlsbad Desalination Plant in comparison with the SDCWA's 2015 UWMP. Similarly, PDMWD can address the shortfalls identified in its 2015 UWMP through the implementation of conservation measures identified in Section 8 of its 2015 UWMP, Water Shortage Contingency Planning.

The proposed project's projected demand is 1,618 AFY. PDMWD's projected total water demand for 2040 is 16,816 AFY (14,800 AFY potable and 2,016 AFY recycled) or 15 mgd. According to PDMWD's 2015 Comprehensive Facilities Master Plan and Program Environmental Impact Report, which were approved by the PDMWD Board in May 2017, only 0.75 mgd or 840 AFY of proposed project demand is accounted for in the 2040 projections for PDMWD because it was based on the previously proposed project from 2007. Therefore, the 2015 UWMP only accounts for 56 percent of the proposed project's calculated demand. The proposed project's accounted for demand of 840 AFY is 5 percent of PDMWD's total potable demand for the year 2040. The proposed project's total demand of 1,618 AFY would be about 9.6 percent of PDMWD's 2040 adjusted potable water demand of 15,578 AFY (14,800 AFY + 778 AFY [unaccounted for demand by the proposed project]).

Since PDMWD's 2015 UWMP only accounts for 840 AFY of the proposed project's total projected demand of 1,618 AFY over the 20-year planning horizon, the WSA evaluates and concludes that the additional required 778 AFY can be accommodated by additional imported water from the SDCWA. The SDCWA has confirmed in a response letter that it can meet the additional 778 AFY demand associated with the proposed project through the use of its accelerated forecast growth (AFG) component of its 2015 UWMP. The AFG is incorporated into the SDCWA's demand forecast at a regional level and is available to all member agencies to meet additional demand increments not previously identified. The demand associated with the AFG component is included in the SDCWA's regional total demand forecast and is intended to account for a portion of SANDAG's estimated residential land use development that is currently projected to occur beyond the SDCWA's 2040 planning horizon but that has the potential to move forward on an accelerated schedule. This AFG demand was incorporated by the SDCWA at a regional level for planning purposes and is not portioned out by member agencies. This allows for an additional

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4,807 AFY beginning in 2025, a portion of which (778 AFY) has been allocated by SDCWA to PDMWD for the proposed project.

In addition, the proposed project would implement water-efficient irrigation, landscaping, appliances, and fixtures to further reduce water demand. Landscape plans would be required to ensure compliance with applicable requirements, and the applicant would be required to plan and install water-efficient devices and landscaping in accordance with applicable PDMWD development guidelines and standards, ordinances, and requirements.

PDMWD is also planning and developing a regional drought-proof water supply known as the East County Advanced Water Purification (ECAWP) Project, which would decrease PDMWD's reliance on imported water supplies and improve water supply reliability. The ECAWP Project, which is currently in the project procurement and permitting phase, is anticipated to treat the combined 2025 wastewater flow of approximately 15 million gallons per day (MGD) and produce up to 12,880 acre-feet per year (AFY), or 11.5 MGD, of new, reliable, and locally controlled potable water supply which represents approximately 30% of East County San Diego's water demand. If the ECAWP Project is implemented, based on this projected time frame, the proposed project would utilize purified water from the ECAWP Project within the 20-year water supply planning horizon and beyond. The ECAWP Project is not necessary for PDMWD to meet the demand associated with the proposed project, however. But it could provide an additional supply source for further water supply security to the proposed project and other PDMWD customers if it is implemented. Further, PDMWD plans to reduce its dependence on imported supplies from the SDCWA by continuing permanent water conservation efforts.

The effects of climate change drastically alter the overall planning required for the conservation and distribution of Metropolitan's water supply. Accounting for the effects of climate change is a challenging task because the events that can occur are unpredictable. However, previous hydraulic studies produced by Metropolitan have provided a strong basis for the prediction of future events. According to Metropolitan's UWMP, the predicted impacts of global climate change that could affect Metropolitan's water supply include, but are not limited to: (1) reduction in the average annual snowpack; (2) changes in the timing, intensity, and location of weather events; (3) rising sea levels; (4) decrease in local sources such as groundwater; (5) increase in urban and agricultural water demand; (6) degrading water source; (7) declines in ecosystem viability; and (8) changes to pumping and power operations.

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To prevent further greenhouse gases emissions, Metropolitan has implemented steps to reduce the carbon footprint of its facilities, including the addition of hydroelectric power plants that create energy from the water flowing through pipelines, and implementation of solar power technologies to its facilities. Metropolitan not only audits its own energy usage but also voluntarily reports its greenhouse gas emissions to California's Climate Registry.

Metropolitan has taken steps to offset the effects of climate change on water supply. To reduce the water impacts due to climate change, Metropolitan has developed and implemented drought response action items. According to "Current Conditions" section of the Metropolitan 2015 UWMP, Metropolitan's drought response actions include providing incentives for on-site recycled water hook ups; augmenting water supplies with water transfers and exchange; improving storage programs; upgrading its distribution system to enhance CRA water delivery; and implementing the Water Supply Allocation Plan to distribute the limited imported supplies and preserve storage reserves.

The conservation method allows for a reduction in energy that normally would have been used by exporting water instead of storing it. With the use of gravitational distribution for recycled water, less electricity is required to generate energy needed to distribute pressurized water. Efforts to implement water conservation include recycling and reusing sea water and wastewater as a reliable source of potable water. Applying such measures reduces the amount of water imported from the SWP and the Colorado River.

Likewise, SDCWA has developed strategies to manage the supply uncertainties associated with a changing climate. This includes the foundational strategy to diversify the region's resource mix through development of local projects, such as recycled water and seawater desalination and reduce reliance on imported and local surface supplies whose yields could potentially decrease as a result of climate change (see Tables 10-3 and 10-4 of the SDCWA 2015 UWMP). SDCWA uses tracking metrics to monitor the progress on implementation of its water resource mix, which are then used in updates to its UWMP every 5 years.

Therefore, based on PDMWD's projected supplies, combined with additional confirmed supplies from the SDCWA AFG, water supplies are sufficiently available to meet the proposed project's demand in normal, single dry, and multiple dry years, provided that the water shortage contingency planning measures identified in PDMWD's 2015 UWMP and the SDCWA's 2015 UWMP are implemented in dry years. In addition, efforts underway by Metropolitan, SDCWA, and

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PDMWD to diversify and augment their supplies provide further assurance of the sufficiency of the water supply for the proposed project. Therefore, the proposed project would have a less than significant impact on water supply availability.

### 2. Wastewater Capacity

Threshold: Would the Project 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?

Finding: Less than significant. (EIR, § 4.17.5.3.)

Explanation: The proposed project would construct new public sewer infrastructure that would be owned, operated, and maintained by PDMWD. Sewage generated on the project site would be treated at the existing Ray Stoyer WRF or at the new WRF to be constructed as part of the ECAWP Project. In instances where the WRF is offline for maintenance, capital improvement, etc., sewage generated on the project site would be diverted to the City of San Diego's Metropolitan Sewerage System. PDMWD's existing Ray Stoyer WRF does not have adequate capacity alone to serve the sewer demand generated by the proposed project. A combination of the WRF and the available capacity in the San Diego Metropolitan Sewerage System (Metro) would provide sufficient capacity to serve the proposed project.

The Sewer Service Study prepared for the proposed project used flow generation rates developed in PDMWD's 2015 Comprehensive Facilities Master Plan. The study analyzed average dry weather flow (ADWF), peak dry weather flow (PDWF), and peak wet weather flow (PWWF) scenarios. The average daily flow was analyzed for the proposed project under both the preferred land use plan with school and the land use plan without school. Based on the analysis performed, the school site would produce an ADWF of 15,000 GPD while the alternative residential use would generate an ADWF of just under 11,000 GPD. Therefore, the preferred land use plan with school is used because it would generate a higher ADWF and thus represents a worst-case scenario based on PDMWD's 2015 Comprehensive Facilities Master Plan consumption criteria. The proposed project would generate approximately 591,158 GPD of wastewater. This equates to approximately 662 AFY.

According to the 2015 UWMP, PDMWD's wastewater collection system consists of sewer mains, lift stations, and flow diversion structures. Almost all of the collected wastewater flows to the

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PDMWD's influent pump station. Up to 2,240 AFY of wastewater is pumped to the PDMWD WRF and 2,175 AFY is pumped to the Metro system where it receives advanced primary treatment at the Point Loma Wastewater Treatment Plant. In total, PDMWD can collect approximately 4,426 AFY, or 3,951,277 GPD. However, the PDMWD's Ray Stoyer WRF was analyzed for adequate treatment capacity for the proposed project, which can treat up to 2,240 AFY. According to PDMWD's 2015 UWMP, the Ray Stoyer WRF treated approximately 2,175 AFY in 2015.

The proposed project would generate approximately 662 AFY, or 591,158 GPD ADWF. In addition, PDMWD's 2015 Comprehensive Facilities Master Plan has already included 1,380 residential units on the project site consistent with the Santee General Plan as part of the ADWF future projections. Therefore, a portion of the proposed project's sewer demand totaling approximately 392 AFY has already been planned for by PDMWD. Further, there are plans to expand the existing PDMWD influent pump station and Ray Stoyer WRF through the ECAWP Program. This program would increase the capacity of the wastewater system to approximately 6,725 AFY by 2040, consistent with buildout of the proposed project. However, the remaining sewer demand of approximately 270 AFY from the proposed project would be capable of being treated by PDMWD facilities with or without this expansion. Thus, PDMWD has sufficient existing or planned capacity to receive and treat wastewater from the project site. The proposed project would have a less than significant impact on wastewater treatment capacity.

### 3. Solid Waste

Threshold: Would the Project 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?

Finding: Less than significant. (EIR, § 4.17.5.4.)

Explanation: Construction activities including clearing, grubbing, grading, and building would occur and produce green waste, scraps, and other debris typical of construction. Operation of the proposed project would require services to pick up solid waste generated by the proposed land uses on the project site.

Residential and commercial trash hauling and industrial solid waste, green waste, and recycling collection and disposal services for the proposed project would be provided by Waste Management, Inc., under a contractual franchise agreement with the City. Waste Management, Inc., would provide trash, recycling, and yard waste

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pickup services on a weekly basis for residential customers and up to seven times per week for business customers. Waste Management Inc., identified in the solid waste service letter that they are capable of adequately serving the proposed project and would not need to provide additional services or expand existing facilities to do so.

Solid waste from the proposed project that is not recycled or diverted would be hauled to Sycamore Landfill, a 349-acre site at 8514 Mast Boulevard approximately 1.7 miles southwest of the project site. Sycamore Landfill is fully permitted as a Class III landfill and accepts only routine household and commercial waste; thus, hazardous wastes are not collected. According to the Solid Waste Information System database maintained by CalRecycle, the landfill's maximum permitted capacity is approximately 147,908,000 cubic yards with a current remaining capacity of approximately 113,972,637 cubic yards as of 2016. Based on the remaining capacity and disposal rates, the Sycamore Landfill is expected to close December 31, 2042 (CalRecycle 2019).

Based on CalRecycle's 2017 waste disposal rate of approximately 6.2 pounds per day per resident and recycling rate of 42 percent, the residential portion of the proposed project would dispose of approximately 28,675 pounds per day of waste (7,974 residents x 6.2 pounds per day – 42 percent) under the preferred land use plan with school and 28,289 pounds per day (8,145 residents x 6.2 pounds per day – 42 percent) under the land use plan without school. Based on CalRecycle's employee disposal rate of 11.9 pounds per employee per day and an employee recycling rate of 62 percent, the commercial portion of the proposed project would generate approximately 2,035 pounds per day (450 employees x 11.9 pounds per day – 62 percent) under the preferred land use plan with school and approximately 904 pounds per day (200 employees x 11.9 pounds per day – 62 percent) under the land use plan without school. The total waste generated for the proposed project would be approximately 30,710 pounds of municipal solid waste per day under the preferred land use plan with school and approximately 29,193 pounds of municipal solid waste per day under the land use plan without school. Converting Sycamore Landfill's remaining capacity to pounds, it has approximately 192 billion pound capacity as of 2016. Thus, the landfill has adequate capacity to serve the proposed project. In addition, waste diversion rates are expected to continuously increase as more waste is diverted from the landfills as mandated by AB 1826 and SB 939. Therefore, the proposed project would not 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 and impacts would be

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less than significant.

### 4. Solid Waste Laws

Threshold: Will the Project comply with federal, state, and local statutes and regulations related to solid waste?

Finding: Less than significant. (EIR, § 4.17.5.5.)

Explanation: Development of the proposed project would result in an increase in domestic municipal solid waste generation. Solid waste generated by the proposed project would be hauled away by Waste Management, Inc., to Sycamore Landfill in the City of San Diego. As California laws get more stringent, the amount of waste sent and managed at Sycamore Landfill would be expected to decrease. Waste Management, Inc., is required to implement measures to divert 65 percent of waste generated during construction/demolition activities. Santee Municipal Code, Section 9.04.080, also requires that any covered project submit a completed C&D debris management plan that identifies waste materials expected to be generated by the proposed project at the time of demolition or building permit application.

Standard solid waste practices identified in AB 939 and AB 1826 would be implemented throughout operation of the proposed project. Example measures include waste characterization, source reduction, recycling, composting, education and public information, special waste, household hazardous waste, and programs for organic waste. Waste and recycling for project construction and operation would comply with CALGreen and current regulations, such as SB 1374, designed to divert waste from landfills. Effective January 1, 2017, all jurisdictions are required to divert 65 percent of construction waste. The proposed project would also comply with the City's Construction and Demolition Debris Recycling Ordinance (Santee Municipal Code, Chapter 9.04) requiring the diversion of 65 percent of construction waste as required under AB 939.

Non-residential development and attached residential development in the proposed project would comply with the trash enclosure requirements. Detached residential development and attached residential development where private garages are attached to individual units would participate in the residential curbside pickup program managed by Waste Management, Inc. Solid waste containers for these units, which would be stored in private side or rear yards or in garages, would be picked up from the street curbside or alley edge on collection days. In addition, the proposed project would be required to institute recycling services to divert at least 90

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percent of the waste generated and 70 percent of non-hazardous construction waste, and provide recycling and composting services (Mitigation Measure GHG-2), which includes providing recycling containers within multi-family residential communities and non-residential buildings and providing composting containers and compost collection services within commercial and office facilities.

Proposed development on the project site would involve the reuse of on-site rock materials, such as large boulders, rock cobble, decomposed granite, and processed rock. There are large quantities of rock cobble existing on site. Rock cobble would be collected and used in the construction of water quality and landscape features. It is also anticipated that a temporary aggregate processing operation would be set up on site during construction. The aggregate processing plant would produce roadway sub-base and other aggregate materials for use on site. In addition to rock materials, there are large deposits of decomposed granite on site, which would be reused for trails and other landscape-related purposes. Use of on-site materials would eliminate the need for importing and exporting rough or finished materials, reducing the number of solid waste disposal truck trips and associated construction-related vehicle emissions in support of the Sustainable Santee Plan (2020).

The design of residences on the project site would be constructed of durable materials and simple design to minimize materials waste. The Architectural Design Guidelines for the proposed project include recommendations for efficient residence designs that can potentially reduce the amount of lumber and other building materials needed. Strategies include simple massing forms and efficient framing techniques, use of rapidly renewable resources, and installation of durable material that require less frequent replacement. Therefore, the proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Impacts would be less than significant.

### R. WILDFIRE

#### 1. Response Plans

Threshold: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

Finding: Less than significant. (EIR, § 4.18.5.1.)



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Explanation: According to the SFD, the proposed project would not interfere with the City's adopted Emergency Operations Plan (2010) or the Unified San Diego County Emergency Services Organization and County Operational Area Emergency Operations Plan – Evacuation Annex (2018). As required by the SFD, the proposed project would provide new evacuation and emergency responses plans, including fire protection plan (FPP), Construction Fire Prevention Plan (CFPP), and Wildland Fire Evacuation Plan. The FPP addresses fire safety, prevention, and protection for the proposed project and provides measures for fire protection that would either meet or exceed the Santee Municipal Code and Ordinance 570. The CFPP provides standard protocols and approaches for reducing the potential for ignitions for typical construction site activities during proposed project construction. The Wildland Fire Evacuation Plan created for the proposed project was based on the City's Emergency Operations Plan. The goal of the City's Emergency Operations Plan is to incorporate and coordinate City facilities and personnel into an efficient organization capable of responding to any emergency.

The primary streets that would be used for evacuation from the project site are Fanita Parkway and Cuyamaca Street. These streets would provide access to major traffic corridors including directly or indirectly to State Route (SR-) 52 to the south, SR-67 to the east, Interstate (I-) 8 to the south, I-125 to the south, and I-15 to the west. During an emergency evacuation from the project site, the primary and secondary roadways would be capable of providing resident egress while responding emergency vehicles are traveling inbound. In addition, bicycle lanes would be provided in both directions that can act as emergency lanes for first responders and evacuation lanes for project occupants. Because the roadways are designed to meet or exceed the 2019 California Fire Code requirements, including unobstructed travel lanes consistent with the Fanita Ranch Specific Plan standards, adequate parking, 28-foot inside radius, grade maximums, signals at intersections, and extremely wide roadside fuel modification zones, potential conflicts that could reduce roadway efficiency would be minimized, allowing for smooth evacuations. Additionally, the streets would provide residents the option to evacuate from at least two routes that lead to three main arteries (including potentially Magnolia Avenue via existing cross-streets from Cuyamaca Street). Depending on the nature of the emergency, residents can exit south on Fanita Parkway or Cuyamaca Street. The available evacuation routes (Fanita Parkway and Cuyamaca Street) would meet the 2019 California Fire Code, Appendix D, and the Santee Municipal Code and Ordinance 570 requirement for multiple access points.

The internal roadways from the residences to existing and planned

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off-site travel routes would be fuel modified passageways. Portions of the proposed project's access roads would traverse through areas with natural vegetation that are considered wildland fuels. The proposed project would provide a minimum of 50 feet of modified fuel areas along both sides of each street to provide a buffer that would reduce ignitions from vehicle-related causes (e.g., catalytic converter, brake-related, broken chains, tossed cigarette) and provide a setback from wildland fuels. In emergencies where it is determined to be safer to remain on site, sheltering on the project site's defensible residences and village buildings would be possible if evacuation was considered less safe.

The FPP and Wildland Fire Evacuation Plan developed for the proposed project provide measures for meeting City and County evacuation requirements. Therefore, the proposed project would not significantly impair an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

### 2. Pollutant Concentrations

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

Finding: Less than significant. (EIR, § 4.18.5.2.)

Explanation: Construction. The proposed project is located within a Very High Fire Hazard Severity Zone (VHFHSZ) and heat or sparks from construction equipment, vehicles, and the use of flammable hazardous materials have the potential to ignite adjacent vegetation and start a fire, especially during weather events that include low humidity and high wind speeds. The proposed project would implement the Construction Fire Protection Plan (CFPP) that has been prepared in compliance with the requirements of the Santee Municipal Code and Ordinance 570, the 2019 California Fire and Building Codes, and the County's 2010 FPP Guidelines for Determining Significance. The potential risk of wildfire ignition and spread associated with construction of the proposed project can be managed so that the potential for vegetation ignition is substantially reduced. In addition, pre-planning and construction personnel training for fire awareness, reporting, and suppression not only results in lower probability of ignition but also in higher probability of fire control and extinguishment in its early stages. Data indicate that 95 percent of all wildfire ignitions are controlled during initial attack (Smalley 2008).

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

Operation. The proposed project would implement the FPP that has been prepared in compliance with the requirements of the Santee Municipal Code and Ordinance 570, the 2019 California Fire and Building Codes, and the County's 2010 FPP Guidelines for Determining Significance. Slopes at the project site and in the region are variable, but do include steep topography that can facilitate fire spread. Conversely, prevailing winds, which are from the west and southwest and typically include higher humidity and lower wind speeds, would not tend to facilitate aggressive fire spread. However, the occurrence of the Santa Ana winds, which are dry and much higher velocity, could facilitate fire spread. The project's FPP contemplated these conditions and designed fire protection features that are site specific and focused on protecting the project's buildings and residents while simultaneously minimizing the likelihood for on-site fire to burn off site into open space.

The proposed project would include a variety of fire protection features that form a redundant system of protection to minimize the likelihood of wildfire exposing people or structures to a significant risk of loss, injury, or death involving wildland fires. The proposed project would provide a fire hardened landscape, ignition-resistant residences and other buildings, and conversion of fuels to maintained developed areas with designated review of all landscaping and fuel modification areas and highly ignition-resistant structures. The project site would implement the Wildland Fire Evacuation Plan compliant with City and County requirements, and if evacuation is not considered the preferred approach, such as during a short-notice evacuation, the proposed project offers a contingency option of temporarily sheltering on site.

Ignition-Resistant Structures. The Santee City Council adopted a wildland-urban interface (WUI) development standard in November 2004 and then amended the Fire Code with adoption in June 2006.

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Measures were also adopted into the 2007 California Building Code and have been retained and enhanced in code updates since then, including the 2019 California Building and Fire Codes. The following project features are required for new development in WUI areas and form the basis of the system of protection necessary to minimize structural ignitions and facilitate access by emergency responders as identified in the FPP (Appendix P1): Application of the latest adopted ignition-resistant building codes; Non-combustible or ignition-resistant exterior wall coverings; Multi-pane glazing with a minimum of one tempered pane; Ember resistant vents; Interior, automatic fire sprinklers for all structures; Modern infrastructure, access roads, and water delivery system; Maintained fuel modification areas; and Fire apparatus access roads throughout the proposed project.

Effective Fuel Modification Zones. The proposed fuel modification zones (FMZs) are designed to minimize wildfire encroaching upon the community and minimize the likelihood that an on-site ignition would spread into the Habitat Preserve areas. The proposed FMZs would provide separation from the unmaintained vegetation occurring outside the FMZs. The FMZs would include low-fuel, maintained vegetation, including 65 feet of irrigated zone, resulting in high vegetation moisture, which is ignition resistant. The FMZs would provide a buffer of reduced fuel densities, lack of fuel continuity, and a reduction in the receptiveness of the landscape to ignition and fire spread.

Ignition Sources. The proposed project would convert nearly 988 acres of ignitable fuels to lower flammability landscape and hardscape, include better access throughout the site, provide managed and maintained landscapes, and place more fire aware individuals on the ground that would reduce the likelihood of arson, off-road vehicles, shooting, or other non-authorized recreational-based activities that cause fires, some of which is currently occurring on the undeveloped project site. In addition, the proposed project would include a fire station equipped with trained firefighters that would be able to respond quickly to reported fires.

Fires originating off site would not have continuous fuels across the development footprint and would therefore be expected to burn into the provided FMZs with reduced intensity until starved of fuels, well away from the site's structures. Burning vegetation embers may land on proposed project structures, but are not likely to result in ignition based on ember decay rates and the types of non-combustible and ignition-resistant materials that would be used. Ember resistant venting would be used on all structures within the proposed project, addressing one of the biggest causes of wildfire structure losses.

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Ongoing inspections and maintenance that would occur in the proposed project's landscape and fuel modification areas would assure that the FMZs continually meet the requirements of the SFD and the proposed project's FPP.

Fire Protection Features that Lower Wildfire Ignition Risk. The ignition-resistant landscapes and structures and the numerous specific requirements would minimize the ability for an on-site fire to spread to off-site fuels, as follows:

Ignition-resistant, planned, and maintained landscape. Site landscaping of common areas and FMZs would be subject to strict plant types that are lower-ignition plants, with those closest to structures requiring irrigation to maintain high plant moistures that equate to difficult ignition. These areas would be closest to structures, where ignitions would be expected to be highest, but would be prevented through these ongoing maintenance efforts.

Wide FMZ around perimeter of proposed project. The wide FMZ, between 115 and 165 feet wide, includes specifically selected plant species, very low fuel densities (only 30 percent retention of native plants in outer zones and irrigated inner zones), and ongoing HOA-funded and applied maintenance, resulting in a wide buffer between the developed areas and the off-site native fuels.

Twice-annual FMZ inspections. The HOA would have a contracted, third-party, SFD-approved FMZ inspector perform two inspections per year to ensure that FMZs are maintained in a condition that is consistent with the City's and FPP's requirements and would provide a benefit of a wide barrier separating wildland fuels from on-site ignitions.

Ignition-resistant structures. Structures would be built to the California Building Code, Chapter 7A, ignition-resistant requirements that have been developed and codified as a direct result of after-fire save and loss assessments. These measures would result in homes that are designed, built, and maintained to withstand fire and embers associated with wildfires. The wide FMZs would not result in wildfire directly next to these structures. Homes and buildings can be built in the VHFHSZs and WUI areas when they are part of an overall approach that considers wildfire and provides design features that address the related risks. A structure in a VHFHSZ that is built to these specifications can be at lower risk than an older structure in a non-FHSZ. The ignition resistance of on-site structures would result in a low incidence of structural fires, further minimizing the potential for project-related wildfires.

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Interior fire sprinklers. Sprinklers in residences would be designed to provide additional time for occupants to escape the residence. Sprinklers in multi-family and commercial structures would be designed to provide structural protection. The common benefit of fire sprinklers is that they are successful at assisting responding firefighters by either extinguishing a structural fire or containing the fire to the room of origin and delaying flash over. This benefit also reduces the potential for an open space vegetation ignition by minimizing the possibility for structure fires to grow large and uncontrollable, resulting in embers that are blown into wildland areas.

Fire access roads. Streets provide access for firefighting apparatus. Proposed project streets would provide code-consistent access throughout the community, including access from existing dead-end streets south of the proposed project. Better access to wildland areas may result in faster wildfire response and continuation of the fire agencies' successful control of wildfires at small sizes.

On-site fire station. The on-site fire station would result in fast response and additional resources for the SFD. Fires, whether on site or in the open space, would receive fast response, which is important for successful containment and, in the case of fires occurring during extreme fire weather, for fast size up and additional resource requests.

Water. Providing firefighting water throughout the proposed project with hundreds of fire hydrants accessible by fire engines is a critical component of both structural and vegetation fires. The proposed project would provide firefighting water volume, availability, and sustained pressures to the satisfaction of the SFD. Water accessibility helps firefighters control structural fires and helps protect structures from and extinguish wildfires.

The proposed project would comply with and, in some cases, exceed the applicable fire and building codes (2019 California Fire and Building Codes and Santee Municipal Code and Ordinance 570) and would include a layered fire protection system inclusive of site-specific measures that would result in a community that is less susceptible to wildfire than surrounding landscapes and that would facilitate firefighter and medical aid response. These project features, combined with the proposed ignition-resistant construction materials, would be consistent with the adopted the SFD Fire and Building Codes and would not exacerbate or expose project occupants to unacceptable wildfire risk.

Occupant Exposure. The proposed project has identified a

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

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

Research indicates that the type of dense, master planned developments, like the proposed project, are not associated with increased vegetation ignitions. Housing density directly influences susceptibility to fire because, in higher density developments, there is one interface (the community perimeter) with the wildlands. Lower density development creates more structural exposure to wildlands, less or no ongoing landscape maintenance (an intermix rather than interface), and consequently, more difficulty for limited fire resources to protect well-spaced homes. The intermix includes housing amidst the unmaintained fuels, whereas the proposed project would convert fuels within the footprint and provide a wide, managed fuel modification zone separating homes from unmaintained fuel areas and creating a condition that makes defense easier.

As discussed in detail throughout the FPP, the proposed project is an ignition-resistant community designed to include professionally managed and maintained fire protection components, modern fire code-compliant safety features, and specific measures provided where ignitions are most likely to occur (such as roadways). Therefore, the development of the proposed project would not be

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

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

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

### 3. Infrastructure Risks

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

Finding: Less than significant. (EIR, § 4.18.5.3.)

Explanation: Potable Water Supply. The proposed project would be provided water by Padre Dam Municipal Water District (PDMWD) and



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sufficient water supplies would be available to serve the proposed project. The potable water system for the proposed project would include transmission and distribution pipelines, two storage reservoirs, and two pump stations. The proposed water system would be designed to provide a minimum of 2,500 gallons per minute for 3 hours of fire flow for single-family and multi-family residential and 3,500 gallons per minute for 4 hours of fire flow for commercial areas with fire hydrants spaced on average every 300 feet, consistent with the SFD hydrant spacing requirements (City of Santee 1991). The proposed water system would be a public water system throughout the project site, designed and installed per PDMWD and SFD requirements.

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

Sanitary Sewer System Management. PDMWD would provide sanitary sewer service for the proposed project. A new gravity sewer system, consisting of 8-inch, 10-inch, and 12-inch pipes, would be constructed on the site to collect and convey wastewater to a 15-inch trunk sewer. Ultimately, the wastewater would be conveyed by a gravity system west of Orchard Village on PDMWD property through a 15-inch diameter pipe to a headworks facility that would provide screening and grit removal for the proposed project's sanitary flows or would be conveyed by gravity to the existing 18-inch and 24-inch City of San Diego Metropolitan Wastewater Interceptor. The new gravity sewer system would be installed to existing code standards and PDMWD requirements. The proposed project would implement construction measures outlined in the CFPP to avoid construction-related wildfire impacts from installation of sanitary sewer system infrastructure. These measures would include but not be limited to

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having adequate water available to serve construction activities and providing proper wildfire awareness, reporting, and suppression training to construction personnel. Maintenance of sanitary sewer system infrastructure would adhere to policies proposed in the FPP, including implementation of fuel treatment areas along project streets and fire-safe maintenance practices. Therefore, with implementation of the measures described previously, the installation and maintenance of the proposed sanitary sewer system would not exacerbate wildfire risk. Impacts would be less than significant.

Stormwater Management. The proposed project would install a series of swales, catch basins and culverts that direct stormwater to hydromodification/water quality basins. Operation of these stormwater features are static, do not generate heat/sparks, and would not impede site access or otherwise hinder evacuation or emergency response efforts. The proposed project would implement construction measures outlined in the CFPP to avoid construction-related wildfire impacts from installation of stormwater management infrastructure. These measures would include but not be limited to having adequate water available to serve construction activities and providing proper wildfire awareness, reporting, and suppression training to construction personnel. Maintenance of stormwater management infrastructure would adhere to policies proposed in the FPP, including implementation of fuel treatment areas along project streets and fire-safe maintenance practices. Therefore, with implementation of the measures listed above, installation and maintenance of the proposed stormwater management features would not exacerbate wildfire risk. Impacts would be less than significant.

Electrical Power and Natural Gas Infrastructure. The proposed project power and natural gas lines would be installed below ground. During construction activities associated with electrical power and natural gas line undergrounding, the proposed project would implement construction measures outlined in the CFPP to avoid construction-related wildfire impacts from installation of underground power and natural gas line infrastructure. These measures would include but not be limited to having adequate water available to serve construction activities and providing proper wildfire awareness, reporting, and suppression training to construction personnel. Maintenance of underground power and natural gas line infrastructure would adhere to policies proposed in the FPP, including implementation of fuel treatment areas along project streets and fire-safe maintenance practices. Because the proposed project power and natural gas lines would be below ground, operation of the power lines would not exacerbate wildfire risk.

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Therefore, with implementation of the mitigation measures listed previously, the installation and maintenance of the proposed electrical and natural gas infrastructure would not exacerbate wildfire risk. Impacts would be less than significant.

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

The proposed project would implement construction measures outlined in the CFPP to avoid construction-related wildfire impacts from installation of fire protection infrastructure. These measures would include but not be limited to having adequate water available to service construction activities and providing proper wildfire awareness, reporting, and suppression training to construction personnel. Maintenance of fire protection infrastructure would adhere to policies proposed in the FPP, including implementation of fuel treatment areas along project streets and fire-safe maintenance practices. Therefore, installation and maintenance of the proposed fire protection infrastructure would not exacerbate wildfire risk. Impacts would be less than significant.

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

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and managed by the HOA in compliance with the FPP.

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

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

On- and Off-Site Roadway Improvements. The proposed project would improve and construct new segments of two of the Santee General Plan Mobility Element streets: Fanita Parkway and Cuyamaca Street. Improvements would also occur at the terminus of Carlton Hills Boulevard and at existing dead-end streets that terminate at the project site boundary.

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

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parking and a 5-foot-wide sidewalk on one side and a 5-foot-wide street tree easement on the other side. Private driveways are anticipated in Orchard Village.

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

#### 4. Runoff Risks

Threshold: Would the project 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?

Finding: Less than significant. (EIR, § 4.18.5.4.)

Explanation: The proposed project's hillsides are moderately steep in many areas and may be susceptible to erosion, landslides, and debris flow, particularly following wildfire. However, CAL FIRE mapping data indicates low to moderate erosion potential on the proposed project's hillside areas. Areas of low erosion potential on the proposed project site are associated with lower elevations where proposed development is concentrated. Erosion potential increases on the slopes surrounding the proposed development area.

However, the irrigated and maintained landscaping in the proposed project would be ignition resistant and not expected to be burned or removed entirely should a fire occur on the project site, unlike post-fire conditions in native vegetation where complete removal is common. Considering these project site features and characteristics, post-fire conditions are not expected to increase risks associated with runoff and erosion. The proposed project would conform to design requirements associated with proper site preparation and grading practices and would implement surface drainage improvements and erosion-control measures and construction best management practices (BMPs). During construction, BMPs would be implemented throughout work areas in quantities and design as necessitated by grade and conditions. Areas of non-native

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vegetation and unvegetated areas within the construction footprint would receive erosion-control BMPs. Construction BMPs (e.g., fiber rolls, gravel bags) would be used on and around the grading operations as specified in the stormwater pollution prevention plan to stabilize graded slopes. In addition, the proposed project does not propose development in areas adjacent to existing structures or people. The proposed development would not occur below slopes that are not stabilized or manufactured; therefore, the risk of a landslide would be low.

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

### **SECTION III: IMPACTS THAT ARE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

The City Council hereby finds that Mitigation Measures have been identified in the EIR and these Findings that will avoid or substantially lessen the following potentially significant environmental impacts to a less than significant level. The potentially significant impacts, and the Mitigation Measures that will reduce them to a less than significant level, are as follows:

#### **A. AIR QUALITY**

##### **1. Sensitive Receptors**

Threshold: Would the Project expose sensitive receptors to substantial pollutant concentrations?

Finding: Less than significant with mitigation. (EIR, § 4.2.5.3.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).)

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Explanation: The project site is approximately 3 miles from the State Route (SR-) 52 and SR-67 freeways. According to the Transportation Impact Analysis, none of the major roadways within 500 feet of the project site would exceed the CARB screening level of 50,000 vehicles per day. No other toxic air contaminant (TAC)-emitting facilities exist in close vicinity to the project site. Therefore, future on-site residents would not be exposed to substantial emissions from existing off-site TAC-emitting sources.

Carbon Monoxide Hot Spots. The estimated worst-case 1-hour CO concentration at any intersection would be 2.7 ppm at the intersection of Mast Boulevard and the SR-52 westbound (WB) ramps. The concentration at that location, however, would not exceed the California 1-hour standard of 20 ppm or the federal 1-hour standard of 35 ppm. The maximum cumulative 8-hour CO concentration at the same intersection would be 1.9 ppm and would not exceed the California and federal 8-hour standard of 9 ppm. Therefore, the increase in vehicle trips that would result from the proposed project would not result in a CO hot spot at any modeled intersection. Impacts would be less than significant.

Toxic Air Contaminants. The greatest potential for TAC emissions during project construction activities would be related to emissions of DPM associated with heavy equipment operations during site preparation, grading, and utilities construction activities. Construction-related activities would result in short-term emissions of DPM from off-road heavy-duty diesel equipment exhaust. Construction of Phase 1 and Phase 2 would be primarily in the southwestern area of the project site, closest to existing sensitive receptors and, as such, was analyzed as the worst-case scenario. Later construction phases in the eastern portion of the project site would be outside the 1,000-foot screening distance for potential impacts and emit lower levels of DPM because less earthwork would be required during these phases, resulting in less intensive construction activity. Cancer risk levels at off-site sensitive receptors and the first occupied on-site sensitive receptors would exceed the San Diego Air Pollution Control District (SDAPCD) threshold during Phase 1 and Phase 2 construction of the proposed project. Non-cancer risk levels at on-site and off-site sensitive receptors would not exceed the SDAPCD threshold, and impact would be less than significant.

The specific future uses or tenants of the commercial components of the proposed project are unknown at this time, but allowable uses include gasoline-dispensing stations that could emit TACs. However, location and operation details of these facilities are currently unknown.

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Mitigation Measures **AIR-3**, **AIR-4**, and **AIR-11** would be required to reduce residential cancer risk during Phase 1 and Phase 2 of construction. Mitigation Measure **AIR-12** avoids siting new on-site toxic air contaminant sources in close vicinity of residences and schools and would ensure that operational impacts would be less than significant.

Project Operational Health Impacts. Although the proposed project is expected to exceed the County of San Diego's numeric regional mass daily emission thresholds for VOC and PM<sub>10</sub>, this does not in itself constitute a significant health impact to the population adjacent to the project site and within the San Diego Air Basin (SDAB). The regional thresholds are based in part on Section 180 (e) of the CAA and are intended to provide a means of consistency in significance determination within the environmental review process. Notwithstanding, simply exceeding the regional mass daily thresholds does not constitute a particular health impact to an individual nearby. The reason for this is that the mass daily thresholds are in pounds per day emitted into the air whereas health effects are determined based on the concentration of emissions in the air at a particular location (e.g., parts per million by volume of air or micrograms per cubic meter of air). State and federal Ambient Air Quality Standards were developed to protect the most susceptible population groups from adverse health effects and were established in terms of parts per million or micrograms per cubic meter for the applicable emissions.

The SDAPCD does not require localized air quality impact analysis and has not established localized significance thresholds for operational emissions from land development. Compared to project construction, operation of the proposed project would emit fewer criteria air pollutants, and the pollutants would be less toxic than the DPM emitted from off-road construction equipment. Moreover, the pollutants would be dispersed over the entire project site, which is much larger than the Phase 1 and Phase 2 construction area analyzed in the HRA. Further, the proposed project would not accommodate land uses that would generate a large number of heavy truck trips during operation. Residential and commercial land uses are not typical generators of substantial DPM. Therefore, the on-site and off-site sensitive receptors would be subject to lower health risks during project operation than during project construction. Therefore, operation of the proposed project would not be expected to result in any basin-wide increase in health effects.

As noted in the Brief of Amicus Curiae filed by the South Coast Air Quality Management District in *Sierra Club v. County of Fresno*



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(2018) 6 Cal.5th 502 (SCAQMD 2015), the SCAQMD has acknowledged that, for criteria pollutants, it would be extremely difficult, if not impossible, to quantify operational health impacts from land development for various reasons, including modeling limitations, as well as where in the atmosphere air pollutants interact and form. Furthermore, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD) in the Sierra Club litigation, currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air pollutant emissions and specific human health impacts (SJVAPCD 2015). The SJVAPCD explained that "running the photochemical grid model used for predicting ozone attainment with emissions solely from one project would thus not be likely to yield valid information given the relative scale involved" (SJVAPCD 2015). O<sub>3</sub> is not directly emitted into the air but is instead formed as ozone precursors undergo complex chemical reactions through sunlight exposure (SJVAPCD 2015).

In fact, the SJVAPCD indicated that even a project with criteria pollutant emissions that exceed a CEQA threshold does not necessarily cause localized human health impacts because, even when faced with relatively high emissions, the SJVAPCD cannot determine "whether and to what extent emissions from an individual project directly impact human health in a particular area" (SJVAPCD 2015). On that point, the SCAQMD reiterated that "an agency should not be required to perform analyses that do not produce reliable or meaningful results" (SCAQMD 2015).

Additionally, the SCAQMD acknowledges that health effects quantification from O<sub>3</sub>, as an example, is correlated with the increases in ambient level of O<sub>3</sub> in the air (concentration) that an individual person breathes. The SCAQMD goes on to state that it would take a large amount of additional emissions to cause a modeled increase in ambient O<sub>3</sub> levels over the entire region. The SCAQMD states that based on its own modeling in the 2012 AQMP, a reduction of 432 tons/864,000 pounds per day of NO<sub>x</sub> and a reduction of 187 tons/374,000 pounds per day of VOCs would reduce O<sub>3</sub> levels at the highest monitored site by only 9 parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify O<sub>3</sub>-related health impacts caused by NO<sub>x</sub> or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations (SCAQMD 2015).

The SCAQMD has only been able to correlate potential health outcomes for very large emissions sources as part of its rulemaking

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activity. Specifically, 6,620 pounds per day of NO<sub>x</sub> and 89,180 pounds per day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O<sub>3</sub>. The proposed project would generate far less than 6,620 pounds per day of NO<sub>x</sub> or 89,190 pounds per day of VOC emissions. With implementation of Mitigation Measures AIR-6 through AIR-10 and GHG-4, the proposed project would generate a maximum of 70.65 pounds per day of NO<sub>x</sub> during construction and 65.02 or 66.70 pounds per day of NO<sub>x</sub> during operation (approximately 1 percent of 6,620 pounds per day). The proposed project would also generate a maximum of 10.98 pounds per day of VOC emissions during construction and 136.32 or 137.37 pounds per day of VOC emissions during operation (0.15 percent of 89,190 pounds per day). Therefore, the proposed project's emissions are not sufficiently high to use a regional modeling program to correlate health effects on a basin-wide level.

- AIR-3:** *Tier 4 Construction Equipment. The City of Santee shall require heavy-duty, diesel-powered construction equipment used on the project site during construction to be powered by California Air Resources Board-certified Tier 4 (Final) or newer engines and diesel-powered haul trucks to be 2010 model year or newer that conform to 2010 U.S. Environmental Protection Agency truck standards. This requirement shall be included in the construction contractor's contract specifications and the project construction documents, including the grading plan, which shall be reviewed and approved by the City of Santee prior to issuance of a grading permit. This mitigation measure applies to all construction phases.*
- AIR-4:** *Construction Equipment Maintenance. The City of Santee shall require the project construction contractor to maintain construction equipment engines in good condition and in proper tune per the manufacturer's specification for the duration of construction. Contract specifications shall be included in project construction documents, including the grading plan, which shall be reviewed and approved by the City of Santee prior to issuance of a grading permit.*
- AIR-11:** *Construction Buffer Area. The City of Santee shall require the applicant to complete Phase 1 earthmoving and paving activities within 300 feet from the southwestern corner of the Village Center in Fanita Commons before any residents occupy the Village Center. The applicant shall also integrate the Phase 2 grading and utilities activities within 500 feet from the southwestern corner of the Village Center into Phase 1 so that*

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*activities are complete prior to occupation of the Fanita Commons Village Center.*

**AIR-12:** *New Source Review. The City of Santee shall require the applicant to avoid siting new on-site toxic air contaminant sources in the vicinity of residences and schools. Gasoline-dispensing facilities with a throughput of less than 3.6 million gallons per year must have the gasoline dispensers at least 50 feet from the nearest residential land use, daycare center, or school. In addition, gasoline-dispensing facilities with a throughput of 3.6 million gallons per year or more, distribution centers, and dry cleaning operations are prohibited within the project.*

The City Council finds Mitigation Measures **AIR-3**, **AIR-4**, **AIR-11** and **AIR-12** are feasible, are adopted, and will further reduce impacts to sensitive receptors. Mitigation Measures **AIR-3**, **AIR-4** and **AIR-11** will ensure impacts from DPM concentrations during Phase 1 and Phase 2 construction and roadway construction are mitigated to a less than significant level by reducing on-site and off-site maximum cancer risk to below SDAPCD's threshold of 10 in one million. Mitigation Measure **AIR-12** will ensure operational impacts are less than significant by avoiding siting toxic air contaminant sources in close vicinity of residences or schools. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to sensitive receptors, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts to sensitive receptors. (EIR, § 4.2.5.3.)

### **B. BIOLOGICAL RESOURCES**

#### **1. Sensitive Species**

Threshold: Would the Project 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?

Finding: Less than significant with mitigation. (EIR, § 4.3.5.1.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental

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effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).)

### Explanation:

#### *Sensitive Plant Species*

Direct Impacts. Impacts to the following species would not be significant due to the lack of sensitivity of the species (not state or federally listed, CRPR List 3 or 4, or not listed by CNPS): San Diego sagewort, small-flowered morning-glory, Palmer's grapplinghook, graceful tarplant, California adder's-tongue, ashy spike-moss, chaparral rein orchid, and San Diego County viguiera. None of these species are proposed for coverage by the Draft Santee MSCP Subarea Plan. Each of these species is a CRPR 4 species, which are relatively common in this portion of the County and are not considered significantly rare. Therefore, impacts to these non-Covered Species would not be significant under CEQA, and direct impacts would be less than significant.

Other sensitive plant species that occur in the region (e.g., Encinitas baccharis [*Baccharis vanessae*], gabbro-endemic species, clay-endemic species) were not detected in focused surveys; therefore, there would be no significant direct impacts to these species.

Implementation of the proposed project would result in direct impacts to covered special-status plant species, including San Diego goldenstar, variegated dudleya, San Diego barrel cactus, and willow monardella. All permanent and temporary impacts, in both on- and off-site areas, to these species would be significant.

A total of 117.56 acres of USFWS-designated Critical Habitat for willow monardella occur along the northwestern boundary of the project site. The majority of the Critical Habitat (110.54 acres) would be in the Habitat Preserve, and only 7.02 acres would be impacted from project implementation. Although 7.02 acres of Critical Habitat for willow monardella would be both permanently (4.39 acres) and temporarily (2.63 acres) impacted, only 1.39 acres of it is suitable habitat for this species despite being designated. Impacts would occur to one willow monardella individual in the Critical Habitat area, adjacent to the detention basin (temporary impact). Impacts to the 49 individuals along the existing retained trails and adjacent to proposed trail creation areas would be avoided. Impacts to this species would be significant.

According to the Draft Santee MSCP Subarea Plan, impacts to individual mature oak trees (i.e., oak trees with at least one trunk of

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6-inch or more diameter at breast height [DBH] or multi-trunked native oak trees with aggregate diameter of 10-inch DBH) would be significant and require mitigation. Direct impacts to Coulter's saltbush would also occur, resulting in a significant impact to this species.

Permanent and temporary impacts to covered special-status plant species, including San Diego goldenstar, variegated dudleya, San Diego barrel cactus, and willowy monardella, in both on- and off-site areas, are considered significant and would be reduced to less than significant with implementation of Mitigation Measures **BIO-1** and **BIO-2**. The Preserve Management Plan addresses potential indirect impacts to sensitive plant species from soil erosion, litter, fire, and hydrologic changes occurring within the Habitat Preserve (Mitigation Measure **BIO-1**). Implementation of Mitigation Measures **BIO-1** and **BIO-2** would preserve or restore sensitive vegetation communities that provide suitable habitat for these species and provide translocation for certain species. It is assumed that this is a Draft Santee MSCP Subarea Plan Covered Project and that impacts to covered narrow endemic species are subject to the narrow endemic species policy identified in the Draft Santee MSCP Subarea Plan, included in the proposed project as Mitigation Measure **BIO-3** that requires 100 percent conservation within open space (i.e., hardline preserve) and 80 percent conservation through translocation within permanent impact (i.e., take-authorized) areas. Direct impacts to the non-covered CRPR 1B species Coulter's saltbush would also be subject to the narrow endemic plant species policy (Mitigation Measure **BIO-3**). Direct impacts to Engelmann oak (five individuals) would be reduced to a less than significant level through Mitigation Measure **BIO-4**, which would replant seedling oak trees at a 3:1 ratio according to the Draft Santee MSCP Subarea Plan.

Indirect Impacts. Indirect impacts to special-status plants would primarily result from adverse edge effects. During construction of the proposed project, edge effects may include dust, which could disrupt plant vitality in the short term, as well as construction-related soil erosion and runoff.

Permanent indirect edge effects could include intrusions by humans and domestic pets and possible trampling of individual plants, unauthorized trail use, invasion by exotic plant and wildlife species, exposure to urban pollutants, soil erosion, litter, fire, and hydrological changes (e.g., changes in surface and groundwater level and quality). Not only can altered hydrology directly affect special-status plants, increased moisture associated with irrigation and runoff can attract invasive Argentine ants (*Linepithema humile*), which could displace native ants (e.g., harvester ants (*Messor* spp.,

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*Pogonomyrmex* spp.) that are potential pollinators and seed dispersers for special-status plants. Argentine ants are ineffective at seed dispersal and can wreak ecological havoc, disrupt ecosystem processes, and threaten future stability.

Application of Mitigation Measures **BIO-6** and **BIO-7** would reduce indirect impacts to special-status plant species to a less than significant level through preparing a SWPPP and implementing standard best management practices and requirements that address erosion and runoff, including the construction-related minimization measures required by the MSCP, federal Clean Water Act, and NPDES. Mitigation Measure **BIO-9** would reduce permanent indirect impacts to special-status plants by planting cactus species in brush management zones, temporary impact areas, and between roadways and open space to help protect against incursions by domestic pets, children, or recreationists. Additionally, Mitigation Measure **BIO-10** would require that all herbicides used during landscaping activities be contained within the proposed project's impact footprint and weed control treatments include all legally permitted chemical, manual, and mechanical methods applied with the authorization of the County agriculture commissioner. Implementation of Mitigation Measure **BIO-11** would establish control measures for, and quarterly monitoring of, Argentine ants along the construction–Habitat Preserve interface to reduce impacts to native ants so that the impact to special-status plant species would be less than significant.

Implementation of Mitigation Measures **BIO-1** through **BIO-11** would reduce direct and indirect permanent and temporary impacts to sensitive plant species to below a level of significance.

### *Sensitive Wildlife Species*

Direct Impacts. Implementation of the proposed project would result in the direct loss of habitat, including foraging habitat, for the majority of the special-status wildlife species described in Section 4.3.1.4 of the EIR, as well as those species with modeled suitable habitat and a moderate potential to occur on the project site. These species include the following: western spadefoot, southern California legless lizard, California glossy snake, San Diego tiger whiptail, red diamondback rattlesnake, Blainville's horned lizard, Coronado Island skink, Belding's orange-throated whiptail, coast patch-nosed snake, two-striped garter snake, Cooper's hawk, Southern California rufous-crowned sparrow, grasshopper sparrow, golden eagle, Bell's sage sparrow, northern harrier, American peregrine falcon, long-eared owl, oak titmouse, coastal cactus wren, merlin, yellow-breasted chat, prairie falcon, loggerhead shrike, coastal California gnatcatcher,

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rufous hummingbird, Brewer's sparrow, yellow warbler, least Bell's vireo, white-tailed kite, California horned lark, San Diego black-tailed jackrabbit, Dulzura pocket mouse, northwestern San Diego pocket mouse, San Diego desert woodrat, pallid bat, western mastiff bat, Townsend's big-eared bat, western red bat, western yellow bat, long-eared myotis, western small-footed myotis, Yuma myotis, big free-tailed bat, pocketed free-tailed bat, San Diego fairy shrimp, Quino checkerspot butterfly, and Hermes copper butterfly.

No direct impacts are expected to osprey because this species was observed perched on site but foraging within nearby Santee Lakes Recreation Preserve, and there is no suitable foraging or nesting habitat for this species on site. Willow flycatcher has a low potential to nest on site since only one willow flycatcher was observed in May 2017 during focused surveys and was not observed during subsequent visits. In accordance with the survey protocol guidelines, this individual was determined to be a migrant subspecies and not southwestern willow flycatcher. Therefore, direct impacts to breeding willow flycatchers would not occur.

A total of 2,394.42 acres of USFWS-designated Critical Habitat for coastal California gnatcatcher occur on the project site. Implementation of the proposed project would result in impacts to 974.60 acres of Critical Habitat for coastal California gnatcatcher, including both permanent and temporary impacts; however, only 391.22 acres would be considered suitable habitat for this species. Impacts would occur to 12 coastal California gnatcatcher use areas within the designated Critical Habitat area.

A total of 2,419.19 acres of proposed USFWS Critical Habitat for Hermes copper butterfly occur on the project site. It should be noted that the USFWS modeling used to prepare the proposed Critical Habitat designations is based on a combination of internal and external opinion and buffering of assumed habitat and does not take into account the site-specific suitable habitat. In this instance, suitable habitat refers to redberry buckthorn within 15 feet of California buckwheat. Therefore, proposed USFWS Critical Habitat designations can overestimate the actual suitable habitat within an area and include many acres of unsuitable habitat (e.g., areas where redberry buckthorn and/or California buckwheat are not present). Implementation of the proposed project would result in impacts to 967.25 acres of proposed Critical Habitat for Hermes copper butterfly, including both permanent and temporary impacts; however, only 52.97 acres would be considered potentially suitable habitat for this species.

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It is assumed that this is a hardline Covered Project under the Draft Santee MSCP Subarea Plan. As such, impacts to covered narrow endemic species are subject to the narrow endemic species policy identified in the Draft Santee MSCP Subarea Plan which requires 100 percent conservation within open space (i.e., hardline preserve) and 80 percent conservation through translocation within permanent impact (i.e., take-authorized) areas.

Indirect Impacts. Temporary construction-related indirect impacts to wildlife generally include noise, vibration, lighting, increased human activity, hydrologic and water quality (e.g., chemical pollution, increased turbidity, excessive sedimentation, flow interruptions, and changes in water temperature), and trash and garbage, which can attract predators, such as American crows, common ravens, and coyotes, and mesopredators, such as raccoons and striped skunks. Permanent development-related indirect impacts to wildlife generally include noise, lighting, increased predation or harassment by pet, stray, and feral cats and dogs as well as other mesopredators, invasion by exotic wildlife species, pesticide use, altered fire regimes, and increased roadkill.

Due to the probable increase in manicured lawns and decrease in overall open space, there may be increased parasitism of native birds by brown-headed cowbirds (*Molothrus ater*). Parasitism to shrub nesting bird species would be a significant indirect permanent impact. Implementation of the proposed project would result in potentially significant impacts to nesting birds.

Permanent indirect impacts to special-status wildlife species could occur from Argentine ants. Argentine ants are known to displace native insects that are the main prey base for many special-status wildlife species and possibly help promote other non-native invertebrates such as earwigs and sowbugs, which could affect the Quino checkerspot butterfly.

Western spadefoot and San Diego fairy shrimp are generally vulnerable to exotic wildlife (including African clawed frog) and disease (e.g., viruses and chytridiomycosis caused by the chytrid fungus). The lower seasonal basins in the western portion of the project site (typically adjacent to Goodan Ranch/Sycamore Canyon County Preserve) support predatory African clawed frogs. This species could have a negative permanent effect on remaining San Diego fairy shrimp, western spadefoot, and other native amphibians that use the basins as breeding resources and could also have a negative effect on the success of created basins in which they could invade. Implementation of the proposed project would result in



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potentially significant indirect impacts to western spadefoot and San Diego fairy shrimp.

Project construction could result in temporary construction and permanent development-related indirect impacts to individuals and suitable habitat for reptile species and small mammals. Implementation of the proposed project would result in potentially significant impacts to special-status reptiles and small mammal species. In addition to general temporary construction-related and permanent development-related indirect effects to host plants on site (e.g., dust, trampling, non-native species), the Quino checkerspot butterfly and Hermes copper butterfly are vulnerable to pesticides that could kill individuals and wildfire that could eliminate host plants and kill individuals, including adults and larvae. Adult butterflies also would be at risk of habitat fragmentation, isolation and vehicle collisions when dispersing. Wildfires may result in loss of habitat for these species as well.

Permanent development-related indirect impacts may occur to grasshopper sparrow from altered fire regimes. The grasshopper sparrow prefers fairly continuous grassland (preferably native grasslands) for foraging and nesting with occasional taller grasses, forbs, or shrubs for song perches. The reduction or elimination of wildfires on the project site could cause the annual grassland habitat to permanently revert back to scrub habitat and contribute to a potentially significant impact to the grasshopper sparrow.

Mitigation Measures **BIO-1**, **BIO-2**, **BIO-6** through **BIO-8**, and **BIO-10** through **BIO-20** would mitigate all direct and indirect permanent and temporary impacts to sensitive wildlife species to below a level of significance. EIR Table 4.3-8a lists special-status wildlife species that would be subject to direct impacts from project development and the mitigation measure proposed to reduce the impact to less than significant for each species.

Implementation of Mitigation Measures **BIO-6** through **BIO-10** and **BIO-20** and **BIO-21** would reduce indirect impacts to sensitive wildlife species on the project site to a less than significant level through non-invasive herbicide use; conformance with the SWPPP; biological monitoring; signs/fencing; planting of cactus patches, poison oak, and stinging nettle along the development–Habitat Preserve interface; non-invasive herbicide use; and implementation of a Fire Protection Plan.

Impacts to special-status amphibian and reptile species would be reduced to a less than significant level through implementation of Mitigation Measures **BIO-1**, preserving suitable habitat, and **BIO-2**,

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restoring temporary impacts to suitable habitat. Implementation of Mitigation Measure **BIO-11** would reduce indirect impacts to native ants to less than significant through control measures and quarterly monitoring of Argentine ants that would occur along the construction–Habitat Preserve interface. In addition, implementation of Mitigation Measures **BIO-12** and **BIO-13** would reduce impacts to western spadefoot to less than significant requiring a Vernal Pool Mitigation Plan and relocating individuals in impact areas to suitable breeding habitat outside of impact areas. Implementation of Mitigation Measure **BIO-19**, which would monitor for presence of African clawed frogs within seasonal basins and require eradication if needed, would reduce potential impacts to western spadefoot and San Diego fairy shrimp to a less than significant level.

Impacts to nesting birds would be reduced to a less than significant level through implementation of Mitigation Measures **BIO-14**, nesting bird surveys; **BIO-15**, restoring temporary impacts in wetland areas; **BIO-16**, utilizing a coastal cactus wren management plan; and **BIO-17**, brown-headed cowbird trapping on the project site.

Impacts to special-status mammal species would be reduced to a less than significant level through implementation of Mitigation Measure **BIO-1**, management of the Habitat Preserve.

Impacts to special-status invertebrate species would be reduced to a less than significant level through implementation of Mitigation Measures **BIO-1**, **BIO-12**, and **BIO-18**, restoring and enhancing suitable habitat.

Implementation of Mitigation Measures **BIO-1**, **BIO-2**, **BIO-6** through **BIO-10**, and Mitigation Measures **BIO-11** through **BIO-21** would reduce potentially significant direct and indirect impacts to special-status wildlife species to less than significant.

**BIO-1:** *Preserve Management Plan. Within the on-site Habitat Preserve, the applicant shall preserve in perpetuity a total of 1,650.38 acres of on-site Multiple Species Conservation Program open space including 1,518.50 acres within the Habitat Preserve (including 1,448.84 acres of sensitive upland habitats), 10.52 acres of proposed trails, 6.88 acres of San Diego Gas & Electric access road, and 114.47 acres of on-site temporary impacts that shall become part of the Habitat Preserve once restored (see Mitigation Measure BIO-2, Upland Restoration Plan). Preservation of on-site open space requires recordation of a Habitat Preserve conservation easement and in-perpetuity management by the Preserve Manager in accordance with the Preserve Management Plan, which would be funded by an*

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*endowment or other acceptable permanent funding mechanism. The Preserve Management Plan includes a combination of active and passive restoration programs to gradually increase biological resources within open space areas through periodic treatments, mainly involving seed application on a landscape level combined with weed control activities.*

*An example diagram of a Preserve Management Plan is included in the Biological Resources Report for the Fanita Ranch Project (Appendix D), Figure 6-1, Potential Restoration Treatment Areas, and an example diagram of the rotational hexagonal treatment areas is included as Figure 6-2, Habitat Treatment Areas, but the actual distribution of restoration and long-term treatment blocks is in the Preserve Management Plan and the restoration plans. As shown in Appendix D, Figure 6-2, Conceptual Habitat Treatment Areas, the Habitat Preserve was divided into Zones A and B. Zone A includes areas that will receive treatment on a rotational basis, whereas Zone B will receive as-needed treatment since this area of the Habitat Preserve is more intact than in Zone A. Each hexagon is approximately 12 acres and numbered 1 through 8, which represents the year that treatment activities will take place within that hexagon. This would be separate from the treatments occurring from restoration activities associated with the proposed project's temporary impacts. Some of these treatments shall be directed to increase biological resources for specific Covered Species such as Quino checkerspot butterfly, Hermes copper butterfly, coastal California gnatcatcher, and coastal cactus wren. It is anticipated that gradual habitat enhancements shall focus on mapped disturbed habitat and mapped disturbed native vegetation communities such as coastal sage scrub and valley grasslands. The Preserve Management Plan addresses the salvage of individual plants of sensitive species from the project development impact footprint prior to construction and translocation into open space areas.*

*The Preserve Management Plan addresses long-term, permanently funded management of the on-site open space that accomplishes the goal of maintaining appropriate, high-value native plant communities throughout the Habitat Preserve. The Preserve Management Plan addresses management and monitoring of vegetation communities through specific minimum survey and management requirements. Multiple Species Conservation Program-level monitoring is the responsibility of the City of Santee or designee. The Preserve Management Plan discusses appropriate signage and fencing*

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**to protect certain sensitive resources, trash receptacle placement, and bicycle access and speed limits in the Habitat Preserve. The Preserve Management Plan also designates and describes all permitted land uses and activities (e.g., trails and utilities) in the open space area and how impacts to preserved vegetation communities shall be avoided and minimized. The Preserve Management Plan includes long-term management and monitoring measures for four covered plant species (variegated dudleya, San Diego goldenstar, willow monardella, and San Diego barrel cactus) and one sensitive plant species (Coulter’s saltbush) to maximize the likelihood of their long-term viability.**

**As identified in Table 4.3-9 and Second Errata Table 5, temporary impacts to 113.83 acres (including on- and off-site areas) of sensitive upland vegetation communities are expected with project implementation. All on-site temporary impacts, totaling 114.47 acres, shall become part of the Habitat Preserve once restored, including 110.59 acres of on-site sensitive upland vegetation communities.**

**Table 4.3-9 and Second Errata Table 5. Restoration Requirement for Temporary Impacts to Sensitive Upland Vegetation Communities**

<i>Vegetation Community</i>	<i>Temporary Impacts (On Site)</i>	<i>Temporary Impacts (Off Site)</i>	<i>Mitigation Ratio <sup>1</sup></i>	<i>Total Restoration Requirement (Acres)</i>
<i>Scrub and Chaparral</i>				
Diegan Coastal Sage Scrub	33.09	0.45	1:1	33.54
Diegan Coastal Sage Scrub (Disturbed)	4.20	1.54	1:1	5.74
Diegan Coastal Sage Scrub/Valley Needlegrass Grassland	0.50	0.09	1:1	0.60
Diegan Coastal Sage Scrub/Valley Needlegrass Grassland (Disturbed)	1.48	0.94	1:1	2.41
Diegan Coastal Sage Scrub–Baccharis-dominated	0.62	—	1:1	0.62
Granitic Southern Mixed Chaparral	45.53	—	1:1	45.53
<i>Scrub and Chaparral Subtotal</i>	<i>85.43</i>	<i>3.03</i>	<i>—</i>	<i>88.44</i>
<i>Grasslands, Vernal Pools, Meadows, and Other Herb Communities</i>				
Valley Needlegrass Grassland	7.92	—	2:1	15.85
Valley Needlegrass Grassland (Disturbed)	5.84	—	2:1	11.68
Non-Native Grassland	11.40	0.21	1:1	11.61
<i>Grasslands Subtotal</i>	<i>25.16</i>	<i>0.21</i>	<i>—</i>	<i>39.14</i>
<b>Total Acreage<sup>2</sup></b>	<b>110.59</b>	<b>3.24</b>	<b>—</b>	<b>127.6</b>

<sup>1</sup> Mitigation ratios are based on Table 5-14 in the Draft Santee MSCP Subarea Plan (City of Santee 2018).

<sup>2</sup>Totals may not sum due to rounding.

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**BIO-2:** *Upland Restoration Plan. Temporary impacts to sensitive upland vegetation communities occurring in both on- and off-site improvement areas are anticipated to require a total of 127.6 acres of restoration. Temporary impacts shall require restoration in place. A 1:1 ratio of in-place restoration for impacts to native grassland areas (i.e., valley and needlegrass grassland [including disturbed]), in addition to a 1:1 ratio of preservation and/or creation of native grassland within the Habitat Preserve, would satisfy the 2:1 mitigation ratio for impacts to native grassland outlined in Table 5-14 in the Draft Santee Multiple Species Conservation Program Subarea Plan. Restoration and creation of native grassland will have the added benefit of increasing suitable habitat for grasshopper sparrow.*

*Temporary impact areas shall be restored to the appropriate native vegetation community type. In order to determine the appropriate restored habitat, the Upland Restoration Plan includes an evaluation of restoration suitability specific to proposed vegetation types, soil preparation, plant palettes, irrigation, erosion control, maintenance and monitoring program, and success criteria. All areas shall be monitored for a minimum of 5 years to maximize the likelihood of establishment of intended plant communities. If temporary impact areas are not considered appropriate for restoration of the sensitive native plant community that originally was mapped in that area, these areas shall be considered permanently impacted and mitigated in conformance with mitigation ratios for permanent impacts to sensitive upland vegetation communities as outlined in Mitigation Measure BIO-1, Preserve Management Plan. There is currently a surplus of approximately 156.22 acres in the Habitat Preserve that would be available to accommodate these additional impacts if deemed necessary. The Upland Restoration Plan is included as Appendix Q in the Biological Resources Report for the Fanita Ranch Project.*

**BIO-3:** *Narrow Endemic Plant Species. Mitigation requirements for impacts to special-status plant species proposed under the Draft Santee Multiple Species Conservation Program (MSCP) Subarea Plan shall seek to establish adequate preservation of the species to ensure long-term population stability. The narrow endemic species policy identified in the Draft Santee MSCP Subarea Plan requires 100 percent conservation in open space (i.e., hardline preserve) and 80 percent conservation through translocation in permanent impact (i.e., take-authorized) areas. Based on the current project impacts, two special-status plant*

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***species (Coulter’s saltbush and San Diego goldenstar) shall require translocation of individuals and/or planting to meet the 80 percent conservation in take-authorized areas. Conservation of Coulter’s saltbush, although not a Covered Species, shall be treated in a manner consistent with the narrow endemic policy of the Draft Santee MSCP Subarea Plan. Implementation of this policy ensures adequate conservation of each species in the subarea and regionally in the MSCP Plan area. Mitigation requirements are summarized in Table 4.3-10.***

**Table 4.3-10. Mitigation Requirements for Impacts to Sensitive Plant Species**

<i>Species/Status (Federal/State/CNPS/ Draft Santee MSCP Subarea Plan)</i>	<i>Total Individuals</i>	<i>Individuals Impacted (Percent Impacted)</i>	<i>Habitat Preserve Individuals (Percent Conserved)</i>	<i>Individuals Needed to Meet the 80% Conservation Requirement</i>	<i>Translocation Requirement<sup>1</sup> (Individuals)</i>
Coulter's saltbush ( <i>Atriplex coulteri</i> ) <sup>2</sup> None/None/1B.2/None	65	15 (23%)	50* (77%)	52	2
San Diego goldenstar ( <i>Bloomeria clevelandii</i> ) <sup>2</sup> None/None/1B.1/Cover ed	18,318	7,964 (44%)	10,354 (56%)	14,654	4,300
Variegated dudleya ( <i>Dudleya variegata</i> ) <sup>3</sup> None/None/1B.2/Cover ed NE	8,942	786 (9%)	8,156 (91%)	7,154	0
San Diego barrel cactus ( <i>Ferocactus viridescens</i> ) <sup>3</sup> None/None/2B.1/Cover ed	4,856	585 (12%)	4,270 (88%)	3,885	0
Willow monardella ( <i>Monardella viminea</i> ) FE/CE/1B.1/Covered	1,622	1** (<1%)	1,621 (99%)	1,298	0

Notes: CNPS = California Native Plant Society; MSCP = Multiple Species Conservation Program.

<sup>1</sup> The number of individuals proposed for translocation is the minimum needed to meet 80 percent preservation. It is likely that more individuals will be translocated to ensure translocation success.

<sup>2</sup> Species that require translocation to meet 80 percent preservation.

<sup>3</sup> This species meets the 80 percent preservation; however, individuals occurring within the impact area will be targeted for collection and translocation.

\* It should be noted that these individuals do not occur with the Habitat Preserve. However, since they occur in the impact neutral area and will not be impacted with project implementation, they are considered preserved.

\*\* All impacts to the 49 individuals occurring along existing retained trails and adjacent to proposed trail creation areas would be avoided through the maintenance and management of trails as outlined in the Public Access Plan (Appendix D).

Status Legend

Federal

FE: Federally listed as endangered.

State

CE: State-listed as endangered.

CRPR: California Rare Plant Rank (previously known as the CNPS List)

1B: Plants rare, threatened, or endangered in California and elsewhere

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2B: Plants rare, threatened, or endangered in California, but more common elsewhere

4: Plants of limited distribution – a watch list

Threat Rank

.1 – Seriously threatened in California (over 80 percent of occurrences threatened/high degree and immediacy of threat)

.2 – Fairly threatened in California (20–80 percent occurrences threatened/moderate degree and immediacy of threat)

Draft Santee MSCP Subarea Plan (City of Santee 2018)

Covered: Draft Santee MSCP Subarea Plan Covered Species

***Coulter’s saltbush and San Diego goldenstar require translocation or planting of impacted populations in order to adequately mitigate project impacts. Translocation requires evaluation of the donor site for suitability of translocation method and of the receptor site for suitability of sustaining Coulter’s saltbush and San Diego goldenstar. The translocation program is detailed in the Upland Restoration Plan and Preserve Management Plan and will be integrated with the overall uplands and wetlands restoration of the project site.***

***The rare plant mitigation component of the Upland Restoration Plan discusses appropriate methods for plant salvage and/or growing and planting; in general, the impacted population of the sensitive plant shall be targeted for salvage and translocation in order to meet the 80 percent minimum translocation survival rate. Where this is not feasible, germination and growing of appropriate genetic stock shall occur and be planted on site in suitable receptor sites. Success of the translocation program in the receptor sites such that the plant and acreage goals as required in Table 4.3-10 are established shall be measured through 5 years of monitoring and annual reporting to the City of Santee.***

***BIO-4: Oak Tree Restoration. Impacts to 5 individual Engelmann oak trees and 17 individual oak trees in the coast live oak woodland vegetation community shall be mitigated at a ratio of 3:1; that is, three established sleeve-sized seedlings for each mature tree (i.e., oak trees with at least one trunk of 6-inch or more diameter at breast height or multi-trunked native oak trees with aggregate diameter of 10-inch diameter at breast height) to be impacted by the proposed project. Therefore, a total of 66 oak trees shall be planted to meet the 3:1 mitigation ratio requirement. Oak tree restoration is included as a component of the Wetland Mitigation Plan (included in the Biological Resources Report for the Fanita Ranch Project as Appendix S), which shall be reviewed and approved by the City of Santee prior to issuance of mass grading permits. The oak tree restoration component of the Wetland Mitigation Plan shall be used to guide the oak restoration effort. Replanting shall occur in the general areas where grasslands occur adjacent to existing oak trees and shall be conducted by a City of Santee-***

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***approved contractor. “Established” shall be defined as 5 years of sustained life without the assistance of irrigation and growth rates that are similar to those of naturally occurring reference oak trees. In the event the “established” success criteria cannot be achieved, the applicant and the City of Santee shall jointly agree on the implementation of remedial measures to mitigate for impacts to individual oak trees.***

Note: with the removal of the Magnolia Avenue extension, Mitigation Measure BIO-5 is no longer required.

***BIO-6: Land Use Adjacency Guidelines. Mitigation for potential permanent indirect impacts to vegetation communities, wildlife, and jurisdictional resources shall require implementation of Land Use Adjacency Guidelines as specified in the Draft Santee Multiple Species Conservation Program Subarea Plan or the Preserve Management Plan. The City of Santee shall ensure that all project development adjacent to the boundary of the Habitat Preserve adhere to the following adjacency guidelines as outlined in the Draft Santee Multiple Species Conservation Program Subarea Plan:***

- ***Drainage — All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, excess water, exotic plant materials, and other elements that might degrade or harm the natural environment or ecosystem processes within the preserves. This shall be accomplished using a variety of methods, including natural detention basins, grass swales, or mechanical trapping devices. The project design shall comply with the Standard Urban Stormwater Management Plan such that stormwater flows conveyed from the project site do not adversely affect off-site vegetation communities or jurisdictional resources by significantly altering natural hydrologic patterns.***
- ***Lighting — Lighting of all developed areas adjacent to the Habitat Preserve shall be directed away from the Habitat Preserve wherever feasible and consistent with public safety. Low-pressure sodium lighting shall be used whenever possible.***
- ***Noise — Uses adjacent to the Habitat Preserve shall be designed to minimize noise impacts. Berms or walls shall be constructed adjacent to commercial areas and any other use that may introduce noises that could affect or interfere with wildlife utilization of the Habitat Preserve.***
- ***Invasive species — No invasive non-native plant or wildlife species shall be introduced into areas immediately adjacent to the Habitat Preserve. All open space slopes***



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*immediately adjacent to the Habitat Preserve shall be planted with native species that reflect the adjacent native habitat.*

- *Buffers — There are no requirements for buffers outside the Habitat Preserve, except as may be required for wetlands pursuant to federal and/or state permits or by California Environmental Quality Act mitigation conditions.*
- *Fuel modification zones — Fuel modification zones shall be fully contained adjacent to the project's development. Prior to implementing the project development adjacent to the Habitat Preserve, the local fire authority shall review and approve proposed fuel modification treatments to ensure that no new fuel modification will be required within the Habitat Preserve.*

*Conformance with the Land Use Adjacency Guidelines listed above shall be made a condition of project approval and shall be included in Covenants, Conditions, and Restrictions.*

### **BIO-7:**

*Stormwater Pollution Prevention Plan. The applicant shall prepare a Stormwater Pollution Prevention Plan pursuant to National Pollution Discharge Elimination System General Construction Permit (Water Quality Order 99-08-DWQ). The Stormwater Pollution Prevention Plan shall include, at a minimum, the best management practices listed below. The combined implementation of these requirements shall protect adjacent habitats and special-status species during construction to the maximum extent practicable with the goal of providing multiple beneficial uses. At a minimum, the following measures and/or restrictions shall be incorporated into the Stormwater Pollution Prevention Plan and noted on construction plans, where appropriate, to avoid impacts on special-status species, sensitive vegetation communities, and/or jurisdictional aquatic resources during construction. An approved biologist (see Mitigation Measure BIO-8, Approved Biologist) shall verify the implementation of the following design requirements:*

- 1. Fully covered trash receptacles that are wildlife-proof and weather-proof shall be installed and used by the operator to contain all food, food scraps, food wrappers, beverage containers, and other miscellaneous trash. Littering shall be prohibited, and trash shall be removed from construction areas daily. All food-related trash and garbage shall be removed from the construction sites on a daily basis.*
- 2. Pets on or adjacent to construction sites shall not be permitted by the contractor.*

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3. ***Any equipment or vehicles driven and/or operated shall abide by a speed limit of 15 miles per hour during daylight hours and 10 miles per hour during dark hours.***
4. ***Construction activity shall not be permitted in jurisdictional aquatic resources, except as authorized by applicable law and permit(s), including permits and authorizations approved by the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and Regional Water Quality Control Board.***
5. ***Temporary structures and storage of construction materials shall not be located in jurisdictional aquatic resources.***
6. ***Staging/storage areas for construction equipment and materials shall not be located in jurisdictional aquatic resources.***
7. ***Any equipment or vehicles driven and/or operated in jurisdictional aquatic resources, as authorized by applicable law and permit(s), shall be checked and maintained by the operator daily to prevent leaks of oil or other petroleum products that could be deleterious to aquatic life if introduced to the watercourse.***
8. ***No stationary equipment, such as motors, pumps, generators, and welders, or fuel storage tanks, shall be located within jurisdictional aquatic resources.***
9. ***No debris, bark, slash sawdust, rubbish, cement or concrete, or washing thereof; oil; or petroleum products shall occur where it may be washed by rainfall or runoff into jurisdictional aquatic resources.***
10. ***When construction operations are completed, any excess materials or debris shall be removed from the work area according to the conditions outlined in the permit(s).***
11. ***No equipment maintenance shall be performed within or near jurisdictional aquatic resources, where petroleum products or other pollutants from the equipment may enter these areas.***

**BIO-8:** ***Approved Biologist. To prevent inadvertent disturbance to areas outside the limits of grading, all grading locations shall be monitored by a biologist. Prior to the issuance of any grading permit for areas adjacent to open space, the applicant shall retain a City of Santee-approved biologist for monitoring***

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***activities. The biologist shall monitor all grading and other significant ground-disturbing activities in or adjacent to open space areas. The biologist shall monitor these activities to ensure that the applicant complies with the appropriate standard conditions and mitigation measures, including the following:***

- 1. Prior to the commencement of clearing and grading operations or other activities involving significant soil disturbance, all open space areas shall be identified with temporary fencing or other markers clearly visible to construction personnel.***
- 2. A contractor education program shall be implemented for all workers and subcontractors and shall include a description of environmental restrictions relevant to construction and the penalties for violations. A chain of command and protocol for communicating problems or potential construction changes that may affect biological resources shall be established with the contractor and the City of Santee. Workers shall be made aware of what resources require protection through the use of photos or on-the-ground demonstration.***
- 3. A monitoring biologist acceptable to the City of Santee shall be on site during any clearing of natural vegetation (i.e., annual ground cover, shrubs, or trees). The monitoring biologist shall flush special-status species (i.e., avian or other mobile species) from occupied habitat areas immediately prior to brush clearing and earthmoving activities.***
- 4. Following the completion of initial clearing/grading/earthmoving activities, all open space areas to be avoided by construction equipment and personnel shall be marked with temporary fencing and other appropriate markers clearly visible to construction personnel. No construction access, parking, or storage of equipment or materials shall be permitted within such marked areas.***
- 5. In areas bordering the open space area, vehicle transportation routes between cut-and-fill locations shall be restricted to a minimal number consistent with project construction***

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*requirements. Waste dirt or rubble shall not be deposited on adjacent protected habitats. Regular preconstruction meetings involving the monitoring biologist, construction supervisors, and equipment operators shall be conducted and documented to ensure maximum practicable adherence to these measures.*

6. *The monitoring biologist shall verify that the construction site is implementing the following Stormwater Pollution Prevention Plan best management practices:
  - a. *Dust-control fencing*
  - b. *Removal of construction debris and a clean work area*
  - c. *Covered trash receptacles that are wildlife-proof and weather-proof*
  - d. *Prohibition of pets on the construction site*
  - e. *A speed limit of 15 miles per hour during the daylight hours and 10 miles per hour during nighttime hours**
7. *Open space areas in the likely dust drift radius of construction areas shall be periodically sprayed with water to reduce accumulated dust on the leaves, as recommended by the monitoring biologist.*
8. *Oversee the construction site so that cover and/or escape routes for wildlife from excavated areas shall be provided on a daily basis. All steep trenches, holes, and excavations during construction shall be covered at night with backfill, plywood, metal plates, or other means, and the edges covered with soils and plastic sheeting such that small wildlife cannot access them. Soil piles shall be covered at night to prevent wildlife from burrowing in. The edges of the sheeting shall be weighed down by sandbags. These areas may also be fenced to prevent wildlife from gaining access. Exposed trenches, holes, and excavations shall be inspected twice daily (i.e., each morning and prior to sealing the exposed area) by an approved biologist to monitor for wildlife entrapment. Excavations shall provide an earthen ramp to allow for a wildlife escape route.*

**BIO-9:** *Habitat Preserve Protection. In order to protect against incursions by domestic pets, children, or recreationists, brush*

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*management zones, temporary impact zones between roadways, manufactured slopes in development areas, and open space shall be planted with native cactus species, and redberry buckthorn as appropriate. Native cactus shall be planted so that it does not hinder fire access but shall be clustered so that it discourages or inhibits encroachment. An added benefit is that these areas eventually could support coastal cactus wren. Suitable areas, acreages, and methods are addressed in the Preserve Management Plan.*

**BIO-10:** *Weed Control Treatments. Weed control treatments shall include all legally permitted chemical, manual, and mechanical methods applied with the authorization of the County of San Diego agriculture commissioner. The application of herbicides shall be in compliance with all state and federal laws and regulations under the prescription of a pest control advisor and implemented by a licensed applicator. Where manual and/or mechanical methods are used, disposal of the plant debris shall follow the regulations set by the County of San Diego agriculture commissioner. The timing of the weed control treatment shall be determined for each plant species in consultation with the pest control advisor, the County of San Diego agriculture commissioner, and the California Invasive Plant Council with the goal of controlling populations before they start producing seeds. Additionally, the herbicides used during landscaping activities shall be contained within the proposed project's impact footprint.*

**BIO-11:** *Argentine Ant Control and Monitoring. Upon initiating construction, including landscaping in the development area, quarterly monitoring by a qualified biologist shall be initiated for Argentine ants along the development–Habitat Preserve interface at sentinel locations where invasions could occur (e.g., where moist microhabitats that attract Argentine ants may be created). A qualified biologist shall determine the monitoring locations. Ant pitfall traps, bait sampling, or similarly appropriate sampling method shall be placed in these sentinel locations and operated on a quarterly basis to detect invasion by Argentine ants. If Argentine ants are detected during monitoring, direct control measures shall be implemented immediately to help prevent the invasion from worsening. These direct controls may include but are not limited to nest/mound insecticide treatment or available natural control methods being developed. A general reconnaissance of the infested area shall also be conducted to identify and correct the possible source of the invasion, such as uncontrolled urban runoff, leaking pipes, or collected water. Quarterly monitoring*

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*reports, as needed, shall be submitted to the City of Santee Development Services Department. Monitoring reports shall include remedial recommendations and issue resolution discussions when necessary. Monitoring and control of Argentine ants shall occur in perpetuity and shall be included in the Preserve Management Plan (included as Appendix P in the Biological Technical Report for the Fanita Ranch Project). See Biological Technical Report for the Fanita Ranch Project, Appendix P, for additional details on monitoring methods and control of Argentine ants within the Habitat Preserve.*

**BIO-12:** *Vernal Pool Mitigation Plan. A Vernal Pool Mitigation Plan (Appendix R of the Biological Resources Technical Report for the Fanita Ranch Project) has been prepared and would allow disturbance of seasonal basin features (i.e., natural vernal pools and street ruts containing vernal pool indicator plant and wildlife species). The Vernal Pool Mitigation Plan is subject to approval from the Regional Water Quality Control Board, U.S. Army Corps of Engineers, and U.S. Fish and Wildlife Service and shall comply with Clean Water Act Section 404 and 401 permit/certification by the U.S. Army Corps of Engineers and Regional Water Quality Control Board, respectively, as well as federal Endangered Species Act requirements. The Vernal Pool Mitigation Plan describes and identifies those areas slated for preservation, rehabilitation and enhancement, and requires the creation of new seasonal basin resources within the Habitat Preserve as mitigation for anticipated development impacts. The Vernal Pool Mitigation Plan is focused on seasonal basin features and associated upland watershed habitat enhancement opportunities and cover the following: vernal pool design and location, planting plan (planting palettes for both vernal pool and upland watershed habitats), and supplemental water program; maintenance and monitoring guidelines; San Diego fairy shrimp and western spadefoot translocation; and ownership arrangements and long-term management strategy.*

*Natural vernal pools shall be mitigated at a 4:1 ratio, including preservation and management of existing pools, rehabilitation/enhancement of existing features within the Habitat Preserve, and creation of new features. Constructed pools (i.e., artificial features and street ruts) shall be mitigated through rehabilitation/enhancement and/or creation at a 3:1 or 2:1 ratio, depending on whether the feature supports plant or wildlife indicator species. Rehabilitation/enhancement shall occur in existing features within the Habitat Preserve that are not included as vernal pools (i.e., street ruts lacking vernal pool*

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***indicator species). This would entail repairing degraded features through the manipulation of surface topography to improve the overall ecological function of the vernal pool, control of invasive species, and planting of appropriate native species. Creation would consist of establishing new vernal pools in areas where they did not previously occur and/or the returning of areas to a pre-existing condition through manipulation of surface topography to support inundation and ponding for vernal pools. Created features shall exhibit the same or improved characteristics as those within the impact area currently supporting fairy shrimp, indicator vernal pool plant species, and western spadefoot, and shall maintain comparable individual pool sizes and watersheds.***

***Existing permanently impacted features that support San Diego fairy shrimp and indicator vernal pool plant species shall have the top 1 to 3 inches of soil removed and set aside prior to mass grading. This soil shall be kept in a dry location until it is deposited into the new features. Once the created or enhanced pools are proven to hold water for the appropriate amount of time, they shall be inoculated with the soil from the impacted features. The acreage of surface area that shall be created shall be verified using on-site soil hydrologic properties and modeling of rainfall seasons. The target surface area acreage is 0.50 acre, based on the acreage of impacted features recorded of which 0.40 acre shall need to include creation of new pools (Table 4.3-11). The Vernal Pool Mitigation Plan is included as Appendix R in the Biological Technical Report for the Fanita Ranch Project. This plan may be modified and augmented pending U.S. Army Corps of Engineers, Regional Water Quality Control Board, and wildlife agency (U.S. Fish and Wildlife Service and California Department of Fish and Wildlife) review. Table 4.3-11 identifies mitigation requirements for impacts to vernal pools.***

**Table 4.3-11. Mitigation Requirements for Impacts to Vernal Pools**

<i>Vernal Pool Type</i>	<i>Impacts</i>	<i>Mitigation Ratio<sup>1</sup></i>	<i>Mitigation Acreage</i>	<i>Mitigation Credits (Habitat Preserve)</i>	<i>Total Mitigation Requirement<sup>2</sup> (Acres)</i>
Natural Vernal Pool	0.02	4:1	0.09	0.10	+<0. 01
Street Rut – containing plant indicator species	0.03	3:1	0.08	0.13	+0. 05
Street Rut – containing wildlife indicator species	0.36*	2:1	0.72	0.17	-0.56
<b>Total Acreage</b>	<b>0.41*</b>	—	<b>0.90</b>	<b>0.40**</b>	<b>0.50</b>

**Notes:** Totals may not sum due to rounding.

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<sup>1</sup> Mitigation ratios are based on the Draft Santee MSCP Subarea Plan (City of Santee 2018).

<sup>2</sup> Mitigation shall include both rehabilitation/enhancement of existing features within the Habitat Preserve and creation of new features. The exact breakdown by mitigation type shall be included in the Vernal Pool Mitigation Plan.

\* This total includes 0.01 acre of off-site impacts.

\*\* This acreage shall be included within the Habitat Preserve and shall be subject to long-term management and monitoring as directed by the Draft Santee Multiple Species Conservation Program Subarea Plan (City of Santee 2018).

**BIO-13:** *Western Spadefoot Relocation. During the wet season prior to clearing or grading operations, biologists shall collect western spadefoot adults from areas within 300 meters of known occupied pools. Adults shall be relocated to another area on the project site that has suitable breeding habitat and few or no western spadefoot individuals.*

*Details on the western spadefoot relocation effort are included as a component of the Vernal Pool Mitigation Plan (included in the Biological Technical Report for the Fanita Ranch Project as Appendix R), available to the U.S. Geological Survey (USGS) for review, and is subject to approval by the wildlife agencies (U.S. Fish and Wildlife Service and California Department of Fish and Wildlife). The Western Spadefoot Relocation Plan includes, at a minimum, the following elements:*

- The timing and methods for surveying, capturing, and releasing adults. Long-term care methods shall also be discussed if this option is used.*
- Collection shall occur during the first three or four large rain events of the season. Ideally, these rain events shall produce a minimum of 0.20 inch during a 24-hour period.*

**BIO-14:** *Nesting Bird Survey. To avoid impacts to nesting migratory birds and raptors and other nesting birds, which are a sensitive biological resources pursuant to the California Environmental Quality Act, the Migratory Bird Treaty Act, and the California Fish and Game Code, breeding season avoidance shall be implemented and included on all construction plans.*

*Except as specified below, there shall be no brushing, clearing and/or grading allowed during the breeding season of migratory birds (between February 15 and August 31) or raptors (January 1 and August 31) or coastal California gnatcatcher (between February 15 and August 15). If vegetation is to be cleared during the nesting season, all suitable habitat within 500 feet of the impact area shall be thoroughly surveyed for the presence of nesting birds by the qualified biologist no earlier than 72 hours prior to clearing. If project activities are delayed or suspended for more than 14 days during the nesting bird season, surveys*



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*should be repeated. The survey results shall be submitted by the applicant to the City of Santee Director of Development Services. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with an initial 100-foot buffer for non-listed passerines, 300-foot buffer for listed passerines (e.g., coastal California gnatcatcher), and up to a 500-foot maximum buffer for raptors. The nests shall be avoided and buffers maintained until the nesting cycle is complete or it is determined that the nest has failed. The final appropriate buffer distance, as well as cycle completion or nest failure, shall be determined by an approved biologist. Factors used to determine and guide the appropriate buffer distance shall include individual pair behavior responses, amount of buffering topography, proximity to existing disturbance, and ambient noise levels. In addition, an approved biologist shall be present on the project site to monitor the vegetation removal to ensure that nests not detected during the initial survey are not disturbed (see Mitigation Measure BIO-8, Approved Biologist). If the monitoring biologist determines that the nesting activities are being substantially disrupted by adjacent construction activity, the City of Santee shall be notified, and measures to avoid or minimize such impacts shall be developed. Such measures might include installation of noise barriers, increased buffering, stopping construction in the area, or other measures, as developed.*

**BIO-15:** *Wetland Mitigation Plan. A total of 9.79 acres of impacts to jurisdictional resources, including 8.02 acres of permanent impacts and 1.77 acres of temporary impacts, would occur on and off site. Impacts to jurisdictional resources require permits and authorizations by the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife prior to impacts. The applicant shall provide the City of Santee with permits and authorizations from each resource agency demonstrating approval of project impacts to aquatic resources prior to the approval of the grading and improvement plans.*

*A Wetland Mitigation Plan (included in the Biological Resources Technical Report for the Fanita Ranch Project as Appendix S) has been prepared and describes the on-site mitigation program to mitigate anticipated temporary and permanent development impacts to waters of the United States and wetland vegetation communities. Both on- and off-site mitigation sites are needed to provide full compensation for project impacts, and therefore, two plans shall be required. The off-site mitigation will provide wetland habitat through a combination of*

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***habitat preservation, enhancement, restoration, and creation. With this program, wetland habitat that is comparable in habitat type and quality to the impact area shall be enhanced, restored, or created within the City of Santee's jurisdiction and within the San Diego River and/or its tributaries. The off-site restoration program shall be subject to the same standards and rules as the on-site mitigation program, including management of access control, invasive species, and native vegetation cover and diversity. Off-site restoration shall include these management efforts and a program of revegetation of wetland species with planting and seeding. The off-site habitat creation shall also include potential topographic alteration to expand and create bed and bank areas appropriate for the establishment of new wetland habitat. At least 7.51 acres of off-site mitigation shall be habitat creation and/or re-establishment. This total is based on the current aquatic resource assessment and impacts, and the no-net-loss requirement in the Draft Santee Multiple Species Conservation Program Subarea Plan. The off-site preservation/enhancement component may occur at the 11-acre parcel, owned by the project applicant, adjacent to the lower Santee Lakes to satisfy the off-site preservation/enhancement requirement. The City of Santee has agreed to allow the remaining off-site creation/re-establishment mitigation component to be completed within City of Santee-owned lands in the same hydrologic unit, next to the San Diego River. Based on preliminary evaluations, several opportunities have been identified to provide off-site mitigation for the remaining creation/re-establishment mitigation component, indicating that it is feasible to accomplish the off-site compensatory mitigation.***

***The Wetland Mitigation Plan (Appendix S) is consistent with the USEPA's 2008 Compensatory Mitigation Rule and subsequent guidance documents. The Wetland Mitigation Plan shall use the latest available tentative tract map to define the mitigation areas. The Wetland Mitigation Plan provides a description of project impacts and required mitigation at approved replacement ratios. An implementation section includes the different types of wetland mitigation areas including treatments such as soil preparation, plant palettes, and temporary interim erosion control. Plant palettes incorporate sensitive species that will be impacted by the proposed project, as appropriate. A maintenance plan to promote the successful establishment of the target vegetation communities includes the specific activities to be performed over the 5-year maintenance period. A monitoring plan is included that describes performance criteria for each vegetation community, monitoring frequency,***

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*and methods. The Wetland Mitigation Plan includes reporting requirements and contingency measures.*

*Since temporary impact areas are not appropriate for restoration of jurisdictional resources, these areas shall be considered permanently impacted and shall be mitigated in conformance with the mitigation ratios for permanent impacts to jurisdictional resources. Mitigation ratios based on the Draft Santee Multiple Species Conservation Program Subarea Plan shall be included in the Wetland Mitigation Plan. A draft Wetland Mitigation Plan is included as Appendix S in the Biological Technical Report for the Fanita Ranch Project. This plan may be modified and augmented pending U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife review.*

**BIO-16:** *Coastal Cactus Wren Habitat Management. Coastal cactus wren is a Covered Species under the Draft Santee Multiple Species Conservation Program Subarea Plan. Because suitable and occupied habitat for this species shall be impacted by grading and construction of the proposed project, habitat enhancement and restoration of coastal cactus wren habitat shall occur. Based on project impacts to 0.57 acre of suitable habitat, a 3:1 mitigation ratio resulting in a total of 1.71 acres of habitat enhancement and restoration would be required for mitigation. This habitat restoration and enhancement is outlined within Upland Restoration Plan (Appendix Q), and the Preserve Management Plan (Appendix P) of the Biological Technical Report for the Fanita Ranch Project. This habitat shall need to be similar in extent and density to currently occupied patches to be impacted and shall show use by coastal cactus wren prior to clearing of currently occupied habitat. Use is minimally intended to prove that impacted coastal cactus wren have identified where these patches are located so that they can colonize them once their current habitat patches are cleared. It is anticipated that restoration and enhancement activities shall begin prior to construction, where practicable, to provide the most amount of time for maturation.*

*In order to enhance habitat for coastal cactus wren, appropriate areas in the Habitat Preserve shall be planted with coast prickly pear (*Opuntia littoralis*) and coastal cholla (*Cylindropuntia prolifera*) in a matrix that is optimal for coastal cactus wren. Studies performed on the Orange County Central Reserve found that an interstitial mix of cactus and sage scrub or grasslands may be optimal. This ratio has been implemented into the Upland Restoration Plan and Preserve Management*

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***Plan where appropriate, but likely, greater than 20 percent 1-meter-high cactus cover associated with Sambucus mexicana shall be best. Minimally, three habitat patches shall be planted along primarily southern exposure slopes to increase the amount of suitable nesting habitat for coastal cactus wren outside of the proposed development footprint.***

***The habitat enhancement program is focused on improving habitat conditions for coastal cactus wren within portions of the project site that are identified for preservation and along manufactured slopes in development areas. Site selection shall be based on the following criteria:***

- 1. Slope aspect (prioritize southern exposures and southwest-facing ridgelines)***
- 2. Habitat quality (prioritize areas where some cacti were present, but with adequate space to support additional cacti to improve habitat quality for coastal cactus wren)***
- 3. Soil conditions (prioritize areas with similar soil conditions compared to occupied cactus scrub habitat)***
- 4. Proximity to occupied cactus patches (prioritize areas that are closer to documented coastal cactus wren occurrences to provide opportunities for dispersal; try to enhance areas within 200 meter to 1,000 meter of occupied habitat)***
- 5. Access (prioritize areas that would be accessible to a planting and maintenance crew)***
- 6. Cactus plantings along manufactured slope areas shall be planted so that they do not hinder fire access but shall be clustered so that they discourage or inhibit encroachment by the public.***

***The approach to habitat enhancement shall include planting coast prickly pear and cholla by means of pad and segment cuttings in up to 10 selected enhancement areas. Cacti plants take several years to mature to the size that can support coastal cactus wren nesting. Therefore, the planted cuttings may be augmented with larger container plants in a subsequent year after the most successful planting sites can be determined. In addition, future preconstruction salvage of whole cactus plants and pads may be used to further enhance the structure of the cactus patch areas at the time of construction.***

***It is not expected that all 10 sites shall be successful or perform at equivalent levels. Therefore, a subset of planted areas shall be selected in the second year to focus maintenance efforts on sites with the greatest potential to develop into habitat suitable***

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*for coastal cactus wren occupation. The sites that develop into suitable habitat shall be monitored annually for coastal cactus wren use or occupation over a 5-year period in order to maintain a documented record of coastal cactus wren use of targeted areas for enhancement.*

*This measure shall also incorporate and implement enhancement methods and implementation procedures; a 2-year maintenance, monitoring, and reporting program; and an adaptive management strategy as outlined in the Biological Technical Report for the Fanita Ranch Project.*

**BIO-17:** *Brown-Headed Cowbird Trapping. A brown-headed cowbird trapping program shall be initiated on the project site as necessary. The trapping program includes the following: trapping shall begin during the first phase of grading and continue for a period of 15 years or until an alternative control method is developed, which would then replace the trapping program through the 15-year period. The trapping program shall be based on the most current trapping methods. Three traps shall be set at appropriate locations within open space or adjacent to open space on site, though there is flexibility to install one at another location within the City of Santee's sphere of influence (e.g., Santee Lakes Recreation Preserve) that might provide better local and regional benefits (e.g., along a river or creek or at a local equestrian center). Trapping shall be performed between April 1 and August 1 unless 21 days without brown-headed cowbirds occurs, then trapping may end for that year.*

*In order to establish whether a cowbird trapping program is necessary, focused surveys shall be conducted in and around the Habitat Preserve. A qualified biologist shall survey the Habitat Preserve during February, April, and May of each year during the construction phase through final buildout. If final buildout occurs before 10 years, then at least 10 years of surveys shall be required. During the survey, no single biologist may cover more than 300 acres of Habitat Preserve per day. If 10 or more males or 5 or more females or juveniles are observed on any single occasion, then trapping shall commence. No additional monitoring or trapping shall be required after 10 years even if the brown-headed cowbird occurrence thresholds have not been met. Since there is a small segment of trail designated for equestrian use, monitoring for brown-headed cowbirds is addressed in the Preserve Management Plan (included as Appendix P in the Biological Technical Report for the Fanita Ranch Project) and that area shall be monitored and*

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*managed in accordance with that plan, even if the 10-year threshold has been met for the remainder of the Habitat Preserve. Yearly reporting of the trapping results shall be provided with the other Preserve Management Plan reporting and will minimally include the rationale for trap placement, number of target species, non-target species, mortalities of each, sex and age of each as able to be determined, comparison to prior trapping, and suggestions for the following year.*

**BIO-18:** *Restoration of Suitable Habitat for Quino Checkerspot Butterfly and Hermes Copper Butterfly. Mitigation for impacts to suitable habitat for Quino checkerspot butterfly shall include a combination of in-perpetuity management of the Habitat Preserve that shall focus on removal of non-native grasses, weedy material, and duff layers and the supplemental planting of dot-seed plantain (*Plantago erecta*), woolly plantain (*Plantago patagonica*), Coulter’s snapdragon (*Antirrhinum coulterianum*), rigid bird’s beak (*Cordylanthus rigidus*), owl’s clover (*Castilleja exserta*), Chinese houses (*Collinsia concolor*), and purple Chinese houses (*Collinsia heterophylla*) so that habitat is more suitable for Quino checkerspot butterfly. This shall include an endowment or other acceptable permanent funding mechanism and documented management plan as outlined in the Preserve Management Plan (included as Appendix P in the Biological Technical Report for the Fanita Ranch Project). Restoration/enhancement and creation of suitable habitat areas shall entail specific standards or guidelines on vegetation management. Tables 4.3-12 through 4.3-14 summarize the mitigation requirement scenarios based on the three potentially suitable habitat models for Quino checkerspot butterfly. Regardless of the model used, approximately 1,096.57 acres of suitable habitat based on the most conservative 2009 extrapolation model shall be managed for Quino checkerspot butterfly and other compatible species such as coastal California gnatcatcher, San Diego fairy shrimp, and Hermes copper butterfly, providing a minimum 1.9:1 mitigation ratio.*

**Table 4.3-12. Mitigation Scenario Based on the 2009 Extrapolation Model for Impacts to Suitable Habitat for Quino Checkerspot Butterfly**

<i>Suitable Habitat Model</i>	<i>Impact Acreage</i>	<i>Mitigation Acreage Credits (Habitat Preserve Suitable Habitat)<sup>1</sup></i>	<i>Ratio of Mitigation Achieved with On-Site Habitat Preserve</i>
2009 Extrapolation Model	581.39	1,096.57	1.9:1

**Notes:**

<sup>1</sup> This is the total acreage included within the Habitat Preserve and shall be subject to long-term management and monitoring as directed by the Preserve Management Plan.

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**Table 4.3-13. Mitigation Scenario Based on the 1-Kilometer Model (All Known Observations) for Impacts to Suitable Habitat for Quino Checkerspot Butterfly**

<i>Suitable Habitat Model</i>	<i>Impact Acreage</i>	<i>Mitigation Acreage Credits</i>	<i>Ratio of Mitigation Acheived<sup>1</sup></i>
1-Kilometer (all known observations)	396.53	218.22*	0.6:1
		878.35**	2.2:1
<b>Total Suitable Habitat in the Habitat Preserve<sup>2</sup></b>		<b>1,096.57</b>	

**Notes:**

- <sup>1</sup> Two mitigation ratios are provided based on (1) the amount of suitable habitat within the 1-kilometer buffer that overlaps the Habitat Preserve and (2) the remaining suitable habitat within the Habitat Preserve (based on the 2009 extrapolation model) outside the 1-kilometer buffer.
- <sup>2</sup> This is the total suitable habitat acreage included within the entire Habitat Preserve (based on the 2009 extrapolation model) and shall be subject to long-term management and monitoring as directed by the Preserve Management Plan.
- \* Mitigation acreage available in the 1-kilometer buffer that overlaps the Habitat Preserve.
- \*\* This total represents the amount of remaining suitable habitat available in the Habitat Preserve (based on the 2009 extrapolation model) outside the 1-kilometer buffers.

**Table 4.3-14. Mitigation Scenario Based on the 1-Kilometer Model (Without the 2005 Observation) for Impacts to Suitable Habitat for Quino Checkerspot Butterfly**

<i>Suitable Habitat Model</i>	<i>Impact Acreage</i>	<i>Mitigation Acreage Credits</i>	<i>Ratio of Mitigation Acheived<sup>1</sup></i>
1-Kilometer (Without the 2005 Observation)	3.82	7.39*	1.9:1
		1,089.18**	285:1
<b>Total Suitable Habitat within the Habitat Preserve<sup>2</sup></b>		<b>1,096.57</b>	

**Notes:**

- <sup>1</sup> Two mitigation ratios are provided based on (1) the amount of suitable habitat within the 1-kilometer buffer that overlaps the Habitat Preserve and (2) the remaining suitable habitat in the Habitat Preserve (based on the 2009 extrapolation model) outside the 1-kilometer buffer.
- <sup>2</sup> This is the total suitable habitat acreage included in the entire Habitat Preserve (based on the 2009 extrapolation model) and shall be subject to long-term management and monitoring as directed by the Preserve Management Plan.
- \* Mitigation acreage available within the 1-kilometer buffer that overlaps the Habitat Preserve.
- \*\* This total represents the amount of remaining suitable habitat available in the Habitat Preserve (based on the 2009 Extrapolation model) outside the 1-kilometer buffer.

***As described in the Draft Santee Multiple Species Conservation Program Subarea Plan, impacts to potentially suitable habitat for Hermes copper butterfly requires mitigation by preservation of suitable habitat at a ratio of 1:1, or 2:1 if the suitable habitat was previously occupied. Previously occupied habitat includes areas of potentially suitable habitat within 500 feet of a previously known occurrence of Hermes copper butterfly but where the butterfly was not identified during subsequent and more recent focused surveys. Mitigation of suitable habitat is included in the Preserve Management Plan (included as Appendix P in the Biological Technical Report for the Fanita Ranch Project) and includes the following: preservation and management of existing suitable habitat in the Habitat Preserve, restoration/enhancement of existing suitable habitat in the Habitat Preserve, and creation of new suitable habitat areas in the Habitat Preserve and along manufactured slopes in development areas, as appropriate. Restoration/enhancement and creation of new suitable habitat areas would entail repairing***

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***degraded habitat through the control of invasive species and/or planting of appropriate native species (i.e., redberry buckthorn within 15 feet of California buckwheat); see the Upland Restoration Plan included as Appendix Q in the Biological Technical Report for the Fanita Ranch Project for details. Table 4.3-15 summarizes the mitigation requirements for impacts to potentially suitable habitat for Hermes copper butterfly.***

**Table 4.3-15. Mitigation Requirements for Impacts to Suitable Habitat for Hermes Copper Butterfly**

<i>Habitat Type</i>	<i>Impact Acreage</i>	<i>Mitigation Ratio<sup>1</sup></i>	<i>Mitigation Acreage</i>	<i>Mitigation Acreage Credits (Habitat Preserve)</i>
<i>Redberry Buckthorn within 15 feet of California Buckwheat</i>				
Potentially Suitable Habitat	44.73	1:1	44.73	79.29
Potentially Suitable Habitat, Previously Occupied	8.25	2:1	16.50	15.48
<b>Total Acreage</b>	<b>52.98</b>	—	<b>61.23</b>	<b>94.77<sup>2</sup></b>

**Notes:**

<sup>1</sup> Mitigation ratios are based on the Draft Santee Multiple Species Conservation Program Subarea Plan (City of Santee 2018).

<sup>2</sup> This acreage will be included in the Habitat Preserve and will be subject to long-term management and monitoring as directed by the Preserve Management Plan.

**BIO-19:** ***African Clawed Frog Trapping. African clawed frogs have been detected in the past within Sycamore Canyon Creek and vernal pool features on the project site. A monitoring and control program is included in the Preserve Management Plan (included as Appendix P in the Biological Technical Report for the Fanita Ranch Project) and designed to determine the presence of African clawed frogs within occupied fairy shrimp and western spadefoot features. Monitoring shall consist of surveying flowing and pooled portions of Sycamore Canyon Creek and restored and natural vernal pool features on the project site once per month from January through April while the proposed project is in construction. After construction is complete, these areas shall be surveyed for African clawed frogs once per year in March. If African clawed frogs are observed during the construction or post-construction monitoring, then control measures shall be implemented. Since different areas may require control each year, yearly updates shall be made as necessary.***

**BIO-20:** ***Wildlife Protection. In order to generally protect wildlife species and habitat, the following measures shall be implemented:***



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- 1. Adequate fencing (i.e., wildlife safe that would prevent unnecessary snaring or injury) shall be erected to guide human users away from open space areas where open space abuts streets, parks, and trails.**
- 2. Covenants, conditions, and restrictions shall include a section that forbids collection of native wildlife (e.g., coast horned lizards, toads, snakes) without obtaining the necessary collection permits from the California Department of Fish and Wildlife or the destroying of wildlife habitat.**
- 3. Covenants, conditions, and restrictions shall include a notice describing the necessary role that coyotes, bobcats, and rattlesnakes have in the environment and shall make recommendations for keeping pets and pet food indoors and safe, and restrictions against controlling these and other native species unless there is a threat to life or property. The Preserve Manager's phone number and email address shall be provided for residents to call when they feel threatened by wildlife or observe injured wildlife.**
- 4. Covenants, conditions, and restrictions shall include a notice describing the trail and preserve restrictions.**
- 5. Street signs, speed bumps, or other traffic-calming devices shall be employed along the residential collector Streets "V" and "W" to allow wildlife to cross more safely (see Biological Technical Report for the Fanita Ranch Project, Figures 5-7b and 5-7c). The posted speed limit on these streets shall be 25 miles per hour.**

**BIO-21:** **Fire Protection Plan. To minimize the potential exposure of the project site to fire hazards, all features of the Fire Protection Plan for the Fanita Ranch Project, prepared by Dudek (2020) and provided as EIR Appendix P1, shall be implemented in conjunction with development of the proposed project.**

The City Council finds that Mitigation Measures **BIO-1** through **BIO-21** are feasible, are adopted, and will further reduce impacts related to sensitive species. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to sensitive species, as identified in the EIR. Therefore,

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impacts are considered less than significant. Mitigation measures will further reduce impacts related to sensitive species. (EIR, § 4.3.5.1.)

### 2. Riparian Habitat

Threshold: Would the Project 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 U.S. Fish and Wildlife Service?

Finding: Less than significant with mitigation. (EIR, § 4.3.5.2.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).)

Explanation: Direct Impacts. Implementation of the proposed project would result in permanent impacts to approximately 927.90 acres of sensitive and non-sensitive vegetation communities and land covers on site and temporary impacts to approximately 114.47 acres on site. Of these on site permanent impacts, approximately 10.52 acres would result from new trail creation and retention of some existing trails. The proposed project would also impact a total of 18.26 acres of sensitive and non-sensitive vegetation communities off site, including 14.30 acres of permanent impacts and 3.96 acres of temporary impacts. All temporary impact areas would be revegetated to pre-existing conditions following construction.

Sensitive vegetation communities that would be impacted on site include scrub and chaparral, grasslands, vernal pools, bog and marsh, riparian and bottomland habitat, and woodland communities. Sensitive vegetation communities that would be impacted off site include scrub, grasslands, vernal pools, and unvegetated channel. Within both on- and off-site areas, the proposed project would permanently or temporarily impact 980.77 acres of sensitive habitats, including 970.57 acres of sensitive uplands, 0.41 acre of vernal pools, and 9.79 acres of wetland habitats. All direct permanent and temporary impacts to sensitive vegetation communities both on and off site are considered significant.

Indirect Impacts. Indirect impacts to sensitive vegetation communities can result from invasion by exotic species, alteration of the natural fire regime, exposure to urban pollutants (e.g., fertilizers, pesticides, herbicides, and other hazardous materials), and trampling by humans and domestic pets. Permanent indirect impacts to riparian habitats and other sensitive natural communities from development of the proposed project would be potentially significant.

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Implementation of Mitigation Measures **BIO-1**, **BIO-2**, **BIO-6** through **BIO-12**, and **BIO-15** set forth above would mitigate all direct and indirect permanent and temporary impacts to riparian habitats and other sensitive natural communities to below a level of significance.

Permanent impacts to 856.73 acres (including on- and off-site areas) of sensitive upland vegetation communities are anticipated with project implementation. A total of 1,292.62 acres of mitigation would be required; however, the Habitat Preserve would conserve 1,448.84 acres of sensitive upland vegetation communities, 156.22 acres greater than required by mitigation. Direct permanent and temporary impacts to sensitive upland communities would be reduced to less than significant with implementation of Mitigation Measures **BIO-1** and **BIO-2**, which would preserve sensitive upland communities within the Habitat Preserve and restore temporary impacts to sensitive upland communities.

Implementation of Mitigation Measures **BIO-6** through **BIO-8**, that include standard best management practices and other requirements that address erosion and runoff, specifically the construction-related minimization measures required by the federal Clean Water Act, NPDES, and preparation of a SWPPP, would reduce indirect impacts to sensitive natural communities to a less than significant level.

Mitigation Measure **BIO-9** would reduce permanent indirect impacts to sensitive vegetation communities by planting cactus species in brush management zones, temporary impact areas and between roadways and open space to help protect against incursions by domestic pets, children, or recreationists. Additionally, Mitigation Measure **BIO-10** would require that all herbicides used during landscaping activities be contained within the proposed project's impact footprint and weed control treatments include all legally permitted chemical, manual, and mechanical methods applied with the authorization of the County.

Implementation of Mitigation Measure **BIO-11** would reduce permanent indirect impacts to special-status plant and wildlife species from Argentine ants to a less than significant level. This measure requires control measures and quarterly monitoring of Argentine ants along the construction–Habitat Preserve interface.

Impacts to vernal pools would be mitigated to a less than significant level through implementation of Mitigation Measure **BIO-12**, which would require rehabilitation or enhancement and creation of new seasonal basin resources within the Habitat Preserve.

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Direct permanent and temporary impacts to wetland vegetation communities would be reduced to less than significant through implementation of Mitigation Measure **BIO-15**, which would require mitigation and permits from the agencies that have jurisdiction over them (i.e., ACOE, RWQCB, and/or CDFW).

Implementation of Mitigation Measure **BIO-15** would utilize a Wetland Mitigation Plan to restore temporary impacts in wetland areas and reduce impacts to sensitive riparian and wetland vegetation communities to less than significant. Therefore, implementation of Mitigation Measures **BIO-1**, **BIO-2**, **BIO-6** through **BIO-12**, and **BIO-15** would mitigate all direct and indirect permanent and temporary impacts to riparian habitats and other sensitive natural communities to below a level of significance.

The City Council finds that Mitigation Measures **BIO-1**, **BIO-2**, **BIO-6** through **BIO-12** and **BIO-15** are feasible, are adopted, and will further reduce impacts related to riparian habitat. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to riparian habitat, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to riparian habitat. (EIR, § 4.3.5.2.)

### 3. Wetlands

Threshold: Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Finding: Less than significant with mitigation. (EIR, § 4.3.5.3.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).)

Explanation: Direct Impacts. Impacts to jurisdictional aquatic resources on the project site would be avoided and minimized through project design to the extent feasible. Nevertheless, potentially significant impacts to jurisdictional resources would occur with project implementation. In total, direct impacts to 9.79 acres (67,186 linear feet) of jurisdictional resources under the jurisdiction of the ACOE, RWQCB, and CDFW

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are expected with project implementation. These impacts consist of 1.83 acres (2,903 linear feet) of on-site wetland waters of the United States or state and riparian habitat; 3.79 acres (60,324 linear feet) of non-wetland waters of the United States, waters of the state, and CDFW streambeds (0.03-acres that are off site); and 0.02 acre (64 linear feet) of on-site non-wetland waters of the United States, waters of the state, and CDFW riparian habitat. In addition to these impacts, another 4.15 acres (3,895 linear feet) of riparian habitat on site under only CDFW jurisdiction would be impacted with project development. EIR Table 4.3-18 identifies impacts to jurisdictional aquatic resources, which would require permits and authorizations from the ACOE, CDFW, and RWQCB.

Indirect Impacts. Potential temporary indirect impacts to jurisdictional resources on and off site would primarily result from construction activities and include impacts related to or resulting from the generation of fugitive dust, changes in hydrology resulting from construction (including sedimentation and erosion), and the introduction of chemical pollutants (including herbicides). Long-term indirect impacts could result from the proximity of the proposed project to jurisdictional resources after construction. Permanent indirect impacts that could affect jurisdictional resources include generation of fugitive dust, habitat fragmentation, chemical pollutants, altered hydrology, non-native invasive species, increased human activity, alteration of the natural fire regime, and shading.

The implementation of Mitigation Measures **BIO-6**, **BIO-7**, **BIO-10**, and **BIO-15** set forth above would reduce project impacts to wetland resources to below a level of significance.

Mitigation for potential permanent indirect impacts to jurisdictional resources requires conformance with the Land Use Adjacency Guidelines as specified in the Draft Santee MSCP Subarea Plan, as required by Mitigation Measure **BIO-6**. The guidelines include control of urban runoff, toxins and pollutants, public activities in open space, and deliberate planting of exotic invasive species, which would be required by implementation of Mitigation Measure **BIO-7**. As required by Mitigation Measure **BIO-7**, a Standard Urban Stormwater Management Plan would be prepared in compliance with the federal Clean Water Act, NPDES, and SWPPP such that storm flows conveyed from the project site do not adversely affect off-site jurisdictional resources by significantly altering natural hydrologic patterns. Additionally, Mitigation Measure **BIO-10** would reduce impacts to jurisdictional resources by requiring that all herbicides used during landscaping activities be contained within the proposed project's impact footprint and weed control treatments include all legally permitted chemical, manual, and mechanical methods

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applied with the authorization of the County agriculture commissioner. Indirect impacts related to water quality would be less than significant.

Permanent and temporary impacts to 9.79 acres (including on- and off-site areas) under ACOE, RWQCB, and CDFW jurisdiction are expected with project implementation. A total of 24.01 acres of mitigation would be required based on mitigation ratios set forth in the Draft Santee MSCP Subarea Plan (City of Santee 2018). The Habitat Preserve would conserve 32.31 acres, the majority of which could only be used for the preservation component of the mitigation requirement. EIR Table 4.3-19 summarizes the proposed project's temporary and permanent impacts and required mitigation ratios.

Mitigation Measure **BIO-15** would require implementation of a Wetland Mitigation Plan to reduce permanent and temporary impacts to wetlands under the jurisdiction of ACOE, RWQCB, and CDFW to below a level of significance. Mitigation ratios based on the Draft Santee MSCP Subarea Plan included in EIR Table 4.3-19 shall be included in the Wetland Mitigation Plan.

The City Council finds that Mitigation Measures **BIO-6**, **BIO-7**, **BIO-10** and **BIO-15** are feasible, are adopted, and will further reduce impacts related to wetlands. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to wetlands, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to wetlands. (EIR, § 4.3.5.3.)

#### 4. **Wildlife Movement**

Threshold: Would the Project 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?

Finding: Less than significant with mitigation. (EIR, § 4.3.5.4.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).)

Explanation: Direct Impacts. Currently the entire project site functions as both live-in habitat for a wide variety of large and small wildlife, and functions

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as partial territory for the largest of mammals (i.e., mountain lion, mule deer, bobcat, and coyote). The entire project site allows for wildlife movement without distinct wildlife corridors and habitat linkages. The project site does not provide habitat for migratory fish species. The project site also acts as a movement corridor (e.g., Sycamore Canyon) between County open space, MCAS Miramar, and Santee Lakes Recreation Preserve.

Wildlife corridors have been designated through MSCP planning in the Draft Santee MSCP Subarea Plan, including the project site as a habitat block that promotes wildlife movement. Whether or not the Draft Santee MSCP Subarea Plan is implemented, these areas would be important connections for wildlife between areas east, west, and north of the project site in a post-project scenario. Two locations pass through the western portion of the project site to MCAS Miramar, one connects the northeastern portion of the project site to lands within the County, and another crosses to the north to lands within the County (City of Santee 2018, Figure 4-3). As a result, there would be direct impacts to habitat linkages and wildlife corridors as a result of proposed project development.

The proposed project design provides for a primary wildlife corridor through the north-central portions of the proposed project, with a minimum width of 1,150 feet. This criterion meets generally accepted wildlife movement principles and Draft Santee MSCP Subarea Plan Guidelines. An additional corridor exists along the northern boundary of the project site, which is mostly 1,400 or more feet wide and buffers a canyon. It narrows to 619 feet for approximately 800 feet, but this area is adjacent to protected and managed County of San Diego Park Preserve lands. The entire northern edge buffers existing protected preserve lands to the north, which meets the Draft Santee MSCP Plan Guidelines. To the west, a large corridor buffering Sycamore Canyon Creek is provided. This corridor is between 1,000 and 400 feet wide (at the detention basin which could also be used for movement), but is further widened by the adjacent military base and conserved preserve areas along the entire boundary.

The open space configuration for the proposed project would maintain connectivity to the north into the Goodan Ranch/Sycamore Canyon County Preserve, to the east into open space County lands, and to the west into MCAS Miramar open space (which contains over 3,000 acres of coastal sage scrub and 9,000 acres of chaparral). All three corridors lead to, or buffer, a regional corridor along Sycamore Canyon. Therefore, the landscape-scale habitat connections for regional wildlife movement would not be substantially affected. Depending on future development within the adjacent County lands to the east, the proposed project would provide another secondary

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wildlife corridor, varying in width from 508 feet to 1,400 feet, along the eastern boundary currently adjacent to extant habitat areas.

After buildout of the proposed project, wildlife movement to the portion of the open space Habitat Preserve in the southern portion of the project site may be constrained by village development to the north and the streets that would border the open space to the west (Fanita Parkway extension and improvements) and to the east (Cuyamaca Street extension and improvements). In addition, wildlife movement to and from the central portion of the Habitat Preserve northeast of the proposed Farm would be constrained by the two, main proposed east–west traversing streets (Streets “V” and “W”) that would connect the village development. To avoid hindering wildlife movement at interior Streets “V” and “W,” as well as the Cuyamaca Street extension, a wildlife undercrossing would be constructed approximately 400 feet south of the project limits along Cuyamaca Street to adequately convey coyotes, mule deer, and smaller-sized wildlife using existing or manufactured topography. The proposed crossing, which would measure 6.9 meters (22.5 feet) wide by 3.7 meters (12.0 feet) tall by 35.0 meters (115 feet) long (0.7 openness ratio), would meet the suggested 0.6 openness ratio suggested for mule deer and other mid-sized mammal species documented during camera studies listed in Biological Resources Technical Report (Appendix D), Table 4-8, including bobcat and coyote. Mountain lion would also use the undercrossing.

Despite the project design incorporating open space and wildlife movement corridors, development of the proposed project would still have the potential to result in significant direct impacts to wildlife movement corridors in the region, requiring mitigation.

Indirect Impacts. Permanent development-related indirect impacts to wildlife movement would include noise, vibration, lighting, increased human activity, altered fire regimes, and increased roadkill. Development of the proposed project would result in significant indirect impacts to wildlife movement corridors both on and off site.

Implementation of Mitigation Measures **BIO-1**, **BIO-6**, **BIO-9**, **BIO-10**, and **BIO-20** set forth above would preserve on-site habitat areas designed as wildlife movement corridors and provide links to off-site habitat areas. Mitigation Measures **BIO-22** and **BIO-23** would design and implement a wildlife corridor and crossings for wildlife movement in the northeastern part of the project site and under the Cuyamaca Street extension off site, respectively. Implementation of these mitigation measures would reduce impacts to wildlife corridors and habitat linkages to below a level of significance.



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Due to the approximate 900-acre block of Habitat Preserve (Mitigation Measure **BIO-1**) in the southern portion of the project site, the loss or constraint of local wildlife movement opportunities would not adversely affect genetic exchange and diversity of populations at the landscape level. None of the wildlife species that would be affected or displaced by the loss or constraint of local movement areas have genetically unique or endemic populations that would be functionally isolated from other populations, and the regional habitat linkages would ensure that genetic exchange and diversity of these species in the region would be maintained.

Implementation of Mitigation Measures **BIO-6**, **BIO-7**, **BIO-9**, and **BIO-10** would reduce potential indirect impacts to wildlife movement corridors to less than significant levels through conformance with the Land Use Adjacency Guidelines as specified in the Draft Santee MSCP Subarea Plan. Typical restrictions (e.g., best management practices) and requirements that address erosion, runoff and weed control treatments would be enforced, including the construction-related minimization measures required by the federal Clean Water Act, NPDES, and SWPPP, planting of cactus patches along the development–Habitat Preserve interface, and weed control treatments. Mitigation Measure **BIO-20**, which employs street signs, speed bumps, or other traffic-calming devices along the north and south collector streets to allow wildlife to cross more safely, would reduce long-term indirect impacts to wildlife movement to a less than significant level.

Mitigation Measure **BIO-22**, which would provide a wildlife corridor along the northern, western, and eastern project site boundaries, would reduce impacts to wildlife corridors to less than significant. Mitigation Measure **BIO-23**, which requires the provision of wildlife undercrossings under Cuyamaca Street and Fanita Parkway, would reduce direct and indirect impacts to wildlife, including western spadefoot, to a less than significant level.

### **BIO-22:**

***Wildlife Corridor. The project shall include an interior corridor that is minimally 1,200 feet wide and a northern corridor that is minimally 1,400 feet wide with the exception of one location that narrows to 600 feet for an approximate 800-foot length. This length is adjacent to the protected and managed Goodan Ranch/Sycamore Canyon Preserve to the north so it would still function for wildlife movement of mountain lion, coastal California gnatcatcher, and all other species. The western boundary shall include a corridor that is mostly approximately 1,000 feet wide except at the southern edge where it narrows to 400 feet at the stormwater catch basin. This entire area is bordered and managed by the Marine Corps Air Station***

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***Integrated Natural Resources Management Plan. In order to retain wildlife movement to the north along the eastern boundary of the project site, a secondary corridor has been included.***

***Throughout the Habitat Preserve, the following measures shall be implemented:***

- 1. Lighting shall be directed toward development and shielded away from the Habitat Preserve.***
- 2. Trails shall not be in use from dusk to dawn, pets must be on leashes, and trails shall only be used for hiking and biking with the exception of the extreme northeastern trail (approximate 1,200-foot long section) that is already established for equestrian use.***
- 3. Trails shall be managed in accordance with the Public Access Plan (Appendix T to the Biological Technical Report for the Fanita Ranch Project), and disclosed in the Covenants, Codes & Restrictions (CC&Rs):***
  - a. Only the trail types discussed within the Public Access Plan shall be allowed;***
  - b. Unnecessary trails shall be abandoned and restored in accordance with the Public Access Plan, Preserve Management Plan (Appendix P to the Biological Technical Report for the Fanita Ranch Project), and Upland Restoration Plan (Appendix Q to the Biological Technical Report for the Fanita Ranch Project); and***
  - c. Trails shall be monitored on a regular basis and protected and maintained in accordance with the Public Access Plan and Preserve Management Plan;***
- 4. Trails may be temporarily closed to control unauthorized access.***
- 5. Trails may be closed on a seasonal basis to protect Covered Species in the Habitat Preserve.***
- 6. Streets "V" and "W," which connect the Vineyard Village to Fanita Commons and Orchard Village, shall provide safety lighting that shall be button started with a timer shut-off delay such that lighting shall not permanently be on at night,***

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*but only on when needed for emergency purposes or pedestrian safety.*

### **BIO-23:**

***Wildlife Undercrossings. A wildlife undercrossing shall be constructed approximately 400 feet south of the project site boundary within the Cuyamaca Street extension to adequately convey coyotes, mule deer, and smaller-sized wildlife. The wildlife undercrossing shall utilize existing or manufactured topography. The crossing shall be designed to provide a greater than 0.6 openness ratio (calculated as width times height divided by length in meters; see the Biological Technical Report for the Fanita Ranch Project, Figures 5-7b and 5-7c, Wildlife Corridors and Crossings). Crossings shall have a raised floor and/or side platform to allow dry passage for wildlife when water is flowing.***

***In addition, a 48-inch reinforced concrete pipe culvert and directional curbs shall be constructed to allow western spadefoot and other small wildlife to cross under Fanita Parkway to reduce permanent indirect impacts to these species (see the Biological Technical Report for the Fanita Ranch Project, Figure 5-7a, Local Wildlife Corridors).***

The City Council finds that Mitigation Measures **BIO-1, BIO-6, BIO-9, BIO-10, BIO-20, BIO-22** and **BIO-23** are feasible, are adopted, and will further reduce impacts related to wildlife corridors. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to wildlife corridors, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to wildlife corridors. (EIR, § 4.3.5.4.)

## **C. CULTURAL RESOURCES**

### **1. Archaeological Resources**

Threshold: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines, section 15064.5?

Finding: Less than significant with mitigation. (EIR, § 4.4.5.2.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental

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effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).)

Explanation: According to the Cultural Resources Phase I Survey Report prepared by Atkins, a CHRIS records search, a review of aerial photographs, and a Phase I pedestrian survey were performed on the approximately 800 acres of the project APE and 17 miles of proposed trails. The CHRIS records search and the Phase I pedestrian survey identified 24 sites and 43 isolates throughout the project site. Based on the quality and integrity of the sites, Atkins recommended 11 of these archaeological sites undergo Phase II testing.

In 2018, Rincon completed a Phase I survey of the Cuyamaca Street extension and a portion of archaeological site CA-SDI-8243, none of which were surveyed previously. Rincon also evaluated the historic-period Fanita Rancho (CA-SDI-22504) property through an archival research and Phase I survey. Rincon completed Phase II testing of the 11 previously identified archaeological sites considered eligible or potentially eligible for the CRHR and one new site (CA-SDI-22503) identified during the Phase I pedestrian survey completed by Rincon for a total of 12 sites that underwent Phase II testing.

Based on the results of Rincon's Phase II testing, two archaeological sites, CA-SDI-8243 and CA-SDI-8345, have been recommended eligible for the NRHP and CRHR due to their data potential. The 10 remaining sites are recommended as ineligible for the NRHP and CRHR or any local designations due to their lack of data potential and no further management considerations are recommended.

CA-SDI-8243: A portion of CA-SDI-8243 would be impacted by the proposed project. It is considered a large prehistoric habitation site that yielded 473 artifacts, which is the largest and most diverse assemblage of all the sites tested during the investigation. It contained ceremonial quartz crystals and human remains, among other artifacts, which suggests it likely acted as a regional habitation center. The constituents still present at the site retain the potential to continue yielding data pertinent to the research themes presented in the Phase II testing program. Based on the data potential of the site, the Phase II Cultural Resources Testing and Evaluations Report recommends site CA-SDI-8243 as eligible for the NRHP and CRHR under Criterion D/4: Have yielded, or may be likely to yield, information important in prehistory or history. Because development of the proposed project would partially impact CA-SDI-8243, impacts would be potentially significant.

CA-SDI-8345: A portion of CA-SDI-8345 would be impacted by the

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proposed project. It is considered a habitation site that consists of several bedrock outcrops with milling features and groundstone tools that suggest this area was used for resource processing. In addition to these resource processing tools and habitation debris, such as faunal, ceramics, and lithics, a ceremonial artifact and the presence of human remains suggest this site functioned as a habitation site during the Late Prehistoric Period. The location of CA-SDI-8345 also provided a vantage point that would have allowed those occupying the Sycamore Canyon valley to look out over the City. The presence of ceremonial object and the diversity of artifacts encountered suggest CA-SDI-8345 has the potential to yield significant information regarding prehistory and is also recommended eligible under Criterion D/4: Have yielded, or may be likely to yield, information important in prehistory or history. Because development of the proposed project would partially impact CA-SDI-8345, impacts would be potentially significant.

Unknown Resources: The proposed project, which would involve substantial grading and excavation in native soils, would be located on currently undeveloped land resulting in considerable cuts into native terrain where cultural resources are known to occur. Therefore, there is a potential for the presence of previously unknown archaeological resources or tribal cultural resources (TCRs) to be discovered. Depending on the sensitivity of these resources, impacts would be potentially significant.

Areas Located Outside the Area of Potential Effect: Although it is outside the scope of the proposed project's potential effects to archaeological resources or TCRs, in an effort to cooperate with Barona, and in response to Barona's request during consultation, the City shall include the following condition of approval for the proposed project to be completed prior to the issuance of grading permits.

In an effort to cooperate with Barona, the City has agreed that a surface inventory of sensitive areas adjacent to the proposed project's development footprint (but outside of the APE) shall be a condition of approval for the proposed project and shall be completed prior to the issuance of grading permits. This inventory shall be completed by a qualified archaeologist who meets or exceeds the Secretary of Interior's Professional Qualifications Standards for archaeology and a Native American monitor of Kumeyaay descent. The inventory shall be limited to 300 feet from the development footprint and shall be focused on areas that are known to be sensitive for cultural resources. In the event a cultural resource or TCR is identified adjacent to the proposed project's development footprint, the resource shall be recorded using the California Department of Parks and Recreation Series 523 forms, and environmental sensitive

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area fencing shall be put in place to protect the resource prior to ground-disturbing activities and shall remain in place until project-related ground disturbance is complete. Because these areas are outside of the proposed project's development footprint and would not be impacted by the proposed project development, no further analysis beyond a surface inventory shall be completed.

Because portions of archaeological sites CA-SDI-8243 and CA-SDI-8345 are located within the development footprint, impacts to these resources would be potentially significant. Preservation in place is the preferred mitigation strategy under CEQA for archaeological sites. Preservation in place can be achieved by project design for avoidance, incorporation into an open space, or capping of the site and construction of features over the cap that will not directly impact the site. The proposed project has been designed to avoid or cap a minimum of 40 percent of CA-SDI-8243 and avoid a minimum of 60 percent of CA-SDI-8345 as shown on the Vesting Tentative Map.

On-site biological resources restoration for the proposed project is required under Mitigation Measures BIO-1, BIO-2, BIO-12, and BIO-15. These mitigation measures require areas outside of the construction footprint on the project site to undergo biological resources restoration. At the time of the EIR public review, the exact locations of the restoration areas have yet to be established because consultation with regulatory agencies is ongoing. To protect cultural resources from unnecessary impacts, and in keeping with the requests of the consulting Native American tribes, cultural resources surveys shall be completed once consultation with regulatory agencies is completed, and the exact restoration areas are established. Implementation of Mitigation Measure **CUL-9** would avoid and mitigate potential impacts to cultural resources and TCRs from the on-site biological resources restoration required by Mitigation Measures BIO-1, BIO-2, BIO-12, and BIO-15.

Implementation of Mitigation Measures **CUL-1** through **CUL-9** would reduce cultural resources and TCRs impacts to below a level of significance.

**CUL-1:** *Site Capping Program. Prior to implementation of a site (or locus) capping program, a site capping plan shall be prepared by a qualified archaeologist who meets or exceeds the Secretary of Interior's Professional Qualifications Standards for archaeology. The plan shall be reviewed and approved by the Project Planner for the City of Santee with input from Native American tribal groups who have consulted on the project. The plan shall include the following or equivalent steps:*

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- 1. Retain an archaeological monitor and Native American monitor of Kumeyaay descent with ancestral ties to the San Diego region and at minimum one (1) year of monitoring experience within Kumeyaay ancestral territory to observe the capping process.**
- 2. Remove organic material from the archaeological site surface by hand, including brushing, raking, or use of power blower. Use of motorized vehicles for vegetation removal is prohibited. All vegetation shall be removed at ground surface such that no soil disturbance results.**
- 3. Remaining root balls and masses in the ground after hand removal of vegetation stems and trunks shall be sprayed with topical pesticide per the pesticide manufacturer's specifications to ensure no further growth. The resulting dead vegetation masses shall be left in place. Complete surface vegetation removal and die-off of root massing shall be achieved before geotextile placement.**
- 4. No remedial grading, sub-grade preparation, or scarification shall occur before placement of the geotextile fabric.**
- 5. A biaxial geogrid (Tensar BX1200, TX 160, or equivalent) shall be laid over the ground surface where capping is to take place, and a minimum buffer area to be determined by the City of Santee through consultation with a qualified archaeologist, the Native American groups who have consulted on the project, and the most likely descendant as the final grading plans are prepared. The geogrid type and verification of its technological capability shall be provided by a qualified geotechnical engineer during plan check of final grading plans.**
- 6. Placement of fill soils on top of the geotextile fabric shall be done in no greater than 8-inch lifts with rubber-tired equipment.**
- 7. Geotextile fabric shall be capable of preventing compaction and load impacts on underlying archaeological resources.**
- 8. Fill soils shall have a pH ranging from 5.5 to 7.5 only.**
- 9. Fill soils shall be free of archaeological resources (i.e., culturally sterile).**
- 10. Fill soils shall be spread from the outside with rubber-track, heavy equipment such that the equipment would only be**

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*working on top of the fill soils. The fill soils shall be placed ahead of the loading equipment so that the machine does not have contact with the archaeological site surface.*

*11. The fill soils shall be sufficiently moist so that they are cohesive under the weight of the heavy equipment as the material is spread out over the archaeological site and buffer area.*

*12. After the first 12–18 inches of fill are laid, larger equipment may be used to increase the fill to desired grade.*

*Capping soils shall be visually distinguishable from the native soils below. A minimum of 24 inches of fill material shall be maintained between the surface of the archaeological cap and any ground-disturbing activities. Ground-disturbing activities include but are not limited to grading; excavation; compaction; placement of soil, sand, rock, gravel, or other material; clearing of vegetation; and construction, erection, or placement of any underground utilities, buildings, or structures. Restrictions shall be applied regarding species planted within the cap (deep-rooted species would be avoided in areas where the cap does not exceed 10 feet). Additionally, chemical agents such as fertilizer shall be avoided in areas where the cap does not exceed 24 inches.*

**CUL-2:** *Phase III Data Recovery Excavation Program. For areas within CA-SDI-8243 and CA-SDI-8345 that cannot be avoided, capped, or designated as open space by the proposed project, a Phase III Data Recovery Excavation Program shall be completed to comprehensively document the resources and exhaust the data potential of the resources prior to the issuance of project grading permits. The Phase III Data Recovery Excavation Program shall be conducted by a qualified archaeologist who meets or exceeds the Secretary of Interior's Professional Qualifications Standards for archaeology in accordance with the California Office of Historic Preservation's 1990 Archaeological Resource Management Reports: Recommended Contents and Format; CEQA; California Public Resources Code, Section 21084.1; and CEQA Guidelines, Section 15126.4(b).*

*Prior to implementing the field component of the Phase III Data Recovery Excavation Program, a Phase III Data Recovery Plan shall be prepared by the qualified archaeologist selected to carry out the program. The plan shall be prepared in consultation with Native American groups who have*



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*participated in consultation for the proposed project, and shall be reviewed and approved by the Project Planner at the City of Santee. The plan shall guide the Phase III Data Recovery Excavation Program. The plan shall, at minimum, include the following:*

- *Phase III research design including but not limited to the following:*
  - *Summary of previous research completed for CA-SDI-8243 and CA-SDI-8345*
  - *Discussion of relevant research questions that can be addressed by the resources. Relevant research topics include but are not limited to the following:*
    - *Site chronology*
    - *Dietary reconstruction*
    - *Paleo-environment reconstruction*
    - *Settlement pattern*
    - *Introduction and use of artifact typologies, such as projectile point typologies and ceramics*
- *Methods used to gather data*
  - *Number of data recovery units to be excavated*
    - *The number of recovery units shall be determined based on industry standards for establishing data redundancy. Industry standard typically requires that between 3 to 10 percent of intact site deposits impacted by the proposed project be recovered and analyzed as part of a Phase III Data Recovery Program. The final percentage shall be determined based on the percentage of the site to be impacted by the proposed project, the research questions established for the Phase III, in consideration of the guidelines established by the Office of Historic Preservation for Phase III Data Recovery Programs and in consultation with the qualified archaeologist, City of Santee, and Native American groups who have participated in consultation for the project.*
  - *Artifact screening methods to be used*
- *Procedures to follow in the event human remains are discovered (Mitigation Measure CUL-10)*
- *Procedures for backfilling excavated units prior to the completion of the Phase III fieldwork*
- *Laboratory methods to analyze the artifacts, including but*

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*not limited to the following:*

- Methods used to analyze ceramics, lithics, groundstone, and specialty items, such as beads*
- Protein residue analysis*
- Radiocarbon dating*
- Ethnobotanical studies*
- Curation procedures (Mitigation Measure CUL-8)*

*The Phase III data recovery fieldwork shall be completed in accordance with the established plan by a qualified archaeologist. The fieldwork shall be observed by a minimum of one Native American monitor. The Native American monitors shall be of Kumeyaay descent with ancestral ties to the San Diego region and at minimum 1 year of monitoring experience within Kumeyaay ancestral territory.*

*Following the completion of the Phase III data recovery fieldwork, the results shall be summarized in a Phase III Data Recovery Report. The report shall be completed by a qualified archaeologist and shall include the results of the fieldwork and laboratory analysis and address the research questions established in the Phase III Data Recovery Plan. The report shall also include the California Department of Parks and Recreation Series 523 form updates for the sites CA-SDI-8243 and CA-SDI-8345. The report shall be submitted to the consulting Native American groups and the Project Planner at the City of Santee for review. Upon acceptance of the final report, an electronic version of the final report shall be submitted to the South Coastal Information Center and the San Diego Archaeological Center.*

**CUL-3:** *Worker Environmental Awareness Program. Prior to the commencement of project-related ground-disturbing activities, including but not limited to site clearing, grubbing, trenching, and excavation, a qualified archaeologist who meets or exceeds the Secretary of Interior's Professional Qualifications Standards for archaeology shall provide a Worker Environmental Awareness Program for the general contractor, subcontractors, and construction workers participating in ground-disturbing activity for project construction. The Worker Environmental Awareness Program training shall describe the potential of exposing archaeological resources, types of cultural materials that may be encountered, and directions on the steps that shall be taken if such a find is encountered. This training may be presented alongside other environmental training programs required prior to construction. A Worker Environmental Awareness Program acknowledgment form shall*

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*be signed by workers who receive the training.*

**CUL-4:** *Cultural Resources Mitigation and Monitoring Program. Following the completion of the Phase III Data Recovery Excavation Program, and prior to the start of any ground-disturbing activity for project construction, including but not limited to site clearing, grubbing, trenching, and excavation, a qualified archaeologist who meets or exceeds the Secretary of Interior's Professional Qualifications Standards for archaeology shall be retained to prepare a Cultural Resources Mitigation and Monitoring Program for unanticipated discoveries during project construction. The information gathered during the Phase III Data Recovery Excavation Program will help to inform the Cultural Resources Mitigation and Monitoring Program. The Cultural Resources Mitigation and Monitoring Program shall be prepared in consultation with Native American tribes who have participated in consultation for the proposed project. The Cultural Resources Mitigation and Monitoring Program shall include provisions for archaeological and Native American monitoring of all ground disturbance related to construction of the proposed project, project construction schedule, procedures to be followed in the event of discovery of archaeological resources, and protocols for Native American coordination and input, including review of documents. The Cultural Resources Mitigation and Monitoring Program shall outline the role and responsibilities of Native American monitors. It shall include communication protocols and opportunity and timelines for review of cultural resources documents related to discoveries that are Native American in origin. The Cultural Resources Mitigation and Monitoring Program shall include provisions for Native American monitoring during testing or data recovery efforts for unknown resources that are Native American in origin (Mitigation Measures CUL-6 and CUL-7). The Native American monitors shall be of Kumeyaay descent with ancestral ties to the San Diego region and at minimum 1 year of monitoring experience within Kumeyaay ancestral territory. Once completed, the Cultural Resources Mitigation and Monitoring Program shall be reviewed and approved by the Project Planner at the City of Santee prior to the start of any ground-disturbing activities.*

**CUL-5:** *Cultural Resources Construction Monitoring. A qualified archaeologist who meets or exceeds the Secretary of Interior's Professional Qualifications Standards for Archaeology 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*

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*proposed project or until the qualified archaeologist determines monitoring is no longer necessary. The archaeological monitor shall prepare daily logs and submit weekly updates to the Project Planner at the City of Santee regarding the activities observed. In the event that previously unidentified prehistoric or historic archaeological materials or human remains are encountered during project construction, the significance of the discovery shall be assessed based on the steps outlined in the Cultural Resources Mitigation and Monitoring Program identified in Mitigation Measures CUL-4, CUL-7, and CUL-10 for the proposed project.*

*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 report shall also include the monitoring logs prepared by the Native American monitor for the proposed project. The Native American monitors shall be of Kumeyaay descent with ancestral ties to the San Diego region and at minimum 1 year of monitoring experience within Kumeyaay ancestral territory. The Cultural Resources Monitoring Report shall be submitted to the City of Santee and the South Coastal Information Center.*

**CUL-6:** *Native American Construction Monitoring. A minimum of one 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 determines monitoring is no longer necessary. The Native American monitors shall be of Kumeyaay descent with ancestral ties to the San Diego region and at minimum 1 year of monitoring experience within Kumeyaay ancestral territory. The Native American monitors shall prepare daily logs and submit weekly updates to the qualified archaeologist and the Project Planner at the City of Santee. In addition, the Native American monitors shall prepare and submit a summary statement upon completion of monitoring to include in the Cultural Resources Monitoring Report prepared for the proposed project (see Mitigation Measure CUL-5). The Project Planner at the City of Santee shall review and include the summary statement as part of the cultural resources monitoring report prepared for the proposed project.*

**CUL-7:** *Previously Unidentified Archaeological Resources. If cultural*

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*resources are encountered during ground-disturbing activities, work in the immediate area shall be halted, and the qualified archaeologist shall evaluate the resource in consultation with the Native American monitor. If necessary, the evaluation may require preparation of a Treatment Plan and archaeological testing for California Register of Historical Resources or National Register of Historic Places eligibility. If the City of Santee, in consultation with the qualified archaeologist, determines that the discovery is significant and cannot be avoided by the proposed project, additional work, such as the data recovery excavation described in Mitigation Measure CUL-2, shall be completed prior to the resumption of ground-disturbing activities in the immediate area to mitigate any significant impacts to cultural resources.*

**CUL-8:** *Curation of Archaeological Resources. Upon completion of project construction, archaeological collections that have not been repatriated or buried on site (per Mitigation Measure CUL-11), along with final reports, field notes, and other standard documentation collected, shall be permanently curated at a facility in San Diego County that meets the State Historical Resources Commission's Guidelines for the Curation of Archaeological Collections. A qualified archaeologist who meets or exceeds the Secretary of the Interior's Professional Qualifications Standards for archaeology shall be required to secure a written agreement with a recognized museum repository regarding the final disposition and permanent storage and maintenance of all archaeological resources recovered as a result of the Phase III archaeological investigations and monitoring activities that have not been repatriated or buried on site. The written agreement shall specify the level of treatment (preparation, identification, curation, cataloging) required before the collection would be accepted for storage. The cost of curation is assessed by the repository and is the responsibility of the applicant.*

**CUL-9:** *Cultural and Tribal Cultural Impacts Associated with Biological Restoration. Prior to the execution of Mitigation Measures BIO-1, BIO-2, BIO-12, and BIO-15, the supervising biologists and applicant shall consult with the City of Santee, a qualified archaeologist who meets the Secretary of Interior's Professional Qualifications Standards for archaeology, and the Native American groups who have participated in consultation for the proposed project to complete the following tasks to address potential impacts to cultural and tribal cultural resources:*

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1. ***After the identification of possible biological restoration areas, the archaeologists and a Native American monitor of Kumeyaay descent with ancestral ties to the San Diego region and at minimum 1 year of monitoring experience within Kumeyaay ancestral territory shall complete a cultural resource records search of the California Historical Resources Information System and in-fill pedestrian surveys of any areas not previously investigated by Atkins (December 2017) or Rincon (May 2020) as part of the proposed project.***
  - ***The survey shall include the biological mitigation area and a 100-foot buffer.***
  - ***The survey shall be carried out using transects spaced no greater than 10 meters apart to be consistent with the standard field methods used by the previous studies (Atkins [December 2017] or Rincon [May 2020]).***
  - ***A Native American monitor shall be present and shall participate in the survey effort.***
  - ***Any cultural and or tribal cultural resources identified during the restoration effort shall be documented using California Department of Parks and Recreation Series 523 forms and be filed at the South Coastal Information Center.***
  - ***A Phase I report that documents the survey locations and the results of the survey and includes California Department of Parks and Recreation Series 523 forms for any resources identified during the survey effort shall be completed by the qualified archaeologist. The report shall be prepared in accordance with the California Office of Historic Preservation's 1990 Archaeological Resource Management Report's: Recommended Contents and Format and California Environmental Quality Act; California Public Resources Code, Section 21084.1; and California Environmental Quality Act Guidelines, Section 15126.4(b). The final report shall be electronically submitted to the City of Santee and the South Coastal Information Center.***
2. ***If human remains are identified on the surface during the pedestrian survey, the location of the human remains and a 50-foot buffer shall be avoided. Steps outlined in Mitigation Measure CUL-10 shall be followed in the event human remains are identified.***
3. ***If a resource not containing human remains cannot be feasibly avoided, then a Phase II evaluation of the resource shall occur to determine the eligibility of the resource for listing on the California Register of Historical Resources. The Phase II evaluation shall be implemented by a qualified archaeologist who meets the Secretary of Interior's***

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***Professional Qualifications Standards for archaeology and observed by a Native American monitor.***

- ***If the resource is recommended eligible by the qualified archaeologist and the City of Santee concurs with the recommendation, Mitigation Measure CUL-2 shall be carried out.***
  - ***Following completion of Mitigation Measure CUL-2, Mitigation Measures CUL-3 through CUL-8, CUL-10, and CUL-11 shall be implemented.***
- ***If the resource is recommended ineligible by the qualified archaeologist, and the City of Santee concurs with the recommendation, no further testing shall be required. A determination of eligibility shall be made by the qualified archaeologist in consultation with the City of Santee and Native American groups who have consulted on the proposed project. Upon completion of the determination of eligibility, Mitigation Measures CUL-5 through CUL-11 shall be implemented.***

The City Council finds that Mitigation Measures **CUL-1** through **CUL-9** are feasible, are adopted, and will further reduce impacts related to archeological resources. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to archeological resources, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to archeological resources. (EIR, § 4.4.5.2.)

### 2. Human Remains

Threshold: Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?

Finding: Less than significant with mitigation. (EIR, § 4.4.5.3.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).)

Explanation: Human remains are known to occur on the project site. Both the Phase I survey and Phase II testing revealed human remains within the proposed APE at sites CA-SDI-8243 and CA-SDI-8345. The coroner during the Atkins survey identified 4 bone fragments as likely human and 76 as possibly human bone. Rincon's Phase I survey and

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Phase II testing revealed human remains at site CA-SDI-8243 consisting of 11 bone fragments identified as human or possibly human. These human remains would be repatriated to the most likely descendant upon completion of the proposed project.

Projects that result in substantial grading or excavations in native soils have the potential to impact archaeological resources that may contain human remains. The proposed project would occur in currently undeveloped land resulting in grading and excavation into native terrain where human remains are known to occur. Therefore, the potential exists for previously undiscovered human remains to be discovered during project grading and excavation. If human remains are inadvertently discovered, the impact would be considered significant unless the appropriate procedures were implemented.

California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. The procedures for the treatment of Native American human remains are contained in California Health and Safety Code, Sections 7050.5 and 7052, and California Public Resources Code, Section 5097.

The City received a comment expressing concerns for the identification, treatment, and protection of human remains and requesting the use of “cadaver dogs during a more extensive survey of the area”. The City, based on recommendations from its qualified archaeologist, in consultation with the consulting tribe and representative of the MLD, disagrees that the use of cadaver dogs is required to adequately determine the presence of human remains associated with CA-SDI-8243 and CA-SDI 8345. Use of cadaver dogs is not standard practice for Phase I surveys or Phase II testing and evaluation, and neither the MLD nor the consulting tribe recommends it. The use of cadaver dogs to accurately identify prehistoric cremations over 400 years in age has not been thoroughly vetted in our region (climate, vegetation, soil conditions as well as disturbance can affect a dogs ability to alert to human remains). Additionally, there is not always a one-to-one correspondence between the dog alert location and the victim’s remains, which can be offset by hundreds of feet. Given the known localities where human remains exist, it is possible that cadaver dogs would alert up to several hundred feet away from known localities creating false positives around those areas. See, *Advanced Scientific Methods and Procedures in the Forensic Investigation of Clandestine Graves*, Daniel O. Larson, Arpad A. Vass, and Marc Wise, 2011. Moreover, it has already been established that human remains are present in these areas and, therefore, would not change the California Register of Historical Resources eligibility of these resources.



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Due to the identification of human remains on the project site and extensive disturbance set to take place in the on-site native terrain, Mitigation Measure **CUL-10** would be implemented to reduce impacts to the disturbance of human remains in recorded and unrecorded sites to a less than significant level.

**CUL-10:** *Discovery of Human Remains. If human remains are found, State of California Health and Safety Code, Section 7050.5, states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to California Public Resources Code, Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant. The most likely descendant shall complete the inspection of the site within 48 hours of being granted access and shall provide recommendations for the treatment of the remains.*

The City Council finds that Mitigation Measure **CUL-10** is feasible, is adopted, and will further reduce impacts related to human remains. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to human remains, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to human remains. (EIR, § 4.4.5.3.)

### D. GEOLOGY AND SOILS

#### 1. Soil Erosion

Threshold: Would the Project result in substantial soil erosion or the loss of topsoil?

Finding: Less than significant with mitigation. (EIR, § 4.6.5.2.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).)

Explanation: Erosion Impacts. Construction of the proposed project would involve extensive excavation and grading into the native terrain. Earthwork would involve approximately 27 million cubic yards of cut and fill

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materials, which would be balanced on site. The on-site aggregate plant would help balance the cut and fill by producing approximately 300,000 cubic yards of building materials required for the proposed project. Construction would include cuts up to 165 feet and fills up to 142 feet. Although over 63 percent of the project site would be retained as Habitat Preserve, those areas to be developed (graded) would be subject to wind and water erosion hazards due to the proposed project's removal of stabilizing vegetation and the construction of manufactured slopes. Construction activity would potentially accelerate erosion rates in currently undeveloped areas, and the erosion potential would be the highest in drainages or manufactured slopes. Soil removal associated with grading and excavation activities would reduce soil cohesion due to the generally loose and unconsolidated nature of graded areas and fill materials. Furthermore, excavated soils would be stockpiled for subsequent construction phases, which would be potentially exposed to erosive forces such as wind and water. The erosion effects of the proposed project would depend largely on the nature of the areas disturbed, the quantity of disturbance, and the length of time soils are subject to conditions that would be affected by erosion processes.

Construction of the three proposed villages would have the potential to cause erosion or loss of topsoil due to the extensive amount of cut and fill required in the native terrain (27,000,000 cubic yards). In the proposed Fanita Commons site, grading would primarily consist of filling operations to create large sheet-graded pads that would support commercial/retail uses and the residential Active Adult area. It is anticipated that a significant portion of the embankment material that would be needed to create the proposed Fanita Commons would originate from a large excavation in Stadium Conglomerate in the Orchard Village site, which would provide adequate materials for capping and slope construction. Relatively significant excavations are also planned along the northeastern and eastern boundaries of the proposed Fanita Commons site. The primary geotechnical consideration for grading in the Fanita Commons site is the extent of remedial grading that would be required to remove and compact potentially compressible surficial deposits beneath the proposed embankments and the rippability of the rock excavation planned in the northeastern corner of the village site.

Proposed grading in the Orchard Village site would generally consist of significant excavations in the central portions of the site and fill placement along the flanks of the ridges. The majority of the excavations would occur in Stadium Conglomerate which would provide adequate materials for capping the site and grading shear keys and buttresses in the event that stabilization procedures are necessary. Orchard Village contains areas underlain by the Friars

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Formation and ancient landslides that would have the potential to result in a significant impact related to soil erosion or topsoil loss and, thus, require mitigation.

In the proposed Vineyard Village site, significant excavations are proposed in Stadium Conglomerate and gabbroic rock along the ridge tops which would be used to fill canyon areas. The primary geotechnical considerations for grading in the proposed Vineyard Village site are the excavation characteristics of the Stadium Conglomerate and underlying granitic and gabbroic rocks, and the thickness and extent of surficial deposits (alluvium, colluvium). Thus, a potentially significant soil erosion or topsoil loss impact may occur, which would require mitigation.

Improvements associated with Fanita Parkway would consist of grading along the eastern side of the proposed parkway from Mast Boulevard to Ganley Road, and placing additional embankments at several locations along the western edge of the existing roadway. Proposed grading would generally consist of cut and fill slopes of less than 10 feet. Several retaining walls measuring equal to or less than 12 feet in height are also proposed. Improvements to Cuyamaca Street would cross at least three easterly draining ravines. Cut and fill on the order of 85 feet and 70 feet, respectively, are proposed. It is anticipated that the proposed embankments would be constructed from materials excavated from the roadway cut areas. Due to extensive alteration of the natural ground surface during grading operations associated with the construction of the proposed villages and roadway improvements, there is a high possibility for erosion and topsoil loss.

Hydrologic Erosion Impacts. Erosion can also occur in connection with the hydrology of a project. Increases in flow, typically associated with increased impermeable surfaces, can result in increased erosion to on- and off-site drainage courses. Implementation of the proposed project would result in an increase of impervious surfaces throughout the site from construction of new development and roadways. As stated in Section 4.9, Hydrology and Water Quality, the proposed project would comply with the City's Stormwater Permit and the National Pollutant Discharge Elimination System general permit for construction activities. The proposed project would also implement several erosion control BMPs including preserving existing vegetation, mulching, and hydroseeding, which would be included as part of a stormwater pollution prevention plan prepared for the proposed project. Examples of wind erosion control BMPs include applying water or other dust suppressants to exposed soils on the site or applying coverings to stockpiles located throughout the site. Additionally, all construction activities under the proposed

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project would comply with the City's Excavation and Grading Ordinance as well as the CBC, specifically Chapter 18, Soils and Foundations, which regulates excavation activities, grading activities, and the construction of foundations and retaining walls. However, due to the extensive amount of earth disturbance and grading required for the proposed project, the potential for substantial erosion to occur associated with construction activities would be potentially significant.

Implementation of Mitigation Measure **GEO-1**, which requires the proposed project to implement the recommendations set forth in the geotechnical investigations including remedial grading, as well as compliance with the National Pollutant Discharge Elimination System, implementation of BMPs, and compliance with the City's Excavation and Grading Ordinance, would reduce the proposed project's impacts to a less than significant level.

**GEO-1:** ***Geotechnical Recommendations. Prior to the issuance of a grading permit, the applicant shall demonstrate that the recommendations and specifications contained in the geotechnical investigations conducted for the project site and off-site areas have been incorporated into the final project design and construction documents as minimum project requirements to the satisfaction of the City of Santee Development Services Director. The recommendations are discussed in detail in the following reports prepared by Geocon Consultants, Inc. in 2020: Geotechnical Investigation for Fanita Ranch – Fanita Commons, Orchard Village, and Vineyard Village; Geotechnical Investigation for Fanita Ranch – Fanita Parkway Widening and Extension Station 9+35 to 111+50; and Geotechnical Investigation for Fanita Ranch – Off-Site Improvement to Cuyamaca Street. The geotechnical recommendations include but are not limited to general geotechnical recommendations, recommendations for the Special Use area, soil and excavation characteristics, terrace drains, grading, seismic design criteria, slope stability, corrosive potential, foundation and concrete slab on-grade, retaining walls and lateral loads, slope maintenance, site drainage and moisture protection, Fanita Parkway flexible pavement, Cuyamaca Street pavement design, Lake Canyon Road Pavement section recommendations, grading plan review, and recommended grading specifications.***

The City Council finds that Mitigation Measure **GEO-1** is feasible, is adopted, and will further reduce impacts related to soil erosion. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines

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section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to soil erosion, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to soil erosion. (EIR, § 4.6.5.2.)

### 2. Unstable Soils

Threshold: Would the Project 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?

Finding: Less than significant with mitigation. (EIR, § 4.6.5.3.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The geotechnical investigations prepared for the proposed project identified that the surficial soil units, including topsoil, undocumented fill, artificial fill, alluvium, colluvium, debris flow deposits, and terrace deposits, are not suitable for support of fill or structural loads, such as the proposed residences and street improvements, in their current condition and are incapable of supporting the proposed project development.

Undocumented fill is found along the majority of the proposed Fanita Parkway improvement area. These fills likely contain vegetation and debris unsuitable for use in properly compacted fill. Artificial fill is found within the proposed Cuyamaca Street off-site improvement area. Only a minor portion of this fill would be impacted by the proposed alignment of Cuyamaca Street. The upper portions of the undocumented fill are considered unsuitable for support of fill or structural loads in their current condition and are incapable of supporting the proposed roadway improvements.

Topsoil essentially blankets the project site and proposed off-site improvement areas. Topsoil deposits are considered unsuitable for support of fill or structural loads in their current condition. The clayey topsoil possesses a medium to high expansion potential and should be placed in deeper fill areas. This topsoil is incapable of supporting the proposed project and road improvements in its current condition.

Alluvium and colluvium soils are found throughout the project site and off-site improvement areas, not including Fanita Parkway. The

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alluvial and colluvium deposits are poorly consolidated and compressible, generally possess a medium to high expansion potential, and are not considered suitable for support of fill or structural loads in their current condition and are incapable of supporting the proposed villages and roadway improvements.

Debris flow deposits cover portions of the project site primarily in drainage and tributary channels and pose a condition of concern for some areas of the future development. Should reactivation of the debris flow occur, it is unlikely that the roadway embankment would be breached by the flow. In areas of proposed village development, the presence of these materials is not likely to impact the proposed improvements. However, other areas of the development may be affected.

Terrace deposits would likely be encountered during grading for the westernmost portion of the Fanita Commons site. The proposed Fanita Parkway improvement area includes terrace deposits in several trenches, which are suitable for the support of fill or structural loads in their current condition.

The Friars Formation and Stadium Conglomerate underlying the proposed Orchard and Vineyard Village site, the central and northern portions of Fanita Parkway, and the Cuyamaca Street off-site improvement area include the random occurrence of highly cemented zones. The Friars Formation is prone to surficial instability where exposed in cut slopes on the project site, which poses a condition of concern for some areas of the future development. Excavating in the granitic materials on the project site would generally vary in difficulty with the depth of excavation.

It is anticipated that several of the proposed on-site cuts would encounter hard granitic rock on the project site and in the Cuyamaca Street off-site improvement area. To evaluate the rippability characteristics of the rock, a geophysical survey consisting of seismic refraction traverses was performed in the proposed Fanita Commons site, Vineyard Village site, and Cuyamaca Street off-site improvement areas. The results determined that the depths to nonrippable material in the granitic rock are variable on the project site. Excavations beyond the depths indicated at specific locations would likely require blasting to efficiently excavate the materials.

The stability and potential impacts of ancient landslides located on the project site and off-site improvement areas were evaluated in the geotechnical investigations prepared for the proposed project. The reports identified that development is proposed on known landslide areas mapped on the site. These areas specifically include the north-

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and south-facing slopes of prominent ridges in the proposed Orchard Village site and southern border of the proposed Fanita Commons site, within the proposed Special Use area, and along the southerly end of the proposed Cuyamaca Street off-site improvement area. No obvious signs of slope instability were observed along the proposed Fanita Parkway improvement area. Proposed project construction would have the potential to disturb the stabilized conditions in these areas and could expose people and structures to landslides.

Furthermore, existing slopes that are 3:1 (horizontal: vertical) or steeper would potentially be susceptible to near-surface slope instability. The instability is typically limited to the outer 3 feet of the slope and does not directly impact the improvements on the pad areas above or below the slope. The occurrence of surficial instability is more prevalent on fill slopes and is generally preceded by a period of heavy rainfall, excessive irrigation, or the migration of subsurface seepage. Because the proposed project proposes an extensive amount of earthwork in native terrain, it has the potential to result in significant impacts associated with unstable soils, potentially resulting in landslides, lateral spreading, subsidence, or collapse.

Implementation of Mitigation Measure **GEO-1**, described above, in compliance with the CBC would reduce the proposed project's impacts associated with geologic instability to a less than significant level. Upper portions of these undocumented fill deposits found along Fanita Parkway shall require remedial grading prior to placement of structural fill or settlement-sensitive improvements. Where encountered during grading of the roadway, such fills shall be cleaned of debris and deleterious matter, removed, and properly compacted or exported from the site. Remedial grading in the form of removal and compaction of artificial fills in Cuyamaca Street shall be required.

Topsoil, colluvium, and alluvium deposits found throughout the project site and street improvement areas are considered unsuitable in their current condition and shall require removal and compaction in areas planned to receive structural fill or settlement-sensitive structures. Areas of colluvium and alluvium shall require remedial grading. The anticipated maximum depth of removal based on the exploratory excavations is approximately 11 feet. Deeper removals may be encountered in the main drainage areas.

Stadium Conglomerate found under the majority of the proposed development areas and along the majority of the proposed Cuyamaca Street off-site improvement area shall require moderately heavy to very heavy ripping and possible blasting during grading due to randomly occurring highly cemented zones. Blasting would likely

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be required for most excavations deeper than 10 to 20 feet.

The Friars Formation is prone to surficial instability where exposed in cut slopes and shall require stability fills. Where weak, waxy, or highly weathered portions of the Friars Formation are exposed, deeper remedial grading shall be required to provide a competent surface to support the fills. In addition, blasting would likely be required in the granitic rocks in the Cuyamaca Street off-site extension as well as certain areas of the village development.

The debris flow deposits found throughout the project site and street improvement areas shall require remedial grading. The anticipated maximum depth of removal, based on the exploratory excavations, is approximately 5 feet with deeper removals possible in the main drainage areas. The existing debris flow deposits shall be removed below the proposed Cuyamaca Street embankment and the roadway shall be elevated above the deposit. Remedial grading measures such as complete removal and compaction of landslide materials or grading of shear keys or buttresses is anticipated to remove landslide deposits. Development plans for the Special Use area shall be reviewed by a geotechnical engineer prior to final design to comply with a focused geotechnical study that no significant grading or introduction of water shall be introduced into the unstable soil. The introduction of irrigation or infiltration of water as part of landscaping or stormwater BMPs would be restricted as part of the development conditions.

The City Council finds that Mitigation Measure **GEO-1** is feasible, is adopted, and will further reduce impacts related to unstable soils. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to unstable soils, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to unstable soils. (EIR, § 4.6.5.3.)

### 3. **Expansive Soils**

Threshold: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?

Finding: Less than significant with mitigation. (EIR, § 4.6.5.4.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental



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effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).)

Explanation: According to the project-specific geotechnical investigations, the soil conditions encountered on the project site and off-site roadway improvement areas vary from low expansion, sandy gravel and cobble conglomerate and silty sands to highly expansive, clayey topsoil, and claystones/siltstones within the Friars Formation. Due to the potential for highly expansive soils on the project site, portions of the Friars Formation and Stadium Conglomerate would be subject to expansion effects due to the water holding capacity of clay materials.

Relatively minor natural surface seeps were observed in other portions of the site along where the Friars Formation and Stadium Conglomerate meet. A static, near-surface groundwater table was not encountered on the project site. The existing perched groundwater levels in alluvial areas can be expected to fluctuate seasonally and may affect remedial grading. Remedial grading may encounter wet soils and excavation and compaction difficulty, particularly if construction is planned during the winter months. Areas where perched water or seepage were not encountered may exhibit groundwater during rainy periods.

No seeps or groundwater were observed along the proposed Fanita Parkway improvement area. However, during previous studies, standing water and vegetation suggestive of shallow groundwater were noted along the drainage swales that presently border the western side of Fanita Parkway. In addition, on-site geologic units have permeability characteristics that are conducive to water transmission, natural or otherwise, and may result in future seepage conditions. Therefore, localized seepage or perched groundwater may be encountered. Materials within drainages may be very moist to saturated during the winter or early spring depending on preceding precipitation.

The proposed project would be required to comply with the CBC, which includes provisions for construction on expansive soils. Complying with the provisions of the CBC requires that a geotechnical investigation be performed to provide data for the architect and engineer to responsibly design the proposed project in a manner that mitigates or avoids concerns related to expansive soils. This mandate has been satisfied through the Geocon investigations for the proposed project.

Implementation of Mitigation Measure **GEO-1**, described above, which sets forth site-specific geotechnical recommendations for expansive soils in compliance with the CBC, would reduce the

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proposed project's impacts associated with geologic instability to a less than significant level. Recommendations for expansive soils shall include the use of subdrain systems in areas of proposed development to intercept and convey seepage migrating along impervious strata. In particular, subdrains shall be required in the main drainages, in stability/buttress fill areas, and where impervious layers daylight near the ultimate graded surface. This measure shall also require remedial grading of surficial deposits and materials within drainages to mix with drier material or drying prior to use as compacted fill along Fanita Parkway.

The City Council finds that Mitigation Measure **GEO-1** is feasible, is adopted, and will further reduce impacts related to expansive soils. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to expansive soils, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to expansive soils. (EIR, § 4.6.5.4.)

#### 4. Paleontological Resources

Threshold: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Finding: Less than significant with mitigation. (EIR, § 4.6.5.6.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).)

Explanation: Development of the proposed project would involve the excavation and grading into the native terrain of approximately 27 million cubic yards with cuts up to 165 feet and fills up to 142 feet. Though paleontological resources are known to reside within a 1-mile radius of the project site, no known paleontological sites have been identified on the project site.

The project site is underlain by artificial fill, young alluvial deposits, landslide deposits, terrace deposits, Stadium Conglomerate, Friars Formation, and plutonic rocks. These geologic units are assigned paleontological potential ratings based on their potential to yield significant fossil remains. According to the Paleontological Resource Assessment prepared for the proposed project, artificial fill, young alluvial deposits, and plutonic rocks have been assigned a no to low

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potential and are not anticipated to reveal paleontological resources. However, young alluvial deposits and landslide deposits are considered to have a moderate potential, while Stadium Conglomerate and Friars Formation are assigned a high potential for significant fossil remains.

Mass grading on the proposed Fanita Commons site would primarily involve the importation of fill materials from the proposed Orchard Village site to create large sheet-graded pads for the proposed development. Remedial grading to prepare areas for placement of fill materials and removal and recompaction of young alluvial deposits, ancient landslide deposits, and fine-grained portions of the Friars Formation is likely to be extensive. It appears that the majority of earthwork proposed in this area would primarily impact geologic units of no paleontological potential, such as those underlying the proposed Community Park and the Active Adult area. However, a portion of the proposed earthwork would impact geologic units of moderate (ancient landslides, older terrace deposits) and high paleontological potential (Friars Formation) occurring in the vicinity of the proposed fire station and the K–8 school. If the school is not developed, the underlying Medium Density Residential land use would take effect, and 59 residences would be constructed on this site. Due to similar ground disturbance, the physical geological impacts on this site would be the same whether it is developed with a school or residences.

Preliminary earthwork plans for the proposed Orchard Village site indicate large areas of proposed cuts along east–west-trending ridgelines to generate fill material for importation to the other two proposed villages and to create level sheet-graded pads for the development proposed in Orchard Village. Remedial grading to remove and stabilize a series of ancient landslides along the southern side of Sycamore Canyon Creek is likely to be extensive. Mass grading on the proposed Orchard Village site would primarily impact geologic units of high paleontological potential, including the Stadium Conglomerate along ridgelines generally above 675 feet in elevation and the Friars Formation along canyon slopes generally below 675 feet in elevation. It is likely that remedial grading associated with the ancient landslides would also impact high paleontological potential geologic units (Friars Formation) in those portions of landslides that have moved as large, intact blocks of unbroken strata.

Preliminary earthwork plans for the proposed Vineyard Village site indicate significant excavations along ridgelines and large fills along canyon heads to create level sheet-graded pads for the proposed development. Remedial grading for removal and recompaction of

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young alluvial deposits is likely to be relatively minor. Mass grading of the proposed Vineyard Village site would largely impact geologic units of high paleontological potential (Stadium Conglomerate) that compose the highest peaks in the proposed project but would also impact geologic units of no paleontological potential (plutonic rocks) that occur on the western flanks of these peaks.

In addition to the earthwork in the three proposed villages, there would be off-site mass grading activities associated with construction of the Cuyamaca Street extension, which would require locally extensive cuts and fills to create the roadway alignments. The majority of this grading would impact geologic units of no paleontological potential (plutonic rocks). However, mass grading in the extreme northern and southern portions of the proposed Cuyamaca Street alignment would impact geologic units of high paleontological potential, including the Stadium Conglomerate to the north and the Friars Formation to the south.

Finally, widening and the northward extension of Fanita Parkway would involve relatively minor grading that would primarily impact geologic units of no paleontological potential (existing artificial fill) or low paleontological potential (young alluvial deposits) but could impact units of moderate potential (older terrace deposits) and high potential (the Friars Formation) in the vicinity of Lake Canyon Road and northward.

Development of the proposed project would have the potential to reveal paleontological resources because it would involve excavation and grading at depths that would impact underlying formations with moderate to high paleontological potential. Implementation of Mitigation Measure **GEO-2** would reduce potentially significant impacts to paleontological resources to below a level of significance.

**GEO-2:** ***Paleontological Monitoring Program. To address potentially significant impacts to paleontological resources, a monitoring program shall be implemented and involve the following:***

- 1. Preconstruction Personnel and Repository: Prior to the commencement of construction, a qualified project paleontologist shall be retained to oversee the mitigation program. A qualified project paleontologist is a person with a doctorate or master's degree in paleontology or related field and who has knowledge of the County of San Diego paleontology and documented experience in professional paleontological procedures and techniques. In addition, a***

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*regional fossil repository, such as the San Diego Natural History Museum, shall be designated by the City of Santee to receive any discovered fossils.*

- 2. Preconstruction Meeting: The project paleontologist shall attend the preconstruction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues.*
- 3. Preconstruction Training: The project paleontologist shall conduct a paleontological resource training workshop to be attended by earth excavation personnel.*
- 4. During-Construction Monitoring: A project paleontologist or paleontological monitor shall be present during all earthwork in formations with moderate to high paleontological sensitivity. A paleontological monitor (working under the direction of the project paleontologist) shall be on site on a full-time basis during all original cutting of previously undisturbed deposits of Pleistocene terrace deposits (moderate paleontological potential), ancient landslide deposits (moderate paleontological potential), Stadium Conglomerate (high paleontological potential), and Friars Formation (high paleontological potential) to inspect exposures for unearthed fossils. Areas to be monitored shall include but would not be limited to the majority of the proposed Orchard Village and Vineyard Village footprints and approximately the southern half of the Fanita Commons footprint, the improvements to Fanita Parkway in the vicinity of Lake Canyon Road and northward, and the northern half and southernmost end of the off-site extension of Cuyamaca Street.*
- 5. During-Construction Fossil Recovery: If fossils are discovered, the project paleontologist (or paleontological monitor) shall recover them. In most cases, fossil salvage can be completed in a short period of time. However, some fossil specimens (e.g., a bone bed or a complete large mammal skeleton) may require an extended salvage period. In these instances, the project paleontologist (or paleontological monitor) has the authority to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner.*

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6. ***Post-Construction Treatment: Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and cataloged.***
7. ***Post-Construction Curation: Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited in the designated fossil repository.***
8. ***Post-Construction Final Report: A final summary paleontological mitigation report that outlines the results of the mitigation program shall be completed and submitted to the City of Santee within 2 weeks of the completion of each construction phase of the proposed project. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, inventory lists of cataloged fossils, and significance of recovered fossils.***

The City Council finds that Mitigation Measure **GEO-2** is feasible, is adopted, and will further reduce impacts related to paleontological resources. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to paleontological resources, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to paleontological resources. (EIR, § 4.6.5.6.)

### **E. GREENHOUSE GASES**

#### **1. Emissions Generation**

**Threshold:** Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

**Finding:** Less than significant with mitigation. (EIR, § 4.7.5.1.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).)

**Explanation:** The proposed project would result in a significant impact if calculated project-generated GHG emissions would exceed annual per capita emissions of 1.77 MT CO<sub>2</sub>e.

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Construction. During project construction, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs (e.g. CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O). Furthermore, CH<sub>4</sub> is emitted during the fueling of heavy equipment. Construction activities would be the same for the preferred land use plan with school and the land use plan without school because the activities would occur in the same footprint, require the same equipment, and have the same duration. Therefore, GHG emissions would be the same for either land use plan. Therefore, construction of either land use plan would result in total GHG emissions of 37,442 MT CO<sub>2e</sub>, or approximately 1,248 MT CO<sub>2e</sub> per year over the 30-year life of the proposed project.

Operation. Long-term operation of the proposed project would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Mobile-source emissions of GHGs would include project-generated vehicle trips. Area-source emissions would be associated with activities such as landscaping and maintenance of the proposed project, natural gas for heating, and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed project.

Implementation of the preferred land use plan with school would result in GHG emissions of approximately 36,105 MT CO<sub>2e</sub> per year, including amortized construction emissions. Per capita emissions would be 4.29 MT CO<sub>2e</sub> and would exceed the threshold of 1.77 MT CO<sub>2e</sub>. Implementation of the land use plan without school would result in GHG emissions of approximately 36,690 MT CO<sub>2e</sub> per year, including amortized construction emissions. Per capita emissions would be 4.40 MT CO<sub>2e</sub> and would exceed the threshold of 1.77 MT CO<sub>2e</sub>. All public, homeowner association and private landscape installations shall be subject to the Solar Shade Control Act of 1979, Public Resources Code Sections 25980–25986.

Mitigation Measures **GHG-1** through **GHG-6**, as well as Mitigation Measures **AIR-5** through **AIR-8** and **AIR-10** as set forth below, would reduce GHG emissions from construction and operation of the proposed project. The development of mitigation measures to reduce GHG emissions focused on mobile sources, which compose over 60 percent of project emissions, as well as energy, waste diversion, and review of the sequestration potential of additional trees and drought-tolerant landscaping practices. After applying Mitigation Measures **GHG-1** through **GHG-6**, **AIR-5** through **AIR-8**, and **AIR-10**, there

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would be a reduction in GHG emissions of 37 percent compared to unmitigated emissions (unmitigated emissions include reductions from project design features and state regulations) for the preferred land use plan with school and a 36 percent reduction compared to unmitigated emissions for the land use plan without school. Per capita emissions from the preferred land use plan with school would be 1.51 MT CO<sub>2</sub>e after mitigation, and per capita emissions from the land use plan without school would be 1.62 MT CO<sub>2</sub>e. Therefore, per capita emissions would be reduced to below the 1.77 MT CO<sub>2</sub>e threshold for either land use plan, and impacts would be mitigated to a less than significant level.

**GHG-1:** *Solar Panels. Prior to the issuance of building permits, the applicant or its designee shall provide evidence to the City of Santee that the project shall include both fixed-position rooftop photovoltaic (PV) solar energy panels on residential structures and commercial buildings, and in the Special Use area PV panels mounted on racks that have motorized tilt positions that follow the sun unless the installation is infeasible due to poor solar resources established in a solar feasibility study prepared by a qualified solar consultant submitted to City. The proposed project shall provide on-site PV renewable energy generation with a total design capacity of at least 12.147 megawatts (MW) for the Preferred Land Use Plan with School, or 12.083 MW capacity for the Land Use Plan without School at full buildout.*

**GHG-2:** *Recycling and Composting Services. Prior to issuance of building permits, the applicant or its designee shall provide the following evidence to the City of Santee:*

- *Between 2020 and 2030, at least 70 percent of construction and demolition waste is diverted, and*
- *Starting in 2030, at least 80 percent of construction and demolition waste is diverted.*

*Long term, at least 90 percent of the waste generated at the proposed project shall be diverted. To achieve this mandate, the proposed project shall include but not be limited to the following:*

- *Recycling containers in all multi-family residential communities and non-residential buildings, and*
- *Composting containers and compost collection services in commercial and office facilities.*

**GHG-3:** *Water Conservation. Prior to issuance of building permits, the applicant or its designee shall provide evidence to the City of*



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***Santee that the proposed project will implement water conservation strategies that are designed to be as efficient as possible with potable water supplies and will achieve at least 20 percent indoor and outdoor water reduction compared to the average statewide water consumption rate at the time of project approval.***

***GHG-4: All-Electric Homes. Prior to the issuance of building permits, the applicant or its designee shall provide evidence to the City of Santee that the proposed project will include all-electric homes. No natural gas shall be provided to the residential portion of the proposed project.***

***GHG-5: On-Site Tree Planting. Prior to the issuance of the precise grading permit for each phase, landscape and irrigation plans shall show evidence of tree planting in support of the overall master tree planting plan that requires at least 26,705 trees and at least 237.4 acres of bushes and hedges on site. The landscape plans will ensure that the trees and acres of bushes and hedges onsite do not shade photovoltaic (PV) solar panel installation onsite in compliance with Public Resources Code, Division 15, Chapter 12 (PRC D15 Ch12), Solar Shade Control (1974).***

***GHG-6: Private Electric Vehicles. Prior to the issuance of the certificate of occupancy for the 500th low-density residential (LDR) unit, the applicant or its designee shall provide evidence to the City of Santee that one electric vehicle has been provided with the purchase of a LDR unit until a total of 100 electric vehicles have been delivered.***

The City Council finds that Mitigation Measures **GHG-1** through **GHG-6**, as well as Mitigation Measures **AIR-5** through **AIR-8** and **AIR-10** are feasible, are adopted, and will further reduce impacts related to greenhouse gas emissions. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project regarding greenhouse gas emissions, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to greenhouse gas emissions. (EIR, § 4.7.5.1.)

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### 2. Emission Reduction Plans

Threshold: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?

Finding: Less than significant with mitigation. (EIR, § 4.7.5.2.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The proposed project would result in a significant impact if it would conflict with the Sustainable Santee Plan, which is the applicable plan for demonstrating local consistency with statewide emissions reduction goals. The proposed project was reviewed for consistency with the Sustainable Santee Plan's growth assumptions, GHG reduction targets, and GHG reduction strategies. The growth assumptions in the Sustainable Santee Plan are based on demographic and land use forecasts in the Santee General Plan. In addition, to account for approved and pending residential development applications, a 2,000-residential dwelling unit buffer was added into the growth assumptions of the Sustainable Santee Plan. The Fanita Ranch Specific Plan is included in the pending project list that was considered in the growth buffer. Therefore, the proposed project would fall within the growth assumptions of the Sustainable Santee Plan.

The Sustainable Santee Plan's emissions reduction goals include a 2030 goal that demonstrates consistency with SB 32 (reduce emissions to 40 percent below 2005 levels), and a 2035 goal to reduce emissions to 49 percent below 2005 levels. These goals put the City on a path toward the state's long-term goal to achieve net carbon neutrality statewide by 2045. Achievement of the per capita GHG threshold derived from the Sustainable Santee Plan would quantitatively demonstrate that the proposed project would conform to the GHG reduction targets identified in the Sustainable Santee Plan and would help the City meet its GHG reduction commitments. Implementation of the preferred land use plan with school or land use plan without school would, prior to mitigation, result in annual GHG emissions that would exceed the applicable per capita threshold of 1.77 MT CO<sub>2</sub>e for plan compliance. The projected increase in GHG emissions prior to mitigation would potentially conflict with the City's GHG reduction goals identified in the Sustainable Santee Plan.

As shown in EIR Table 4.7-12, the proposed project would be inconsistent with some applicable GHG reduction strategies

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identified in the Sustainable Santee Plan prior to mitigation. The proposed project would result in potential conflicts with Goals 2, 4, 6, 7, 8, 9, and 10 of the Sustainable Santee Plan related to GHG emissions reduction goals and GHG reduction strategies.

EIR Table 4.7-13 demonstrates consistency with the GHG reduction strategies from the Sustainable Santee Plan with implementation of Mitigation Measures **GHG-1**, **GHG-2**, **GHG-6**, **AIR-6** through **AIR-8**, and **TRA-16**. With implementation of these mitigation measures, the proposed project would be consistent with the applicable GHG reduction strategies in the Sustainable Santee Plan, and this impact would be mitigated to a less than significant level.

The City Council finds that Mitigation Measures **GHG-1**, **GHG-2**, **GHG-6**, as well as Mitigation Measures **AIR-6** through **AIR-8** and **TRA-16** are feasible, are adopted, and will further reduce impacts related to emission reduction plans. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project regarding greenhouse gas emission reduction plans, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to greenhouse gas emission reduction plans. (EIR, § 4.7.5.2.)

### F. HAZARDS AND HAZARDOUS MATERIALS

#### 1. Accident or Upset

Threshold: Would the Project 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?

Finding: Less than significant with mitigation. (EIR, § 4.8.5.2.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).)

Explanation: Construction. Construction activities associated with the proposed project could release hazardous materials into the environment through reasonably foreseeable upset and accident conditions. There is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for

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construction equipment. Incidents that result in an accidental release of hazardous substance into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. If not cleaned up immediately and completely, the hazardous substances can migrate into the soil or enter a local stream or channel, causing contamination of soil and water. The construction contractor would be required to implement such regulations relative to the accidental release of any hazardous materials, including the use of standard construction controls and safety procedures to avoid a significant hazard to the public or environment that would avoid or minimize the potential for accidental release of such substances into the environment.

On-site hazards observed include remnants of a car in the northwestern portion of the site. However, due to the lack of stains or stressed vegetation near the car remnants, it was determined that the car is non-hazardous waste/debris. The other feature observed on site is a groundwater well located 800 feet northeast of the PDMWD Ray Stoyer WRF and depicted in the 1953 topographic map included in the Phase I ESA. According to the Phase I ESA, this well has been welded closed. Though not a REC, the applicant is required to comply with the County's requirements to ensure the groundwater well is properly abandoned in accordance with the County's Well Ordinance (Section 67.441 of the Regulatory Ordinances) (County of San Diego 2013). If not properly abandoned, a hazardous condition associated with the groundwater well may result from the proposed project, such as inadvertent groundwater contamination from construction activities. Implementation of Mitigation Measure **HAZ-1** would reduce impacts to below a level of significance.

Operation. Potential releases (unforeseen and reasonably foreseeable) of hazardous materials during operation of the proposed project would be limited to household cleaning products, landscaping chemicals and fertilizers, and other substances associated with residential, commercial, agricultural, recreational, and civic uses. Without development of the school site, the potential accidental release of hazardous materials typically associated with schools would not contribute to the proposed project's potential impacts related to the accidental release of hazardous materials.

Any hazardous materials would be handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. The proposed project would not include any businesses, operations, or facilities that would handle hazardous substances in excess of the threshold quantities listed in Chapter 6.95 of the California Health and Safety Code, generate hazardous waste regulated under Chapter 6.5 of the California Health and

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Safety Code, or store hazardous substances in USTs regulated under Chapter 6.7 of the California Health and Safety Code. Therefore, on-site operational impacts related to unforeseen or reasonably foreseeable conditions would be less than significant.

The PDMWD Ray Stoyer WRF's process of treating effluent includes the use of chlorine and sulfur dioxide gases, which are also stored at the facility. The risk management plan (RMP) for the PDMWD Ray Stoyer WRF (SCS Tracer Environmental 2017) lays out a comprehensive plan for the protection of public health and relates the chemicals of concern associated with the facility.

According to the RMP, since reconstruction of PDMWD in 1996/1997, there has been no reportable release of chlorine or sulfur dioxide from the PDMWD Ray Stoyer WRF. Regardless, the facility has an aggressive and active safety program, known as the Accidental Release Prevention Program and Chemical-Specific Prevention Steps, in place to manage the handling of chlorine and sulfur dioxide gas (SCS Tracer Environmental 2017). Two sensors are located in the chlorine storage room which immediately trigger audio and visual alarms when one part per million (ppm) of chlorine is unceremoniously released. A scrubber capable of scrubbing 2,000 pounds of chlorine with a 99.9 percent efficiency rate further protects the storage tanks. With the accidental release of sulfur dioxide, gas sensors trigger audible and visual alarms followed by immediate sprinkler knockdown and the activation of the auto-dialer systems. The chlorine and sulfur dioxide systems were designed and constructed in accordance with all applicable federal, state, and local regulations including the Uniform Mechanical Code, Uniform Building Code, and the Uniform Fire Code. With these measures in place, the likelihood of gas escaping beyond the facility is very low (SCS Tracer Environmental 2017). In addition, the PDMWD Ray Stoyer WRF has an effective Emergency Response Plan.

PDMWD has taken a proactive approach to emergency response and safety at the Ray Stoyer WRF. Annual emergency response drills are conducted, documented, and continually reviewed to improve team response. PDMWD has implemented recommendations from the latest RMP for PDMWD, which include training all employees in process safety management (SCS Tracer Environmental 2017). Therefore, with continued implementation of the safety measures in the Emergency Response Plan and the RMP for the PDMWD Ray Stoyer WRF, the proposed project would not exacerbate the risk of accidental release of hazardous materials from this facility. As such, impacts associated with the release of chlorine and sulfur dioxide gases from the adjacent WRF are considered less than significant.

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**HAZ-1:** *Groundwater Well Abandonment. Prior to issuance of a grading permit, the applicant shall provide documentation to the City of Santee Development Services Department showing the proper abandonment of the on-site groundwater well located approximately 800 feet northeast of the Padre Dam Municipal Water District Ray Stoyer Water Recycling Facility, in accordance with the County of San Diego's Well Ordinance (Section 67.441 of the Regulatory Ordinances). Section 67.441 outlines the permit application requirements and conditions for the purpose of construction, repair, reconstruction, and destruction of any well. These requirements include but are not limited to locational information, waste disposal systems, drainage patterns, depth of the wells, and completion of work. This section also includes the conditions of approval for a permit that must be adhered to by the applicant.*

The City Council finds that Mitigation Measure **HAZ-1** is feasible, is adopted, and will further reduce impacts related to accident or upset. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project regarding accident or upset, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to accident or upset. (EIR, § 4.8.5.2.)

### **G. NOISE**

#### **1. Vibration**

Threshold: Would the Project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Finding: Less than significant with mitigation. (EIR, § 4.12.5.2.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).)

Explanation: Groundborne vibration occurring as part of the proposed project would result from construction equipment and blasting. Following construction, the proposed residential and commercial uses would not require heavy equipment anticipated to generate groundborne vibration. Additionally, the use of tractors is anticipated to be required for the proposed Farm.

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Farm Equipment. Operation of farm equipment would result in a significant impact if it would generate vibration levels greater than 72 VdB at the nearest existing residence. FTA reference vibration levels are not available for the small tractor anticipated for Farm use. The typical vibration level for a small bulldozer is assumed to be representative of small tractor use. Small bulldozer use would not exceed 72 VdB at 25 feet from the source. There are no existing receptors within 25 feet of the proposed Farm area. Therefore, operational impacts from farm equipment would be less than significant.

Construction Equipment. Vibration levels from all construction equipment would be reduced to 80 VdB or below beyond 75 feet from construction. The residences closest to the boundary of a village development area are approximately 850 feet east of the proposed Vineyard Village boundary near Oak Creek Drive. Therefore, due to distance to the nearest sensitive receptors, construction for on-site land development would not result in potentially significant vibration. However, some residences are located within 75 feet of the construction area for the extensions and off-site improvements to Fanita Parkway and Cuyamaca Street, and dead-end roadway improvements at the southern boundary of the site. At 45 feet from construction, only operation of equipment equal to a vibratory roller would have the potential to exceed the significance criteria of 80 VdB at surrounding land uses during typical construction. Vibration levels would have the potential to exceed the applicable FTA criteria; therefore, construction activities that would require the use of a vibratory roller would have the potential to exceed the vibration impact criteria related to human response and result in a significant impact.

In addition to human annoyance, an impact related to architectural and structural damage to buildings would occur if existing buildings were affected by a PPV in excess of 0.2 in/sec. Vibration levels from vibratory construction equipment would be reduced to below 0.2 in/sec within 45 feet of the construction area. There are no existing structures within 45 feet of construction areas requiring use of vibratory equipment. Therefore, although construction would have the potential to result in significant nuisance impacts, project construction equipment would not result in a significant impact related to structural damage.

Blasting. Blasting during construction would be infrequent and subject to the event criteria of 80 VdB at the nearest existing residence. Vibration levels from blasting would be reduced to 80 VdB or below beyond 235 feet from the blast area. No existing receptors are within 235 feet of potential blast areas. Due to distance to the

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nearest sensitive receptors, blasting would not exceed the applicable FTA criteria and would not result in a potentially significant vibration impact.

Regarding structural damage to buildings, the details for individual project blasting operations cannot be known at this time, but would comply with applicable specifications prepared by the U.S. Bureau of Mines or Office of Surface Mining and Reclamation Enforcement. The estimated vibration from hard rock blasting for a major rail tunnel construction project has been used as a reference level for this analysis (FRA 2017). Vibration levels from blasting would be reduced to below 0.2 in/sec within 45 feet of the construction area. There are no existing structures within 45 feet of construction areas requiring blasting. Therefore, blasting would not result in a potentially significant impact related to structural damage.

Vibration impacts would be temporary and would cease following construction. Implementation of Mitigation Measures **NOI-8** and **NOI-9**, in addition to Mitigation Measures **NOI-3** and **NOI-4** set forth below, would minimize temporary groundborne vibration impacts from construction activities at the nearby receptors. Therefore, impacts related to groundborne vibration during construction would be less than significant after mitigation.

### **NOI-8:**

***Vibration Best Management Practices. Prior to the commencement of construction activities that would involve use of a vibratory roller (or equivalent equipment) within 75 feet of a residence, the applicant shall retain a qualified acoustician to identify best management practices to be implemented by the construction contractor to reduce vibration levels to below 80 vibration decibels at the nearest residence. The best management practices shall be included in project construction documents, including the grading plan and contract with the construction contractor. Practices may include but are not limited to the following:***

- ***Use only properly maintained equipment with vibratory isolators***
- ***Operate equipment as far from sensitive receptors as possible***
- ***Use rubber-tired vehicles as opposed to tracked vehicles***

### **NOI-9:**

***Construction Vibration Notification. The construction contractor shall provide written notification to receptors within 75 feet of construction activities at least 3 weeks prior to the start of any construction activities that would require the use of a vibratory roller or equivalent equipment. The notice would inform them of***



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*the estimated start date and duration of daytime vibration-generating construction activities. This notification shall include information warning about the potential for impacts related to vibration-sensitive equipment. The City of Santee shall provide a phone number for the affected receptors to call if they have vibration-sensitive equipment on their property. If a complaint is received, a vibration monitoring program will be implemented within 2 working days to reduce vibration to below 80 vibration decibels at the nearest receptor. The vibration monitoring plan shall be prepared and administered by a qualified vibration consultant and submitted to the Director of Development Services for approval. The vibration monitoring plan shall include the location of the vibration monitor, the vibration instrumentation used, a data acquisition and retention plan, and an exceedance notification and reporting procedures. The program shall include but not be limited to the following:*

- *Monitor vibration during construction activities with a seismograph or other instrument capable of measuring and recording displacement and frequency, particle velocity, or acceleration at the closest residence to the construction area*
- *Use equipment that includes dampeners or other modifications to reduce vibration*
- *Use of alternative non-vibratory equipment where available*
- *Limit simultaneous operation of equipment.*

The City Council finds that Mitigation Measures **NOI-3**, **NOI-4**, **NOI-8** and **NOI-9** are feasible, are adopted, and will further reduce impacts related to vibration. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project regarding vibration, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to vibration. (EIR, § 4.12.5.2.)

### **H. TRIBAL CULTURAL RESOURCES**

#### **1. Tribal Cultural Resources**

Threshold: Would the Project 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

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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 (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 Public Resources Code section 5024.1?

Finding: Less than significant with mitigation. (EIR, § 4.4.5.4.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).)

Explanation: A record search of the Sacred Lands File was completed by the NAHC on March 23, 2016. The NAHC provided contact information for 15 tribal groups and individuals who should be contacted regarding the Sacred Lands File results and letters were then sent to each of the listed groups and individuals on April 8, 2016. Viejas responded requesting participation in the Phase I pedestrian survey.

The City prepared and sent SB 18 notification letters to the 24 tribes listed with the NAHC on October 18, 2018. The City received one response from Viejas requesting a Kumeyaay cultural monitor be on site for ground-disturbing activities. No consultation meetings were requested by Viejas or any other tribe contacted under SB 18. Consultation under SB 18 has been closed for the proposed project.

The City prepared and sent AB 52 notification letters to the three tribal contacts that formally requested notification of projects in the City on September 7, 2018. The City received one response to the AB 52 consultation letters from Art Bunce, Tribal Attorney for Barona. In a letter dated September 14, 2018, Mr. Bunce requested consultation for the proposed project on behalf of Barona. Mr. Bunce stated that Barona's primary goal is to preserve the integrity of significant TCRs, in particular ancestral remains, and would likely seek avoidance of portions of sites CA-SDI-8243 and CA-SDI-8345 that would be impacted by the proposed project. Mr. Bunce and other members of Barona met several times both on and off-site to discuss the proposed project's potential impacts to the resources on the project site as well as review the mitigation measures for the proposed project. The Phase I and II reports prepared for the proposed project identified two prehistoric archaeological resources (CA-SDI-8243 and CA-SDI-8345) that were eligible for listing on the CRHR. During consultation efforts with Barona, the Tribal Council expressed interest in the potential impacts to these resources, which the tribe considers to have cultural value. As such, CA-SDI-8243 and CA-SDI-8345 are considered to be TCRs for the purposes of the

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project.

The construction of the proposed project involves substantial ground disturbance with the potential to alter, remove, or destroy resources associated with sites CA-SDI-8243 and CA-SDI-8345. Damage to a known TCR as a result of project development would result in a significant impact. In addition, previously unidentified TCRs may be encountered during construction that the lead agency could determine to be eligible for listing on the CRHR. Implementation of Mitigation Measure **CUL-11** would reduce impacts to TCRs to a less than significant level by providing for proper treatment and disposition of TCRs. In addition, Mitigation Measures **CUL-1** through **CUL-10** set forth above would reduce any potential significant impacts to CA-SDI-8243, CA-SDI-8345, and unknown TCRs to a less than significant level.

**CUL-11:** *Treatment and Disposition of Tribal Cultural Resources. The applicant shall relinquish ownership of all non-burial related tribal cultural resources collected during the grading monitoring program and to the extent performed by the applicant, from any previous archaeological studies or excavations on the project site to the most likely descendant tribe for proper treatment and disposition per the Cultural Resources Mitigation and Monitoring Program (Mitigation Measure CUL-4). Any burial related tribal cultural resources (as determined by the most likely descendant) shall be repatriated to the most likely descendant as determined by the Native American Heritage Commission pursuant to California Public Resources Code, Section 5097.98. If none of the consulting tribes accept the return of the cultural resources, then the cultural resources shall be subject to the curation requirements stipulated in Mitigation Measure CUL-8) In the event that curation of tribal cultural resources is required by a superseding regulatory agency, curation shall be conducted by an approved facility and the curation shall be guided by the State Historical Resources Commission's Guidelines for the Curation of Archaeological Collections. In the event the superseding agency is a Federal agency, Title 36 of the Code of Federal Regulations, part 79 shall be followed.*

*In the event on-site reburial of culturally affiliated material is preferred by the Native American groups consulting on the proposed project, the applicant, in consultation with the most likely descendant, shall designate a location on the project site where reburial will take place. The reburial shall take place in a location where future construction shall not impact the buried material, such as an area designated as open space for the*

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***proposed project; therefore, a cap shall not be required. The on-site reburial location shall be selected prior to the start of construction. The reburial of material shall take place following the completion of ground disturbance for the proposed project and shall be observed by the most likely descendant or a Native American monitor representing the most likely descendant and a qualified archaeologist who meets the Secretary of Interior's Professional Qualifications Standards for archaeology. The location of the reburial shall be documented using a California Department of Parks and Recreation Series 523 form completed by the qualified archaeologist who observed the reburial. The qualified archaeologist shall submit the location to the City of Santee and the location and forms to the South Coastal Information Center.***

The City Council finds that Mitigation Measure **CUL-1** through **CUL-11** are feasible, are adopted, and will further reduce impacts related to tribal cultural resources. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to tribal cultural resources, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts related to tribal cultural resources. (EIR, § 4.4.5.4.)

### **SECTION IV: IMPACTS THAN CANNOT BE FULLY MITIGATED TO A LESS THAN SIGNIFICANT LEVEL**

The City Council hereby finds that, despite the incorporation of Mitigation Measures identified in the EIR and in these Findings, the following environmental impacts cannot be fully mitigated to a less than significant level and a Statement of Overriding Considerations is therefore included herein:

#### **A. AIR QUALITY**

##### **1. Air Quality Plans and Air Quality Standards**

**Threshold:** Would the Project conflict with or obstruct implementation of the applicable air quality plan?

**Finding:** Significant and unavoidable. (EIR, § 4.2.5.1.) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

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Explanation: The Santee City Council adopted the Santee General Plan on August 27, 2003. The City also adopted a General Plan Housing Element Amendment on April 10, 2013. Development consistent with the Santee General Plan and 2013 General Plan Housing Element Amendment would be consistent with the San Diego Regional Air Quality Strategy (RAQS) and State Implementation Plan (SIP). The project site is zoned and designated as Planned Development in the Santee General Plan. The 2013 Santee General Plan Housing Element Amendment projected approximately 1,380 single-family residential units and 15 live/work units (1,395 units total) within the Fanita Planned Development area, while the proposed project proposes 2,949 housing units under the preferred land use plan with school or 3,008 housing units under the land use plan without school, along with the development of other types of land uses. The proposed project would exceed the number of residential units identified for the project site in the 2013 Santee General Plan Housing Element Amendment projections. Thus, the proposed project would exceed the SANDAG growth assumptions assumed for the project site and would be inconsistent with the emissions projections in the RAQS and the SIP.

Moreover, if a project's emissions would exceed regional thresholds for VOC, NO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>, it follows that the emissions could cumulatively contribute to an exceedance of a pollutant for which the SDAB is in nonattainment (O<sub>3</sub>, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>) at a monitoring station in the SDAB. An exceedance of a nonattainment pollutant at a monitoring station would not be consistent with the goals of the RAQS to achieve attainment of pollutants. With implementation of all feasible mitigation measures, criteria air pollutant emissions would be reduced but the proposed project would still exceed the regional significance threshold for PM<sub>10</sub> and PM<sub>2.5</sub> during project construction and would exceed the thresholds for VOC and PM<sub>10</sub> during project operation. Therefore, the proposed project is considered inconsistent with the RAQS.

**AIR-1:** *Rule 55 Dust-Control Measures. As required by the San Diego Air Pollution Control District Rule 55, Fugitive Dust Control, the applicant shall implement dust-control measures during each phase of project development to reduce the amount of particulate matter entrained in the ambient air. The following measures shall be implemented by the construction contractor and included in project construction documents, including the grading plan, which shall be reviewed and approved by the City of Santee prior to issuance of a grading permit.*

- *Use track-out grates or gravel beds at each egress point,*

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*wheel washing at each egress point during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding.*

- *Use secured tarps or cargo covering, watering, or treating of transported material for outbound transport trucks.*
- *Remove visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out at the conclusion of each workday when active operations cease or every 24 hours for continuous operations. If a street sweeper is used to remove any track-out/carry-out, only respirable particulate matter (PM<sub>10</sub>)-efficient street sweepers certified to meet the most current South Coast Air Quality Management District's Rule 1186 requirements shall be used.*

*In addition, visual fugitive dust emissions monitoring shall be conducted during the construction phases. Visual monitoring shall be logged. If high wind conditions result in visible dust during visual monitoring, this demonstrates that the above measures are inadequate to reduce dust in accordance with San Diego Air Pollution Control District Rule 55, and construction shall cease until high winds decrease and conditions improve.*

**AIR-2:** *Supplemental Dust-Control Measures. As a supplement to San Diego Air Pollution Control District Rule 55, Fugitive Dust Control, the applicant shall require the contractor to implement the following dust-control measures during construction. These measures shall be included in project construction documents, including the grading plan, and be reviewed and approved by the City of Santee prior to issuance of a grading permit.*

- *The construction contractor shall provide to all employees the fact sheet entitled "Preventing Work-Related Coccidioidomycosis (Valley Fever)" by the California Department of Public Health and ensure all employees are aware of the potential risks the site poses and inform them of all Valley Fever safety protocols, occupational responsibilities and requirements such as contained in these measures to reduce potential exposure to Coccidioides spores.*
- *Apply water at least three times per day at all active earth disturbance areas sufficient to confine dust plumes to the immediate work area.*
- *Apply soil stabilizers to inactive construction areas (graded areas that would not include active construction for multiple consecutive days).*
- *Quickly replace ground cover in disturbed areas that are no*

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*longer actively being graded or disturbed. If an area has been graded or disturbed and is currently inactive for 20 days or more but will be disturbed at a later time, soil stabilizers shall be applied to stabilize the soil and prevent windblown dust.*

- *Reduce vehicle speeds on unpaved roads to 20 mph unless high winds in excess of 20 mph are present, which requires a reduced speed limit of 15 mph. Vehicle speeds are limited to 30 mph for onsite haul roads that are paved with gravel to suppress dust or where visual dust is watered and monitored frequently to ensure compliance with SDAPCD Rule 55.*

**AIR-3:** *Tier 4 Construction Equipment. The City of Santee shall require heavy-duty, diesel-powered construction equipment used on the project site during construction to be powered by California Air Resources Board-certified Tier 4 (Final) or newer engines and diesel-powered haul trucks to be 2010 model year or newer that conform to 2010 U.S. Environmental Protection Agency truck standards. This requirement shall be included in the construction contractor's contract specifications and the project construction documents, including the grading plan, which shall be reviewed and approved by the City of Santee prior to issuance of a grading permit. This mitigation measure applies to all construction phases.*

**AIR-4:** *Construction Equipment Maintenance. The City of Santee shall require the project construction contractor to maintain construction equipment engines in good condition and in proper tune per the manufacturer's specification for the duration of construction. Contract specifications shall be included in project construction documents, including the grading plan, which shall be reviewed and approved by the City of Santee prior to issuance of a grading permit.*

**AIR-5:** *Use of Electricity During Construction. During construction activities, when on-site electricity is available, the City of Santee shall require the contractor to rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines. Contract specifications shall be included in project construction documents, including the grading plan, which shall be reviewed and approved by the City of Santee prior to issuance of a grading permit.*

**AIR-6:** *Transportation Demand Management. Prior to recordation of the first final map in each phase, the applicant or its designee*

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*shall provide evidence to the City of Santee that the proposed project shall implement the following Transportation Demand Management measures identified in the Transportation Impact Analysis (prepared by Linscott, Law & Greenspan, Engineers, in 2020):*

- *Improve design of development to enhance walkability and connectivity*
- *Provide pedestrian network improvements*
- *Provide traffic-calming measures*
- *Provide bike lanes in the street design*
- *Provide bike parking for multi-family residential uses*
- *Implement car-sharing programs*
- *Provide ride-sharing programs*
- *Implement commuter trip reduction marketing*
- *Implement a school carpool program under the preferred land use plan with school*
- *Implement a neighborhood electric vehicle network*

**AIR-7:** *On-Site Electric Vehicle Charging Stations. Prior to the issuance of building permits, the applicant or its designee shall provide evidence to the City of Santee that the proposed project shall include a total of 1,203 240-volt Level 2 Electric Vehicle Supply Equipment (EVSE) in each garage provided for a Low Density Residential (LDR) unit, a total of 354 EVSE within the parking areas of the remaining residential units (Medium Density Residential (MDR), Village Center (VC), and Active Adult Residential (AA)), and 15 EVSE within the proposed project's commercial parking lots.*

**AIR-8:** *High-Efficiency Equipment and Fixtures. Prior to the issuance of building permits, the applicant or its designee shall provide evidence to the City of Santee that the applicant will utilize high-efficiency equipment and fixtures that exceed 2016 California Green Building Standards Code and 2019 Title 24, Part 6 energy conservation standards by 14 percent. When the standards are updated, the applicant shall use high-efficiency equipment and fixtures meeting or exceeding the latest standards.*

**AIR-9:** *Low-Volatile Organic Compound Coating. Prior to the issuance of building permits, the applicant or its designee shall provide evidence to the City of Santee that the proposed project will comply with the San Diego Air Pollution Control District's Rule 67.0.1, Architectural Coatings, and use paints with no more than 50 grams of volatile organic compound per liter of coating. The applicant shall use water-based paints when possible. In*



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*addition, to reduce the exterior area of the buildings that needs to be repainted, when possible, the applicant shall use construction materials that do not require painting or pre-painted construction materials. Furthermore, the applicant shall use low-volatile organic compound cleaning supplies to reduce volatile organic compound emissions from area sources. This requirement shall be included in the construction contractor's contract specifications and project construction documents, which shall be reviewed and approved by the City of Santee prior to issuance of a construction permit.*

**AIR-10:** *Electric Landscape Equipment. Prior to the issuance of building permits, the applicant or its designee shall provide evidence to the City that the design plans for residential structures include electrical outlets in the front and rear of the structure to facilitate use of electrical lawn and garden equipment.*

Mitigation Measures **AIR-1** through **AIR-10** and Mitigation Measure **GHG-4** set forth above would reduce criteria pollutant emissions but not to below applicable regional criteria pollutant thresholds. As such, project emissions would potentially exceed future regional emissions inventories and conflict with air quality plans. This impact is significant and unavoidable after implementation of mitigation measures. (EIR, § 4.2.5.1.)

## 2. Cumulatively Considerable Pollutant Emissions

Threshold: Would the Project result in 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?

Finding: Significant and unavoidable. (EIR, § 4.2.5.2.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).) However, impacts would still remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: Construction. Construction activities produce combustion emissions from various sources (e.g., site preparation, grading, utilities construction, surface improvements, and motor vehicles transporting the construction crew). Exhaust emissions from construction activities envisioned on site would vary daily as construction activity

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levels change. The use of construction equipment on site would result in localized exhaust emissions. As shown in EIR Table 4.2-5, peak annual emissions would be below the annual thresholds for each year of construction, and daily emissions of VOC, NO<sub>x</sub>, CO, and SO<sub>x</sub> would not exceed the daily significance thresholds during any construction year. However, daily exceedances of PM<sub>10</sub> would occur from 2021 to 2028 and in 2030 during construction phases 1 through 4, and PM<sub>2.5</sub> from 2021 to 2029, and in 2030–2031 during construction phases 1 through 4. The exceedance of the daily County thresholds for PM<sub>10</sub> and PM<sub>2.5</sub> would be primarily due to the hauling trips on internal, unpaved roads during site preparation, grading, and utilities construction. PM<sub>10</sub> and PM<sub>2.5</sub> emissions would be higher in 2023–2024 than in other years because Phase 1 grading would involve a large number of trips within the project boundary due to the large aggregate quantities required by mass grading in Phase 1 for that initial phase.

Some members of the public expressed concerns about potential Valley Fever impacts during construction. In response, a Valley Fever Technical Report on the City's consideration of Valley Fever was added to the Air Quality Analysis (Appendix C1, Appendix E). Valley Fever is a disease caused by the spores of *Coccidioides* fungus. The main route of transmission for Valley Fever is breathing in *Coccidioides* fungus spores when they are airborne during earth disturbance activities. Areas endemic for *Coccidioides* include portions of the southwestern United States and northern Mexico. According to the Center for Disease Control and Infection (CDC), San Diego County is a suspected endemic area for *Coccidioides*.

Soils that are more likely to support *Coccidioides* are areas with rodent burrows, old (prehistoric) Indian campsites near fire pits, areas with sparse vegetation and alkaline soils, areas with high salinity soils, areas adjacent to arroyos, packrat middens, silty soils, and well aerated soils with relatively high water holding capacities. Areas less likely to support *Coccidioides* include cultivated fields, heavily vegetated areas, areas where commercial fertilizers have been applied, areas that are paved or oiled, soils containing abundant microorganisms, and heavily urbanized areas where there is little undisturbed virgin soil. The fungal spores are generally found in the upper 20 to 30 centimeters of the soil horizon, especially in virgin, undisturbed soils.

With the exception of the Special Use Area, the southern half of the Fanita Ranch Project site can be eliminated because this area will remain habitat and not be disturbed. The Special Use Area onsite has artificial fill soil associated with the urban development

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immediately adjacent to this portion of the site. Also, roadway improvements within the paved right-of-way of existing roads are eliminated from the potential for *Coccidioides* because they are paved soils that include engineered underlayment of gravel. The remainder of the site cannot be eliminated from the potential to contain *Coccidioides* fungus. These areas are in the northern half of the project site and include the locations of the Vineyard Village, Fanita Commons, and Orchard Village.

With regard to these villages, the air quality analysis takes into account both dispersion modeling of particulates during construction activities and fugitive dust control measures provided in compliance with SDAPCD Rule 55. Particulate matter dissipated prior to reaching existing residential areas surrounding the proposed project, meaning that distribution of airborne *Coccidioides* spores offsite is highly unlikely.

Regulatory compliance requiring construction workers to take precautions as outlined by the California Department of Public Health document titled "Preventing Work-Related *Coccidioidomycosis* (Valley Fever) Fact Sheet" (CDPH 2013), would reduce the potential for construction workers to contract Valley Fever to less than significant. Further, the California Department of Public Health, the County of Los Angeles, and the County of San Diego all recommend watering topsoil prior to and during earth disturbance in order to reduce airborne dust emissions and the spread of *Coccidioides* spores. Watering during earth disturbance activities significantly reduces airborne spores and the ability of workers to inhale spores, which is the route of infection. The proposed project is required to implement the dust control measures listed in compliance with the SDAPCD Rule 55. Thus, while total peak daily emissions of PM10 and PM2.5 (which includes equipment exhaust from all construction equipment and haul trucks plus fugitive dust) during construction exceed the daily thresholds, impacts concerning Valley Fever are less than significant for both onsite and offsite adjacent uses with implementation of these regulatory requirements. Mitigation Measure **AIR-1** (Rule 55 Dust-Control Measures) memorializes what is required under SDAPCD Rule 55. Mitigation Measure **AIR-2** (Supplemental Dust-Control Measures) will reduce fugitive dust emissions even further and the chance of causing *Coccidioides* fungus spores to become airborne. Though impacts related to Valley Fever would be less than significant, in response to the comments, Mitigation Measure **AIR-2** has been revised to provide additional clarification on the precautions that would be carried out to reduce the likelihood of Valley Fever even further.

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Mitigation Measures **AIR-1** through **AIR-5**, set forth above, would reduce significant construction emissions of PM<sub>10</sub> and PM<sub>2.5</sub> associated with the proposed project. However, as shown in EIR Table 4.2-8, construction emissions of PM<sub>10</sub> and PM<sub>2.5</sub> would not be reduced to below the applicable daily thresholds. Therefore, construction impacts would remain significant and unavoidable after implementation of mitigation measures.

Operation. Operation of the proposed project would result in net increases in stationary, area, and mobile source emissions. Stationary sources of emissions include the use of architectural coatings, consumer products, landscape equipment, and energy use. Area-source emissions would be associated with activities such as natural gas for heating and other sources. Mobile source emissions of air pollutants would include project-generated vehicle trips.

EIR Table 4.2-6 shows that buildout year project-related emissions of VOC, CO, and PM<sub>10</sub> would exceed daily and annual County thresholds for criteria pollutants. Therefore, criteria air pollutant direct impacts during long-term operation of the preferred land use plan with school would be potentially significant. Impacts related to VOC and PM<sub>10</sub> emissions would also be cumulatively considerable because of the SDAB's nonattainment status for O<sub>3</sub> and PM<sub>10</sub>.

EIR Table 4.2-7 shows that the buildout year project-related emissions of VOC, CO, and PM<sub>10</sub> under the land use plan without school would exceed daily and annual County thresholds for criteria pollutants. Therefore, criteria air pollutant direct impacts during long-term operation of the land use plan without school would be potentially significant. Impacts related to VOC and PM<sub>10</sub> emissions would also be cumulatively considerable because of the SDAB's nonattainment status for O<sub>3</sub> and PM<sub>10</sub>.

Mitigation Measures **AIR-6** through **AIR-10** and Mitigation Measure **GHG-4** set forth above would reduce significant daily and annual operational emissions of VOC, CO, and PM<sub>10</sub> associated with the proposed project. EIR Tables 4.2-9 and 4.2-10 show the mitigated operational emissions under the preferred land use plan with school and the land use plan without school, respectively. Operational CO emissions from implementation of the proposed project would be reduced to a less than significant level. However, VOC and PM<sub>10</sub> emissions would remain cumulatively considerable and unavoidable under both land use plans after implementation of mitigation measures. (EIR, § 4.2.5.2.)

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### B. NOISE

#### 1. Noise Standards

Threshold: Would the Project result in the 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?

Finding: Significant and unavoidable. (EIR, § 4.12.5.1.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).) However, impacts would still remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: *Construction*

Construction Traffic Noise. Construction of the proposed project would have the potential to result in temporary noise level increases as a result of increased traffic volumes and the operation of heavy equipment. EIR Table 4.12-7 provides the estimated traffic noise levels for Phase 1 construction activities other than building construction, including site preparation, grading, paving, utilities installation, and surface improvements. EIR Table 4.12-8 provides estimated traffic noise levels compared to existing noise levels during the building construction period of any phase. As shown in EIR Table 4.12-7, no significant increase in traffic noise levels would occur during construction activities other than building construction during Phase 1. However, as shown in EIR Table 4.12-8, the additional construction traffic that would occur during the building construction phase would cause a significant increase in traffic noise levels on two segments of Fanita Parkway compared to existing conditions. Therefore, building construction would result in a temporary significant increase in traffic noise to existing receptors on two roadway segments.

Following completion of Phase 1, area roadways would experience an increase in vehicle trips as a result of incremental increases in operational trips, as well as construction traffic through project buildout. The Near-Term + Interim Operation + Construction Scenario assumes 50 percent of traffic volumes from full operation of the proposed project to determine whether construction would

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result in a significant temporary increase in noise level compared to noise levels without construction. As shown in EIR Table 4.12-9 and EIR Table 4.12-10, and Addendum to the Noise Technical Report for the Fanita Ranch Project Tables 8 through 11, compared to existing conditions, noise levels on several roadways would experience a significant increase in noise level in the Near-Term + Interim Operation + Construction scenario. However, these increases would be primarily attributable to the increase in permanent operational traffic rather than construction traffic. As shown in in EIR Table 4.12-9 and Addendum to the Noise Technical Report for the Fanita Ranch Project Table 8 and Table 9, no significant impacts associated with construction traffic noise would occur during activities without building construction. As shown in EIR Table 4.12-10 and Addendum to the Noise Technical Report for the Fanita Ranch Project Table 10 and Table 11, construction traffic noise levels during building construction would result in temporary significant noise impacts on one segment of Fanita Parkway and one segment of Magnolia Avenue.

Construction Equipment Noise. Construction of the proposed project would generate noise that could expose nearby receptors to elevated noise levels that may disrupt communication and routine activities. The magnitude of the impact would depend on the type of construction activity, equipment, duration of the construction phase, distance between the noise source and receiver, and intervening structures. Temporary construction activity noise would be considered significant if it would violate the limits established in Section 5.04.090 of the City's Noise Ordinance. The ordinance prohibits operation of any construction equipment outside the hours of 7:00 a.m. through 7:00 p.m., Monday through Saturday, excluding legal holidays, without approval from the Director of Development Services. Also, construction equipment with the potential to exceed 85 dBA at the construction site shall not be operated at the same location for more than 10 consecutive workdays without notification to properties within 300 feet of the site.

Standard equipment, such as dozers, loaders, graders, backhoes, scrapers, and miscellaneous trucks would be required for most construction days. Noise levels from construction on the project site were determined based on typical equipment noise levels determined by the RCNM (FHWA 2008). A semi-portable rock crushing/processing facility is anticipated to be used for aggregate plant operations during on-site grading activities so that excavated material may be used on site rather than exported. Temporary aggregate plant operations are anticipated to be stationed in the northern portion of Fanita Commons during Phase 1 and Phase 2 of construction, in approximately the middle of the eastern boundary of

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Vineyard Village during Phase 3, and in approximately the northeast corner of Vineyard Village during Phase 4. Based on estimated noise levels for a quarry project that would include rock crushing and processing, noise levels from these activities would be approximately 85 dBA at a distance of 100 feet from equipment (91 dBA at 50 feet). The eight noisiest pieces of construction equipment (excavator, dozer, grader, dump truck, loader, scraper, rock crusher, and aggregate processing plant<sup>2</sup>) that could be required for on-site construction were assumed to operate in the same location, and would have the potential to generate noise levels up to approximately 92.7 dBA at 50 feet from the construction site. These estimates are conservative because construction equipment for a single construction activity would likely be spread out over several acres.

Standard construction operation would have the potential to exceed 85 dBA at the construction site for more than 10 consecutive workdays, and would require notification in accordance with the City's Noise Ordinance (City of Santee 2020). However, the bulk of construction activities would occur within the three proposed villages, which would be separated from existing development by the Habitat Preserve. The closest sensitive receptors to the villages are located approximately 850 feet east of the proposed Vineyard Village boundary along Oak Creek Drive in the unincorporated County. Construction of phases would have the potential to overlap. However, due to the distance between the villages, it would be unlikely for noise from simultaneous construction to be simultaneously audible at a given receptor. Additionally, off-site residences would continue to be located outside the 300-foot notification boundary. Therefore, typical construction activities within the villages would not require construction notification because no City receptors would be located within the 300-foot notification boundary. Additionally, at this distance, noise levels from worst-case construction with rock crushing would attenuate to 68 dBA and would not exceed the County's Noise Ordinance limit of 75 dBA for construction. Construction within the villages would take place during the allowable City Noise Ordinance hours of 7:00 a.m. to 7:00 p.m. A significant impact would not occur to off-site receptors during the on-site construction of Phase 1 (Fanita Commons and the easterly portion of Orchard Village), or during construction of Phases 2, 3, or 4.

However, on-site and off-site construction of Phase 1 would include development of new segments and improvements to Fanita Parkway and Cuyamaca Street, including the widening of Fanita Parkway

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<sup>2</sup> The RCNM model does not include an option for rock crushing or processing. Sand blasting equipment, which is estimated to have an L<sub>max</sub> of 95.7 at 50 feet, is conservatively assumed to represent this equipment.

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north of Lake Canyon Drive, which would include construction adjacent to existing residential areas and near the campground at Santee Lakes Recreation Preserve. Additionally, dead-end roadway improvements along the southern boundary of the site in the existing neighborhood north of Mast Boulevard would potentially require some heavy construction equipment. Construction for roadway improvements would be linear and the active construction area would be much smaller than on-site land development. For roadway improvements, the four noisiest pieces of construction equipment (excavator, dozer, loader, and scraper) that are assumed for paving operations were anticipated to operate simultaneously in the same location. Construction of new segments and improvements to Fanita Parkway and Cuyamaca Street would have the potential to generate noise levels up to approximately 85 dBA at 50 feet from the construction area.

Operation of heavy equipment during roadway construction would potentially create a substantial short-term noise increase affecting residences near the construction site and notification would be required to comply with the City's Noise Ordinance. The noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed, and the condition of the equipment. The average sound level of the construction activity also depends upon the amount of time that the equipment operates and the intensity of the construction during the time period. Construction activities are anticipated to occur during the City's allowable hours of operation; however, some nighttime construction within roadways may be required to avoid traffic impacts. Existing residences are located within 300 feet of the construction areas along Fanita Parkway and Cuyamaca Street, and dead-end roadway improvements on the southern boundary of the site. Because construction would be linear, individual receptors may not be exposed to construction noise for 10 consecutive workdays. However, operation of heavy equipment during construction would have the potential to create substantial short-term noise increases that require notification, and nighttime construction may be required that would conflict with the City's Noise Ordinance without approval from the Director of Development Services.

Blasting Operation. Blasting may be required at locations in the development area. Construction blasting generates a maximum noise level of approximately 94 dB at a distance of 50 feet that is very short in duration. Drilling would also be necessary to bore holes for the blasting materials. Rock drills generate noise levels of approximately 85 dBA at a distance of 50 feet and may be in operation for several hours in a day. It is anticipated that no more



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than one blast would occur in one area per day. However, even if more than one blast would occur in any one area per day, several hours would pass between blasts because of the time required to drill the holes and insert and connect the blasting materials.

Drilling and blasting are not anticipated to occur in the same area for more than 10 consecutive workdays. Additionally, the residences closest to village development are approximately 850 feet east of the proposed Vineyard Village boundary near Oak Creek Drive in the unincorporated County. At this distance, noise levels from blasting would be reduced to 69 dBA and would not exceed the County's Noise Ordinance limit of 75 dBA for construction noise. There are no existing City receptors within the 300 feet notification boundary for construction noise impacts. Additionally, drilling and blasting would occur during daytime hours. Therefore, temporary noise impacts as a result of drilling and blasting in the village development area would be consistent with the Noise Ordinance, and impacts would be less than significant.

Mitigation Measure **NOI-1** would limit the speed on construction access routes. However, a limit on the maximum number of truck trips on Fanita Parkway during this phase would also be required. The anticipated increase in noise levels on Fanita Parkway and Magnolia Avenue during interim operation and construction would primarily be a result of the increase in vendor truck trips during building construction. Mitigation Measure **NOI-2** would prohibit medium- and heavy-duty truck trips on Magnolia Avenue and require all truck traffic to use Fanita Parkway and Cuyamaca Street only for site access. Vendor truck trips would be allowed but limited on Fanita Parkway. Worker vehicle trips would be allowable on all roadways. Diversion of truck trips from Fanita Parkway and Magnolia Avenue to Cuyamaca Street would not result in an impact to Cuyamaca Street because use of Cuyamaca Street for 100 percent of all construction traffic would not result in a significant increase in ambient noise levels. As shown in EIR Table 4.12-15 and Addendum to the Noise Technical Report for the Fanita Ranch Project Table 13, implementation of Mitigation Measures **NOI-1** and **NOI-2** would reduce temporary noise impacts to Fanita Parkway and Magnolia Avenue to a less than significant level during building construction. Implementation of Mitigation Measures **NOI-3** and **NOI-4** would reduce temporary construction noise from operation of heavy equipment to a less than significant level. (EIR, § 4.12.5.1.)

### **NOI-1:**

***Construction Access Road Speed Limitations. As a condition of approval for the proposed project, the applicant shall not seek to increase the posted speed limit on Fanita Parkway south of***

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***Ganley Road from the existing posted speed limit of 40 miles per hour to the post-project improvement design speed of 50 miles per hour until the building construction phase of Phase 1 is complete. The speed limit for construction-related traffic shall be stipulated in project construction documents, including the grading plans and the contract with the construction contractor. Construction-related traffic shall not exceed existing posted speed limits.***

### **NOI-2:**

***Vendor Trip Route Limitations. During building construction activities, the construction contractor shall prohibit the use of Magnolia Avenue for medium-duty and heavy-duty truck trips. During building construction activities, all trucks shall access the site via Fanita Parkway and Cuyamaca Street only. Additionally, medium- and heavy-duty truck trips shall be limited on Fanita Parkway. Truck trips shall be limited to 170 one-way trips (85 two-way trips) on Fanita Parkway during Phase 1 building construction activities and to a maximum of 140 one-way trips (70 two-way trips) on Fanita Parkway during simultaneous building construction activities and project operation. These requirements shall be included in project construction documents, including the grading plan and the contract with the construction contractor. Prior to issuance of a grading permit, temporary signage prohibiting proposed project truck access shall be installed at the Magnolia Avenue and Mast Boulevard intersection.***

### **NOI- 3:**

***Roadway Construction Notification. In accordance with Section 5.04.090 of the Santee Municipal Code, the construction contractor shall provide written notification to any existing uses within 300 feet of roadway construction activities. The notification shall be provided no later than 10 days before the start of construction activities. The notice shall describe the nature of the construction activities, including the expected duration, and provide a point of contact to resolve noise complaints. If a complaint is received, construction noise shall be monitored by a qualified acoustical consultant at the nearest affected receptor for the duration of a normal day of construction. If the hourly average monitored noise level from construction exceeds a normal conversation level (65 A-weighted decibels) at the nearest sensitive receptor or the ambient noise level at the receptor if the ambient noise level exceeds 65 A-weighted decibels, construction activities in the immediate area of the affected receptor shall cease. Construction shall not resume until activities can be adjusted or noise reduction measures are implemented to reduce noise at the affected receptor to below normal conversation levels (65***

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*A-weighted decibels) or the ambient noise level at the receptor if the ambient noise level exceeds 65 A-weighted decibels. Monitoring results shall be submitted to the Director of Development Services prior to the resumption of construction activities. Measures to reduce noise shall include but not be limited to the following:*

- *Stationary construction noise sources, such as temporary generators, shall be located as far from nearby noise-sensitive receptors as possible.*
- *Trucks shall be prohibited from idling along streets serving the construction site where noise-sensitive residences are located.*
- *Construction equipment shall be outfitted with properly maintained, manufacturer-approved or recommended sound abatement tools on air intakes, combustion exhausts, heat dissipation vents, and the interior surfaces of engine hoods and power train enclosures.*
- *Construction laydown and vehicle staging areas shall be positioned (to the extent practical) as far from noise-sensitive land uses as feasible.*
- *Simultaneous operation of construction equipment shall be limited, or construction time within an hour shall be limited, to reduce the average noise level.*
- *Temporary noise barriers, such as noise blankets, shall be implemented around the perimeter of the construction area to minimize construction noise at affected receptors.*

### **NOI- 4:**

*Nighttime Noise Sound Management Plan. The construction contractor shall be required to obtain authorization from the Director of Development Services for any construction activities that would occur between 7:00 p.m. and 7:00 a.m. As part of the authorization process, the construction contractor shall prepare a Sound Management Plan to be included in construction documents, including the grading plan and construction contract. The Sound Management Plan shall include all or a combination of the measures listed in Mitigation Measure NOI-3, as deemed necessary by a qualified acoustical engineer, to minimize noise at nearby receptors. In addition to the measures listed in Mitigation Measure NOI-3, construction activities that must take place between 7:00 p.m. and 7:00 a.m. that could generate high noise levels at residences shall be scheduled during times that would have the least impact on sensitive receptor locations, such as the evening hours between 7:00 p.m. and 10:00 p.m. rather than the nighttime hours between 10:00 p.m. and 7:00 a.m.*

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### *Operation*

The proposed project would include a range of uses that have the potential to generate noise that may affect existing noise-sensitive receptors. These uses include commercial and retail development, residential development, agricultural operations, special events, recreational facilities, maintenance activities, a school, a fire station, Special Uses, and on-site infrastructure.

Commercial Development. Proposed commercial development would be located primarily in the areas designated as Village Center on the eastern side of Fanita Commons and in the middle of Vineyard and Orchard Villages. The Village Center component would comprise a total of approximately 36.5 acres across the site. The approximately 28-acre Village Center in Fanita Commons would accommodate commercial uses to serve the entire proposed development. The smaller Village Center areas in Vineyard and Orchard Villages would consist of smaller-scale mixed-use retail, service, or office spaces to serve the residents of the surrounding villages. Allowable uses would include retail stores, offices, retail nursery, restaurants, live entertainment establishments, craft breweries or other gourmet food shops, studios and galleries, pet services, business or trade schools, civic uses, health and wellness services, private recreation facilities, religious or spiritual facilities, daycare, tutoring facilities, museums or cultural facilities, and education or event facilities associated with the Farm.

The future mix of retail and office uses is currently unknown, along with the specific noise producing equipment associated with each use. The noise level generated by commercial uses on site would vary depending upon the specific types of commercial uses that would occupy available space. The exact noise level generated cannot be specifically quantified at this time because of many variables involved. These include the specific land use type, size of equipment, location and orientation of equipment, number and location of loading docks, and parking areas. Therefore, it is not possible to determine the level of noise impact of individual commercial uses at specific locations at this time.

The specifications and locations of the HVAC systems that would be installed at commercial or mixed-use buildings are unknown at this time. Therefore, it is assumed that the HVAC systems of a mixed-use commercial and residential project would be typical of a community-serving retail and office building. HVAC units not installed within an enclosure would have the potential to generate a noise level of up to 79 dBA Leq at the unit (approximately 3 feet). A single HVAC unit could have the potential to generate noise that may

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exceed typical conversation noise levels of 65 dBA up to 15 feet from the unit. The nearest existing NSLUs to the proposed Village Center areas on the project site are the off-site single-family residences located off Oak Creek Drive, approximately 2,090 feet east of the Village Center planned for Vineyard Village. Due to distance and intervening structures and topography, noise from HVAC units in the proposed Village Centers would not be audible at existing, off-site receptors and impacts would be less than significant.

In addition to HVAC systems, commercial land uses also have the potential to generate noise from truck deliveries, such as engines idling and beeping from back up warning signals at commercial loading docks. Truck trips to the proposed project site would involve deliveries of supplies and products to commercial uses. State law (13 CCR 2485) currently prohibits heavy-duty diesel delivery trucks from idling more than 5 minutes. Therefore, noise from idling would be limited to 5 minutes during truck deliveries. Noise levels measured at a typical loading dock registered 78 dBA Leq at a distance of 5 feet outside an open loading dock. A loading dock that generates a noise level of 78 dBA at 5 feet would have the potential to generate noise that may exceed typical conversational noise levels of 65 dBA up to 25 feet from the unit. Noise levels would be reduced on the project site because the Land Use and Development Regulations in Chapter 3 of the Fanita Ranch Specific Plan require loading areas to be designed and located to minimize impacts on adjoining properties, including use of sound baffling. Additionally, as previously stated, the nearest existing NSLUs to a proposed Village Center are residences approximately 2,090 feet east of the Village Center planned for Vineyard Village. Due to design guidelines, distance, and intervening structures and topography, impacts to off-site NSLUs related to truck deliveries and loading would be less than significant.

Noise sources from parking areas include car alarms, door slams, radios, and tire squeals. These sources typically range from about 51 to 66 dBA at a distance of 10 feet, and are generally short-term and intermittent. Parking lots have the potential to generate noise levels that are audible above ambient levels depending on the location of the source; however, noise sources from a parking lot would be different from each other in kind, duration, and location, so that the overall effects would be separate and in most cases would not affect noise-sensitive receptors at the same time. Similar to truck delivery noise, due to distance and intervening structures and topography, impacts to the nearest off-site NSLUs related to parking areas would be less than significant.

Noise from human activity within outdoor seating areas, restaurants, and public gathering places would be limited to normal conversation

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noise levels, which would generally be consistent with the City's Noise Ordinance and Santee General Plan Noise Element compatibility standards for surrounding land uses. However, the proposed project would accommodate restaurant uses and live entertainment venues that would have the potential to result in intermittent noise that could exceed Noise Ordinance standards. This may include bars or nightclubs that operate into late night hours (10:00 p.m. to 2:00 a.m.). Section 4.12.090 of the Santee Municipal Code prohibits music at dancehalls between 2:00 a.m. and 11:00 a.m. If these establishments would include outdoor areas, nighttime use could result in loud conversation or amplified music that would be annoying or disturbing to nearby residents. Section 3.2.11.10(B) of the Fanita Ranch Specific Plan establishes performance standards for the sale of alcohol on the project site. These standards require that all alcoholic beverages sales, offerings, and consumption be conducted completely within an enclosed building on premises, except for permitted outdoor seating areas. Nighttime uses would mostly be located within enclosed buildings, although permitted patios may result in crowds or amplified sound that would exceed normal conversation levels. The nearest existing off-site NSLUs to a proposed Village Center are residences approximately 2,090 feet away in the unincorporated County. Reference noise levels for loud conversation and amplified music are available for indoor noisy restaurants (85 dBA) and school dances (100 dBA) (Center for Hearing and Communication 2020). Based on these reference noise levels, noise levels from loud conversation and amplified music in the proposed Village Center would be reduced to approximately 28 dBA and 43 dBA, respectively, at 2,090 feet away at the nearest off-site NSLUs. These noise levels would not exceed normal conversation levels at City receptors and would not exceed the County's nighttime hourly average sound level limit of 45 dBA at residences along Oak Creek Drive. Impacts would be less than significant.

Residential Development. A variety of residential densities would be accommodated in all three development villages. Noise generated from residential uses is generally described as nuisance noise. Nuisance noise impacts are more likely to occur in higher density areas (such as Village Center and Medium Density Residential areas). Section 5.04.040 of the City's Noise Ordinance prohibits nuisance noise. Specific sources of nuisance noise covered by the City's Noise Ordinance include, but are not limited to, devices for producing or reproducing sound, drums and other musical instruments, yelling, and animals. Compliance with the City's Noise Ordinance would limit exposure to excessive nuisance noise. The County Sheriff's Department enforces the nuisance noise provisions of the City's Noise Ordinance, in accordance with Section 5.04.180

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of the City's Noise Ordinance, Enforcement. Nuisance noises would also be different from each other in kind, duration, and location, so that the overall effects would be separate and in most cases would not affect receptors at the same time. Nuisance noise would be a less than significant impact.

Residences may include HVAC units. A single HVAC unit would generally not exceed typical conversation noise levels of 65 dBA beyond 15 feet from the unit. The nearest existing off-site receptors to a proposed residential area are the existing residences along Crazy Horse Drive in the County, approximately 700 feet east of Vineyard Village. Therefore, due to distance and the intermittent nature of noise sources, HVAC noise from proposed residential neighborhoods would not result in significant impact to existing receptors.

Agricultural Operations. The Farm is a central feature of the proposed land use plan. The working farm is planned to include terraced vegetable fields, pasture lands, limited housing for employees, raised gardens, and small-scale animal husbandry. Regular agricultural-related events would be hosted at the Farm, including commercial and educational events. Other special events at the proposed event barn on the Farm are addressed below. The 27.3-acre Farm would be located along the eastern border of Fanita Commons near the center of the proposed development. Additional agricultural areas are designated at the entrances to Vineyard Village on either side of Street "V" and Street "W." Community gardens and community-supported agriculture are allowable land uses in all proposed development areas except the Special Use area. Orchards, vineyards, and crops are allowed in the Open Space designation.

The primary sources of noise associated with agricultural use would be use of one or two tractors in agricultural fields and approximately two utility task vehicles (UTVs) across the Farm site. Fans, pumps, and generators may also be required. The proposed community-scale Farm would not require the use of industrial farm equipment for harvesting or processing. Hand tools would generally be used on the Farm and would not generate noise. Equipment used in agricultural spaces outside the Farm, such as community gardens, would be limited to hand tools.

Regular events at the Farm would include farmers markets and farm-based education in the form of tours, volunteer opportunities, camps, workshops related to gardening and farmer training, nutrition, cooking, herbal medicines, home preservation of food, and more. Farmers market and educational activity hours would be limited of

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7:00 a.m. and 7:00 p.m. on weekdays and 7:00 a.m. and 10 p.m. on weekends and are anticipated to be similar to nearby commercial uses in the Village Center. With the exception of farm equipment, noise associated with orchards and vineyards, regular events, and limited employee housing would be generally limited to normal conversation and occasional nuisance noise, similar to noise anticipated from surrounding proposed residential development, described previously.

The design plan for the Farm includes a condition of operation that the use of mechanical equipment such as tractors, exhaust fans, circulating pumps, or generators, and other exterior noise-generating operations that result in a 1-hour average sound level of 50 dB or more, as measured at the nearest adjacent on-site residential property line, shall be limited to the hours of 7:00 a.m. and 7:00 p.m. every day. Noise barriers shall be installed around any stationary noise-generating equipment if necessary to meet the required limitations. A tunnel would be constructed under Street "W" to connect the two sections of the Agricultural Overlay to allow for the movement of agriculture equipment to and from the Farm. Because conditions of operation would limit noise from farm equipment to less than nuisance levels on the project site, noise levels would be less than significant levels at existing sensitive receptors.

The use of UTVs and tractors are anticipated to generate the highest equipment noise levels from farm operation. The average noise level for UTVs for farm use is 86 dBA and the average noise level for a tractor is 92 dBA. Noise level is reported at the driver's seat. Noise levels from UTVs would be reduced to below normal conversation levels of 65 dBA approximately 35 feet from the source, and tractors approximately 70 feet from the equipment. Additionally, when UTVs are in use, they would be in motion across the Farm and individual receptors would only be exposed to UTV noise briefly during any given pass-by. Due to the modest size of the orchards and vineyards, duration of tractor use would be limited to a portion of a day, when needed. Therefore, use of farm equipment would not result in a significant impact.

The Farm would primarily be cultivated with crops but may include limited livestock, such as poultry, sheep, goats, or aquaponics (fish). Livestock would not exceed five animals per acre. Livestock noise would include intermittent animal noises that may occasionally be a source of nuisance noise. Noise levels with poultry noise did not exceed 54 dBA. However, poultry at the Farm may also include roosters. Rooster crowing can produce sound levels up to 100 dBA at 1 meter (3.3 feet) (Claes et al. 2018). The nearest existing receptors to the Farm are along Summit Avenue, approximately



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2,290 feet from the Farm. At this distance, noise from rooster crowing would be reduced to 43 dBA and would not exceed typical ambient noise levels. Due to the limited number of animals allowed, and because animals would be spread out across the pasture area throughout the day, intermittent animal noise would not be anticipated to exceed average ambient community noise levels. Regular Farm operations are not anticipated to be audible off site. A significant impact would not occur from Farm operation.

Special Events. The Farm is planned to include a large iconic barn that would set the architectural theme of the community and provide a venue for special events and farm operations. The Farm would allow for a range of special events including farm-to-table events, community harvests, weddings, and other celebrations and festivals, such as pumpkin patches. Special events would potentially involve the use of amplified noise or crowds that would result in noise levels above typical conversation levels. As a condition of operation, events would be permitted between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and 7:00 a.m. and 10:00 p.m. on weekends. Therefore, weekday events would not result in nighttime noise impacts, and weekend events would not extend into late night hours. The event barn and associated outdoor event areas would be located directly east of the Village Center, approximately 3,090 feet from the nearest existing residences, located along Summit Avenue. Activity hours for events would be similar to the commercial uses in the Village Center.

Special and temporary event attendance would be limited to a maximum of 300 attendees. Based on the results of the analysis for the similar event venue, and conservatively assuming the existing measured ambient noise level is approximately 41 dBA in the Farm area, events attended by 300 guests would have the potential to result in a 1-hour average noise level of 95 dBA at 10 feet from the source. Event noise would have the potential to exceed the average conversation noise level of 65 dBA up to 315 feet from the event. The nearest existing NSLUs to the event area are the residences along Summit Avenue, approximately 3,090 feet south of the event area. Therefore, event noise would not exceed the noise level limits at off-site NSLUs. This impact would be less than significant.

Recreational Facilities. The proposed project would provide a variety of recreational opportunities, including the Community Park, Neighborhood Parks, Mini-Parks, and trails throughout the project site. According to the Santee Municipal Code, Section 8.08.150, parks are permitted to operate dawn to dusk or such alternative hours as designated by the Director of the Community Services Department. Therefore, it is assumed that all proposed recreational facilities would have similar operating hours from dawn to dusk, with

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the exception of trails. Trails would be available at all hours for transportation and access in the development area; however, nighttime use of open space primitive trails would be limited because lighting is not proposed.

Community Park. Visitors to the Community Park in the center of Fanita Commons would participate in active and passive recreational activities. The Community Park would include two multipurpose ballfields, sport courts, restrooms, parking, playground, open play areas, and passive picnicking areas, and may include an aquatic element, community gathering plaza, and a dog park. Within the Community Park, a community center would provide multipurpose, flexible spaces to support recreation, learning, arts and crafts, social, and service functions. The community center would also provide support spaces such as staff offices, reception area, restroom, and storage areas. The park is designed so that passive uses would occupy the eastern portion of the Community Park, adjacent to the Village Center. The northern edge of the park would be bordered by a designated Open Space riparian area. Active uses would be concentrated in the southwestern portion of the park, including lighted sports fields adjacent to the proposed school.

Recreational activity participants are expected to generate a range of noise levels typical of recreational activities. Active uses such as playgrounds and sports fields typically generate incidental recreational noise such as cheering for sports activities or children at play. Passive recreational activities such as walking, reading, and dining in open turf and picnic areas typically generate lower noise levels as compared to active sports play.

Noise levels typically generated by multipurpose fields, one of the most active proposed uses, are assumed to be representative of worst-case noise levels from daily use of the Community Park. The noise impact analysis for the City of Lake Forest Sports Park and Recreation Center, which proposed a similar mix of active and passive uses, including multiple sports fields and play areas, determined that noise levels from simultaneous use of the sports fields would generate noise levels of 47 dBA at approximately 400 feet from the fields, or 59 dBA at 100 feet (City of Lake Forest 2010). Similarly, the noise analysis for a new 4-acre sports field complex in San José determined that average noise levels resulting from active use of the fields would be approximately 60 dBA at a distance of 100 feet from the center of the field, with maximum noise levels from shouting as high as 67 dBA (Illingworth & Rodkin 2016). The active Community Park uses would be located at the far west edge of development on the project site, and active uses would be located more than 6,000 feet from existing residences on Strathmore Drive,

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which are the nearest existing NSLU. Due to distance, activity at the park would be reduced to below an audible level at the nearest existing receptors. Impacts would be less than significant.

Electronic amplification equipment would not be permanently installed at any of the parks, but temporary systems may be used in conjunction with permitted active sports leagues or events. Public events may also occur that require temporary permitted amplified noise. Activities that require permitted amplified noise would be limited to normal park operation hours in compliance with the Santee Municipal Code, Section 8.08.150. Additionally, amplified noise would not be a constant source of noise. Activities would occur on various dates and times and at varied locations, and would typically not occur after dusk, in conformance with the Santee Municipal Code. Therefore, use of amplified noise from permitted uses would not result in a significant impact.

Future uses at the community center are unknown; however, activities would be enclosed within the center and would not be anticipated to generate excessive noise outside the facility. It can be reasonably assumed that the community center would require an HVAC unit. HVAC equipment would have the potential to generate noise that may exceed conversational noise levels up to 15 feet from the unit. Due to distance, operation of the HVAC system at the community center would not be audible at the nearest off-site NSLUs located along Fanita Parkway, more than 6,000 feet from the proposed Community Park. Additionally, the Community Park would be separated from off-site receptors by on-site development that would provide a noise barrier to further attenuate noise levels. This impact would be less than significant.

Neighborhood Parks. Eight Neighborhood Parks are proposed throughout all three villages. Specifically, Neighborhood Parks 1 and 2 would be located between Medium Density Residential and Low Density Residential development in Orchard Village. Neighborhood Park 3 would be located adjacent to the riparian open space feature between Fanita Commons and Orchard Village. Neighborhood Park 4 would be located along the western edge of Vineyard Village. Parks 5 and 6 would be located on either side of the Village Center in Vineyard Village. Neighborhood Park 7 would be located at the southern edge of Vineyard Village, and 8 would be located adjacent to the School Overlay in Fanita Commons. Neighborhood Parks may be active-recreation oriented, or non-sports use oriented with more passive uses. Sports-oriented Neighborhood Parks would include amenities similar to the Community Park, but at a smaller scale, including open play fields, playgrounds, sport courts, gardens, picnic facilities, and restrooms. Neighborhood Park 5 adjacent to the

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Village Center in Vineyard Village would be a sports-oriented park, while Neighborhood Park 3 adjacent to the riparian area along Street "A" in Orchard Village would be a passive Linear Park. It is unknown which of the remaining Neighborhood Parks would be sports-oriented. Passive Neighborhood Parks would not be expected to generate noise other than general conversational levels and would not be expected to be audible outside of the park. However, noise levels for use of sports-oriented Neighborhood Parks are conservatively assumed to be 47 dBA at approximately 400 feet. The nearest off-site receptors to a Neighborhood Park are the residences located at the northern terminus of Summit Avenue, approximately 1,250 feet south of the proposed Neighborhood Park at the southwestern boundary of Vineyard Village. Due to distance, noise from the use of the Neighborhood Parks would not be audible off site. Noise impacts from Neighborhood Parks would be less than significant.

Other Recreational Facilities. Additional parks and trails would be located throughout the site, including Mini-Parks and trails such as the AgMeander circuit. The proposed trails would be used for walking and bicycling. Mini-Parks, with the exception of the Village Green discussed below, would include passive recreation features, such as seating, trail connections, and interpretive stations. These amenities would generally not support activities that generate noise levels higher than normal conversation. Therefore, these facilities would not generate noise levels that would result in excessive noise levels. Impacts from the trails and Mini-Parks would be less than significant.

Village Green. The Village Green would be a special Mini-Park located directly west of the Farm in Fanita Commons that would provide a public gathering and event space. The park would provide a large open turf area, with possible shade trellises and seating along the perimeter. When not in use for community events, the Village Green would provide passive use space for Fanita Commons residents and would not generate excessive noise levels, similar to the other Mini-Parks in the proposed project. However, the turf area would also serve as a multipurpose space to accommodate events such as performances, art fairs, outdoor movies, and other social functions. In addition, it would potentially provide a focal point for larger community festivals and concerts, with connections to the Farm and farmers markets east of Cuyamaca Street, the mixed-use Village Center, and Community Park.

Similar to events at the Farm, regular ongoing events such as community gatherings, farmers markets, and art shows would generally not result in noise levels higher than normal conversation and would be similar to ongoing activity in the Village Center. It is not

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anticipated that the Village Green would be able to accommodate events with a larger capacity than events at the Farm event area. Development in the Village Center would also provide a noise buffer between events in the Village Green and development outside the Village Center. As such, because events in the Village Green would be smaller and located farther from off-site receptors than the Farm, events would not be expected to exceed noise level limits at existing off-site NSLUs. This impact would be less than significant.

Trash Collection. Commercial and residential trash hauling would be provided by Waste Management, Inc., under a contractual franchise agreement with the City. Single-family residences would have individual trash and recycling bins subject to weekly pickup. Commercial and multi-family residences would be expected to have on-site garbage and recycling dumpsters that may require multiple pickups per week. As trash service would be provided by Waste Management, Inc., noise associated with operation of refuse collection vehicles is beyond the control of the proposed project. However, Waste Management, Inc., currently operates in Santee and is subject to Section 5.04.130 of the City's Noise Ordinance, Loading and Unloading Operations, which prohibits waste collection vehicles from operating between the hours of 10:00 p.m. and 7:00 a.m. in such a manner as to cause a noise disturbance within or adjacent to a residential district. Additionally, individual pickup events would be short in duration and occur at most a few times per week in the vicinity of an individual receptor. Due to its intermittent nature, short duration, and compliance with the City's Noise Ordinance limitations, waste collection in the proposed project would not generate excessive noise levels at the nearest off-site NSLUs. This impact would be less than significant.

Landscape Equipment. Scheduled maintenance would occur on a regular basis across the proposed project, including maintenance of proposed recreational facilities, decorative landscaping, and private residences. Maintenance activities would potentially include the use of gasoline-powered mowers, trimmers, blowers, and edgers resulting in intermittent short-term temporary noise increases. Maintenance equipment would not be operating at any one location for more than a few minutes, and all equipment would not be operating simultaneously. Due to the limited amount of time equipment would be operating in one location, and distance to off-site receptors, operation of landscape equipment would generally not exceed average community ambient noise levels at a particular existing receptor. Therefore, landscape maintenance would result in a less than significant impact.

School. A school site land use overlay is proposed for the western

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portion of Fanita Commons, south of the proposed Community Park. If acquired by the Santee School District, the site could accommodate up to 700 students. A school would potentially generate amplified noise such as bells and loudspeaker announcements. Bells or other announcements would typically be brief and intermittent throughout the school day. Speaker volume would be audible above typical activity on the campus but not to a level that would be a nuisance or uncomfortable to staff and students on-site in the immediate vicinity of the speakers. As such, the use of the school announcement and bell system would not generate noise levels that would violate the City's Noise Ordinance by exceeding conversational noise levels at the nearest off-site NSLUs.

If developed, a school would also likely include recreational facilities such as playgrounds and play fields. The level of activity during recess and afterschool activities is assumed to be similar to active use of the sports fields at the Community Park, and no amplified speakers would be installed. Therefore, the proposed school would have the potential to generate noise levels up to 47 dBA at approximately 400 feet. Similar to the Community Park, the school site would be located at the western edge of development in the proposed project, approximately 5,500 feet north of the nearest sensitive receptors, located along Strathmore Drive. Additionally, the school would be separated from off-site receptors by on-site development that would provide a noise barrier to further attenuate noise levels. Due to distance, activity at the school would not be audible off site at the nearest existing NSLUs. This impact would be less than significant.

Fire Station. A new fire station is proposed in the Village Center in Fanita Commons, although the precise location is currently unknown. Routine operations such as vehicle maintenance and periodic training activities would occur during daytime hours and would not be expected to generate noise levels above ambient noise levels in the active Village Center. Potential nuisance noise impacts of the Fire Station would primarily be limited to on-site emergency address systems and sirens from vehicles leaving the station, although not all emergency calls would require a siren, depending on traffic conditions. Similar to the school alarm or announcement system, the fire station address system would be set at a volume loud enough to be clear and noticeable to fire station personnel, but not so loud to be harmful or an unnecessary nuisance to neighboring land uses. Additionally, the fire station would be located more than 0.5 mile from any off-site noise-sensitive uses and would not be expected to be audible off-site. Emergency vehicle sirens typically generate a noise level of 124 dBA at 10 feet. As such, individual emergency sirens would be a potential noise nuisance, if required for

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a particular emergency, but would be short-term and intermittent in nature. Sirens would be less likely to be required at night, when receptors would be more sensitive to siren noise, due to lighter traffic conditions. However, off-site receptors are currently served by emergency services and occasional emergency sirens are an existing part of the ambient noise environment in the City. The occasional response of emergency service vehicles originating from the project site would be similar to existing conditions throughout the City and would not be a significant impact.

Special Use Area. The Special Use area is adjacent to an existing residential area on Carlton Hills Boulevard, Swanton Drive, Las Lomas Drive, and Settle Road. The specific use of the Special Use area in the southern area of the project site would be limited to primarily passive uses such as a solar farm, recreational vehicle (RV) and boat storage, aboveground agriculture without irrigation, or other similar uses not exceeding a height of 35 feet. As such, utilization of this area would not be anticipated to generate noise levels at surrounding land uses in excess of average conversation noise levels. Any use of the site would likely include an automatic gate system for access. Newer model gates may generate minimal noise, 56 dBA or below, that would generally not be noticeable to surrounding existing residences. However, because gate specifications are currently unknown and existing receptors are located within 50 feet of the boundary of the Special Use area, this impact is considered potentially significant.

Due to the close proximity of off-site NSLUs (within 50 feet of the project site boundary), activities at the Special Use area would be considered a potential nuisance if access would occur during nighttime hours in close proximity to sensitive receptors. Noise levels would have the potential to exceed 65 dBA within approximately 40 feet of pickup and drop-off activities. Assuming a 10 dBA penalty to account for nighttime sensitivity to noise, consistent with Ldn methods, pickup and drop-off noise would have the potential to exceed 55 dBA up to 125 feet from the source. This impact would be potentially significant.

Solar panels are passive; however, the associated inverters or transformers typically generate some noise. The noise is typically described as buzzing or humming white noise. The exact specifications of solar panels, if installed, at the Special Use area are unknown at this time. However, a similar project that proposed solar panels on an over 300-acre site in the County determined that noise levels from inverters and transformers would generate noise levels of up to 60 dBA at 5 feet (County of San Diego 2016). As such, operation of a solar facility on a smaller (approximately-32 acre) site

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would not be expected to generate noise levels that exceed 65 dBA at existing residences located adjacent to the Special Use area. A more conservative estimate of 70 dBA at 3 feet for transformer noise has also been reported; however, noise levels would still be expected to attenuate to below 65 dBA less than 6 feet from the transformer. This impact would be less than significant.

On-Site Water Infrastructure. Development of the proposed project would involve construction of water infrastructure improvements, including pipelines, storage tanks, and pump stations. Following construction, proposed underground pipelines and aboveground storage tanks would be passive and would not generate operational noise. However, two pump stations are proposed to provide potable water to the project site. Noise sources at typical pump stations include air compressors, motors, air bleed valves, and backup generators. One pump station would be located along Fanita Parkway, adjacent to the Santee Lakes Recreation Preserve. The second pump station would be located at the eastern edge of Fanita Commons at Street "W." The size and specifications of the pump stations are currently unknown. A review of a variety of pump stations proposed by PDMWD and other local jurisdictions indicate that typical pump station equipment generates a noise level of approximately 90 dBA at 3 feet. The proposed pump stations would be installed in a masonry enclosure to provide noise shielding to surrounding land uses. A typical equipment enclosure can provide 40 dBA or more of noise reduction. As such, noise levels at each pump station would be approximately 50 dBA. The nearest pump station to existing NSLUs would be approximately 1,230 feet north of residences on Strathmore Drive and approximately 2,050 feet north of the Santee Lakes Recreation Preserve camping area. Even without shielding, at this distance, noise levels would be reduced to 40 dBA or below and impacts would be less than significant.

Open Space Preserve Area. The proposed project would retain 256 acres of Open Space and approximately 1,650.4 acres of Habitat Preserve, primarily along the perimeter of the project site, separating the proposed development area from off-site uses. These areas would be primarily passive, but would include existing and new trails for pedestrians and bicycles. Noise from these activities would be limited to normal conversation levels. Occasional maintenance activities would be required along the trails at the edge of development, such as vegetation and sediment removal; however, these activities would not require heavy construction equipment that would generate excessive noise. Occasional maintenance vehicle trips would not result in a substantial increase in noise levels. Therefore, impacts would be less than significant.



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### Permanent Increase in Traffic Noise Levels from Project Operation.

Existing + Project Scenario. Existing noise levels and future increases in traffic with implementation of the proposed project are provided in EIR Table 4.12-11 and Addendum to the Noise Technical Report for the Fanita Ranch Project Table 2 and Table 3. As shown in these tables, 12 of the 24 existing roadway segments currently generate noise levels at 50 feet from the roadway centerline that exceed applicable thresholds. An additional four roadway segments would be significantly impacted because the project-related traffic noise would cause the existing noise level to exceed the applicable threshold. Therefore, a significant impact is identified to a total of four segments.

Addendum to the Noise Technical Report for the Fanita Ranch Project Table 2 and Table 3 also identify five segments that exceed applicable thresholds but are not identified as significant. The segment of Cuyamaca Street from the project site to future Magnolia Avenue to Chaparral Drive currently does not exist. It would be constructed as part of the proposed project, and noise levels with project operation at 50 feet from the roadway would exceed the applicable threshold of 65 dBA Ldn with implementation of project. However, actual noise levels at the nearest receptors to the impacted segments of Cuyamaca Street would be reduced by distance compared to the estimated noise level in EIR Table 4.12-11. The nearest residences, located on Dakota Ranch Road, are located more than 100 feet east of the centerline of Cuyamaca Street. At this distance, noise levels would be reduced to less than 65 dBA Ldn and a significant impact would not occur to this segment. Noise levels on Cuyamaca Street from Chaparral Drive to El Nopal would exceed 65 dBA with operation of the proposed project. However, the existing residential subdivision on Cuyamaca Street north of El Nopal was constructed with masonry and glass barriers along the edge of development on Cuyamaca Street that would likely reduce noise levels compared to the estimated noise level in the Addendum to the Noise Technical Report for the Fanita Ranch Project Table 2 and Table 3. At a minimum, noise barriers that break the line of sight to the source, such as the existing barriers, typically provide at least 5 dBA noise reduction (Caltrans 2013a). However, noise technical analysis prepared for the prior residential subdivision along Cuyamaca Street indicates that the barriers were constructed to achieve at least an 8 dBA noise reduction (CEA 1994; Pacific Noise Control 1997). Therefore, the existing noise barriers at residences along Cuyamaca Street would reduce the maximum estimated roadway noise level of 71 dBA Ldn on Cuyamaca Street from Chaparral Drive to Woodglen Vista Drive to the acceptable noise level of 65 dBA Ldn or below. Impacts to these segments would be

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less than significant.

Near-Term Scenario. The Near-Term scenario includes development of the proposed project and 55 cumulative projects. Near-Term traffic noise levels, with and without the proposed project, are provided in EIR Table 4.12-12 and Addendum to the Noise Technical Report for the Fanita Ranch Project Table 4 and Table 5. As shown in this table, 12 of the 24 study area roadway segments would exceed applicable thresholds without implementation of the proposed project.

Significant impacts are identified in EIR Table 4.12-12 and the Addendum to the Noise Technical Report for the Fanita Ranch Project Table 4 and Table 5 for project-related traffic noise would result in a significant increase in noise level along a total of four roadway segments on Fanita Parkway and Cuyamaca Street.

The Addendum to the Noise Technical Report for the Fanita Ranch Project Table 4 and Table 5 also identify five segments that exceed applicable thresholds but are not identified as significant. Due to distance, the actual noise levels at the nearest receptors to the proposed Cuyamaca Street alignment would be reduced compared to the noise level shown in Addendum to the Noise Technical Report for the Fanita Ranch Project Table 4 and Table 5. The nearest residences, located along Dakota Ranch Road, would be located more than 100 feet east of the proposed centerline of Cuyamaca Street. At this distance, noise levels would be reduced to less than 65 dBA Ldn and a significant impact would not occur. As previously described, the existing barriers constructed at the subdivision on Cuyamaca Street north of El Nopal would reduce the maximum estimated roadway noise level of 71 dBA Ldn from Chaparral Drive to Woodglen Vista Drive to the acceptable noise level of 65 dBA Ldn or below. Therefore, impacts to these segments would be less than significant.

Year 2035 Scenario. The Year 2035 scenario compares buildout of the adopted Santee General Plan and buildout of the Santee General Plan with the proposed project. Year 2035 traffic noise levels, with and without the proposed project, are provided in EIR Table 4.12-13. As shown in this table, 17 of the 24 study area roadway segments would exceed applicable thresholds without implementation of the proposed project. EIR Table 4.12-13 identifies significant impacts from project-related traffic noise on three segments of Fanita Parkway.

EIR Table 4.12-13 also identifies two segments that would exceed applicable thresholds but are not ultimately identified as significant.

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Traffic noise on Cuyamaca Street from the project site to Magnolia Avenue would exceed 65 dBA Ldn with project implementation. However, actual noise levels at the nearest receptors to the proposed Cuyamaca Street extension would be reduced compared to the noise level in EIR Table 4.12-13 by distance. These residences along Summit Avenue would be located more than 900 feet from the proposed centerline of Cuyamaca Street. At this distance, noise levels would be reduced to less than 65 dBA Ldn and a significant impact would not occur to this segment. Project-related traffic noise would result in an increase in noise levels of 3 dBA Ldn along one segment of Cuyamaca Street. As previously described, the existing barriers constructed at the subdivision on Cuyamaca Street north of El Nopal would reduce the estimated roadway noise level of 66 dBA Ldn from Princess Joann Road to Chaparral Drive, and from Chaparral Drive to Woodglen Vista, to the acceptable noise level of 61 dBA Ldn. Therefore, impacts to this segment would be less than significant. Three roadway segments of Fanita Parkway would result in a potentially significant noise impact under the Year 2035 scenario.

If the proposed school that is the preferred land use plan analyzed in this EIR is not developed on the project site, the school site would be developed with 59 additional single-family units. Traffic noise level impacts under the land use plan without school would be identical to the preferred land use plan with school, with the exception of two segments: Fanita Parkway from Ganley Road to Lake Canyon Road, and Magnolia Avenue from Cuyamaca Street to Princess Joann Road. The potentially significant impacts identified previously for the preferred land use plan with school would also occur under the land use plan without school, and no additional significant impacts have been identified for this scenario.

On-Site Exposure to Ambient Noise Levels. As shown in EIR Table 4.12-3, the results of the ambient noise survey reflect daytime noise levels that range between 40 dBA and 60 dBA Leq on the project site. A normally acceptable ambient community noise level of up to 65 dBA Ldn is considered compatible with residential developments as specified in the Santee General Plan and is the applicable threshold of significance for NSLUs (City of Santee 2003). An ambient community noise level of up to 70 dBA Ldn is the applicable significance threshold for Neighborhood Parks and commercial buildings. As shown in EIR Table 4.12-13, traffic noise levels along major roadways would be approximately 66 dBA Ldn at 50 feet from the centerline of Fanita Parkway and 67 dBA Ldn at 50 feet from the centerline of Cuyamaca Street. Ambient noise levels would be compatible with parks and commercial buildings. Noise levels at Fanita Parkway and Cuyamaca Street would attenuate to acceptable

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levels of 65 dBA Ldn beyond approximately 65 feet of the centerline of Fanita Parkway and 75 feet from the centerline of Cuyamaca Street. Noise levels on other roadways on the project site would serve fewer vehicles and would generate lower noise levels. Additionally, masonry and glass walls are proposed along roadways throughout neighborhoods that would provide additional noise attenuation at receptors. Therefore, noise levels throughout the project site more than 75 feet from Fanita Parkway and Cuyamaca Street would be compatible with the proposed development. However, development within 75 feet of these roadways would be potentially exposed to noise levels in excess of 65 dBA Ldn.

Low Density Residential units proposed along Cuyamaca Street in Orchard Village would be separated from Cuyamaca Street by more than 75 feet and would not be exposed to noise levels above acceptable limits from Cuyamaca Street. However, the Low Density Residential units and Active Adult units that would be located adjacent to Fanita Parkway, and multi-family residential units located adjacent to Cuyamaca Street in the Village Center in Fanita Commons, would potentially be exposed to conditionally compatible noise levels. According to the Santee General Plan, conventional construction with closed windows is typically sufficient for compatibility. However, noise insulation features would potentially be required for these residences for consistency with the Santee General Plan. This on-site impact would be potentially significant.

Implementation of the proposed project would have the potential to result in excessive noise levels as a result of potential nighttime nuisance noise at the Special Use area, temporary and permanent increases in ambient noise level, and exposure of proposed NSLUs to noise levels in excess of Santee General Plan compatibility standards. Mitigation Measure **NOI-5** would eliminate commercial nighttime access in the Special Use area and reduce impacts to a less than significant level.

As shown in the Addendum to the Noise Technical Report for the Fanita Ranch Project Table 6, vehicle noise levels on Fanita Parkway under all scenarios would be within the conditionally compatible noise level range of 70 dBA Ldn or below for residential development but would exceed the applicable threshold of significance of 65 dBA Ldn (the normally acceptable noise level). Noise levels on the segment of Cuyamaca Street from El Nopal to Mast Boulevard would also potentially exceed the conditionally compatible noise level range. Mitigation Measure **NOI-6** requires the installation of a noise barrier on some impacted segments of Fanita Parkway and Cuyamaca Street, as shown on Figure 4.12-4 of the EIR, Noise Mitigation Locations. Noise barriers that break the line of sight

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between receptors and the roadway would provide at least 5 dBA in noise reduction, and additional reductions can be achieved with additional height or material selection. Typical noise barriers constructed for the purpose of reducing vehicle noise can provide 30 dBA of noise reduction (Caltrans 2013a).

Due to the difference in elevation between the proposed Fanita Parkway improvements and the sensitive receptors at the Santee Lakes Recreation Preserve campground (vertical difference of approximately 12 feet), it is calculated that a 4-foot wall at the western edge of the Fanita Parkway roadway right-of-way for the entire length of the campground would break the line of sight between the source and receptor. Taking distance, change in elevation, and barrier height into account, a 4-foot wall at the roadway right-of-way is calculated to reduce noise levels to 60 dBA Ldn at the nearest campsites (Appendix L). Noise barriers in the roadway right-of-way are anticipated to be feasible on the western side of Fanita Parkway from the project entrance to Mast Boulevard (as mentioned previously), and from El Nopal to Mast Boulevard on the eastern side of Cuyamaca Street.

It is not feasible to construct noise barriers on all impacted segments identified in the Addendum to the Noise Technical Report for the Fanita Ranch Project Table 6, however, due to existing cross streets, driveways, and differences in grade between the roadways and receptors that would make barriers installed within the roadway right-of-way ineffective. Noise walls up to approximately 20 feet in height in the roadway right-of-way would be required on the eastern side of Fanita Parkway to break the line of sight and provide noise attenuation at adjacent receptors. Noise walls up to approximately 23 feet in height would be required on the western side of Cuyamaca Street (Appendix L). At these heights, noise walls would be visually incompatible with the surrounding community and above the Caltrans maximum noise barrier height of 14 to 16 feet, depending on distance from travel lanes (Caltrans 2019). Additionally, the City's Zoning Ordinance generally limits noise walls to a maximum height of 8 feet (Santee Municipal Code, Section 13.10.050[F][2]). Therefore, noise walls are not considered feasible along these segments of Fanita Parkway and Cuyamaca Street. Additional noise barriers may be feasible on Fanita Parkway and Cuyamaca Street if barriers can be negotiated with private property owners to be installed at existing fence lines rather than in the roadway right-of-way; however, such agreements cannot be guaranteed at this time, and even if some property owners agree, the barriers would need to be continuous across multiple properties to be effective. Therefore, this is not considered to be a feasible mitigation measure. The

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Addendum to the Noise Technical Report for the Fanita Ranch Project Table 7 shows project noise levels with implementation of noise barriers on either side of impacted roadways, where feasible.

As discussed in Appendix L, the installation of asphalt rubber pavement was considered for mitigation on impacted segments where installation of a noise barrier would not be feasible. Studies have demonstrated that asphalt rubber pavement can reduce on-board sound intensity (noise level where tire meets the pavement) by 3 dBA at the time of installation, although the reduction in sound intensity varied based on material. In some instances, compared to traditional asphalt, asphalt rubber pavement has achieved community noise level reductions of 5 dBA and up to 14 dBA in several case studies. The noise-reducing properties of asphalt rubber pavement cannot be demonstrated with certainty to reduce noise levels to below the threshold of 65 dBA Ldn, and the success of asphalt rubber pavement to reduce noise level varies between available case studies. Additionally, the noise-reducing properties of asphalt rubber pavement deteriorate over time, and the effectiveness of community noise reduction cannot be guaranteed prior to installation. Based on review of available research, it is anticipated that asphalt rubber pavement would require replacement approximately every 7 to 9 years to maintain noise reduction benefits (Appendix L). This replacement schedule would result in additional impacts compared to regular pavement, which the City currently replaces at an average of every 15 years or more. Unlike traditional pavement, the entire length of asphalt rubber would need to be removed and replaced rather than limiting maintenance to worn areas. More frequent replacement would cause nuisance impacts and disruption from more frequent street closures, additional exposure to construction noise, and additional criteria pollutant and greenhouse gas emissions. Finally, PDMWD has major water and sewer facilities within affected roadways that require frequent maintenance. PDMWD emailed comments to the City on March 10, 2020 (Mael pers comm. 2020), related to the frequency of maintenance and replacement of asphalt rubber pavement, including nuisance noise impacts to Santee Lakes Recreation Preserve campground and undue burden to PDMWD's operations and budget. Therefore, it was determined that the potential adverse impacts of asphalt rubber pavement outweigh potential benefits in this circumstance. After careful consideration, weighing all the factors for the proposed project, the use of asphalt rubber pavement as a mitigation measure to reduce traffic noise levels has been determined to be infeasible. Impacts to some segments of Fanita Parkway and Cuyamaca Street would remain significant and unavoidable.

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Mitigation is necessary to minimize on-site exposure to noise generated from Fanita Parkway and Cuyamaca Street to achieve Santee General Plan compatibility. According to the Santee General Plan, conventional construction with closed windows and air conditioning is normally sufficient to achieve acceptable interior noise levels. As such, Mitigation Measure **NOI-7** requires a detailed analysis to demonstrate that interior noise levels would be at or below 45 dBA Ldn, in accordance with federal and state guidance. Because the design of buildings is currently unknown, this level of analysis cannot be completed at this time. However, according to Caltrans, typical building construction with closed windows reduces interior exposure to exterior noise levels by approximately 30 dBA (Caltrans 2013a). Exterior noise levels are not predicted to exceed 67 dBA Ldn; therefore, it is reasonable to assume that an interior noise level of 45 dBA Ldn could be achieved and impacts would be reduced to a less than significant level with implementation of Mitigation Measure **NOI-7**.

### **NOI-5:**

***Special Use Area Noise Measures. The following requirements for the Special Use area shall be included as conditions of approval in the development review permit between the applicant and the City of Santee:***

- ***Any electronic or automatic gate installed at Special Use area access points shall not generate noise levels that exceed 65 A-weighted decibels at the access point. The site operator shall provide specifications from the manufacturer prior to gate installation, and the site operator agreement shall include proper maintenance of the gate. Proper maintenance shall include response within 1 business day to complaints received by the site operator from residents or received from the City as a result of a complaint regarding nuisance noise as a result of disrepair. The response shall detail measures that the site operator will take to address the complaint and a timeline, such as a scheduled maintenance appointment.***
- ***Use of the Special Use area as a storage facility shall limit access to the site to the hours of 7:00 a.m. to 7:00 p.m., with the exception of a special after-hours pickup and drop-off location. Stored property shall be relocated to or from the after-hours location during normal business hours because access to the regular storage facilities shall be restricted to 7:00 a.m. to 7:00 p.m. The after-hours location shall be secured with an additional access gate that can only be opened with a temporary gate code provided through pre-arrangement with the site operator. The after-hours location***

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*shall be more than 125 feet from the nearest existing receptors and shall be screened from existing receptors by the regular storage facilities.*

### **NOI-6:**

***Noise Barrier Installation. A permanent noise barrier shall be installed on the western side of Fanita Parkway from Mast Boulevard to the project site and on the eastern side of Cuyamaca Street from Mast Boulevard to El Nopal in conjunction with proposed improvements to these roadways. The noise barriers shall be designed by a qualified acoustical engineer. The applicant shall submit an analysis to the Director of Development Services prior to the start of construction that demonstrates that the proposed noise barriers would reduce traffic noise exposure at residential receptors to 65-A-weighted-decibel community noise equivalent level or below on Fanita Parkway and Cuyamaca Street. Noise barriers shall be installed concurrently with the following proposed roadway improvements:***

- ***Extension and widening of Fanita Parkway prior to the commencement of building construction activity on site***
- ***Extension and widening of Cuyamaca Street prior to issuance of the first certificate of occupancy***

### **NOI-7:**

***On-Site Ambient Noise Exposure. Prior to issuance of a building permit for any first-row Low Density Residential units or Active Adult units that would be located adjacent to Fanita Parkway and first-row multi-family residential units located adjacent to Cuyamaca Street in the Village Center, the applicant shall prepare an acoustical analysis ensuring that interior noise levels due to exterior noise sources would be at or below 45-A-weighted-decibel day-night average sound level. The analysis shall be submitted to the Director of Development Services for approval. One or a combination of the following measures shall be incorporated as necessary to ensure interior noise would be at or below 45-A-weighted-decibel day-night average sound level***

1. ***Use non-noise-sensitive structures such as garages to shield noise-sensitive areas***
2. ***Orient bedrooms away from noise sources***
3. ***Limit opening and penetrations on portions of buildings impacted by noise***



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- 4. Apply noise insulation to walls, roofs, doors, windows, and other penetrations**
- 5. Enclose patios or balconies using a clear material, such as glass**
- 6. Install dual-paned windows**

***For some units, it may be necessary for the windows to be able to remain closed to ensure that interior noise levels meet the interior standard of 45-A-weighted-decibel day-night average sound level. Consequently, a ventilation or air conditioning system shall be required for these units to provide a habitable interior environment with the windows closed.***

Due to the difference in elevation between the proposed Fanita Parkway improvements and the sensitive receptors at the Santee Lakes Recreation Preserve campground (vertical difference of approximately 12 feet), it is calculated that a 4-foot wall at the western edge of the Fanita Parkway roadway right-of-way for the entire length of the campground would break the line of sight between the source and receptor. Taking distance, change in elevation, and barrier height into account, a 4-foot wall at the roadway right-of-way is calculated to reduce noise levels to 60 dBA Ldn at the nearest campsites (Appendix L). Noise barriers in the roadway right-of-way are anticipated to be feasible on the western side of Fanita Parkway from the project entrance to Mast Boulevard (as mentioned previously) and from El Nopal to Mast Boulevard on the eastern side of Cuyamaca Street.

However, it is not feasible to construct noise barriers on all impacted segments identified in the Addendum to the Noise Technical Report for the Fanita Ranch Project Table 6 due to existing cross streets, driveways, and differences in grade between the roadways and receptors that would make barriers installed within the roadway right-of-way ineffective. Noise walls up to approximately 20 feet in height in the roadway right-of-way would be required on the eastern side of Fanita Parkway to break the line of sight and provide noise attenuation at adjacent receptors. Noise walls up to approximately 23 feet in height would be required on the western side of Cuyamaca Street. At these heights, noise walls would be visually incompatible with the surrounding community and above the Caltrans maximum noise barrier height of 14 to 16 feet, depending on distance from travel lanes (Caltrans 2019). Additionally, the City's Zoning Ordinance generally limits noise walls to a maximum height of 8 feet (Santee Municipal Code, Section 13.10.050[F][2]). Therefore, noise walls are not considered feasible along these segments of Fanita

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Parkway and Cuyamaca Street. Additional noise barriers may be feasible on Fanita Parkway and Cuyamaca Street if barriers can be negotiated with private property owners to be installed at existing fence lines rather than in the roadway right-of-way; however, such agreements cannot be guaranteed at this time, and even if some property owners agree, the barriers would need to be continuous across multiple properties to be effective. Therefore, this is not considered to be a feasible mitigation measure.

The installation of asphalt rubber pavement was considered for mitigation on impacted segments where installation of a noise barrier would not be feasible. Studies have demonstrated that asphalt rubber pavement can reduce on-board sound intensity (noise level where tire meets the pavement) by 3 dBA at the time of installation, although the reduction in sound intensity varied based on material. In some instances, compared to traditional asphalt, asphalt rubber pavement has achieved community noise level reductions of 5 dBA and up to 14 dBA in several case studies. The noise-reducing properties of asphalt rubber pavement cannot be demonstrated with certainty to reduce noise levels to below the threshold of 65 dBA Ldn, and the success of asphalt rubber pavement to reduce noise level varies between available case studies. Additionally, the noise-reducing properties of asphalt rubber pavement deteriorate over time, and the effectiveness of community noise reduction cannot be guaranteed prior to installation. Based on review of available research, it is anticipated that asphalt rubber pavement would require replacement approximately every 7 to 9 years to maintain noise reduction benefits. This replacement schedule would result in additional impacts compared to regular pavement, which the City currently replaces at an average of every 15 years or more. Unlike traditional pavement, the entire length of asphalt rubber would need to be removed and replaced rather than limiting maintenance to worn areas. More frequent replacement would cause nuisance impacts and disruption from more frequent street closures, additional exposure to construction noise, and additional criteria pollutant and greenhouse gas emissions. Finally, PDMWD has major water and sewer facilities within affected roadways that require frequent maintenance. PDMWD emailed comments to the City on March 10, 2020 (Mael pers comm. 2020), related to the frequency of maintenance and replacement of asphalt rubber pavement, including nuisance noise impacts to Santee Lakes Recreation Preserve campground and undue burden to PDMWD's operations and budget. Therefore, it was determined that the potential adverse impacts of asphalt rubber pavement outweigh potential benefits in this circumstance. After careful consideration, weighing all the factors for the proposed project, the use of asphalt rubber pavement as a

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mitigation measure to reduce traffic noise levels has been determined to be infeasible. Impacts to some segments of Fanita Parkway and Cuyamaca Street would remain significant and unavoidable. (EIR, § 4.12.5.1.)

### C. RECREATION

#### 1. Construction and Expansion

Threshold: 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?

Finding: Significant and unavoidable. (EIR, § 4.15.5.2.) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: The proposed project would include the construction of recreational facilities, including parks and trails. Specific recreational facilities proposed include the construction of approximately 78 acres of Community, Neighborhood, and Mini-Parks and over 35 miles of various trails. Environmental impacts associated with construction of the proposed parks, recreational facilities, and trails was addressed throughout the EIR under the various resource topics including air quality, biological resources, cultural resources, greenhouse gas emissions, noise, transportation, and wildfire.

Mitigation measures necessary to reduce project impacts from construction of recreational facilities are addressed throughout the EIR under the various resource topics including Air Quality; Biological Resources; Cultural and Tribal Cultural Resources; Geology, Soils and Paleontological Resources; Greenhouse Gas Emissions; Noise; Transportation; and Wildfire. Some impacts would be reduced to a less than significant level with mitigation, while others (air quality, noise, and transportation) would remain significant and unavoidable after all feasible mitigation is applied. No additional mitigation measures are required. Therefore, the construction of proposed recreational facilities would result in significant and unavoidable air quality, noise, and transportation impacts.

### D. TRANSPORTATION/TRAFFIC

#### 1. Plans, Policies, and Ordinances

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Threshold: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Finding: Significant and unavoidable. (EIR, § 4.16.5.1.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).) However, impacts would still remain significant and unavoidable. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. (State CEQA Guidelines, section 15091(a)(2).) Additionally, specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: Project Trip Generation. The residential portion of the proposed project is calculated to generate a gross total of 24,490 ADT with 1,914 trips (499 inbound/1,415 outbound) during the AM peak hour and 2,393 trips (1,663 inbound/730 outbound) during the PM peak hour. The non-residential development, including commercial, school, and parks, is calculated to generate a gross total of 6,723 ADT with 1,284 trips (689 inbound/595 outbound) during the AM peak hour and 563 trips (261/302 outbound) during the PM peak hour. The entire proposed project is calculated to generate a gross total of 31,213 ADT with 3,198 trips (1,188 inbound/2,010 outbound) during the AM peak hour and 2,956 trips (1,924 inbound/1,032 outbound) during the PM peak hour. With respect to commercial trip generation, pass-by and diverted link trips account for 55 percent based on published SANDAG rates. For the school trip generation, pass-by and diverted link trips account for 40 percent based on published SANDAG rates. Although there are studies showing substantial reductions in trip generation for projects with a mix of different land use types similar to the proposed project, an internal capture reduction rate of 8.5 percent was applied to the primary trips generated by the project to provide for a conservative trip generation estimate. The proposed project is estimated to generate a total of 26,272 net external daily trips with 2,472 trips in the AM peak hour (843 inbound and 1,629 outbound) and 2,509 trips in the PM peak hour (1,670 inbound and 839 outbound).

Existing + Project Intersection Operations. EIR Table 4.16-11 and Second Errata Table 7 summarize the peak-hour intersection

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operations under the Existing + Project scenario evaluated at 66 intersections. Twelve study area intersections are calculated to result in a significant impact with the addition of proposed project traffic because the project-induced increase in delay is greater than 2 seconds for LOS E or F operating intersections. Based on the established significance criteria, 12 significant direct intersection impacts would occur.

Existing + Project Street Segment Operations. EIR Table 4.16-12 and Second Errata Tables 8 and 10 summarize the daily street segment operations under the Existing + Project scenario evaluated at 64 street segments. Without the construction of the Magnolia Avenue extension, one roadway segment would experience a direct impact instead of a cumulative impact (Cuyamaca Street between Woodglen Vista Drive and El Nopal). However, Segments 41 and 42 are not deemed to be a significant impact as the intersection operations at both ends of these segments are calculated to operate at LOS C or better and the peak hour arterial analyses are calculated to operate at LOS B or better based on standards of practice in the industry and per methodologies for calculating LOS as described in the HCM. There are seven study area street segments that are calculated to result in a significant impact with the addition of proposed project traffic because the proposed project-induced change in V/C is greater than 0.02 for these LOS E or F operating street segments. Based on the established significance criteria, seven significant direct impacts would occur.

Existing + Project Freeway Segment Operations. EIR Table 4.16-13 summarizes the freeway segment operations under the Existing + Project scenario evaluated at seven freeway segments. There are five study area freeway mainline segments that are calculated to operate at LOS E or F with the addition of proposed project traffic. However, the proposed project-induced change in V/C is not greater than 0.01 at three study area freeway mainline segments. Therefore, based on the established significance criteria, two significant direct impacts would occur.

Near-Term Cumulative Operational Impacts. Based on the most recent information received from local agencies, 55 cumulative development projects are planned for the area for the near-term condition. EIR Table 4.16-14 and Second Errata Table 7 summarize the Existing + Cumulative Projects + Project intersection operations evaluated at 66 intersections. Fifteen study area intersections are calculated to result in a significant impact with the addition of proposed project traffic because the project-induced increase in delay is greater than 2 seconds for LOS E or F operating

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intersections. Based on the established significance criteria, 15 significant direct impacts would occur.

Existing + Cumulative Projects + Project Street Segment Operations. EIR Table 4.16-15 and Second Errata Tables 8 and 10 summarize the Existing + Cumulative Projects + Project street segment operations evaluated at 64 street segments. Without the construction of the Magnolia Avenue extension, one roadway segment would experience a direct impact instead of a cumulative impact (Cuyamaca Street between Woodglen Vista Drive and El Nopal). However, Segments 41 and 42 are not deemed to be a significant impact as the intersection operations at both ends of these segments are calculated to operate at LOS C or better and the peak hour arterial analyses are calculated to operate at LOS B or better based on standards of practice in the industry and per methodologies for calculating LOS as described in the HCM. There are nine study area street segments that are calculated to result in a significant impact with the addition of proposed project traffic because the proposed project-induced change in V/C is greater than 0.02 for these LOS E or F operating street segments. Based on the established significance criteria, nine significant direct impacts would occur.

Existing + Cumulative Projects + Project Freeway Mainline Operations. EIR Table 4.16-16 summarizes the freeway segment operations under the Existing + Cumulative Projects + Project operations evaluated at seven freeway segments. There are five study area freeway mainline segments that are calculated to operate at LOS E or F conditions with the addition of proposed project traffic. However, the proposed project-induced change in V/C is not greater than 0.01 at three study area freeway mainline segments. Therefore, based on the established significance criteria, two significant direct impacts would occur.

Year 2035 + Project Operational Impacts. The Year 2035 baseline traffic volumes represent the buildout of the adopted Santee General Plan land uses.

Year 2035 + Project Intersection Operations. EIR Table 4.16-17 summarizes the Year 2035 + Project intersection operations evaluated at 66 intersections. Twenty-three study area intersections under the Year 2035 + Project scenario are calculated to operate at LOS E or F with the addition of proposed project traffic. However, because six of these intersections do not have a project-induced delay greater than 2 seconds, they are not considered a significant impact. Based on the established significance criteria, 17 significant

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cumulative impacts would occur since the proposed project-induced change in delay is greater than 2 seconds for these LOS E or F operating intersections.

Year 2035 + Project Street Segment Operations. EIR Table 4.16-18 summarizes the Year 2035 + Project street segment operations evaluated at 64 street segments. Twelve study area street segments under the Year 2035 + Project scenario are calculated to operate at LOS E or F with the addition of proposed project traffic. However, because three segments do not result in a project-induced change in V/C greater than 0.02 seconds, these street segments would not result in a significant impact. Based on the established significance criteria, nine significant cumulative impacts would occur since the proposed project-induced change in V/C is greater than 0.02 seconds for these LOS E or F operating street segments.

Year 2035 + Project Freeway Segment Operations. EIR Table 4.16-19 summarizes the Year 2035 + Project freeway segment operations evaluated at seven freeway mainline segments. There are nine study area freeway mainline segments under the Year 2035 + Project scenario that are calculated to operate at LOS E or F with the addition of proposed project traffic. However, because seven segments would not result in project-induced change in V/C is greater than 0.01 seconds, they would not result in a significant impact. Based on the established significance criteria, two significant cumulative impacts would occur since the proposed project-induced change in V/C is greater than 0.01 seconds for these LOS E or F operating freeway segments.

Land Use Plan Without School. Without the school and with the additional 59 single-family residential units, the project's primary trip generation would decrease compared to the preferred land use plan with school. The primary trip generation would decrease under the land use plan without school due to the classification of the school as a "charter school" land use, which generates a higher number of external trips. The non-residential gross ADT would decrease about 27.5 percent from 6,723 ADT under the preferred land use plan with school to 4,873 ADT under the land use plan without school. Thus, the internal capture rate applied to the land use plan without school was proportionally decreased from 8.5 percent to 6.2 percent. With this lower internal/mixed-use capture rate, there would be a reduction in the primary trip generation, and the total external trip generation for the land use plan without school would increase from a total 26,272 ADT under the preferred land use plan with school to 26,445 ADT for a net difference in 173 ADT.

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The Transportation Impact Analysis (TIA) prepared by LLG analyzed the same three scenarios: Existing + Project, Near-Term Cumulative + Project, and Year 2035 + Project without the presence of the school and with the addition of the 59 units. The analysis determined that the land use plan without school would not result in any new impacts beyond those identified under the preferred land use plan with school. The only difference in impact that would occur is the timing of the impact at Intersection 8, El Nopal/Ranchitos Road, which is calculated as an impact under the Existing + Project (Without School) scenario. However, Intersection 8 is calculated to be a significant direct impact under Existing + Cumulative Projects + Proposed Project conditions under the preferred land use plan with school. Therefore, an impact would occur to this intersection under either land use plan.

Transit Facilities. The project site is currently undeveloped, and there is no existing roadway infrastructure; therefore, there is currently no transit service to the site. However, there are existing public transit bus stops along Cuyamaca Street and Magnolia Avenue and on Fanita Parkway at Mast Boulevard operated by the MTS. Upon development of the proposed project improvements, the local circulation system would be interconnected between the project site and the City land uses to the south. Once constructed, bus transit routes may use Fanita Parkway and Cuyamaca Street. Therefore, the proposed project would not conflict with the City's policies and objectives addressing transit facilities, and impacts would be less than significant.

Bicycle and Pedestrian Facilities. Bicycle circulation throughout the project site would be provided through a combination of on-street bike lanes and off-street multi-purpose trails. The Habitat Preserve would offer hiking and mountain biking trails primarily on existing trail routes to avoid sensitive habitat areas. Bicycle trails would be designed for both recreation and to provide direct access between the villages. Bicycle parking would be provided in all multi-family neighborhoods and for all commercial uses. The TDM Plan would also include community-wide bicycle facilities and services, including shared bicycle parking facilities in the Village Centers. Each village would provide a bike station where riders would have access to water and air pumps, electric bike charging stations, and a bicycle sharing system.

Outside of the village development areas, the proposed project design of Fanita Parkway and Cuyamaca Street would facilitate the movement of transportation to/from off-site locations in the south. Sidewalks would be constructed parallel to each roadway to facilitate linkages between the project site and existing bicycle and pedestrian



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facilities. For Fanita Parkway, improvements to the street would be carried all the way to Mast Boulevard and would include on-street bike lanes, a multi-purpose trail on the western side, and a sidewalk on the eastern side of the street. Both the sidewalk and multi-purpose trail would be separated from the street by a landscaped parkway. The proposed extension of Cuyamaca Street between the project site and Chaparral Drive would also include on-street bike lanes, a multi-purpose trail on the western side, and a nature trail on the eastern side of the street. The multi-purpose trail would be separated from the street by a landscaped parkway.

Pedestrian circulation throughout the project site would be provided through a network of sidewalks, multi-purpose trails, and hiking trails. Every street on the project site would include a sidewalk or multi-purpose trail to accommodate pedestrian travel. Therefore, the proposed project would not conflict with the City's policies and objectives addressing bicycle and pedestrian facilities, and impacts would be less than significant.

On-Site Circulation. As there are currently no improved streets within the project site boundary, the internal roadways would be constructed as part of the proposed project. The on-site network of streets and intersections would consist of different design types based on expected traffic volumes. The internal roadways would vary within the parameters of the City's standard design for local streets and Residential Collectors and be designed to meet City standards for street geometry. Local streets would be designed to carry up to 2,200 ADT and Residential Collectors would be designed to carry up to 8,000 ADT. It is not anticipated that any on-site roadway would exceed the ADT thresholds by these design standards.

The TIA assessed intersections of key internal project roadways at 11 locations. On-site traffic volumes were distributed and assigned to the project site using the total internal site trip generation noted as the "Primary Trip Generation" from EIR Table 4.16-10. Internal pass-by and diverted link trips were also included in the on-site traffic volumes. On-site trip distribution was developed by assessing the land use plan and assigning trips generated by the various proposed land uses for the site. As shown in EIR Table 4.16-21, all locations are forecasted to operate at LOS C or better conditions with the addition of proposed project traffic. Impacts would be less than significant.

Fanita Parkway. Fanita Parkway is an on-site roadway that would provide access to the developed portion of the project site. Fanita Parkway is forecasted to serve 47 percent of project trips to and from

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the City streets to the south. The project proposes improvements to the existing section of Fanita Parkway starting at Mast Boulevard, traveling to the existing terminus at Ganley Road to avoid potential project impacts. From there, the roadway would be fully constructed by the proposed project as a project design feature. For the segment of Fanita Parkway between Mast Boulevard and Lake Canyon Road, the roadway would be widened to a four-lane parkway with an LOS E capacity of 40,000 ADT to accommodate future traffic volumes. From Lake Canyon Road to Ganley Road, Fanita Parkway would be constructed as a modified three-lane parkway, which would accommodate future traffic volumes. Two 12-foot-wide travel lanes would be provided in the southbound direction with one 12-foot-wide lane in the northbound direction. The intersection of Lake Canyon Road at Fanita Parkway would be improved to install a traffic signal. In addition, the gated vehicular entrance south of Ganley Road currently used by the Santee Lakes Recreation Preserve as an entry/exit to their campground and RV storage areas would be abandoned and realigned to complete the west leg of the Fanita Parkway/Ganley Road intersection. This new four-way intersection would accommodate trips in and out of PDMWD facilities, including Santee Lakes Recreation Preserve, currently accessed via Sycamore Canyon Road. LOS A is calculated at the Fanita Parkway/Ganley Road intersection with a three-lane configuration. From Ganley Road to the first on-site roundabout at Street "E," Fanita Parkway would narrow to a two-lane parkway with a LOS E capacity of 15,000 ADT to accommodate future traffic volumes.

Off-Site Circulation. The project proposes to construct the northern extension of Cuyamaca Street to provide access to the project site as project design features. The extension of Cuyamaca Street is necessary to provide access to the site.

Cuyamaca Street. Cuyamaca Street is forecasted to serve 53 percent of proposed project trips. Cuyamaca Street currently terminates at Chaparral Drive. From Chaparral Drive to the first on-site roundabout with Street "Y," the roadway would be constructed as a two-lane parkway with a LOS E capacity of 15,000 ADT to accommodate future traffic volumes.

Carlton Hills Boulevard. The Special Use area located in the southern portion of the project site would take access solely from the current terminus of Carlton Hills Boulevard north of Lake Canyon Road. Very few proposed project trips (approximately 50 ADT) are expected to use this access because the special uses allowed for the site, such as RV storage, aboveground agriculture, and solar panel operations, would be low trip generators. Therefore, no

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improvements to Carlton Hills Boulevard are necessary to accommodate future traffic volumes.

Construction Impacts. The proposed project is anticipated to be constructed over a 10- to 15-year timeframe beginning in 2021. Staging for all equipment and construction personnel would occur on the project site in designated areas. To minimize the impact of haul trucks on the off-site street network and to avoid the need to import or export dirt, grading for the proposed project has been designed to achieve an overall earthwork balance. Cut materials from the first phase of development would be placed as fill where required on the construction access streets. The grading operation would all occur on site. No outside dirt hauling would be necessary because the site, as designed, would balance cut and fill materials. Once mobilization is complete, heavy machinery traveling off the site would be limited until the completion of the grading operation.

The proposed project would be developed in four construction phases. The proposed phases are conceptual and non-sequential and may occur simultaneously. Phases may overlap or vary depending on market conditions. Each phase would take approximately 2 to 4 years to complete.

Haul trucks used for site preparation and grading activities would operate on site only and not result in new trips to the City roadway network; therefore, they are not included in the trip generation calculations. There would be days when worker trips and vendor trips would access the site each day. Based on the anticipated construction schedule, a maximum of 1,411 daily trips (1,099 daily worker trips, 312 daily vendor trips, 0 haul trips) is estimated to occur.

The level of construction impacts would be minimized because earthwork would be balanced on site, reducing the need for haul trips to and from the site. The number of construction trips on local streets would be limited to construction workers and vendor trips. Further, the construction trips would be inbound to the City during the morning and outbound from the City in the afternoon, which is counter flow (opposite) to existing traffic patterns. A maximum 35.8 percent of traffic occurs in the non-peak direction, which is the direction that construction trips would be using. In other words, the construction traffic would be added to the direction of traffic where excess capacity exists.

Adequate capacity is available on existing streets to serve construction traffic. However, the temporary increase in construction traffic would have the potential to result in a significant impact if not properly managed. Therefore, project construction could result in a

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temporary significant construction traffic impact to local street facilities. It is recognized that there will be an interim scenario when construction of later phases is occurring simultaneously with occupancy and operation of earlier phases. However, implementation of Mitigation Measure **TRA-1** would reduce temporary construction impacts to below a level of significance.

### **TRA-1:**

***Construction Traffic Control Plans. Prior to beginning construction, work zone traffic control plans and construction transportation management plans shall be prepared in accordance with all applicable requirements of the City of Santee and County of San Diego encroachment permits and applicable City of Santee and County of San Diego plans, ordinances, and policies. The plans shall include provisions for the following:***

- ***The applicant shall comply at all times with the following work hour requirements:***
  - ***No site work, building construction, or related activities, including equipment mobilization shall be permitted to start on the project prior to 7:00 a.m. and all work for the day shall be completed by 7:00 p.m., subject to the satisfaction of the City Engineer.***
  - ***No work is permitted on Sundays or City holidays.***
  - ***No deliveries, including equipment drop-off and pick-up, shall be made to the project except between the hours of 8:00 a.m. and 6:00 p.m., Monday through Saturday, excluding Sundays and City holidays, subject to the satisfaction of the City Engineer. Deliveries of emergency supplies or equipment necessary to secure the site or protect the public would be permitted.***
  - ***If the applicant fails or is unable to enforce compliance with their contractors, subcontractors and materials suppliers regarding the specified work hours, additional reduction of work hours shall be imposed by the City 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 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 inches by 36 inches and shall be weatherproofed. The sign content shall be provided by the Department of Development Services.***

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- *Coordinate with public transit providers (where necessary).*
- *Provide off-site construction worker parking areas and shuttles for workers to/from the job site, if necessary.*
- *Implement standard safety practices, including installing appropriate barriers between work zones and transportation facilities, placement of appropriate signage, and use of traffic control devices.*
- *Coordinate with the jurisdictions prior to construction to determine specific traffic handling layouts.*
- *Protect traffic by using flaggers, warning signs, lights, and barricades to guide vehicles through or around construction zones.*
- *Restore roadway capacity to the extent feasible during hours when construction activities are not occurring, which could include the use of street plates or temporary paving.*
- *Clean and restore roadways upon completion of work.*
- *Limit the length of open trenches to the length allowed by County of San Diego and City of Santee encroachment permits.*
- *Implement construction schedules and techniques that minimize roadway closures, including the number of cross streets and side streets that may be blocked or otherwise impacted by construction activities.*
- *Detours for cyclists and pedestrians when bike lanes or sidewalks must be closed.*
- *Install steel plates over open trenches in inactive construction areas to maintain existing bicycle and pedestrian access after construction hours.*
- *Coordinate with local schools prior to construction within close proximity of school property to ensure entryways are not blocked during peak drop-off and pick-up times.*
- *Enforce speed limits of construction vehicles on all streets.*

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- ***Notify emergency response providers of street closures at least one week prior to closures and include the location, date, time and duration of the closure.***
- ***Abide by encroachment permit conditions, which shall supersede conflicting provisions in the plans.***
- ***In addition, vendor trip limitations shall be imposed, which would prohibit vendor truck trips on Magnolia Avenue and require all truck traffic to use Fanita Parkway or Cuyamaca Street for site access. Additionally, medium- and heavy-duty truck trips shall be limited on Fanita Parkway. Truck trips shall be limited to 170 one-way trips (85 two-way trips) on Fanita Parkway during Phase 1 building construction activities and to a maximum of 140 one-way trips (70 two-way trips) on Fanita Parkway during simultaneous building construction activities and project operation. Worker vehicle trips would be allowed on all roadways.***

Direct impacts were calculated under Existing + Project and Existing + Cumulative Projects + Project conditions where proposed project-added traffic would result in the degradation from acceptable LOS D or better operations to LOS E or F conditions or, for those locations currently operating at LOS E or F, in an increase greater than the allowable thresholds identified in EIR Tables 4.16-6 through 4.16-9. Cumulative impacts were calculated where proposed project-added traffic would result in a significant increase in intersection delay or street segment volume-to-capacity ratios over the allowable thresholds mentioned above under Year 2035 + Project conditions. The equivalent dwelling unit triggers were developed in a mitigation phasing analysis in the Traffic Impact Analysis. EIR Figure 4.16-2, Project Design Features, Impacts, and Mitigation Measures, illustrates where the project design features and impacts would be distributed and where the mitigation measures would mitigate those impacts. The phasing of the following operational mitigation measures is based on the mitigation phasing analysis included in the TIA.

### ***Intersections***

***TRA-2: Princess Joann Road/Cuyamaca Street Intersection (Year 2035 Cumulative). As part of the proposed project, this intersection would be constructed as a project design feature. By year 2035, with ambient growth assumed from buildout of the Santee General Plan land uses, a cumulative impact would occur. Therefore, to mitigate the cumulative impact, prior to occupancy of the 890th equivalent dwelling unit the proposed***

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*project shall install a traffic signal, provide protected southbound left-turn phasing and provide the following lane geometry: southbound – 1 left lane, 1 thru lane; westbound – 1 shared left lane/right lane; and northbound – 1 thru, 1 right lane. Implementation of these improvements would mitigate the impact to below a level of significance.*

**TRA-3:** *Ganley Road/Fanita Parkway Intersection (Direct and Year 2035 Cumulative). Prior to occupancy of the 1,917th equivalent dwelling unit, the proposed project shall install a traffic signal at this intersection and provide southbound/northbound left-turn protected phasing. Provide the following lane geometry: southbound – 1 left lane, 1 shared thru/right-turn lane; northbound – 1 left lane, 1 thru lane, 1 right lane; westbound – 1 left lane, 1 shared thru lane/right lane; and eastbound – 1 shared left lane/thru lane/right lane. Implementation of these improvements would mitigate the impact to below a level of significance.*

**TRA-4:** *Woodglen Vista Drive/Cuyamaca Street Intersection (Direct and Year 2035 Cumulative). Prior to occupancy of the 1,563<sup>rd</sup> equivalent dwelling unit, the proposed project shall install a traffic signal at this intersection and provide north–south protected phasing and east–west permissive phasing. The following lane geometry shall be provided: southbound – 1 left lane, 1 thru lane; northbound – 1 left lane, 1 thru lane, 1 right lane; westbound – 1 shared left lane/thru lane/right lane; and eastbound – 1 shared left lane/thru lane/right lane. Implementation of these improvements would mitigate the impact to below a level of significance.*

**TRA-5:** *El Nopal/Cuyamaca Street Intersection (Direct and Year 2035 Cumulative). Prior to occupancy of the 1,091<sup>st</sup> equivalent dwelling unit, the proposed project shall install a traffic signal at this intersection and provide north–south protected phasing and east–west permissive phasing. The following lane geometry shall be provided: southbound – 1 left lane, 1 thru lane, 1 shared thru lane/right lane; northbound – 1 left lane, 1 thru lane, 1 shared thru lane/right lane; eastbound – 1 shared left lane/thru lane/right lane; westbound – 1 shared left lane/thru lane/right lane. Implementation of these improvements would mitigate the impact to below a level of significance.*

**TRA-6:** *El Nopal/Los Ranchitos Road Intersection (Direct and Year 2035 Cumulative). Prior to occupancy of the 2,654th equivalent dwelling unit, the project shall restripe the westbound approach at this intersection to provide the following lane geometry: 1 left*

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*lane, 1 thru lane. However, since this intersection is located within the County of San Diego's jurisdiction, the City of Santee is without jurisdiction to ensure the construction of the recommended improvements. Therefore, the impact would be considered significant and unavoidable.*

**TRA-7:** *Lake Canyon Road/Fanita Parkway Intersection (Direct and Year 2035 Cumulative). Prior to occupancy of the 1,828th equivalent dwelling unit, the proposed project shall install a traffic signal at this intersection and provide northbound-southbound protected phasing. The following lane geometry shall be provided: southbound – 1 left lane, 2 thru lanes; northbound – 1 thru lane, 1 shared thru lane/right lane; and westbound – 1 left lane, 1 shared left lane/right lane. Implementation of these improvements would mitigate the impact to below a level of significance.*

**TRA-8:** *Beck Drive/Cuyamaca Street Intersection (Direct and Year 2035 Cumulative). Prior to occupancy of the 236<sup>th</sup> equivalent dwelling unit, the proposed project shall install a traffic signal and provide northbound-southbound protected phasing. The following lane geometry shall be provided: southbound – 1 left lane, 1 thru lane, 1 shared thru lane/right lane; northbound – 1 left lane, 1 thru lane, 1 shared thru lane/right lane; eastbound – 1 shared left lane/thru lane/right lane; and westbound – 1 shared left lane/thru lane/right lane. Implementation of these improvements would mitigate the impact to below a level of significance.*

**TRA-9:** *Mast Boulevard/State Route 52 Westbound Ramps Intersection (Direct and Year 2035 Cumulative). Prior to occupancy of the 442nd equivalent dwelling unit, the proposed project shall widen the westbound approach at the intersection to provide the following lane geometry: westbound – 1 shared thru-right lane; and 2 right lanes, consistent with the improvements proposed in the Santee General Plan Mobility Element. However, since this intersection is within the City of San Diego's and the California Department of Transportation's jurisdictions, the City of Santee is without jurisdiction to ensure the construction of the recommended improvements. Therefore, the impact would be considered significant and unavoidable.*

**TRA-10:** *Mast Boulevard/West Hills Parkway Intersection (Direct and Year 2035 Cumulative). Prior to occupancy of the 88th equivalent dwelling unit, the proposed project shall widen the intersection to provide the following lane geometry: eastbound*



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**– 1 left lane, 3 thru lanes, 1 right lane; westbound – 2 left lanes, 2 thru lanes, 1 shared thru lane/right lane; northbound – 2 left lanes, 1 shared thru lane/right lane; and southbound – 1 shared thru lane/left lane, 1 right lane. However, since this intersection is within the City of San Diego’s and the California Department of Transportation’s jurisdictions, the City of Santee is without jurisdiction to ensure the construction of the recommended improvements. Therefore, the impact is considered significant and unavoidable.**

**TRA-11: Mast Boulevard/Fanita Parkway Intersection (Direct and Year 2035 Cumulative). Prior to occupancy of the 2,064<sup>th</sup> equivalent dwelling unit, the proposed project shall widen the intersection to provide dual southbound right-turn lanes and restripe the eastbound approach to provide dual eastbound left-turn lanes. Implementation of these improvements would mitigate the impact to below a level of significance.**

**TRA-12: Mast Boulevard/Cuyamaca Street Intersection (Direct and Year 2035 Cumulative). Prior to occupancy of the 1,268<sup>th</sup> equivalent dwelling unit, the proposed project shall widen the intersection to provide the following lane geometry: southbound – 1 left lane, 2 thru lanes, 1 right lane; and eastbound – 2 left lanes, 2 thru lanes, 1 right lane. Implementation of these improvements would mitigate the impact to below a level of significance.**

**TRA-13: Riverford Road/State Route 67 Southbound Ramps Intersection (Direct and Year 2035 Cumulative). Prior to the occupancy of the 442<sup>nd</sup> equivalent dwelling unit, the proposed project shall install a traffic signal at this intersection. However, since this intersection is within the County of San Diego’s and the California Department of Transportation’s jurisdictions, the City of Santee is without jurisdiction to ensure the construction of the recommended improvements. Therefore, the impact would be considered significant and unavoidable.**

**TRA-14: Riverford Road/Woodside Avenue Intersection (Direct and Year 2035 Cumulative). Prior to occupancy of the 442<sup>nd</sup> equivalent dwelling unit, the proposed project shall restripe the westbound approach to provide the following lane geometry: 1 thru lane, 1 right lane. However, since this intersection is within the County of San Diego’s jurisdiction, the City of Santee is without jurisdiction to ensure the construction of the recommended improvements. Therefore, the impact would be considered significant and unavoidable.**

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**TRA-15:** *West Hills Parkway/Mission Gorge Road Intersection (Year 2035 Cumulative). Prior to occupancy of the 237th equivalent dwelling unit, the proposed project shall contribute an 18.5 percent fair share toward restriping the intersection to provide the following lane geometry: westbound – 1 left lane, 1 thru lane, 1 shared thru lane/right lane, 1 right lane, consistent with the improvements proposed in the Santee General Plan Mobility Element. This improvement is not currently identified in the City of Santee Proposed Capital Improvement Program Five-Year Budget, Fiscal Year 2017–2018 through Fiscal Year 2021–2022. Therefore, the applicant shall coordinate with the City to initiate a capital improvement program project for the proposed project and future development to pay into. This impact would be considered significant and unavoidable until a funding mechanism is established for the proposed improvement.*

**TRA-16:** *Mission Gorge Road/Carlton Hills Boulevard Intersection (Direct and Year 2035 Cumulative). The intersection of Mission Gorge Road/Carlton Hills Boulevard is currently built to its ultimate Santee General Plan Mobility Element configuration and extends to the limits of the existing right-of-way. To widen this intersection, sidewalks would need to be removed or reduced in width, which would result in impacts to non-vehicular modes of travel (pedestrians). Planning and environmental laws recognize the importance of planning for all modes of transportation, including pedestrians, bicyclists, transit riders, and motorists. As such, widening the roadway by removing sidewalks is considered infeasible due to policy considerations. Another option for intersection widening would involve the expansion of current rights-of-way through additional property acquisition. Property acquisitions, however, are considered environmentally, financially, and socially infeasible. In many cases, property acquisitions would require demolition of existing buildings, which would generate additional environmental impacts associated with construction, such as air quality, noise, greenhouse gas emissions, solid waste, and traffic. Commercial buildings abutting the sidewalks would be displaced for additional rights-of-way, causing a direct impact to existing land owners and tenants. For these reasons, mitigation measures that do not require widening were evaluated.*

*Prior to occupancy of the 560th equivalent dwelling unit, the proposed project shall install an Adaptive Traffic Signal Control system along Mission Gorge Road between Fanita Drive and Town Center Parkway. Adaptive Traffic Signal Control is a traffic management strategy in which traffic signal timing changes, or*

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*adapts, based on actual traffic demand. It employs hardware and software to provide real-time adjustments to the signal timing plan based on actual traffic demand. Adaptive traffic signals or “smart” signals communicate with each other and dynamically adjust signal timings, memorize traffic patterns, improve traffic flow, and reduce vehicle stops. The improved conditions resulting from implementation of an Adaptive Traffic Signal Control system are evidenced by a decrease in overall travel time through the subject corridor. Therefore, implementation of an Adaptive Traffic Signal Control system would result in a decrease in overall travel time, similar to the benefit that physical widening of the street would provide from increased physical capacity. However, implementation of Adaptive Traffic Signal Control along Mission Gorge Road would not reduce impacts at this intersection to below significant levels. Therefore, this impact would be significant and unavoidable.*

**TRA-17:** *Mission Gorge Road/Cuyamaca Street Intersection (Direct and Year 2035 Cumulative). Prior to occupancy of the 2,123rd equivalent dwelling unit, the proposed project shall widen the intersection to provide a dedicated northbound right-turn lane consistent with the improvements proposed in the Santee General Plan Mobility Element. This improvement is identified in the City of Santee Proposed Capital Improvement Program Five-Year Budget, Fiscal Year 2017–2018 through Fiscal Year 2021–2022, ensuring that it has a funding mechanism. Implementation of these improvements would mitigate the impact to below a level of significance.*

**TRA-18:** *Buena Vista Avenue/Cuyamaca Street Intersection (Direct and Year 2035 Cumulative). Prior to occupancy of the 206th equivalent dwelling unit, the proposed project shall restripe the westbound approach to provide the following lane geometry: westbound – 1 left lane, 1 shared left lane/thru lane/right lane. The signal shall be modified to provide split phasing in the east–west direction. Implementation of these improvements would mitigate the impact to below a level of significance.*

### **Street Segments**

**TRA-19:** *El Nopal: Magnolia Avenue to Los Ranchitos Road (Year 2035 Cumulative). This segment of El Nopal is currently built to its ultimate Santee General Plan Mobility Element classification. Widening along this roadway would be infeasible given the lack of available right-of-way and residential driveways that front this segment. However, “spot” improvements shall be*

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*implemented prior to occupancy of the 224th equivalent dwelling unit. A westbound left-turn lane at the Los Ranchitos Road intersection shall be provided to improve the through flow of vehicles along this segment. Dedicated turn pockets on El Nopal shall be provided to allow for turning vehicles to decelerate and queue outside of the thru lanes. The removal of turning vehicles from thru-traffic lanes have been identified in literature published by the Transportation Research Board as one of several principals that improve “the safety and operations of an arterial roadway” (2014 Transportation Research Board Report S2-C05-RW). However, even with the identified “spot” improvements, this impact would be significant and unavoidable.*

**TRA-20:**

*El Nopal: Los Ranchitos to Riverford Road (Direct and Year 2035 Cumulative). This segment of El Nopal is in the County of San Diego and is currently built to its ultimate Mobility Element classification. Widening along this roadway would be infeasible given the lack of available right-of-way and residential driveways that front this segment. However, “spot” improvements shall be implemented prior to occupancy of the 864th equivalent dwelling unit. A westbound left-turn lane at the Los Ranchitos Road intersection shall be provided to improve the through flow of vehicles along this segment. Dedicated turn pockets shall be provided on El Nopal to allow for turning vehicles to decelerate and queue outside of the thru lanes. The removal of turning vehicles from thru-traffic lanes have been identified in literature published by the Transportation Research Board as one of several principals that improve “the safety and operations of an arterial roadway” (2014 Transportation Research Board Report S2-C05-RW). In addition, there is a cumulative development (Parkside, formerly Hillside Meadows) in the County of San Diego that proposes to construct a parallel route to Riverford Road, Hillside Meadows Drive, that would intersect El Nopal and connect to Mast Boulevard in the south. Completion of this roadway could relieve traffic congestion on this segment of El Nopal approaching Riverford Road by rerouting trips to Mast Boulevard. However, the timing of completion of this roadway network improvement is unknown, is proposed by a private development project, and cannot be assured. In addition, since this segment is located within the County of San Diego’s jurisdiction, the City of Santee is without jurisdiction to ensure the construction of the recommended improvements. Therefore, the impact would be significant and unavoidable.*

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**TRA-21:** *Mast Boulevard: State Route 52 to West Hills Parkway (Direct). Implementation of Mitigation Measure TRA-9, Mast Boulevard/State Route 52 Westbound Ramps Intersection (Direct and Year 2035 Cumulative) , prior to occupancy of the 1,917th equivalent dwelling unit to improve the access to State Route 52 westbound by providing one shared thru lane/right lane and dual right lanes would mitigate the impact along this segment by facilitating the flow of vehicles from Mast Boulevard onto State Route 52 westbound. However, since this segment is located within the City of San Diego's jurisdiction, the City of Santee is without jurisdiction to ensure the construction of the recommended improvements. Therefore, the impact would be significant and unavoidable.*

**TRA-22:** *Carlton Oaks Drive: Fanita Parkway to Carlton Hills Boulevard (Direct and Year 2035 Cumulative). This segment of Carlton Oaks Drive is currently built to its ultimate Santee General Plan Mobility Element classification and extends to the limits of the existing right-of-way. To widen the roadway prior to occupancy of the 1,843rd equivalent dwelling unit, sidewalks or bicycle facilities would need to be removed or reduced in width, which would result in impacts to non-vehicular modes of travel (pedestrians and bicyclists). Planning and environmental laws recognize the importance of planning for all modes of transportation, including pedestrians, bicyclists, transit riders, and motorists. As such, widening the roadway by removing sidewalks and bicycle facilities is considered infeasible due to policy considerations. Another option for roadway widening would involve the expansion of current right-of-way through additional property acquisition. In many cases, property acquisitions would require demolition of existing buildings, which would generate additional environmental impacts associated with construction such as air quality, noise, greenhouse gas emissions, solid waste, and traffic. Residences would be displaced for additional right-of-way causing a direct impact to existing residents. For these reasons, mitigation measures for the impacted roadway segments along Carlton Oaks Drive are considered infeasible. Therefore, no additional improvements are recommended and the impact to the roadway would remain significant and unavoidable.*

**TRA-23:** *Fanita Parkway: Ganley Road to Lake Canyon Road (Direct and Year 2035 Cumulative). Prior to occupancy of the 1,485th equivalent dwelling unit, the proposed project shall widen this segment of Fanita Parkway to a three-lane parkway with a raised median with one northbound lane and two southbound lanes. The information presented in the Fanita Ranch Traffic Impact*

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***Analysis (LLG 2020) indicates that this mitigation to construct Fanita Parkway to three lanes would result in acceptable level of service conditions based on peak-hour intersection, arterial, and queueing analyses between the signalized intersections of Ganley Road and Lake Canyon Road. Nonetheless, in the abundance of caution, a monitoring program consistent with Section 21.3.2, Fanita Parkway Monitoring Program, in the Traffic Impact Analysis, shall be established to identify the need for a fourth lane along this segment should certain traffic thresholds be met. The monitoring program shall be implemented by collecting various data metrics along the roadway based on the following three thresholds: (1) average daily volumes regularly exceed 13,000 average daily traffic, as defined in the monitoring program; (2) the PM peak-hour intersection delay in the northbound direction at the Fanita Parkway/Ganley Road intersection regularly exceeds 20 seconds, as defined in the monitoring program; and (3) peak-hour arterial operations along this segment of Fanita Parkway are equal to or lower than 28 miles per hour taking into account intersection delay at Ganley Road, as defined in the monitoring program. Once the 13,000 average daily traffic threshold 1 is met and the monitoring program commences, if one of the two remaining thresholds (i.e., thresholds 2 and 3) are met, the fourth lane shall be constructed to the satisfaction of the City Engineer. Implementation of these improvements would mitigate the impact to below a level of significance.***

**TRA-24:** ***Fanita Parkway: Lake Canyon Road to Mast Boulevard (Direct and Year 2035 Cumulative). Prior to occupancy of the 1,264th equivalent dwelling unit, the proposed project shall widen this section of Fanita Parkway as a four-lane parkway with a raised median with two northbound lanes and two southbound lanes. Implementation of these improvements would mitigate the impact to below a level of significance.***

**TRA-25:** ***Cuyamaca Street: Woodglen Vista Drive to El Nopal (Year 2035 Cumulative). Prior to occupancy of the 118th equivalent dwelling unit, the proposed project shall improve this street segment to its ultimate Santee General Plan Mobility Element classification of a four-lane major street. Implementation of these improvements would mitigate the impact to below a level of significance.***

**TRA-26:** ***Cuyamaca Street: El Nopal to Mast Boulevard (Direct and Year 2035 Cumulative). Prior to occupancy of the 1,302nd equivalent dwelling unit, the proposed project shall reconstruct the median and restripe Cuyamaca Street from El Nopal to Mast Boulevard***

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*to four-lane major street standards consistent with the Santee General Plan Mobility Element. Implementation of these improvements would mitigate the impact to below a level of significance.*

**TRA-27:** *Cuyamaca Street: Mission Gorge Road to State Route 52 Ramps (Direct and Year 2035 Cumulative). Implementation of Mitigation Measure TRA-17, Mission Gorge Road/Cuyamaca Street Intersection (Direct and Year 2035 Cumulative), at the intersection of Mission Gorge Road/Cuyamaca Street and Mitigation Measure TRA-18, Buena Vista Avenue/Cuyamaca Street Intersection (Direct and Year 2035 Cumulative), at the intersection of Cuyamaca Street/Buena Vista Avenue prior to occupancy of the 2,650th residential unit would mitigate this segment impact by improving traffic flow at the key signalized intersections along the segment. Implementation of these improvements would mitigate the impact to below a level of significance.*

**TRA-28:** *Riverford Road: Riverside Drive to State Route 67 Ramps (Direct and Year 2035 Cumulative). The existing section of Riverford Road between Riverside Drive and the San Diego River bridge is primarily a three-lane roadway (two northbound lanes and one southbound lane) with a two-way left-turn lane. South of the bridge at North Woodside Avenue, it is a two-lane roadway. To mitigate the proposed project's impact, prior to occupancy of the 673rd equivalent dwelling unit the proposed project shall restripe Riverford Road to provide a second southbound lane between Riverside Drive and the San Diego River. Currently, there are two southbound lanes on Riverford Road south of the Riverside Drive intersection for approximately 480 feet after which it merges into one lane. The two southbound lanes are proposed to be extended by an additional 320 feet to create additional segment capacity. The current on-street parking and the Class II bike lane in the southbound direction are proposed to be maintained. The proposed 320 feet of widening on the 1,780-foot segment amounts to approximately 18 percent of the roadway. The Year 2035 Project volume of 530 average daily trips compared to the total Year 2035 volume of 25,430 is approximately 2 percent of the future traffic on this segment. Thus, the proposed project's contribution to widen 18 percent of the roadway more than exceeds the proposed project's contribution to the future traffic volumes of 2 percent. However, since this segment is within the County of San Diego's jurisdiction, the City of Santee is without jurisdiction to ensure the construction of the recommended improvements. Therefore, the impact would be significant and unavoidable.*

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### *Freeway Mainline Segments*

**TRA-29:** *State Route 52: Santo Road to Mast Boulevard: Eastbound PM Peak Hour (Direct and Year 2035 Cumulative). The applicant has privately funded a Caltrans Project Study Report – Project Development Support (PSR-PDS) for the evaluation of potential improvements to the SR-52 corridor by Caltrans intended to relieve congestion. Caltrans can and should complete its evaluation and implement all feasible improvements along the impacted corridor. Insofar as SR-52 is within the exclusive jurisdiction of Caltrans, the City of Santee is without jurisdiction to implement any such improvements. Therefore, the impact is considered significant and unavoidable.*

**TRA-30:** *State Route 52: Santo Road to Mast Boulevard: Westbound AM Peak Hour (Direct and Year 2035 Cumulative). The applicant has privately funded a Caltrans Project Study Report – Project Development Support (PSR-PDS) for the evaluation of potential improvements to the SR-52 corridor by Caltrans intended to relieve congestion. Caltrans can and should complete its evaluation and implement all feasible improvements along the impacted corridor. Insofar as SR-52 is within the exclusive jurisdiction of Caltrans, the City of Santee is without jurisdiction to implement any such improvements. Therefore, the impact is considered significant and unavoidable.*

Implementation of Mitigation Measure **TRA-1** would reduce traffic impacts during construction to a less than significant level. Implementation of Mitigation Measures **TRA-2, TRA-3, TRA-4, TRA-5, TRA-7, TRA-8, TRA-11, TRA-12, TRA-17, TRA-18, TRA-23, TRA-24, TRA-25, TRA-26,** and **TRA-27** would reduce impacts during operation to the aforementioned intersections and street segments to less than significant.

Implementation of Mitigation Measures **TRA-6, TRA-9, TRA-10, TRA-13, TRA-14, TRA-19, TRA-20, TRA-21, TRA-22, TRA-28, TRA-29,** and **TRA-30** would reduce operational traffic impacts but not to a level less than significant. These intersections, street segments, and freeway mainline segments lie within one of the following jurisdictions: Caltrans, County of San Diego, or City of San Diego. Therefore, the City of Santee is without jurisdiction to ensure implementation of the recommended improvements. Mitigation Measure **TRA-15** would reduce the impact at the West Hills Parkway/Mission Gorge Road intersection but not to a less than significant level until a proper funding mechanism is established for the improvement. Mitigation Measure **TRA-16** would not be expected to reduce the impact to Mission Gorge Road at Carlton Hills



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Boulevard because Adaptive Traffic Signal Controls along this corridor may not reduce delays to below pre-project levels. Mitigation Measures **TRA-19** and **TRA-22** would reduce the impacts on El Nopal from Magnolia Avenue to Los Ranchitos Road and Carlton Oaks Drive from Fanita Parkway to Carlton Hills Boulevard, respectively, but not to less than significant as widening of these segments is considered infeasible. Therefore, impacts to these intersections, street segments, and freeway mainline segments would remain significant and unavoidable.

### 2. Vehicle Miles Traveled (VMT)

Threshold: Would the Project conflict or be inconsistent with CEQA Guidelines sections 15064.3, subdivision (b)?

Finding: Significant and unavoidable. (EIR, § 5.16.5.2.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).) However, impacts would still remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: The City baseline VMT was developed through population data obtained from U.S. Census Bureau – American Community Survey (2017). The average trip lengths were GPS based and represent a data size of approximately 42,000 people over the course of 1 year between September 1, 2017, and August 31, 2018. For the purposes of determining the significance of VMT impacts, the proposed project VMT per capita would need to be 85 percent below the Citywide average, which would be equal to or less than 19.04 VMT per capita.

Vehicle Miles Traveled for Preferred Land Use Plan with School. Using the same methodology that was done for the Citywide average VMT, the proposed project VMT per capita was determined. The preferred land use plan with school VMT per capita is calculated at 25.6 miles. The preferred land use plan with school existing baseline VMT per capita of 25.6 miles is greater than the Citywide average VMT per capita threshold of 19.04 miles. Therefore, the preferred land use plan with school project VMT is calculated to result in a significant transportation impact.

For the forecast Year 2035, VMT calculations for the proposed project were taken from the SANDAG Series 12 Santee General Plan

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Mobility Element model, customized for trip distribution of the proposed project. The trip-based preferred land use plan with school project VMT per capita in 2035 was calculated as 23.45 miles. The preferred land use plan with school project Year 2035 VMT per capita of 23.45 miles is greater than the Citywide average VMT per capita threshold of 19.04 miles. Therefore, the preferred land use plan with school project VMT in 2035 is calculated to result in a significant transportation impact.

Vehicle Miles Traveled for Land Use Plan Without School. A separate VMT per capita assessment was conducted for the proposed project without the inclusion of the school. Both an existing baseline and year 2035 VMT per capita were calculated using the same methodologies described under the preferred land use plan with school project VMT. The land use plan without school baseline VMT per capita is 28 miles, which is greater than the Citywide average baseline VMT per capita threshold of 19.04 miles. Therefore, the land use plan without school baseline VMT is calculated to result in a significant transportation impact. The land use plan without school Year 2035 VMT per capita of 25.7 miles is greater than the Citywide average Year 2035 VMT per capita threshold of 19.04. Therefore, the land use plan without school Year 2035 VMT is calculated to result in a significant transportation impact.

Based on the applied VMT significance criteria for the preferred land use plan with school and land use plan without school, a significant impact would occur under both land use plans. Mitigation Measure **AIR-6** would be implemented to reduce project impacts associated with VMT. Mitigation Measure **AIR-6** would require the implementation of the TDM Plan prepared for the proposed project. While this measure would lessen project VMT, it would not reduce impacts to a less than significant level. Therefore, this impact would remain significant and unavoidable after mitigation.

With the assistance and guidance of the California Air Pollution Control Officers Association (CAPCOA) Resource Manual (2010), the VMT reduction that would result from the strategies and measures set forth in the TDM Plan, considering the maximum allowable sub-category, category, and global reductions, has been calculated as 13.7 percent reduction in VMT with a school and 12 percent reduction without a school. After the proposed project occupancy, the implemented measures and strategies would be monitored for their usage and effectiveness. The TDM measures allow for a global maximum reduction in VMT of 15 percent. Thus, by default, any project exceeding the Citywide average VMT per capita would be significant and unmitigable as a reduction greater than 15

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percent would be needed to fully mitigate the impact. The proposed project VMT of 25.6 miles (Project Baseline) and 23.45 miles (Year 2035) under the preferred land use plan with school and 28 miles (Project Baseline) and 25.7 miles (Year 2035) under the land use plan without school would exceed the Citywide VMT per capita of 22.4 miles. Since the proposed project would only achieve a maximum 13.7 percent VMT reduction, the implementation of the TDM Plan would not fully mitigate the impact. It is therefore concluded that with implementation of Mitigation Measure **AIR-6**, VMT impacts would remain significant and unavoidable.

### **E. UTILITIES AND SERVICE SYSTEMS**

#### **1. Relocation and Construction of New Facilities**

Threshold: Would the Project 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?

Finding: Significant and unavoidable. (EIR, § 4.17.5.1.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).) However, impacts would still remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: Water Infrastructure and Facilities. Development of the project site would increase the demand for potable water to serve the proposed project site land uses. Water service for the proposed project would be provided by PDMWD. To accommodate the development, the proposed project proposes to construct a new domestic water system consisting of transmission and distribution pipelines, two reservoirs that include tanks, and two pump stations to distribute potable water throughout the project site. Water from the existing Carlton Hills water tank and existing Cuyamaca water tank would provide water to the proposed project.

The proposed water system would be a public water system throughout the project site, designed and installed per PDMWD and Santee Fire Department requirements. Some private hydrants would be installed on the project site in coordination with PDMWD. The

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proposed project would require a redundant, or looped, water supply system for fire protection and system reliability. Sixteen-inch water mains would be installed in Fanita Parkway and Cuyamaca Street and transition to 12-inch mains in Fanita Commons and Orchard Village and would be looped through the villages to provide adequate domestic and fire flow service in the event of a disruption of water supply from one of the mains. Pipelines in Fanita Commons and Orchard Village would be 12 inches in diameter, while pipelines in Vineyard Village would be 16 inches in diameter. The proposed project would make two connections to PDMWD's system: one at the intersection of Chaparral Drive and Cuyamaca Street to the Cuyamaca Tank, and one at the Carlton Hills Tank at the Gravity Zone.

The proposed project falls within three water pressure zones (880 Zone, 1230 Zone, and 629 Zone). Water would be conveyed from three existing facilities. The proposed project would connect to the existing 880 Zone in Cuyamaca Street and Magnolia Avenue. Similarly, new transmission lines would be extended in Cuyamaca Street from the existing 880 Zone (Cuyamaca Tank and Magnolia Pump Station) at the terminus of Woodglen Vista Drive to the project site. Additionally, a redundant feed of 880 Zone water to the proposed project would be formed by connecting to the existing 629 Zone near the Carlton Hills Tank (Gravity Zone) and constructing a new 880 Zone pump station on the project site adjacent to the Santee Lakes Recreation Preserve to pump water through a proposed transmission line in Fanita Parkway to serve the proposed project.

The water system for the proposed project would be designed to provide a minimum 2,500 gallons per minute (gpm) for 3 hours of fire flow for single-family and multi-family residential and 3,500 gallons per minute for 4 hours of fire flow for commercial areas with fire hydrants spaced on average every 300 feet. The proposed 880 tank would be sized to serve the proposed project demands and fire storage equal to the deficit in the existing Magnolia Zone storage. The proposed project would provide 2,500 gpm fire flow for 4 hours at the proposed 880 Zone Tank and 3,500 gpm for 2 hours at the proposed 1230 Zone Tank. The total volume of the proposed 880 Zone Tank is 3.63 million gallons, and the total volume of the proposed 1230 Zone Tank is 2.59 million gallons. The proposed 880 Zone water supplies would feed the proposed on-site 880 Zone water tank that is planned south of Street "W" and east of Cuyamaca Street.

A new on-site 1230 Zone pump station would be constructed north of the proposed 880 Zone water tank at the eastern edge of the Farm along the northern side of proposed Street "W." This second pump

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station would convey water to an on-site 1230 Zone water tank in Vineyard Village with a capacity that serves the northeastern areas of the project site. Approximately 21 single-family lots (Low Density Residential units) in the southeastern corner of Vineyard Village would receive adequate fire protection service from the 1230 Zone system and would also be equipped with private booster pumps to increase domestic service pressures. The private booster pumps installed at each of these residences would increase pressure in both the domestic plumbing that supplies the residential fixtures and the fire sprinkler system.

Since PDMWD has existing 880 Zone water tanks (Cuyamaca Tank and Magnolia Pump Station and Magnolia Summit Tank) in the system, the new proposed 880 Zone water tank would consist of a single storage reservoir. The proposed 880 Zone pump station, to be north of the existing 629 Carlton Hills Tank, would be sized to serve the entire project site as the primary supply. The 880 Zone pump station would not need to pump full fire flow because this need is already met elsewhere in the system. Therefore, the new 880 Zone pump station would serve the maximum day demand of the entire project plus fire flow recharge in the 880 Zone water tank over 3 days.

Since the 1230 Zone would be formed by constructing a new 1230 Zone water tank, this storage facility would require either two reservoirs at this site or a single reservoir with two storage bays ("tank in a tank" type design). The proposed 1230 Zone pump station would be sized to serve the 1230 Zone fire flow needs of 3,500 gpm. The pump station is anticipated to house three identical pumps, each with a design point near 1,750 gpm. The proposed 880 Zone and 1230 Zone water tank reservoirs would be sized to accommodate the operational and fire flow storage needs for their respective service areas.

In addition, new buildings would be designed with the latest water-efficient plumbing systems, fixtures, and faucets. Native and drought-tolerant landscaping would reduce the demand for irrigation water. Turf would be limited to active play areas. Irrigation systems would use smart controllers to automatically adjust the amount and frequency of water based on current weather and soil conditions. Mulching, hydrozoning, and other water-conserving planting and maintenance techniques would be implemented in common areas and park landscaping. These techniques and water-wise educational information would be discussed as part of a community education program at the Farm or elsewhere in Fanita Commons.

The proposed project would be constructed in four phases, as

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analyzed in the Water Service Study. Phase 1: Initial connection to the proposed project would be provided by an extension of both Fanita Parkway and Cuyamaca Street. Phase 1 includes the development of Fanita Commons and the eastern portion of Orchard Village, which includes some Village Center areas, the Active Adult land use, a fire station, agriculture, and several park areas. The connection to the Gravity Zone includes the proposed 880 Zone pump station and associated piping that would take suction from the existing Gravity Zone at the 629 Carlton Hills Tank. Phase 1 would also require the construction of the new 880 Zone Tank, which would be served entirely from the Gravity Zone through the proposed 880 Zone pump station. The connection in Cuyamaca Street at Chaparral Drive to the existing 16-inch pipeline in the Magnolia Zone would be completed during Phase 1. Phase 2: The second phase would construct the western portion of Orchard Village, which includes single- and multi-family residential uses and Village Center areas. Phase 2 would be served by making internal connections to Phase 1 infrastructure. Phase 3: The third phase includes the construction of the southerly half of Vineyard Village. This area would include predominantly single and multi-family residential uses with several internal parks and agriculture. Due to the elevation change within Phase 3, a new 1230 Zone tank would be required, along with a new 1230 Zone pump station. The 1230 Zone pump station would be on the western side of proposed Street "W," as shown on Figure 3-11. Phase 3 would connect to the Phase 2 water system near the intersection of Street "A" and Cuyamaca Street. Phase 3 would be served entirely by the 1230 Zone. Phase 4: The final phase would build out the remainder of the proposed project north, which includes single- and multi-family residential uses, parks, some Village Center areas, and agriculture. This phase would connect to the Phase 3 water system; no additional off-site facilities would be required to serve Phase 4. Phase 4 would be served entirely by the 1230 Zone.

A hydraulic analysis was conducted to assess the proposed water system's ability to supply peak-hour demands and maximum day demands plus fire flow conditions based on Water Agency Standard (WAS) design criteria. According to the results of the modeling in the Water Service Study, the proposed project would result in low pressure in some lots in Vineyard Village that are planned to be constructed in Phase 3. The Maximum Day Demand + Fire flows show low node pressures for some of the residential uses in Vineyard Village; however, these areas would remain above the minimum 25 pounds per square inch (psi) pressure requirement. For the Peak-Hour Demand, some of the residential uses (approximately 21 single-family units) in Vineyard Village show low node pressure and are projected to have less than the minimum 40 psi pressure requirement. To meet the minimum requirement of 40 psi for

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operating pressure, private booster pumps would be installed as a project design feature in the areas that would have Peak-Hour Demand pressure below 40 psi to supply higher pressures for domestic water use. Therefore, the proposed project includes a design feature that would ensure adequate pressures are provided in Vineyard Village. In addition, smaller booster pumps would be needed for certain areas of the project site for parks and landscaping irrigation. The remaining developed areas of the proposed project would achieve adequate pressures without requiring booster pumps.

The proposed project would remain less than the maximum pipeline velocities of 10 feet per second in all areas analyzed, except for a 10-inch pipeline that would serve fire hydrants along proposed Street "V." Velocities would exceed the maximum for the pipeline size (10 feet per second) and would be 10.5 feet per second in Phase 3 and 10.2 feet per second in Phase 4. However, PDMWD staff recommended this size pipeline to minimize oversizing of the pipeline and have agreed to accept this minimal velocity increase over the standard maximum of 10 feet per second.

The proposed project would include water infrastructure improvements in Cuyamaca Street and Fanita Parkway, which would convey water from two existing water tanks (Carlton Hills Tank and the Magnolia Summit Tank).

The existing PDMWD water system is capable of meeting the demands of the proposed project without compromising pressure or velocity standards to existing customers and has been approved by PDMWD. However, to meet the demands of the proposed project, new and expanded facilities would be required to accommodate the additional development, the construction of which could result in physical impacts on the environment related to air quality, biological resources, cultural and tribal cultural resources, geology/soils, paleontological resources, noise, and transportation.

Wastewater Infrastructure and Facilities. PDMWD would provide sewer service for the proposed project. It should be noted that PDMWD's existing Ray Stoyer WRF does not have adequate capacity alone to serve the sewer demand generated by the proposed project. A combination of the WRF and the available capacity in the San Diego Metropolitan Sewerage System (Metro) would provide sufficient capacity to serve the proposed project. To accommodate project development, a new gravity sewer system consisting of 8-inch, 10-inch, and 12-inch pipelines would be constructed on site to collect and convey wastewater from the highest elevated areas in the eastern portion of the project site to a 15-inch trunk sewer main at the western edge of Orchard Village.

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Sewer flows produced in Vineyard Village would be conveyed to Fanita Commons by an 8-inch pipeline along proposed Street “V” and to Orchard Village by an 8-inch pipeline along proposed Street “W.” Sewer pipeline sizes would increase to 10 and 12 inches in diameter farther west near the proposed intersection of Street “W” and Fanita Parkway. South of the confluence of the sanitary sewers from Fanita Commons and Orchard Village, a 15-inch trunk sewer main would convey wastewater by gravity from the project site to the following two discharge locations identified by PDMWD:

*Discharge Location 1.* Discharge Location 1 is at the existing PDMWD Ray Stoyer WRF. Connection to the WRF would be provided by gravity but would require the construction of a new headworks facility, on property granted to PDMWD by the project applicant, to provide screening and grit removal for the proposed project’s sanitary flow. Due to operation and odor control requirements for the new headworks facility, PDMWD anticipates that this facility would be constructed at the northern end of the existing WRF on PDMWD property, adjacent to the western boundary of the project site. The proposed project would not require a lift station or force main since there would be adequate vertical fall to convey the flow by gravity to the new headworks facility. However, a portion of the new 15-inch trunk sewer main east of the headworks facility would be continuously surcharged. Therefore, this portion of pipeline may need special construction and material requirements.

*Discharge Location 2.* Discharge Location 2 involves connection of the proposed project’s sanitary sewer system to an existing 18-inch and 24-inch sewer system that connects the Ray Stoyer WRF to the City of San Diego’s Metro, ultimately sending wastewater to the Point Loma Wastewater Treatment Plant. The proposed project would not require a lift station or force main for this location either since there would be adequate vertical fall to convey the flow by gravity to the existing 18-inch and 24-inch sewer system to Metro.

Phasing. The four phases of construction were analyzed using the sewer hydraulic model to evaluate sewer flow direction, slopes, size, and connectivity based on proposed surface topography and lot pad elevations. Phase 1 would include the development of Fanita Commons and eastern half of Orchard Village and would require that the southwest portion of the Orchard Village sewer system be constructed. To meet the WAS design criteria, as a project feature, sewer installation along proposed Street “F” and the western portion of proposed Street “E” would be installed during Phase 1 to convey gravity flows from the higher elevated residential lots in Orchard Village to the Ray Stoyer WRF. As a result, the conceptual sanitary sewer plan and limits for Phases 1 and 2 were modified to reflect this



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project design feature. Sanitary sewer infrastructure in Phases 3 and 4 would meet WAS design criteria and not require phasing modification.

Pipeline Velocities. Under the ADWF, PDWF, and PWWF scenarios, the proposed project would construct 8-inch pipelines generally located in the upstream reaches of the collection system, which would have velocities less than the 2 feet per second required minimum. To address this issue, as a project design feature, pipeline slopes would be adjusted where possible during sewer design to maximize velocities by setting the upper reaches to a minimum slope of 1 percent until 50 equivalent dwelling units are connected upstream to address velocities that are less than 2 feet per second. In the proposed 8-inch sewer pipelines along the steep portions of proposed Streets “V” and “W,” maximum pipe velocities would range between 5 and 8.4 feet per second in the ADWF, PDWF, and PWWF scenarios. These velocities would be below the maximum velocity of 10 feet per second and within acceptable ranges.

Steep Slopes. Due to topography in some areas, the Sewer Service Study identified several sewer segments that would exceed 10 percent slopes. To meet the WAS design criteria, as a project design feature, sewer pipelines that are installed at a greater than 10 percent gradient would require lined manholes and odor control measures. Sewer pipelines installed at a gradient of greater than 15 percent would require special review and approval from the PDMWD Director of Engineering. Sewer mains would not be installed at a depth greater than 14 feet without approval by PDMWD. Where pipelines are installed outside of the public right-of-way, easements would be granted in accordance with PDMWD standards.

Flows. According to the Sewer Service Study, a pipeline segment connecting to the proposed headworks facility would exceed the maximum depth to diameter ratios during the PWWF scenario. To meet the WAS design criteria, as a project design feature, proposed pipelines P-1004, P-1006, and P-1008 would be upsized from 12 inches to 15 inches and pipelines P-1154, P-1156, P-1158, P-1160, and P-1195 would be upsized from 8 inches to 10 inches. With the pipeline size modifications, the collection system would be capable of conveying wastewater during the PWWF scenario to the proposed headworks facility or to Metro’s pipeline.

Gravity Discharge Locations. PDMWD anticipates that the proposed sanitary sewer system would connect to Discharge Location 1. However, to ensure operational flexibility, PDMWD is also requiring that the proposed sanitary sewer system be connected to Discharge Location 2. As a project design feature, to accommodate discharge

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to both discharge locations, a new diversion structure would be constructed to facilitate sanitary sewer flow routing to both locations.

The implementation of the proposed sanitary sewer system, along with the project design features, would ensure that the proposed project would have adequate capacity to convey flows to PDMWD. To meet the demands of the proposed project, new and expanded sewer facilities would be required to accommodate project development, the construction of which could result in physical impacts on the environment related to air quality, biological resources, cultural and tribal cultural resources, geology/soils, paleontological resources, noise, and transportation.

Stormwater Infrastructure and Facilities. Implementation of the proposed project would result in land use changes that include drainage modification and changes from pervious to impervious surfaces on approximately 988 acres. Construction of the proposed project would occur over the course of four phases and would include activities such as vegetation clearing, grading, and excavation of project sites. Construction phase activities implemented under the proposed project would be required to comply with Chapter 9.06 of the Santee Municipal Code Construction General Permit, which requires preparation of a stormwater pollution prevention plan. The stormwater pollution prevention plan would include a series of specific best management practices to be implemented during construction to address erosion, accidental spills, and the quality of stormwater runoff, which have been developed in part to reduce the potential adverse effects associated with construction activities.

The proposed project would result in the construction of new building foundations, streets, driveways, and trenches for utilities, which could result in localized alteration of drainage patterns. As discussed in Section 4.9, the proposed project would construct an on-site storm drain system that would collect drainage at various points throughout the site and route it through a series of basins prior to reaching Sycamore Canyon Creek. To meet the demands of the proposed project, new and expanded facilities would be required to accommodate the additional development, the construction of which could result in physical impacts on the environment related to air quality; biological resources; cultural and tribal cultural resources; geology, soils, and paleontological resources; noise; and transportation.

Electric Power, Natural Gas, and Telecommunications Facilities. The SDG&E would provide electricity and natural gas service the proposed project. These utilities would be extended to the proposed project site from existing local distribution systems in the region. The

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existing east–west SDG&E electrical transmission easement on the project site would not be altered as part of the proposed project. New electricity and natural gas facilities would be installed on the project site in joint utility trenches in public rights-of-way as required by the City. In conjunction with electricity and natural gas facilities, telephone and cable television and internet facilities would also be constructed in the joint utility trenches. Through the project approval process, the applicant would coordinate with the appropriate service providers and City Engineering Department staff to properly connect to existing facilities. Therefore, in order to meet the demands of the proposed project, new and expanded facilities would be required to accommodate the additional development, the construction of which could result in physical impacts on the environment related to air quality; biological resources; cultural and tribal cultural resources; geology, soils, and paleontological resources; noise; and transportation.

Mitigation measures necessary to reduce project impacts from construction of new utilities infrastructure to facilitate water, wastewater, stormwater, electric power, natural gas, and telecommunications facilities are addressed throughout the EIR and herein under the various resource topics in Air Quality; Biological Resources; Cultural and Tribal Cultural Resources; Geology, Soils, and Paleontological Resources; Greenhouse Gas Emissions; Noise; Transportation; and Wildfire. As described in these EIR sections, some impacts would be reduced to a less than significant level with mitigation, while others (air quality, noise, and transportation) would remain significant and unavoidable after all feasible mitigation is applied. No additional mitigation measures are required. Therefore, the construction of new utilities infrastructure would result in significant and unavoidable air quality, noise, and transportation impacts.

### **SECTION V: CUMULATIVE IMPACTS**

Regarding the Project’s potential to result in cumulative impacts, the City hereby finds as follows:

#### **A. AESTHETICS**

Scenic Vistas. The geographic context for the analysis of cumulative impacts regarding scenic vistas is defined as the City and immediate surrounding areas. A significant cumulative impact would occur if cumulative projects would cause a view blockage of scenic vistas. The City does not currently designate any official scenic vistas as a part of the Santee General Plan. Implementation of the cumulative projects identified in the EIR could potentially impact views as a result of additional new development in the project vicinity and cause an impact on scenic vistas. Similar to the proposed project,

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each of the cumulative projects would have to conform to building standards, such as density, height, contour grading, and landscaping, in place at the time of entitlement. In addition, public views of each cumulative project would be considered during the entitlement process. As such, development of the proposed project, in conjunction with other cumulative projects, would not result in a significant impact to public scenic vistas. The proposed project's contribution would not be cumulatively considerable. (EIR, § 4.1.6.1)

Scenic Resources. The geographic context for the analysis of cumulative impacts in regard to scenic resources within a state scenic highway is defined as the limits of the scenic highway designation. A significant cumulative impact would occur if the cumulative projects would cause combined view blockage of scenic resources within a state scenic highway. The only state designated scenic highway in proximity to the project site is the SR-52 segment from Mast Boulevard to Santo Road in the City of San Diego. Cumulative projects that could affect views of the designated segment of SR-52 include the Sycamore Landfill expansion and the Weston residential development due to their proximity to the highway. These projects could have the potential to impact scenic resources within the limits of a scenic highway. However, all development within the City would be required to comply with the Santee General Plan and Santee Municipal Code, which would avoid significant impacts to state scenic highways. The proposed development would not be visible from the designated segment of SR-52. Therefore, the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.1.6.2.)

Visual Character. The geographic context for the analysis of cumulative impacts in regard to visual character, quality, and landform alteration is defined as the City limits and immediately surrounding areas. A significant cumulative impact would occur if cumulative projects would change the overall visual character or quality of the area. Cumulative projects would occur in off-site areas throughout the City and could impact the visual character of the City. Because the majority of the cumulative projects would be situated in the urbanized City boundaries, they would be required to be compatible with surrounding development. Because cumulative projects would be required to comply with the Santee Municipal Code and adhere to policies set forth in the Santee General Plan associated with grading, excavation, and hillside development, a significant cumulative impact would not occur without implementation of the proposed project. Similar to the other cumulative projects, the proposed project would be required to comply with the Santee Municipal Code and adhere to policies set forth in the Santee General Plan associated with grading, excavation, and hillside development. Therefore, the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.1.6.3.)

Light and Glare. The geographic context for the analysis of cumulative impacts in regard to light and glare is defined as the City limits. A significant cumulative impact would occur if cumulative projects would create new sources of substantial light and glare. Increased light would be generated by streetlights, residential lighting, parking lot lights, new commercial and mixed-use development, and signage. Increased lighting would potentially adversely affect adjacent properties and the overall nighttime lighting levels within the City. Increased glare within the City could potentially occur as a result of new development containing building materials, roofing materials, or windows that would

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reflect sunlight. If multiple projects were introduced in the City emitting considerable amounts of light and glare, a cumulative impact could occur.

The proposed project, in combination with other cumulative projects identified in the EIR, would have the potential to produce new sources of light and glare as a result of exterior building illumination, residential lighting, parking lots, new landscaped areas, photovoltaic solar panels, and new roadway lighting. In order to minimize light spillover and glare, the proposed project has prepared a Conceptual Lighting Plan, which would ensure the proposed project maintains a “Dark Sky” friendly community. In addition, the proposed project and cumulative projects would be required to comply with lighting design set forth in the Santee Zoning Ordinance and guidelines for lighting in the Santee General Plan Community Enhancement Element. Therefore, with implementation of the City’s existing regulations to minimize lighting and glare, the proposed project would not contribute to a significant cumulative impact related to new sources of light and glare. The proposed project’s contribution would not be cumulatively considerable. (EIR, § 4.1.6.4.)

### **B. AGRICULTURE AND FORESTRY RESOURCES**

The project would have no impact on agriculture and forestry resources, as the project site does not support prime farmland, unique farmland, or farmland of statewide importance and would not involve other changes in the existing environment, which would result in conversion of farmland to non-agricultural use. In addition, the City has no designated forest land or timberland within its boundaries. No cumulative impact would occur. (EIR, § 5.1.1.)

### **C. AIR QUALITY**

Consistency with Applicable Air Quality Plan. The geographic context for the analysis of cumulative air quality impacts is the SDAB. The RAQS and SIP are intended to address cumulative impacts in the SDAB based on future growth predicted by SANDAG. As described previously, implementation of the proposed project would be inconsistent with the growth projections in the RAQS and SIP. Most cumulative development would not be expected to result in a significant impact in terms of conflicting with the SDAPCD air quality management plans and the California SIP because the majority of cumulative projects would propose development that is consistent with the applicable growth projections incorporated into local air quality management plans. However, because implementation of the proposed project would result in growth that would conflict with or obstruct implementation of the RAQS or SIP air quality plans, any additional incremental unaccounted growth because of cumulative projects would result in a cumulatively considerable impact. The proposed project’s contribution would be cumulatively considerable. (EIR, § 4.2.6.1.)

Cumulative Increase in Criteria Pollutants. An existing significant cumulative impact related to PM<sub>10</sub>, PM<sub>2.5</sub>, and O<sub>3</sub> precursors (NO<sub>x</sub> and VOC) exists in the SDAB because the SDAB is in nonattainment for these pollutants. Even with implementation of all feasible mitigation measures, the proposed project would exceed the regional significance threshold for PM<sub>10</sub> and PM<sub>2.5</sub> during project construction, and would exceed

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the thresholds for VOC and PM<sub>10</sub> during project operation. Therefore, the proposed project's contribution be cumulatively considerable. (EIR, § 4.2.6.2.)

Sensitive Receptors. Cumulative growth in the planning area, including the cumulative projects listed in EIR Table 4-2 would have the potential to increase congestion and potentially result in CO hot spots. However, the increase in vehicle trips associated with the implementation of the proposed project, in combination with cumulative trips, would not result in significant congestion at any intersection. Therefore, a significant cumulative impact related to CO hot spots would not occur.

The cumulative projects listed in EIR Table 4-2 would also have the potential to result in a significant cumulative impact associated with sensitive receptors if, in combination, they would expose sensitive receptors to a substantial concentration of TACs that would significantly increase cancer risk. The proposed project would have the potential to result in a significant incremental increase in cancer risk during construction. The cumulative projects surrounding the project site include approximately two dozen residential projects, a religious facility, visitor-serving uses, several health care facilities, and approximately one dozen commercial and light industrial projects that would not be expected to result in significant emissions of TACs during operation or require extended construction periods like the proposed project. Implementation of Mitigation Measures **AIR-3**, **AIR-4**, and **AIR-11** would reduce the proposed project's direct impact to below a level of significance. Therefore, cumulative projects, in combination with the proposed project, would not result in an increased risk in exposure to TAC sources due to project construction, and a significant cumulative impact would not occur. The proposed project's contribution would not be cumulatively considerable. (EIR, § 4.2.6.3.)

Odors. The geographic context for the analysis of impacts relative to objectionable odors are limited to the area immediately surrounding the odor source and are not cumulative in nature because the air emissions that cause odors disperse beyond the sources of the odor. As the emissions disperse, the odor becomes decreasingly detectable. The cumulative projects surrounding the project site include residential and commercial projects that would not be expected to result in objectionable odors. In addition, implementation of the proposed project would not generate a new source of objectionable odors. Therefore, a cumulative impact would not occur and the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.2.6.4.)

### D. BIOLOGICAL RESOURCES

Special Status Species. Cumulative projects in the vicinity of the project site would have the potential to result in impacts to special-status plant and wildlife species, including loss of habitat. Several of the cumulative projects presented in EIR Table 4-2 are planned within undeveloped areas and would likely result in loss of habitat or edge effects that would impact special-status plant and wildlife species. Cumulative projects with the potential to result in cumulative impacts to sensitive plant and wildlife species include the Santee Lakes Recreation Preserve Expansion project, Parkside (formerly Hillside Meadows), Sycamore Landfill expansion project, Carlton Oaks Country Club, and others.

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Adjacent and nearby jurisdictions, including the City of San Diego, County of San Diego, and federally managed lands like MCAS Miramar, would be required to comply with applicable federal and/or state regulations that provide protections for special-status plant and wildlife species such as FESA, CESA, and the California NCCP Act. In addition, some projects that affect special-status species require approval from the USFWS and the CDFW. If significant impacts occur from particular cumulative projects, then mitigation measures are implemented to reduce impacts to the extent feasible in compliance with CEQA.

The City and County of San Diego MSCPs and Draft Santee MSCP Subarea Plan establish conservation goals and objectives to preserve critical biological resources at a sustainable level on a regional scale and set mitigation standards to be applied at the project level to minimize the cumulative effects of projects in the MSCP planning area. The City and County of San Diego have MSCP Subarea Plans in place that are applicable to the cumulative projects within their jurisdictions, and the City is committed to applying the conservation standards of the MSCP Plan and Draft Subarea Plan to development in the City. The Draft Santee MSCP Subarea Plan has been prepared to meet NCCP criteria and reduce cumulative project impacts through participation in a regional habitat preservation program that adds an extra level of ongoing habitat management. The Draft Santee MSCP Subarea Plan is also intended to provide cumulative mitigation for impacts to Covered Species within the City of Santee's jurisdiction and to ensure sufficient biological resources are conserved to assist in the conservation and recovery of Covered Species under the MSCP. Any projects, including the proposed project, approved within the City's jurisdiction would be required to be consistent with the Draft Santee MSCP Subarea Plan, when adopted, or if not adopted, the MSCP Plan and guiding principles, which are uniform throughout the MSCP area. Because cumulative projects and the proposed project would be required to meet or exceed MSCP requirements directed toward regional conservation, and project-specific mitigation measures would be implemented to reduce the proposed project's impacts to sensitive plant and wildlife species to below a level of significance, the proposed project would contribute to species recovery. Therefore, the proposed project's contribution to effects on species would not be cumulatively considerable. (EIR, § 4.3.6.1.)

Riparian Habitat. Cumulative projects located in the vicinity of the proposed project site have the potential to result in impacts associated with riparian habitat and other sensitive natural communities through direct and indirect loss or degradation. Some of the cumulative projects listed in EIR Table 4-2 would occur in undisturbed areas that affect riparian habitat and other sensitive vegetation communities. Example cumulative projects with the potential to result in cumulative impacts to sensitive vegetation communities may include the Santee Lakes Recreation Preserve Expansion project, Parkside (formerly Hillside Meadows), Sycamore Landfill expansion project, Carlton Oaks Country Club, and others.

Adjacent and nearby jurisdictions, including the City of San Diego, County of San Diego, and federally managed lands like MCAS Miramar, would be required to comply with applicable federal and/or state regulations such as the California Lake and Streambed Alteration Program or the California NCCP Act. These programs provide

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protections for riparian and other sensitive habitats. In addition, many projects that affect riparian or other protected habitat types require approval from the USFWS and the CDFW. If potentially significant impacts would occur from particular cumulative projects, then mitigation measures would be implemented to reduce impacts to the extent feasible.

Development under the proposed project would have the potential to impact riparian and other sensitive habitats. The Draft Santee MSCP Subarea Plan is being prepared for approval by the City and wildlife agencies and would meet NCCP criteria. Any projects, including the proposed project, approved within the City's jurisdiction would be consistent with the Draft Santee MSCP Subarea Plan, when adopted, or if not adopted, the MSCP Plan and guiding principles, which are uniform throughout the MSCP area. The Draft Santee MSCP Subarea Plan is also intended to provide cumulative mitigation for impacts to Covered Species within the City's jurisdiction and to ensure sufficient biological resources are conserved to assist in the conservation and recovery of Covered Species under the MSCP. Because cumulative projects and the proposed project would be required to meet or exceed MSCP requirements directed toward regional conservation and project-specific mitigation measures would mitigate the proposed project's impacts to riparian habitat or other sensitive communities to below a level of significance, the proposed project would contribute to habitat conservation. Therefore, the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.3.6.2.)

Wetlands. Cumulative projects located in the vicinity of the project site would have the potential to result in a cumulative impact associated with federally or state protected wetlands. Several cumulative projects presented in EIR Table 4-2 would occur in previously developed and undeveloped areas that have the potential to result in disturbances to federally and state protected wetlands. One potential example is the Santee Lakes Recreation Preserve Expansion project located to the east of Fanita Parkway near Carlton Oaks Drive.

Adjacent and nearby jurisdictions, including the City of San Diego, County of San Diego, and federally managed lands like MCAS Miramar, would be required to comply with applicable federal and/or state regulations such as Sections 401 and 404 of the Clean Water Act and the Porter-Cologne Water Quality Control Act. Existing regulations would ensure that a significant cumulative impact associated with federally or state protected wetlands would not occur. If potentially significant impacts would occur from particular cumulative projects, then mitigation measures would be implemented to reduce impacts as required to meet the no-net-loss standard. Similarly, the proposed project would mitigate its direct impacts to a less than significant level. Therefore, the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.3.6.3.)

Movement Corridors. Cumulative projects located in the vicinity of the project site would have the potential to result in a cumulative impact associated with wildlife movement corridors and habitat linkages. Several cumulative projects presented in EIR Table 4-2 would occur in previously developed and undeveloped areas that have the potential to result in the regional loss of wildlife movement corridors and habitat linkages. Example projects may include Carlton Oaks Country Club, Santee Lakes Recreation Preserve Expansion project, and Walker Trails. Development of the proposed project in



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combination with these cumulative projects would potentially impact wildlife movement corridors and habitat linkages within and through the City to neighboring jurisdictions.

Adjacent and nearby jurisdictions, including the City of San Diego, County of San Diego, and federally managed lands like MCAS Miramar, would be required to comply with applicable federal and/or state regulations such as the California NCCP Act, which supports the continued provision of wildlife movement corridors. If potentially significant impacts would occur from particular cumulative projects, then mitigation measures would be implemented to reduce impacts to the extent feasible.

The proposed project would have the potential to impact wildlife movement corridors and habitat linkages. The project proposes mitigation measures that would preserve on-site habitat areas designed as wildlife movement corridors and provide links to off-site habitat areas, reducing project impacts to less than significant. Any projects, including the proposed project, approved within the City's jurisdiction would be required to be consistent with the Draft Santee MSCP Subarea Plan, when adopted, or if not adopted, the MSCP Plan and guiding principles, which are uniform throughout the MSCP area. The Draft Santee MSCP Subarea Plan is also intended to provide cumulative mitigation for impacts to Covered Species within the City's jurisdiction and to ensure sufficient biological resources are conserved to assist in the conservation and recovery of Covered Species under the MSCP. Because cumulative projects and the proposed project would be required to meet or exceed MSCP requirements, and project-specific mitigation measures would reduce the proposed project's impacts to wildlife movement corridors and habitat linkages to below a level of significance, the proposed project would preserve wildlife movement corridors and habitat linkages. Therefore, the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.3.6.4.)

Tree Preservation. Cumulative projects located in the vicinity of the project site would have the potential to result in a cumulative impact associated with conflicts with regional or local tree preservation policies or ordinances. Several cumulative projects presented in EIR Table 4-2 would occur in previously developed and undeveloped areas that have the potential to result in the regional loss of trees protected under regional or local tree preservation policies or ordinances. Example projects may include Carlton Oaks Country Club, Santee View Estates, Santee Lakes Recreation Preserve Expansion project, and others. Development of the proposed project in combination with these cumulative projects would potentially impact regionally or locally protected trees and result in a conflict with these preservation policies or ordinances.

Adjacent and nearby jurisdictions, including the City of San Diego, County of San Diego, and federally managed lands like MCAS Miramar, would be required to comply with applicable regional or local tree preservation policies or ordinances. The City of Santee's Urban Forestry Ordinance contains tree-related policies, regulations, and generally accepted standards for planting, trimming, and removing trees on public property and public rights-of-way (Santee Municipal Code, Section 8.06 [City of Santee 2020]). The ordinance gives the City control of all trees, shrubs, and other plantings in any street, park, public right-of-way, landscape maintenance district or easement, or other City-owned property. City review of development plans for the proposed project would

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ensure that the proposed improvements conform to the requirements of the Urban Forestry Ordinance. Therefore, the proposed project and other cumulative projects would be required to comply with the Urban Forestry Ordinance as condition of project approval. A significant cumulative impact associated with a conflict with a local tree preservation ordinance would not occur. Therefore, the proposed project, in combination with other cumulative projects, would not result in a significant cumulative impact. The proposed project's contribution would not be cumulatively considerable. (EIR, § 4.3.6.5.)

Habitat Conservation Plans. Several cumulative projects presented in EIR Table 4-2 would occur in previously developed and undeveloped areas that would have the potential to result in the regional loss of sensitive biological resources protected under regional or local HCPs. Development of the proposed project in combination with these cumulative projects would potentially impact sensitive biological resources and result in a conflict with regional or local HCPs. Adjacent and nearby jurisdictions, including the City of San Diego, County of San Diego, and federally managed lands like MCAS Miramar, would be required to comply with applicable regional or local HCPs or NCCPs, such as the City and County of San Diego MSCPs. If potentially significant impacts would occur from particular cumulative projects, then mitigation measures would be implemented to reduce impacts to the extent feasible.

The proposed project would be designed to meet MSCP Plan Design Criteria and the NCCP Process Guidelines. The Draft Santee MSCP Subarea Plan is being prepared for approval by the City and wildlife agencies, and will meet those criteria. Due to lack of any control of the applicant over the Santee MSCP Subarea Plan approval process, the applicant elected to design the proposed project consistent with the higher NCCP standards and MSCP design guidelines, so that the proposed project would attain the conservation standard of NCCP, compared to a lower standard of a project designed without a regional context. The Draft Santee MSCP Subarea Plan, once finalized, will contribute to the regional MSCP for preservation, mitigation for impacts, and conservation of sensitive biological resources within San Diego County. The Draft Santee MSCP Subarea Plan is also intended to provide cumulative mitigation for impacts to Covered Species within the City of Santee's jurisdiction and to ensure sufficient biological resources are conserved to assist in the conservation and recovery of Covered Species under the MSCP.

Project impacts would all occur outside the final Habitat Preserve boundary, which would be considered part of the MHPA. However, project impacts would occur immediately adjacent to the Habitat Preserve. Therefore, in addition to project-specific mitigation, the project is required to implement the area-specific management directives (ASMDs), as stated in Table 3-5, Species Evaluated for Coverage under the MSCP, of the MSCP Plan (City of San Diego 1998), for each Covered Species proposed to be impacted. The project must demonstrate how ASMDs (or Conditions of Coverage) would be implemented in order for the species to be considered "Covered" by the MSCP. EIR Table 4.3-20 summarizes each Draft Santee MSCP Subarea Plan Covered Species impacted on the project site, the applicable ASMD, and the proposed project's compliance with that particular ASMD.

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For those special-status species which are not included under the Draft Santee MSCP Subarea Plan but are included as Covered Species under the MSCP Plan (City of San Diego 1998), project-specific mitigation measures would be implemented, as summarized in the EIR Table 4.3-7 for plants and Table 4.3-8a for wildlife, to reduce the proposed project's cumulative impacts to these special-status species to less than significant. For MSCP Covered Species occurring on the project site but with no other status (e.g., mule deer, mountain lion<sup>3</sup>, western bluebird), cumulative impacts to these species would be reduced to a less than significant level due to the project-specific mitigation program that would provide wildlife movement corridors and through establishment of the Habitat Preserve, which would conserve suitable habitat in a configuration that preserves genetic exchange and species viability. Additionally, these MSCP Plan Covered Species are known to be covered under other neighboring jurisdictions' Subarea Plans (e.g., City and County of San Diego and the City of Poway). Therefore, additional protections would be provided under these neighboring Subarea Plans, further ensuring cumulative impacts to these species would be reduced to a less than significant level.

Included in EIR Table 4.3-20 are three species (i.e., western spadefoot, Hermes copper butterfly, and Quino checkerspot butterfly) that are covered under the Draft Santee MSCP Subarea Plan but are not covered under the MSCP Plan. By implementing the project's mitigation program, as summarized in EIR Table 4.3-20, impacts to these species would not contribute to significant cumulative impacts. Further, any projects, including the proposed project, approved within the City's jurisdiction would be consistent with the Draft Santee MSCP Subarea Plan, when adopted, or if not adopted, the MSCP Plan and guiding principles, which are uniform throughout the MSCP area. Because cumulative projects and the proposed project would be required to meet or exceed MSCP requirements, and project-specific mitigation measures would reduce the proposed project's impacts to below a level of significance, the proposed project would contribute to the attainment of conservation goals identified in regional or local HCPs. Therefore, the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.3.6.6.)

### **E. CULTURAL RESOURCES**

**Historic Resources.** The geographic context for the analysis of cumulative impacts to historic resources is defined as the City limits because historic resources were inventoried and evaluated at a cumulative, City-wide level under the Santee General Plan. The Conservation Element of the Santee General Plan identifies specific policies aimed

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<sup>3</sup> To clarify the listing status of this species, the mountain lion was not considered a CESA species at the time the Notice of Preparation (NOP) was issued for the Fanita Ranch EIR, which was November 10, 2018. The mountain lion was petitioned for listing on July 16, 2019, which initiated a CDFW review process that involves determining if there is enough evidence to warrant elevation to the next step of review. It was listed as a Candidate on April 21, 2020, meaning that it satisfied criteria for additional review, thus providing it with the same interim protections as a listed species until a decision is made. These dates were after the issuance of the NOP for the Fanita Ranch EIR. Pursuant to CEQA Guidelines § 15125, the EIR did not consider mountain lion as a Candidate species. It is acknowledged that the lion is legislatively considered a "specially protected mammal" species under California Department of Fish and Game Code since 1990, which effectively protects it from hunting pressure. However, no hunting is proposed or would be allowed by the proposed project and, therefore, this listing legislation was not considered relevant to the proposed project.

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at preserving significant historic and prehistoric sites within the City. The Santee General Plan identifies one historic resource listed on the NRHP and one local historic landmark, which does not qualify for the NRHP. The cultural resources studies for the proposed project evaluated one potential historic resource within the APE. The studies found that this site is not recommended eligible for the NRHP or CRHR. Similar to the proposed project, past, present and reasonably foreseeable future development projects would be required to comply with the goals and policies in the Santee General Plan related to historic resources. Future development projects, including those listed in EIR Table 4-2 would be required to demonstrate that the proposed project includes adequate mitigation measures to mitigate potentially significant impacts to historic resources in accordance with CEQA. Therefore, a cumulative impact related to historic resources would not occur. (EIR, § 4.4.6.1.)

Archeological Resources. The geographic context for the analysis of cumulative impacts to archaeological resources is considered to be the County. Evidence of human occupation on the project site is represented by numerous archaeological sites throughout the City and overall region. These sites contain artifacts and features of value in reconstructing cultural patterns of prehistoric life and overall history of the region. Due to the scarcity of archaeological resources and the potential for construction activities associated with future development projects to impact these resources, a significant cumulative impact to archaeological resources exists.

The cultural resource studies for the proposed project concluded that several archaeological sites are located within the proposed project's APE and determined that the proposed project would impact two significant archaeological sites. Avoidance or preservation in place through site capping would reduce impacts to these sites to a less than significant level (Mitigation Measure **CUL-1**). In areas of the sites where preservation in place is infeasible, Mitigation Measure **CUL-2**, a Phase III Data Recovery Program, would be implemented to reduce impacts to below a level of significance. The proposed project would include grading and excavation which could result in impacts to unknown archaeological resources. Depending on the sensitivity of these resources, impacts may be potentially significant. To address the potential for unanticipated archaeological resources discoveries during subsurface excavation activities, Mitigation Measures **CUL-3** through **CUL-9** would be implemented to train construction workers on potential cultural material discovery, employ a cultural resources mitigation and monitoring program, require that an archaeological and Native American monitor be present during all ground-disturbing activities to minimize impacts to buried archaeological resources, and employ proper curation and biological restoration procedures for archaeological resources. Therefore, by applying mitigation, the proposed project's contribution to the significant cumulative archaeological resources impact would not be cumulatively considerable. (EIR, § 4.4.6.2.)

Human Remains. The geographic context for the analysis of cumulative impacts to human remains is considered to be the County. The presence of numerous archaeological sites indicates that prehistoric human occupation occurred throughout the region. Additionally, historic-era occupation of the area increases the possibility that humans were interred outside of a formal cemetery. Cumulative development projects in

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the San Diego region would have the potential to encounter unknown, interred human remains during construction activities, which would result in a significant cumulative impact.

Human remains were identified on the project site in two areas as a result of a Phase I survey and Phase II testing. Additionally, unidentified human remains, whether as part of a prehistoric cemetery, an archaeological site, or an isolated occurrence, could be present below the ground surface. If human remains are discovered during construction activities, Mitigation Measure **CUL-10** would be implemented, which details proper protocol and treatments under the California Public Resources Code and California Health and Safety Code to minimize the disturbance of human remains and to appropriately treat any remains that are discovered. Implementation of this measure would reduce the impacts of inadvertent discoveries of human remains to a less than significant level. Therefore, the proposed project's contribution to a significant cumulative impact associated with disturbance of human remains would not be cumulatively considerable. (EIR, § 4.4.6.3.)

### F. ENERGY

Wasteful or Inefficient Energy Use. The geographic scope of the cumulative analysis for natural gas and electricity is the San Diego Gas & Electric Company service area and for petroleum is the state. Regional energy demand would likely increase as growth occurs. However, implementation of the proposed project would result in more efficient use of natural gas, electricity, and fuel compared to typical existing demand in the region. In addition, the proposed project would implement mitigation measures to reduce GHG and criteria pollutant emissions that would minimize energy use, including incentives for electric vehicle use and transportation demand strategies to reduce vehicle miles traveled to reduce fuel use. Further, with implementation of Mitigation Measure GHG-1, the proposed project would generate approximately 63 percent of the proposed project's electricity demand on site from renewable sources. Cumulative projects would also be required to demonstrate that their energy use would not be wasteful, inefficient, or unnecessary, and would comply with applicable energy efficiency regulations such as Title 24. Therefore, the proposed project and cumulative projects would not combine to result in a significant cumulative impact pertaining to the wasteful, inefficient, or unnecessary use of energy. (EIR, § 4.5.6.1.)

Energy Plans. The geographic scope for cumulative impacts related to energy plans is statewide because the applicable plan, the 2019 IEPR, is a statewide plan. Energy use on the project site during construction would be temporary in nature. In addition, energy use associated with operation of the proposed project would be relatively small compared to the state's and County's available energy sources and would be efficient compared to the proposed project's estimated proportion of population. Cumulative projects would also be required to demonstrate that energy use would not be wasteful, inefficient, or unnecessary. Because California's energy conservation planning actions are conducted at a regional level, and because it can be assumed that other cumulative projects would implement features to reduce inefficient or unnecessary energy use, the proposed project and cumulative projects would not conflict with California's

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energy conservation plans. A significant cumulative impact would not occur. (EIR, § 4.5.6.2.)

### **G. GEOLOGY AND SOILS**

Seismic Ground Shaking. The geographic context for the analysis of impacts resulting from seismic ground shaking is generally site-specific, rather than cumulative in nature, because each cumulative project site has unique geologic considerations that would be subject to uniform site development and construction standards. Potential cumulative impacts resulting from geological, seismic, and soil conditions would be minimized on a site-by-site basis to the extent that modern construction methods and code requirements provide. Nevertheless, even though adequate study, design, and construction measures can be taken to reduce potential impacts, cumulative development in the region would contribute to the cumulative increase in the number of persons exposed to these hazards (e.g., the general seismic risk that exists throughout Southern California).

The project site is not within an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act. Development on the project site would comply with the CBC, which sets stringent seismic safety standards, as well as follow the recommendations set forth in the geotechnical investigations as required by Mitigation Measure **GEO-1**. Therefore, the contribution of the proposed project to impacts associated with exposing people and property to ground shaking effects would not be cumulatively considerable. (EIR, § 4.6.6.1.)

Soil Erosion. The geographic context for the analysis of impacts regarding soil erosion or topsoil loss would be limited to each cumulative project site and the immediately surrounding area. Proposed cumulative projects listed in EIR Table 4-2 directly south of the village development area that could potentially cause a cumulative effect include a six-single-family detached residential subdivision (GA Development, LLC). Erosion, including loss of topsoil, could occur as a result of site preparation activities associated with development of these projects. However, development of cumulative projects in the City, including the adjacent projects, are subject to state and local runoff and erosion prevention requirements, including the general construction permit, applicable BMPs, and National Pollutant Discharge Elimination System requirements, as well as implementation of fugitive dust control measures of the San Diego Air Pollution Control District. Construction activities under the proposed project would comply with the aforementioned requirements as well as the City's Excavation and Grading Ordinance and the CBC, specifically Chapter 18 Soils and Foundations, which regulates excavation activities, grading activities, and the construction of foundations and retaining walls. These measures are implemented as conditions of approval for all development projects and are subject to continuing enforcement.

The proposed project would follow the recommendations set forth in the site-specific geotechnical investigations under Mitigation Measure **GEO-1**. Similar to the proposed project, cumulative projects would also be expected to follow recommendations of their site-specific geotechnical studies, the City's Excavation and Grading Ordinance,

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and the CBC. Therefore, the proposed project would not contribute to a significant cumulative impact associated with soil erosion and loss of topsoil. The proposed project's contribution would not be cumulatively considerable. (EIR, § 4.6.6.2.)

Geologic Stability. The geographic context for the analysis of impacts resulting from unstable soils is generally site-specific rather than cumulative in nature. The cumulative development projects listed in EIR Table 4-2 would result in ground disturbance, including excavation, grading, and soils removal that could potentially result in unstable soils. However, potential geology and soils effects are inherently restricted to the areas proposed for development and would not contribute to cumulative impacts associated with other planned or proposed development. Nevertheless, when considering the impacts in a larger geographic context, the project site and surrounding projects are required to undergo analysis of geological and soil conditions applicable to the development site in question. Additionally, the proposed project would be required to comply with the recommendations set forth in the site-specific geotechnical investigations as required by Mitigation Measure **GEO-1**. Because restrictions on development would be applied in the event that geological or soil conditions pose a risk to safety, cumulative impacts from development of other projects on soil subject to soil instability would be less than significant and the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.6.6.3.)

Expansive Soil. The geographic context for the analysis of impacts resulting from expansive soils is generally site-specific rather than cumulative in nature. Potential impacts related to the proposed project are not additive with other projects and are therefore not cumulatively significant. The site-specific geotechnical investigations found that there is potential for highly expansive soils on the project site and portions of the Friars Formation and Stadium Conglomerate, which underlie the site, that would be subject to expansion effects due to the water holding capacity of clay materials. The proposed project would comply with all requirements regarding expansive soils in the CBC and with the recommendations set forth in the geotechnical investigations as required by Mitigation Measure **GEO-1**. Therefore, potential geological impacts associated with expansive soils would not be cumulatively significant. The proposed project's contribution would not be cumulatively considerable. (EIR, § 4.6.6.4.)

Septic Tanks. The geographic context for the cumulative septic tanks or wastewater disposal systems analysis is defined as the City. The proposed project and cumulative projects would not propose the use of septic tanks or alternative wastewater systems because they would be served by the City's sewer system. Therefore, no significant cumulative impact related to wastewater disposal systems would occur, and the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.6.6.5.)

Paleontological Resources. The geographic context for the analysis of cumulative impacts to paleontological resources is considered to be the County. According to the San Diego County General Plan, there are a number of distinct geological rock units (i.e., formations) within the County that contain paleontological resources, such as bones, teeth, shells, and wood. Cumulative projects in the County have the potential to disturb

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these geologic formations and the fossils that they contain. However, previous development has also led to the discovery of many fossil sites that have been documented and added to the natural history records for the region. Nonetheless, future development in the region could impact unrecorded paleontological resources, which would result in a significant cumulative impact.

The continued development of projects in the County has the potential to disturb sensitive paleontological units; however, monitoring for paleontological resources is now typically required for projects that involve significant earthwork in geologic units with higher paleontological sensitivities. Because the proposed project would require implementation of a paleontological monitoring program for areas with the highest potential for buried fossil resources (i.e., Mitigation Measure **GEO-2**), additional discoveries may be added to the regional natural history record as a result of project development. Mitigation would prevent the harm or destruction of potentially highly valuable paleontological resources and allow these resources to be properly documented and preserved. Therefore, the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.6.6.6.)

### **H. GREENHOUSE GAS EMISSIONS**

Greenhouse Gas Emissions. The geographic scope of consideration for GHG emissions is on a global scale as such emissions contribute, on a cumulative basis, to global climate change (GCC). Given the nature of environmental consequences from GHGs and GCC, CEQA requires that lead agencies evaluate the cumulative impacts of GHGs, even relatively small additions, on a global basis. By nature, GHG evaluations are a cumulative study. Implementation of the proposed project would result in potentially significant GHG emissions. Therefore, the proposed project would result in a cumulatively considerable impact. However, with implementation of Mitigation Measures **GHG-1** through **GHG-6**, **AIR-5** through **AIR-8**, and **AIR-10**, the proposed project would achieve the per capita emissions threshold for consistency with the GHG Reduction Targets in the Sustainable Santee Plan. As such, implementation of the proposed project would not be cumulatively considerable with mitigation. (EIR, § 4.7.6.1.)

Plan Consistency. The plans and policies applicable to the proposed project and cumulative projects for reducing GHG emissions include the Sustainable Santee Plan and statewide emissions reductions targets. Prior to mitigation, the proposed project would result in a cumulatively considerable impact related to plan consistency because it would result in potentially significant GHG emissions and would not implement all applicable GHG reduction strategies. However, with implementation of Mitigation Measures **GHG-1**, **GHG-2**, **GHG-6**, **AIR-6**, **AIR-7**, **AIR-8**, and **TRA-16**, the proposed project would not conflict with the applicable plan adopted for the purpose of reducing GHG emissions. As such, implementation of the proposed project would not be cumulatively considerable with mitigation. (EIR, § 4.7.6.2.)

### **I. HAZARDS AND HAZARDOUS MATERIALS**



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Transport, Use and Disposal of Hazardous Materials. The geographic context for the analysis of cumulative impacts relative to the transport, use, and disposal of hazardous materials encompasses nearby facilities that regularly require the use of disposal of hazardous materials and the roadways and freeways used by vehicles transporting hazardous materials to and from the project site. Cumulative projects identified in the City of Santee, the City of San Diego, and the County (see EIR Table 4-2) include the construction of residential properties, agricultural, commercial, and civic uses that would involve transport, use, and disposal of potentially hazardous materials typical of those uses. However, the cumulative projects would be required to comply with regulations applicable to the transportation, use, and disposal of hazardous materials, including the RCRA, CERCLA, SARA, Hazardous Materials Transportation Act, and CCRs Title 22 and Title 27, which would ensure they do not result in a significant cumulative impact.

While the proposed project would develop land uses that would transport and use varying amounts and types of hazardous materials in day-to-day activities and operations, the proposed project would also comply with federal, state, and local regulations to minimize the potential for adverse health effects related to the transport, use and disposal of hazardous materials. Consequently, the proposed project's contribution to a significant cumulative impact would not be cumulatively considerable. (EIR, § 4.8.6.1.)

Accidental Release. The geographic context for the analysis of cumulative impacts relative to the accidental release of hazardous materials encompasses nearby facilities that regularly require the use or disposal of hazardous materials and the roadways and freeways used by vehicles transporting hazardous materials to and from the project site. Cumulative projects identified in the City of Santee, the City of San Diego, and the County include the construction of residential properties, agricultural, commercial, and civic uses that would involve an unquantifiable use of potentially hazardous materials at risk of accidental release. However, cumulative projects with the potential to accidentally release hazardous materials would be required to be in compliance with threshold quantities of hazardous substances listed in Chapters 6.95, 6.5, and 6.7 of the California Health and Safety Code. Compliance with these federal and state regulations would ensure that cumulative impacts do not result in a significant cumulative impact.

While the proposed project would develop land uses that would use varying amounts and types of hazardous materials that may be subject to accidental release in day-to-day activities and operations, the proposed project would also comply with federal, state, and local regulations to minimize the potential for adverse health effects related to the accidental release of hazardous materials. Consequently, the proposed project's contribution to a significant cumulative impact would not be cumulatively considerable. (EIR, § 4.8.6.2.)

Hazards to Schools. The geographic context for the analysis of cumulative impacts to hazards to nearby schools is the City. Future development in the City may involve hazardous emissions or the handling of acutely hazardous materials, substances, or wastes within 0.25 mile of an existing or proposed primary or secondary school. Cumulative projects would be required to comply with regulations applicable to the use,

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disposal, and transportation of hazardous materials. Any potentially significant impacts would be reduced to a less than significant level through compliance with applicable regulations. Therefore, a significant cumulative impact would not occur with implementation of the proposed project.

The proposed project would comply with applicable hazardous materials and disclosure requirements for the handling, use, storage, and disposal of hazardous materials. Furthermore, the hazardous materials used on the project site would not be anticipated to occur in quantities significant enough to pose a risk to occupants of nearby schools or the school that may be developed within the boundaries of the project site. Therefore, proposed project's contribution to cumulative impacts associated with hazardous emissions or handling of hazardous materials within one-quarter mile of an existing or proposed primary or secondary school would not be cumulatively considerable. (EIR, § 4.8.6.3.)

Hazardous Materials Sites. The geographic context for the analysis of cumulative impacts in regards to hazardous materials sites is the City. Cumulative projects in the region (see EIR Table 4-2) would have the potential to be located on or adjacent to existing contaminated sites. However, similar to the proposed project, discretionary projects would be reviewed for potential site contamination and appropriate measures to address risks to the public and environment would be required. For projects that do not require discretionary review, federal, state, and local regulations would require that any contamination that is encountered is reported to appropriate agencies and that appropriate precautions are taken to address risks to workers and the public. A significant cumulative impact would not occur with implementation of the proposed project. Therefore, the proposed project's contribution to hazardous materials sites would not be cumulatively considerable. (EIR, § 4.8.6.4.)

Airport Safety Hazards. The geographic context for the analysis of cumulative impacts in regard to airport safety hazards are the ALUCP boundaries for nearby airports. The cumulative projects are all located in the general vicinity (less than 2 miles) of MCAS Miramar and Gillespie Field. Potential risks associated with development in the vicinity of MCAS and Gillespie Field would be a factor in any decision to approve or deny future development proposals. Land uses that may be impacted by the airport are reviewed and regulated through the ALUCP, the City, and the San Diego Regional Airport Authority. As a result, cumulative project risks of future development located in proximity to MCAS Miramar and Gillespie Field would not result in a significant impact. Therefore, the proposed project's contribution to safety hazards related to airports would not be cumulatively considerable. (EIR, § 4.8.6.5.)

Emergency Response Plans. The geographic context for the analysis of cumulative impacts to emergency response plans or emergency evacuation plan is the City. Construction and operation associated with cumulative development could result in activities that could interfere with adopted emergency response or evacuation plans, such a temporary construction barricades or other obstructions that could impede emergency access. Cumulative impacts from multiple projects within the Santee Fire Department's jurisdiction listed in EIR Table 4-2 can cause fire response service decline and impede

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emergency evacuation plans. These projects may include the GA Development subdivision, Carlton Oaks Country Club, Walker Trails, and others. Development of the proposed project, in combination with these cumulative projects, would potentially impact and conflict with adopted emergency response plans and emergency evacuation plans.

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

Furthermore, the only proposed through routes on the project site would loop between Fanita Parkway and Cuyamaca Street on site and would not, in combination with other projects, affect emergency response and evacuation plans elsewhere in the City. The project street configuration and evacuation plan outlined in the Wildland Fire Evacuation Plan provides evacuation routes to the north (once off site), south, east, and west depending on the nature of the emergency. The roadways and evacuation routes designed for the proposed project provides connections to major regional traffic corridors including indirectly to SR-52 to the south, southwest, and southeast; SR-67 to the east and northeast; I-125 to the south; and I-15 to the west to move residents out of the City thereby avoiding conflicts with emergency response or evacuation efforts in other areas of the City. Additionally, it is anticipated that future development projects would undergo CEQA review of potential impacts on adopted emergency response or evacuation plans, and would be required to implement measures necessary to mitigate potential impacts. As a result, cumulative impacts related to interference with adopted emergency response or evacuation plans would be less than significant. Therefore, the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.8.6.6.)

### **J. HYDROLOGY AND WATER QUALITY**

Water Quality Standards. The geographic context for the cumulative impact analysis concerning hydrology and water quality is the San Diego HU, in the lower San Diego Hydrologic Area (907.10), and in the Santee Hydrologic Subarea (907.12) of the Basin Plan. Urban development from cumulative projects within the San Diego River HU would increase impervious areas and activities that generate pollutants, and consequently could result in additional water quality impacts from stormwater runoff to receiving waters in the HU. Existing water quality impairments or problems within receiving waters in the San Diego River HU include benthic community effects, cadmium, indicator bacteria, nitrogen, dissolved oxygen, phosphorus, total dissolved solids, and toxicity.

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Most future development projects in the San Diego region would be subject to regulation during construction by the Construction General Permit and during design and operation by NPDES Phase I or II post-construction regulations, which would require that low-impact development measures be implemented and source control and nonpoint source BMPs be employed to control potential effects on water quality and that stormwater quality control devices be incorporated into stormwater collection systems to collect sediment and other pollutants. Further, there are several other regional and local initiatives that are being implemented to meet water quality objectives, reduce pollutant loads, address high-priority pollutants and improve surface water quality in impaired waters, such as the San Diego River WMA. The WQIP for the WMA identifies highest priority water quality conditions, strategies to address them, and monitoring plans. The goal of the WQIP is to further the CWA's objective to protect, preserve, enhance, and restore water quality of the San Diego River watershed. While these efforts are helping to remedy the problem, a significant cumulative water quality impact exists without implementation of the proposed project and is being addressed through existing regulations and programs.

Direct water quality impacts from the implementation of the proposed project would be less than significant because the proposed project is designed to comply with regulations protecting water quality and would not violate of any water quality standards or WDRs or otherwise substantially degrade water quality. Further, other projects in the region are subject to similar regulatory requirements associated with stormwater runoff and there are several ongoing efforts to remedy water quality issues in receiving waters. Thus, the proposed project's contribution would not be cumulatively considerable.

Additionally, cumulative projects have the potential to degrade groundwater resources. However, similar to surface water quality, cumulative projects would have to comply with General Construction Stormwater Permit requirements, including the development and implementation of a SWPPP. The SWPPP must identify BMPs that the discharger would use to protect stormwater runoff from pollutants and the placement of those BMPs. Because other projects in the region are subject to similar federal, state, and local requirements associated with stormwater runoff, cumulatively significant groundwater quality impacts would not occur. Thus, the proposed project would not contribute to a significant cumulative impact associated with conflicts with the Basin Plan. The proposed project's contribution would not be cumulatively considerable. (EIR, § 4.9.6.1.)

Groundwater Supplies. The geographic context for the cumulative impact analysis concerning hydrology and water quality is the San Diego HU, in the lower San Diego Hydrologic Area (907.10), and in the Santee Hydrologic Subarea (907.12) of the Basin Plan. A significant cumulative impact related to groundwater supplies and recharge would occur if development within the Santee Hydrologic Subarea would increase the amount of impervious surface in the area, which would decrease the amount of recharge received by the groundwater table and decrease groundwater supplies. Therefore, increased impervious areas associated with construction of cumulative development projects would have the potential to result in a significant cumulative impact to groundwater supplies and recharge.

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Implementation of the proposed project would increase the amount of impervious surface of the project site. However, the proposed project would include pervious, landscaped areas, allowing groundwater recharge to continue to occur. Runoff from developed areas would drain into the proposed on-site basin system designed to slow peak flow and discharge to rates equal to or less than existing conditions. Hydromodification management would occur through storage of stormwater within proposed on-site basins, with outlets that regulate the flow rate and duration of stormwater released. Source control and low-impact development measures would be implemented to maximize the amount of Open Space, landscaping, and vegetated swales to slow and absorb runoff, allowing it to infiltrate the ground surface. Similar to the proposed project, cumulative projects would be required to comply with federal, state, and local regulations to minimize impacts to groundwater recharge. In addition, the City does not rely on groundwater for water supply. As such, development of the proposed project and other cumulative projects would not inhibit groundwater recharge. A significant cumulative impact related to groundwater recharge would not occur. Therefore, the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.9.6.2.)

Site Drainage and Hydrology. The geographic context for the cumulative impact analysis concerning hydrology and water quality is the San Diego HU, in the lower San Diego Hydrologic Area (907.10), and in the Santee Hydrologic Subarea (907.12) of the Basin Plan. Construction of cumulative projects would involve grading and other earthmoving activities that could result in temporary localized soil erosion. However, these site-specific impacts are not expected to combine with the effects of other regional activities because federal, state and local regulations, including the Construction General Permit and Regional MS4 Permit, govern project design and construction so that projects are designed to reduce stormwater runoff from project sites by promoting infiltration, minimizing impervious, requiring no net increase in flows, and controlling erosion and construction-related contaminants at each construction site. Additionally, all future projects would be required to comply with Chapter 9.06 of the Santee Municipal Code, which requires the implementation of a pollution control plan (City of Santee 2020). In addition, all future projects would be required to comply with the Construction General Stormwater Permit, which requires preparation of a SWPPP. The SWPPP would include a series of specific BMPs to be implemented during construction to address erosion, accidental spills, and the quality of stormwater runoff and have been developed in part to reduce the potential adverse effects associated with site-specific construction activities. Construction-related impacts from cumulative projects would be temporary and short-term, and each project's construction activities would be localized. Therefore, a cumulatively considerable impact associated with site drainage and hydrology would not occur. During operation, the proposed project basins would help reduce flows by approximately 583 cubic feet per second compared to existing conditions. Thus, post-project flows would be released into Sycamore Canyon Creek at a lower rate than existing natural flows. Flows would be treated, detained, and then discharged to their respective discharge location. Future projects would be required to implement site- and project-specific design features that would also be required to regulate the flow rate and duration of stormwater released. In addition, the proposed project's direct impacts would be less

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than significant. Therefore, the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.9.6.3.)

Activities in a Flood Hazard, Tsunami or Seiche Zone. The geographic context for the cumulative impact analysis concerning hydrology and water quality is the San Diego HU, in the lower San Diego Hydrologic Area (907.10), and in the Santee Hydrologic Subarea (907.12) of the Basin Plan. The geographic context for cumulative projects resulting in activities that would have a flood hazard, tsunami, or seiche risk are projects within the City and general vicinity of the project site. Similar to the proposed project, cumulative projects within the City and vicinity of the project site would be located within the same proximity to the Pacific Ocean and would not be subject to a tsunami event. Additionally, due to topographical variations, including a valley located between the City and the San Vicente Reservoir, it is unlikely for cumulative projects to be inundated this reservoir. Further, cumulative projects located in a flood hazard area would have restrictions on development based on state and City regulations. Therefore, cumulative projects would not result in a significant cumulative impact associated with activities in flood hazard, tsunami, or seiche areas. The proposed project would have no impact with regard to flood hazards, tsunami, and seiche hazards. Therefore, the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.9.6.4.)

Water Quality Control Plan or Sustainable Groundwater Management Plan. The geographic context for the cumulative impact analysis concerning hydrology and water quality is the San Diego HU, in the lower San Diego Hydrologic Area (907.10), and in the Santee Hydrologic Subarea (907.12) of the Basin Plan. Urban development associated with cumulative projects within the San Diego Hydrologic Unit would increase impervious areas and activities that generate pollutants, and consequently could result in additional impacts to receiving waters in the Hydrologic Unit. Most development projects in the San Diego region would be subject to NPDES regulations, which would require site design and source control BMPs to control potential effects on water quality, and the incorporation of stormwater quality control devices into stormwater collection systems to collect sediment and other pollutants. These requirements are uniformly applicable throughout the San Diego region.

Additionally, the City does not rely on groundwater sources for its water supply. Therefore, a significant cumulative impact associated with obstruction of the Basin Plan or a sustainable groundwater management plan impact would not occur. The proposed project would not result in significant direct impacts associated with obstruction of the Basin Plan because it would comply with NPDES permit requirements and Chapter 9.06 of the Santee Municipal Code during construction and preparation of a SWPPP would be required. During operation, the proposed project would incorporate BMPs into project design as well as comply with existing federal, state, and local regulations to protect water quality and ensure project compliance with applicable water quality standards. Additionally, the project site falls outside of the boundaries of the San Diego River Valley Groundwater Basin and no sustainable groundwater management plan has been prepared for the project site. Therefore, the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.9.6.5.)

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### K. LAND USE AND PLANNING

Physically Divide Established Community. The geographic context for the analysis of cumulative land use impacts in the City. In addition to the cumulative projects identified in the EIR, smaller cumulative projects could have the effect of forming a barrier to access that would physically divide a community. Such impacts would generally be limited to an individual community and would not be cumulative in nature. Multiple projects in the same community could combine to result in a cumulative effect to the division of that community. However, all cumulative projects would be required to comply with the Santee General Plan and undergo development review prior to approval. This would ensure that a significant cumulative impact related to the physical division of an established community would not occur. Further, the proposed project does not propose any new land uses or infrastructure projects, including roadways that would divide established communities. Therefore, the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.10.6.1.)

Conflict with Land Use Plans. The proposed project would be consistent with the Santee General Plan and other relevant plans and policies. Furthermore, the cumulative projects identified in EIR Table 4-2 would be consistent with the existing adopted plans, or require mitigation measures or design review to ensure consistency, in order for project approvals to occur. In any case, land use factors associated with the development of the project site as proposed would not affect or be affected by approvals of reasonably expected future development elsewhere in the City or in other jurisdictions. Therefore, the proposed project, along with the identified cumulative projects, would not result in a cumulative land use impact. The proposed project's contribution would not be cumulatively considerable. (EIR, § 4.10.6.2.)

### L. MINERAL RESOURCES

Loss of Known Mineral Resources. The geographic context for the analysis of cumulative impacts related to the potential loss of known mineral resources encompasses the County. For cumulative projects that include lands designated as MRZ areas and have the potential to impact mineral resources, consideration of economic, land use compatibility, and environmental protection factors would be considered when deciding on the appropriateness of mining in those particular areas. Cumulative projects identified in the City of Santee, the City of San Diego, and the County include the construction of residential, mixed-use, and civic properties that could contribute to the loss of availability of known mineral resources. New development northeast and southeast of the project site is within the County's jurisdiction. Currently, most properties south of the project site in the City of Santee are built out. No further development is anticipated to occur west of the project site on Marine Corps Air Station Miramar or within City of San Diego open space, or north of the project site in Sycamore Canyon. Although sand, gravel, and rock mining operations exist north and east of the proposed project in Slaughterhouse Canyon, the areas where the cumulative projects are located in the City are planned for residential, commercial, and municipal development and, therefore, would not be available for mineral extraction. Cumulative projects would not contribute to the loss of availability of mineral resources. Thus, a significant cumulative impact associated with the loss of

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availability of known mineral resources would not occur. The proposed project's contribution would not be cumulatively considerable. (EIR, § 4.11.6.1.)

Loss of Locally Important Mineral Resource Site. The geographic context for potential loss of locally important mineral resources delineated on a local general plan, specific plan, or other land use plan is projects within the City and adjacent communities. Cumulative projects in the City and the adjacent communities could contribute to the loss of mineral resources if they contain areas delineated as locally important mineral resources on a local general, specific, or land use plan. These areas would not be zoned for other types of development that would allow them to lose their availability as locally important mineral resource sites. In addition, these types of projects would require additional approvals by the City and other jurisdictions to permit as mineral resource sites. Cumulative projects would not result in a significant cumulative impact. The project site is not designated as a locally important mineral resource recovery site in the Santee General Plan. Therefore, the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.11.6.2.)

### M. NOISE

#### Exceedance of Noise Standards.

Construction. Construction noise impacts are localized in nature because they are limited to the construction site where construction equipment is operating. As discussed previously, noise levels from on-site construction would attenuate to 75 dBA approximately 375 feet from the active construction area, and noise from off-site construction would attenuate to 75 dBA approximately 160 feet from the construction area. Due to the length of the construction period for the proposed project, it is likely that construction of multiple cumulative projects would occur simultaneously with the proposed project.

The nearest cumulative projects to the proposed area for on-site development are proposed at the existing northern terminus of the Summit Avenue public right-of-way, approximately 1,200 feet from the nearest on-site development area. Therefore, noise from construction of these projects is unlikely to combine with noise from construction of the proposed land uses.

In addition, a cumulative project (Santee View Estates) would potentially be within 160 feet of the proposed Cuyamaca Street extension. Similar to the proposed project, construction of this cumulative project would occur over a large area so that exposure of individual receptors to construction noise would vary depending on the location of construction activities during a certain day or phase. Construction of either project would only occur at the property line, within 160 feet of the other project, for a limited time. Due to the linear nature of the construction of the Cuyamaca Street extension, it is unlikely that the two projects' construction noise would combine simultaneously such that impacts from each project would affect the same receptors.



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Additionally, cumulative projects and the proposed project would be subject to the construction limitations in the City's Noise Ordinance, which prohibits noise generated by construction activities between the hours of 7:00 p.m. and 7:00 a.m. and on Sundays and holidays without approval from the Director of Development Services. Similar to the proposed project, cumulative projects would be required to implement noise control best management practices in order to comply with the ordinance, such as those listed in Mitigation Measure **NOI-4**. Distance between projects and compliance with the City's Noise Ordinance would ensure that a significant cumulative construction noise impact would not occur.

Operation. Approved or planned projects within the City are considered in the cumulative analysis for the proposed project. This analysis incorporates the cumulative projects assumed in the traffic impact analysis for the proposed project. These approved or planned projects include multi-family and single-family residential development, commercial uses, light industrial use, and a church. Similar to the proposed project, residential land uses would generate nuisance noise that would not be considered a significant impact. However, some of the cumulative development projects would potentially include HVAC systems that would have the potential to result in significant impacts to NSLUs up to 275 feet from the source, as well as nuisance noise from parking lots and increased human activity. Industrial uses may result in localized impacts from equipment operation. The nearest cumulative projects to the proposed development area are proposed at the existing northern terminus of the Summit Avenue public right-of-way, approximately 1,200 feet from the nearest on-site development area. Therefore, noise from operation of the proposed project is unlikely to combine with noise from operation of cumulative projects. A cumulative impact would not occur related to operational noise.

Permanent Increase in Ambient Noise Levels. A cumulative permanent ambient noise impact would occur if development associated with cumulative regional land use projects would result in an increase in ambient noise that would exceed the City's noise standards. Buildout of the proposed project, along with the cumulative projects and buildout of the Santee General Plan, would result in increases in traffic that would cumulatively increase traffic noise. An individual project would result in a cumulatively considerable contribution to a significant cumulative impact if the increase in noise attributable to the proposed project would cause a roadway to exceed the applicable noise standards or would be 3 dBA or higher on a roadway that would exceed the threshold without the proposed project. The potential noise impacts that would result from cumulative projects and regional growth are included in the Year 2035 scenario.

EIR Table 4.12-19 compares Year 2035 traffic noise levels to existing conditions. The proposed project's contribution to cumulative noise impacts is based on the increase in traffic noise attributable to the proposed project under the Year 2035 scenario. Implementation of the proposed project would result in a cumulatively considerable noise level increase on three impacted roadways of Fanita Parkway. Specifically, the proposed project's contribution to noise level at a new roadway is enough to push the noise level over the applicable threshold compared to conditions without the proposed project. Therefore, implementation of the proposed project would result in cumulatively considerable contribution to a significant cumulative roadway noise impact.

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Similar to the proposed project, implementation of Mitigation Measure **NOI-6** would reduce noise levels to receptors on the western side of Fanita Parkway to below the normally acceptable noise level for sensitive receptors (65 dBA Ldn). Therefore, with implementation of Mitigation Measure **NOI-6**, the proposed project's contribution to a significant cumulative traffic noise impact would be reduced but not to below a cumulatively considerable level. This impact would be cumulatively considerable and unavoidable. (EIR, § 4.12.6.1.)

Vibration. Similar to noise effects, vibration is a localized phenomenon and is progressively reduced as the distance from the source increases. Therefore, the area of projects that would be considered for the vibration cumulative analysis would be only those projects close to the project site. Vibration levels from typical construction would attenuate to below 80 VdB approximately 75 feet from the active construction area, and blasting from vibration would attenuate to 80 VdB approximately 235 feet from the construction area. Due to the length of the construction period for the proposed project, it is likely that construction of multiple cumulative projects would occur simultaneously with the proposed project.

The nearest cumulative projects are proposed at the existing northern terminus of the Summit Avenue public right-of-way, approximately 1,200 feet from the nearest on-site development area. Therefore, vibration from on-site construction is unlikely to combine with vibration from construction of the proposed project. One cumulative project would potentially be within 235 feet of the proposed Cuyamaca Street extension: the Santee View Estates project proposed north of the existing terminus of Cuyamaca Street. Similar to the proposed project, construction of this cumulative project would occur over a large area so that exposure of individual receptors to construction vibration would vary depending on the location of construction activities during a certain day or phase. Construction would only occur within 235 feet of the proposed Cuyamaca Street extension for a limited time. Due to the linear nature of the construction of the Cuyamaca Street, it is unlikely that construction noise from the two projects would combine simultaneously such that impacts from both projects would affect the same receptor. Distance between projects would reduce impacts to a less than significant cumulative impact. Once constructed, the proposed land use would not generate a significant source of vibration during normal operation. Therefore, a significant cumulative vibration impact would not occur. (EIR, § 4.12.6.2.)

Aircraft Noise. No additional aviation uses are planned to be introduced in the immediate vicinity of the project site. In addition, the proposed project does not propose any new or air traffic patterns. No NSLUs would be exposed to excessive noise levels from aviation as a result of the proposed project. Impacts related to nuisance noise within noise contour areas are site specific and are not cumulative in nature. Therefore, a cumulative impact related to aircraft noise would not occur. (EIR, § 4.12.6.3.)

### **N. POPULATION AND HOUSING**

Inducement of Substantial Population Growth. The region's population growth is accounted for in SANDAG's population projections for the municipalities in the County

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and within the individual municipalities' general plans. A significant cumulative impact related to population growth would occur if the development of cumulative projects would induce a population increase not accommodated by SANDAG's projections for the City, which are based on the adopted Santee General Plan. The City has experienced a steady population growth trend since 2012 and is forecasted to continue to increase its population steadily through 2035. Of the 55 cumulative projects identified in EIR Table 4-2, more than half (28) propose residential development (e.g., single- and multi-family, condominiums, townhomes). Most of these projects would be consistent with the Santee General Plan and have been accounted for in regional growth forecasts. A few projects, such as Weston, would require annexation to the City or a General Plan Amendment to be consistent with the Santee General Plan. This growth would be consistent with the City's historical population growth trends. Therefore, cumulative projects would not have the potential to cause unplanned population growth, and a significant cumulative impact would not occur.

The project site has been historically designated for residential development ranging from 1,395 to 14,000 residential units. The state and the County recognize a prominent housing deficit, and the provision of new housing on the project site would be considered growth accommodating and would represent a regional benefit. In addition, the proposed project would satisfy the RHNA requirements for above moderate housing set forth in the Santee General Plan Housing Element. When considered in combination with other cumulative projects, the proposed project's contribution would not be cumulatively considerable.

With regard to cumulative indirect inducement of substantial population growth in an area, cumulative projects in the San Diego region could contribute to the indirect inducement of population growth through the extension of streets or other infrastructure as a result of unplanned development. However, cumulative projects would be required to comply with City or County requirements to provide new streets or utility improvements, as needed, to serve new populations. The construction of new streets or infrastructure projects would be subject to environmental review documentation pursuant to CEQA, as well as analysis of those projects for consistency with the goals, policies, and recommendations of applicable planning documents. In general, compliance with federal, state, and local regulations would preclude indirect population growth impacts associated with new construction of, or improvements to, streets or infrastructure projects. A significant cumulative impact would not occur without implementation of the proposed project. The proposed project would not result in a significant indirect impact associated with substantial population growth. Therefore, the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.13.6.1.)

Displacement of People or Housing. With regard to displacement of housing and people, cumulative project development in the region is likely to result in the displacement of housing and people. However, due to the increase in density and need for housing in the region, cumulative projects resulting in displacement are likely to replace the lost housing with even more housing, such as the River Village and Prospect Fields residential development projects. However, the proposed project would not result in the displacement of housing or people and would not contribute incrementally to these

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potential impacts. The proposed project's contribution would not be cumulatively considerable. (EIR, § 4.13.6.2.)

### **O. PUBLIC SERVICES**

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

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

The proposed project would provide a fully staffed and equipped fire station on site to serve the proposed project and neighboring areas of the City. The proposed project would not result in the need for additional fire protection facilities off site. Therefore, the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.14.6.1.)

Police Protection Services. The geographic context for the analysis of cumulative demand for police protection services and facilities is the SDCSD service area, which includes facilities in the City that would serve project site. A significant cumulative impact related to adverse effects on existing police protection services would occur if the development of future cumulative projects were to result in adverse effects on the SDCSD from either increased response times, physical deterioration of existing facilities, or lack of funding for the development of future facilities. As additional development occurs in the County, increases in the demand for police protection services would most likely require improvements to police protection facilities. However, these and other cumulative projects would undergo discretionary review by local agencies and would be required to conform with applicable adopted land use plans, which are used as the basis to plan for adequate police protection services. In addition, police protection facilities would be provided for new development through property taxes, developer agreements, and other general fund revenue sources. Therefore, cumulative projects would not result in a significant cumulative impact.

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The ratio of officers to population in Santee is 2.5 full-time deputies per 1,000 residential units, which is higher than the County average, which requires the provision of one patrol position per 10,000 residents. Based on this ratio, the proposed project would be required to provide approximately 7.4 or 7.5 new sheriff's deputies, with the preferred land use plan with school or with the land use plan without school, respectively, to serve the proposed project. However, actual overall staff needed as a result of the proposed project would be discussed as a contractual commitment between both the City and SDCSD. The Village Center land use designation in Fanita Commons allows a law enforcement satellite office. Therefore, the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.14.6.2.)

School Facilities. The geographic context for the analysis of cumulative impacts in regard to schools is the SSD and GUHSD service area boundaries, which provide school services for school-age children in the City and the region. A significant cumulative impact related to adverse effects on school services would occur if future cumulative projects would generate an increase in population that would exceed the SSD and GUHSD educational standards and result in degraded school facilities and services. Increased housing generates increased demand for schools, which could result in the need for new or expanded schools. School projects would be subject to CEQA, which would require they mitigate significant impacts to the environment. In addition, future developments would be required to pay school impact mitigation fees in accordance with SB 50 for facility expansion and upgrades needed to serve new students. Therefore, a significant cumulative impact would not occur without implementation of the proposed project.

The School Overlay within Fanita Commons designates a site for a potential school or other educational uses. If pursued by the SSD, the site could accommodate a K–8 grade school with up to 700 students, including new students generated by development of the project site. If a school is not built, adequate school facilities would be provided at existing schools through the payment of school fees. Therefore, the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.14.6.3.)

Libraries. The geographic context for the analysis of cumulative impacts in regards to library services is defined as the service area for the San Diego County Library (SDCL) system, which is the County. The County identifies more than half of the libraries, including the Santee branch library, as considered to be in a space deficit. Therefore, a potentially significant impact related to adverse effects on library services would occur if future cumulative projects were to result in adverse effects on the SDCL facilities from physical deterioration of existing facilities or lack of funding for the development of future facilities consistent with the County's library space goal. Cumulative projects identified in EIR Table 4-2, in combination with the proposed project would exacerbate the need for library facilities due to the SDCL already being in a space deficit. The County plans for expansion and growth of its library system based on the adopted planning documents of the jurisdictions that it serves, including the City. In addition, the SDCL system has created a Strategic Plan that identifies goals that involve financial management and fundraising strategies so that library facilities can be enhanced in the future. Therefore, cumulative projects would not result in a potentially significant cumulative impact.

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The proposed project would contribute to the need for additional library space to serve the residents it would generate. The City has identified the need for an expanded library facility in its Five-Year Budget (Fiscal Years 2020 through 2024). Once a site is identified and plans are prepared, this facility would undergo its own separate environmental evaluation. Any identified significant impacts would be required to be mitigated to the extent feasible. In addition, the proposed project includes a Village Center land use designation that would allow for a mix of uses, including civic uses, which do not preclude a library. Therefore, the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.14.6.4.)

### **P. RECREATION**

Deterioration of Parks and Recreational Facilities. The geographic context for increased use of existing Neighborhood and Regional Parks or other recreational facilities is the City and adjacent communities. The cumulative projects in the City and adjacent communities, such as the 75-unit multi-family development (Prospect Fields) at Canyon Road and Halberns Boulevard or the 82-unit single-family residential unit (River Village) at Beck Drive and Cuyamaca Street, would increase the use of existing Neighborhood and Regional Parks or other recreational facilities. In general, cumulative projects in the region would result in a net increase in population using recreational facilities in the City and adjacent communities. However, as previously discussed, the City currently has a surplus of parks. In addition, all projects subject to Section 12.40 of the Santee Municipal Code are required to dedicate land or pay a fee in lieu of dedication, which would provide funding for additional parks and recreational facilities to satisfy demand from future population growth and funding for maintenance of those facilities. Both of these would be a condition of project approval, and the City would verify land dedication prior to the approval of the final map or payment of fees prior to the issuance of any building permits (Section 12.40 of the Santee Municipal Code). Thus, a significant cumulative impact associated with the deterioration of parks and recreational facilities would not occur. In addition, the proposed project would develop additional parks and recreational facilities within the City to accommodate the proposed project's anticipated population growth. Therefore, the proposed project's contribution would not be cumulatively considerable. (Draft Revised EIR, § 4.15.6.1.)

Construction or Expansion of Recreational Facilities. The geographic context for construction or expansion of new recreational facilities is the City and adjacent communities. Residential cumulative projects listed in EIR Table 4-2, such as Prospect Fields and River Village, would increase the number of people using recreational facilities and could result in the combined need for new or expanded recreational facilities. In addition to the parkland and trails proposed by the proposed project, Padre Dam Municipal Water District's future Santee Lakes Recreation Preserve Expansion Project and others would provide additional recreational area to the City and its growing residential population. The Santee Lakes Recreation Preserve Expansion Project is a part of Padre Dam Municipal Water District's Dynamic Vision Plan to expand parks and recreation opportunities in the district while generating revenue for the Santee Lakes Recreation Preserve and showcasing the benefits of water recycling (PDMWD 2016). This expansion project remains in the design phase as of early 2020 and is planned for

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future development. Any new or expanded recreational facilities in the City and surrounding communities would require environmental review and potential mitigation as required under CEQA. It is reasonable to expect that these projects, like the proposed project, would comply with CEQA, and any project-specific impacts identified with the construction of these facilities would be mitigated to the extent feasible. Due to the proposed project's significant and unavoidable impacts to air quality, noise, and transportation, the construction or expansion of recreational facilities under the proposed project would contribute to the significant impacts identified for these environmental issues. Therefore, in combination with other cumulative projects, the proposed project would have the potential to result in a significant cumulative impact related to the construction or expansion of new recreational facilities. The proposed project's contribution would be cumulatively considerable. (EIR, § 4.15.6.2.)

### **Q. TRANSPORTATION**

Circulation System Performance. Some of the cumulative impacts associated with increases in traffic and exceedance of LOS standards are significant and unavoidable due to infeasibility of mitigation measures. Therefore, the proposed project would result in a cumulatively considerable contribution to a significant cumulative LOS traffic impact after mitigation. (Draft Revised EIR, § 4.16.6.1.)

Vehicle Miles Traveled. The geographic context for the analysis of cumulative impacts in regard to inducing substantial VMT is the list of projects in EIR Table 4-2. All but two of these projects are located within the Santee General Plan and would be generally consistent with the goals and objectives of the policies within this plan. A majority of these projects are located in an urban area with access to multimodal pedestrian, bicycle, and transit networks within the City. However, cumulative projects would still exceed the Citywide VMT per capita. Therefore, a significant cumulative impact could occur.

The proposed project would result in substantial additional VMT that would exceed the Citywide average under all scenarios. A TDM Plan (Mitigation Measure **AIR-6**) would be implemented to reduce the number of single-rider vehicle trips generated by the proposed project; however, it would not reduce the project's impacts to a less than significant level. Therefore, in combination with other cumulative projects, the proposed project would contribute to a significant VMT impact. The project's contribution would be cumulatively considerable. (EIR, § 4.16.6.2.)

Hazards Due to Design Features. The geographic context for the analysis of cumulative impacts in regard to transportation hazards due to a geometric design feature or incompatible uses consists of the projects listed in EIR Table 4-2. Each project would be required to comply with all design guidelines and street requirements set forth by either the City or its overseeing jurisdiction to minimize exposure to street hazards. If necessary, it is assumed that the cumulative projects would be required to implement a Traffic Calming Plan to reduce traffic-related hazards similar to the proposed project. The proposed project's Traffic Calming Plan would include various traffic calming and safety measures such as roundabouts, raised crosswalks, and designated wildlife crossings. In

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addition, the proposed project would improve two Mobility Element streets and add multimodal capabilities, which would further service other cumulative projects within the City. Therefore, a significant cumulative impact would not occur and the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.16.6.3.)

Emergency Access. The geographic context for the analysis of cumulative impacts in regard to inadequate emergency access is the City and list of projects provided in EIR Table 4-2. Cumulative projects would be required to undergo separate CEQA review to implement measures necessary to mitigate any potential impacts to emergency access. Therefore, a significant cumulative impact would not occur. In addition, the proposed project would provide adequate emergency access that meets the City's and County's requirements and standards. Therefore, the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.16.6.4.)

### R. TRIBAL CULTURAL RESOURCES

The geographic context for the analysis of cumulative impacts to TCRs is considered to be the County. Cumulative projects located in the County have the potential to result in a cumulative impact associated with the loss of TCRs through development activities that could cause a substantial adverse change in the significance of a TCR. These sites may contain artifacts and resources associated with tribal cultural values and religious beliefs. Any cumulative projects that involve ground-disturbing activities have the potential to result in significant impacts on TCRs. In the event TCRs are discovered, each individual project would be required to comply with the applicable regulatory requirements and the consultation requirements of SB 18 and AB 52, as applicable, to determine and mitigate any potential impacts to TCRs. Therefore, the cumulative destruction of significant TCRs from planned construction and development projects in the San Diego region would not result in a significant cumulative impact.

The proposed project has the potential to encounter sensitive TCRs. Mitigation Measure **CUL-11** would reduce impacts to TCRs to less than significant by providing proper treatment and disposition of TCRs. In addition, Mitigation Measures **CUL-1** through **CUL-10** would reduce any potential significant impacts to known sites and unknown TCRs by training construction workers on potential cultural material discovery, employing a cultural resources mitigation and monitoring program, and requiring an archaeological and Native American monitor of Kumeyaay descent be present during all ground-disturbing activities to minimize impacts to buried TCRs. Therefore, the proposed project's contribution would not be cumulatively considerable. (Revised EIR, § 4.4.6.4.)

### S. UTILITIES AND SERVICE SYSTEMS

New or Expanded Service Systems. The geographic context for the analysis of cumulative impacts in regard to water, wastewater, stormwater drainage, electric power, natural gas, and telecommunications facilities is the individual service provider's service area in the County. A significant cumulative impact would result if combined cumulative projects would require the need for new or expanded utilities or service systems facilities that cause significant environmental effects. To support regional growth, including the



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cumulative projects listed in EIR Table 4-2, new water, wastewater, stormwater drainage, electric power, natural gas, and telecommunications facilities would be constructed in the City and elsewhere in the region. A majority of these new facilities would connect to existing systems. These new facilities could result in new significant physical impacts on the environment, mostly associated with construction activities and placement within sensitive resource areas. It is reasonable to expect that these projects, like the proposed project, would comply with CEQA, and any project-specific impacts identified with the construction of these facilities would be mitigated to the extent feasible. Due to the proposed project's significant and unavoidable impacts to air quality, noise, and transportation, the construction or expansion of utilities or service systems under the proposed project would contribute to the significant impacts identified for these environmental issues. Therefore, in combination with other cumulative projects, the proposed project would have the potential to result in a significant cumulative impact related to the construction or expansion of new utilities or service systems. The proposed project's contribution would be cumulatively considerable. EIR, § 4.17.6.1.)

Water Supplies. The geographic context for the analysis of cumulative impacts in regards to water supply is the PDMWD water service area. A significant cumulative impact would occur if the combination of existing and future projects occurring in the PDMWD service area would result in insufficient water supplies, resulting in the need for new or expanded entitlements. PDMWD's 2015 UWMP evaluates the sufficiency of water supplies to accommodate future growth and ensure long-term reliability for the region, including the identification of alternative water supply sources to alleviate the risk of unforeseen water shortages. The 2015 UWMP takes into account regional population growth and future supplies, including supply development and conservation.

To address regional demand, PDMWD requires projects of a certain size to prepare WSAs, in accordance with SB 610, which takes into consideration new demands for potable water and whether those demands have been accounted for in the regional growth forecasts used to project demand in the 2015 UWMP. Projects that are not included in the regional growth forecasts are accounted for in the regional water supply plans through use of the AFG demand increment in the SDCWA's 2015 UWMP. The AFG component would account for a portion of SANDAG's estimated residential land use development that is currently projected to occur beyond the SDCWA's 2040 planning horizon but that has the potential to move forward on an accelerated schedule. The purpose of the AFG component of the demand forecast is to estimate, on a regional basis, additional demand associated with projects not yet included in local jurisdictions' general plans and to plan for additional sufficient regional supplies to reliably meet the water demand of those projects (such as the proposed project).

As documented in PDMWD's 2015 UWMP, the SDCWA is planning to meet future and existing demands, which include the demand increment associated with the AFG. Part of the SDCWA toolkit in these projections consists of WSAs prepared for applicable projects. The SDCWA would assist its member agencies in tracking the agency-provided certified EIRs that include WSAs, which use the AFG demand increment to demonstrate adequate supplies for the development. In addition, similar to the proposed project, prior to approval, all cumulative projects in the City would be required to demonstrate water

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and sewer availability by submitting water and sewer availability forms to the City that are signed by PDMWD. Therefore, in combination, cumulative projects would not result in a significant cumulative impact related to water supply.

According to the WSA conducted for the proposed project, demand totals for the project site could exceed supplies available by PDMWD in single dry and multiple dry years. However, the additional project demands would be supplied by the SDCWA through the AFG component of the 2015 UWMP because the SDCWA has confirmed that it can meet the additional demand associated with the proposed project in normal, single dry, and multiple dry years, provided that the water shortage contingency planning measures identified in the PDMWD 2015 UWMP and SDCWA 2015 UWMP are implemented in dry years. In addition, PDMWD is developing the ECAWP Program. Phase 1 of the ECAWP Program would have the ability to provide up to 12,880 AFY to augment PDMWD supply. This additional supply could result in a decrease in needed SDCWA imported water supply beginning in 2025 or could be used to augment PDMWD supplies. However, this program is not necessary for PDMWD to meet the demand associated with the proposed project. Therefore, a significant cumulative impact would not occur and the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.17.6.2.)

Wastewater Treatment. The geographic context for the analysis of cumulative impacts related to wastewater treatment capacity is the PDMWD wastewater service area. A significant cumulative impact would occur if the combined cumulative projects identified in Chapter 4 of the EIR would result in inadequate wastewater treatment capacity. The Ray Stoyer WRF has the capacity to treat up to 2,240 AFY of wastewater generated within the region. Further, there are plans to expand the existing PDMWD influent pump station and Ray Stoyer Water Treatment Facility through the ECAWP Program, described previously. If approved, this program would increase the capacity of the wastewater system to approximately 6,725 AFY by 2040.

Because PDMWD has the current capacity to treat up to 2,240 AFY and pass additional wastewater on to Point Loma Water Treatment Plant for treatment, and the planned ECAWP Program would increase the wastewater treatment system to 6,725 AFY by 2040, it is anticipated that there would be adequate capacity to receive and treat wastewater from future development occurring in the City, including the proposed project site and associated cumulative projects. Therefore, in combination, cumulative projects would not result in a significant cumulative impact related to wastewater capacity. Since the proposed project's future demand of 662 AFY of wastewater treatment under the proposed project would be adequately served by PDMWD, the proposed project's contribution to regional wastewater treatment capabilities would not be cumulatively considerable. (EIR, § 4.17.6.3.)

Solid Waste Generation. The geographic context for the analysis of cumulative impacts related to solid waste is the County landfill system. Implementation of the proposed project, as well as other regional off-site development, would increase the amount of solid waste produced in the region. However, there are extensive regulations and waste management programs in place at the state and local levels focused on

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increasing diversion and conversion of waste into the future. Most cumulative projects would undergo CEQA review similar to the proposed project. This process would include verifying with Sycamore Landfill that there is adequate capacity to accept trash and recycling for the cumulative projects. Therefore, in combination, cumulative projects would not result in a significant cumulative impact related to solid waste generation.

Based on a service letter provided by Waste Management, Inc., the service provider is capable of adequately serving the proposed project and would not need additional services or expanded facilities to do so. Additionally, based on existing capacity, remaining capacity, and disposal rates, Sycamore Landfill has available capacity to accept trash from the project site. Therefore, a significant cumulative impact would not occur and the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.17.6.4.)

Solid Waste Regulations. The geographic context for the analysis of cumulative impacts related to compliance with solid waste regulations is the San Diego region. Implementation of the proposed project, as well as other cumulative development, would increase the amount of solid waste produced in the region. However, there are extensive regulations and waste management programs in place at the state and local levels focused on increasing diversion and conversion of waste into the future. Waste and recycling, including construction waste and recycling, would comply with CALGreen and current regulations, such as SB 1374 designed to divert waste from landfills. Effective January 1, 2017, in all jurisdictions, the owners/builder of construction projects will be required to divert 65 percent of the construction waste materials. In addition, the operation of future projects would be required to comply with the mandates identified in AB 939 and AB 1826, which set requirements for waste diversion as well as solid waste and organic waste programs. Cumulative projects would be required to comply with state and local solid waste regulations. Therefore, in combination, cumulative projects would not result in a significant cumulative impact.

The proposed project would comply with the same state and local regulations as the cumulative projects. This includes the Santee Municipal Code, Section 9.04.080, which requires that any covered project submit a completed C&D debris management plan identifying waste materials expected to be generated as a result of the proposed project at the time of demolition or building permit application as well as AB 939. Therefore, the proposed project would comply with state and local management and reduction statutes and regulations related to solid waste. A significant cumulative impact would not occur and the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.17.6.5.)

### T. WILDFIRE

Emergency Response Plan. The geographic context for the analysis of cumulative impacts regarding impairing an emergency response plan or evacuation plan is the areas in the City surrounding the project site, where these plans would apply. Cumulative impacts from multiple projects within the SFD's jurisdiction can cause fire response service decline and impede emergency evacuation plans. For example, several

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cumulative projects presented in EIR Table 4-2 are projects within the SFD's jurisdiction that would have the potential to result in impacts to emergency response and evacuation plans. These projects include the GA Development subdivision, Carlton Oaks Country Club, Walker Trails, and others. Development of the proposed project, in combination with these cumulative projects, would result in a potentially significant cumulative impact if it is not consistent with the County's Emergency Operations Center emergency response plans and evacuation plans, including the City's Emergency Operations Plan.

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

Furthermore, the only proposed through routes on the project site would loop between Fanita Parkway and Cuyamaca Street and would not, in combination with other projects, affect emergency response and evacuation plans elsewhere in the City. The project streets configuration and evacuation plan outlined in the Wildland Fire Evacuation Plan provides evacuation routes to the north (once off site), south, east, and west depending on the nature of the emergency. The roadways and evacuation routes designed for the proposed project would provide connections to major regional transportation corridors, including indirectly to SR-52 to the south, southwest, and southeast; SR-67 to the east and northeast; I-125 to the south; and I-15 to the west, to move residents out of the City, avoiding conflicts with emergency response or evacuation efforts in other areas of the City. Additionally, it is anticipated that future development projects would undergo CEQA review of potential impacts on adopted emergency response or evacuation plans, and would be required to implement measures necessary to mitigate potential impacts. As a result, cumulative impacts related to interference with adopted emergency response or evacuation plans would be less than significant. Therefore, the proposed project would not contribute to a significant cumulative impact associated with a conflict with an adopted emergency response or evacuation plan. (EIR, § 4.18.6.1.)

Pollutant Concentrations. The geographic context for the analysis of cumulative impacts in regard to exacerbating wildfire risks and exposing project occupants to pollutant concentrations from a wildfire or uncontrolled spread of wildfire is the project site and immediately surrounding area where the effects of potential pollutant exposure could occur. Cumulative impacts from multiple projects or large projects within the immediate area could exacerbate wildfire risk by exposing occupants to harmful pollutants, primarily during construction. For example, several cumulative projects presented in EIR Table 4-2 are immediately adjacent to the project site that would have the potential to result in impacts to occupants from exposure to pollutant concentrations from a wildfire as a result

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of exacerbated fire risk. These projects include the GA Development subdivision, Santee View Estates, Calvary Chapel, and others. Similar to the proposed project, these cumulative projects would be required to comply with the latest ignition-resistant building codes found in Chapter 7A of the California Building Code, as adopted by City, and any additional restrictions or requirements adopted locally by the SFD.

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

The proposed project would use pre-planning techniques and construction measures, including implementing a CFPP, providing proper wildfire awareness, reporting, and suppression training to construction personnel, which would avoid any construction-related wildfire impacts. In addition, the proposed project would be designed to adhere to the most recent ignition-resistant building codes applicable to developments in VHFHSZs, including defensibility features, fire protection systems, and emergency access routes. Therefore, cumulative projects, including the proposed project, would be constructed and designed to minimize wildfire risk and would not exacerbate wildfire risk resulting in the exposure of project occupants to pollutant concentrations from a wildfire or uncontrolled spread of wildfire. A significant cumulative impact would not occur, and the proposed project's contribution would not be cumulatively considerable. (EIR, § 4.18.6.2.)

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

New infrastructure associated with the proposed project and other cumulative projects would be required to comply with the necessary regulations to minimize fire risks. These regulations include the Santee Municipal Code (Ordinance No. 570, Chapter 11.18, California Fire Code) or the current fire and building codes at the time of Vesting Tentative Map approval; the 2019 California Building Code, Chapter 7A; 2019 California Fire Code, Chapter 49; 2019 California Referenced Standards Code Chapter 1-7A; and 2019 California Residential Code, Section R327, as adopted by the City. These

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regulations require projects to construct ignition-resistant structures and provide FMZs, fire apparatus access, water availability, and other requirements. In addition, the proposed project would exceed fire prevention regulations by providing a CFPP, code-exceeding FMZs, FMZ inspections, fire-resistant landscaping plan, and HOA wildfire education and outreach. Therefore, cumulative projects, including the proposed project, would not result in a significant cumulative impact associated with exacerbated fire risk from the installation or maintenance of infrastructure. The proposed project's contribution would not be cumulatively considerable. (EIR, § 4.18.6.3.)

Flooding or Landslides. The geographic context for the analysis of cumulative impacts that would expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, is the proposed project site and immediate surrounding area. Several cumulative projects in EIR Table 4-2 are projects in the areas immediately surrounding the project site, such as the GA Development subdivision, Santee View Estates, Calvary Chapel, and others. Due to their proximity, a cumulative impact could occur if post-fire conditions, such as hillside instability on the project site or surrounding areas, caused a landslide or flooding to occur.

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

After buildout, the irrigated and maintained landscaping in the proposed project would be ignition resistant and not expected to be burned or removed entirely should a fire occur on the proposed project site. Project development and associated design features would reduce the likelihood of flooding or landslides prior to or following a fire event because complete removal and exposure of erodible soils would be unlikely to occur. Considering these project site features and characteristics in combination with adherence to existing regulations, compliance with stormwater management requirements, and associated BMPs, post-fire conditions on the project site are not expected to combine with other cumulative projects and increase risks associated with runoff and erosion. Therefore, the proposed project impacts related to flooding or landslides as a result of fire would not be cumulatively considerable. (EIR, § 4.18.6.4.)

### **SECTION VI: FINDINGS REGARDING SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES**

Sections 15126(c) and 15126.2(d) of the CEQA Guidelines, require that an EIR address any significant irreversible environmental changes that would occur should the project be implemented. Generally, a project would result in significant irreversible environmental changes if any of the following would occur:

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- The project would involve a large commitment of non-renewable resources;
- The primary and secondary impacts of the project would generally commit future generations to similar uses;
- The project involves uses in which irreversible damage could result from any potential environmental accidents; or
- The proposed consumption of resources is not justified.

Development of the proposed project would result in the commitment of the project site to residential and community serving uses. Restoration of the project site to pre-developed conditions would not be feasible given the degree of disturbance, the urbanization of the area, and the level of capital investment that would result from implementation of the proposed project. In general, conversion of a portion of the project site from undeveloped land to urbanized uses (paved roadways and graded lots with structures and landscaping) would represent a permanent, irreversible change to the project site. Project construction and maintenance of the buildings and infrastructure proposed would require the commitment of energy, natural resources, and building materials. Nonrenewable and limited resources that would be consumed with project development would include oil, natural gas, gasoline, lumber, sand and gravel, asphalt, aggregate, water, steel, and similar materials. Nonrenewable fuels would be used by construction equipment, haul trucks, and worker vehicles. Nonrenewable energy also would be expended during the harvesting and on-site reuse of natural resources such as wood and aggregate and during the subsequent manufacturing of construction materials such as wood framing and concrete. This commitment of resources and energy would be commensurate with that of other projects of similar size but would nevertheless be irretrievable. Post-construction consumption of nonrenewable resources would include the use of electricity, natural gas, and water by project residents, employees, and visitors. This energy use would be a long-term commitment and irretrievable but not wasteful given the many sustainable features of the proposed project.

### **SECTION VII: GROWTH INDUCING IMPACTS**

Section 15126.2(e) of the State CEQA Guidelines requires an EIR to discuss the ways the Project could foster economic or population growth or the construction of additional housing, directly or indirectly, in the surrounding environment. In accordance with State CEQA Guidelines Section 15126.2(e), a Project would be considered to have a growth-inducing effect if it would:

- Directly or indirectly foster economic or population growth, or the construction of additional housing in the surrounding environment;
- Remove obstacles to population growth (e.g., construction of an infrastructure expansion to allow for more construction in service areas);
- Tax existing community service facilities, requiring the construction of new facilities that could cause significant environmental effects; or

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- Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

In addition, CEQA Guidelines state that growth inducement must not be assumed.

The proposed project would develop a new residential community consisting of approximately 2,949 housing units under the preferred land use plan with school or 3,008 units under the land use plan without school and up to 80,000 square feet of commercial uses, parks, open space, and agriculture uses. This would result in a population increase of approximately 7,974 persons under the preferred land use plan with school or 8,145 persons under the land use plan without school, increasing the City's 2019 population of 58,408 to 66,382 or 66,553, respectively, at project buildout. The San Diego Association of Governments' population projections for the City are based on the adopted Santee General Plan. The current designation of the project site as Planned Development (PD) in the Santee General Plan Land Use Element and the identification of the site to provide 1,395 units in the Santee General Plan Housing Element demonstrate that the site has been planned for residential growth by the City (City of Santee 2013). Using the 2.9 persons per household multiplier, a development project of 1,395 units could result in a population increase of approximately 4,045 residents. The difference between the planned and proposed land uses, when translated to persons per household, is approximately 3,929 and 4,100 persons under the preferred land use plan with school and the land use plan without school, respectively.

However, the project site has been subject to land use planning for the past 40 years, indicating that this site was planned for development even before it was part of the City. In 1980, the project site was designated in the County of San Diego (County) General Plan for development of approximately 14,000 residential units. When the City adopted its first General Plan (1984), the project site was designated for a maximum of 8,100 residential units. The number of residential units proposed on the project site has continued to vary over the years, with many proposals greater than the 2,949 residential units currently proposed, indicating the project site has been intended for population growth by the City and the County for many decades. In addition, the proposed project would include a General Plan Amendment to change the designation of the project site from Planned Development (PD) to Specific Plan (SP) and to increase the number of residential units on the site up to 2,949 with a school, which would be consistent with the Santee General Plan Housing Element, as amended.

Further, the production of housing in California would need to be approximately 100,000 additional residential units annually to meet projected housing demand (HCD 2018). In the County, the San Diego Association of Governments projected that housing production at the regional level will not be able to keep pace with population growth in the coming years. Because new development in the County is constrained to the north by Camp Pendleton, to the west by the Pacific Ocean, and to the south by Mexico, the proposed project would be beneficial to County residents because it would contribute to the overall County housing stock. Construction of the proposed project is anticipated to begin in 2021 with a buildout of approximately 10 to 15 years. Thus, based on a conservative estimate and averaged over 10 years, the 7,974 to 8,145-person population



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increase would equate to approximately 797 to 815 new residents per year, which would be consistent with the City's historical population increases. In the context of the housing shortage currently experienced by the state and the San Diego region, the provision of new housing on the project site would be considered growth accommodating and would represent a regional benefit.

In addition, the San Diego Association of Governments' 5th Cycle Regional Housing Needs Assessment has identified housing needs based on income level for the City. The Santee General Plan Housing Element lists the project site as the only source for above moderate income residential units (City of Santee 2013). Other sites are identified to meet Regional Housing Needs Assessment requirements for the other income levels. The proposed project would satisfy the Regional Housing Needs Assessment requirements for above moderate residential units and provide additional residential units to meet the anticipated future deficiencies in the City.

Further, the widening of State Route 52 from Cuyamaca Street to State Route 67 has contributed to the loss of housing in the City. This project resulted in the loss of approximately 199 residential units as of 2006, which the proposed project would replace (Poucel 2006). Therefore, the preferred land use plan with school and land use plan without school would not contribute to unplanned population growth.

In addition to direct growth, additional indirect growth could occur as new businesses are established or existing businesses expand, thus creating new sources of employment. Increased industrial, commercial, and residential development typically generates a secondary or indirect demand for other services, such as groceries, entertainment, and medical services, that would stimulate economic activity. The proposed project involves private residential development, commercial, and recreational development and would generate jobs and economic activity. Based on a factor of 2.9 persons per household and 1.6 persons per Active Adult unit, the proposed project would be expected to generate approximately 7,974 to 8,145 persons within the expected 10- to 15-year buildout time frame of the proposed project. The additional population would increase activity in nearby retail establishments and generate demand for such services as child care, landscaping, gardening, pest control, home cleaning, and other maintenance services. The proposed project also proposes to develop approximately 80,000 square feet of commercial space and employment opportunities, which is expected to generate approximately 450 jobs under the preferred land use plan with school and approximately 200 jobs under the land use plan without school. In addition to the commercial facilities available on the project site, project residents are anticipated to frequent existing retail and commercial services already available in the City.

The Santee General Plan Update Market Analysis was performed concurrently with the development of the Santee General Plan EIR. The analysis found that the development of the project site would be a potential generator of sales tax for the City. It also concluded that developing the site is critical to the City's financial future because it would generate (in 2003 dollars) an estimated \$39 million in retail sales, with an estimated \$30 million staying in the City, and would provide a significant stock of housing, which would benefit the City's efforts to attract higher-end firms and employers (City of Santee

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2003). Because this economic activity generated by the proposed project is the expected result of planning for the ultimate development of the City through the Santee General Plan, it would not result in a significant adverse impact. The proposed project is expected to result in increased economic activity in the City and the region.

In addition, the Planned Development (PD) land use designation in the Santee General Plan for the project site allows for a variety of mixed-use development types, including commercial uses. The proposed project proposes to change this designation to Specific Plan (SP), which would allow the same types of uses. The Planned Development (PD) land use designation also allows for innovative and high-quality development and does not limit the extent or mix of development to occur, which allows greater flexibility to provide a variety of land uses. Thus, development of commercial uses on the project site resulting in economic growth is an expected and planned outcome of development of the site. Therefore, the proposed project would not contribute to unplanned economic growth inducement in the City.

The elimination of either physical or regulatory obstacles to growth is considered a growth-inducing impact. A physical obstacle to growth typically involves the lack of public service infrastructure. The proposed project would trigger growth if it would result in infrastructure with excess capacity or if it would remove an obstacle to growth in an area, such as providing infrastructure that was previously not available. Infrastructure elements such as sewer and water lines, streets, and drainage facilities would connect the project site with existing development. The proposed extensions of Fanita Parkway and Cuyamaca Street are included in the Santee General Plan Mobility Element and would facilitate residential development contemplated in the Santee General Plan Land Use Element. Therefore, the planned extension of these streets would be growth accommodating because this growth is already planned for in the Santee General Plan.

Further, most adjacent undeveloped land is already constrained and protected from development; these areas include the Padre Dam Municipal Water District Ray Stoyer Water Recycling Facility, Santee Lakes Recreation Preserve, Goodan Ranch/Sycamore Canyon County Preserve, and Marine Corps Air Station Miramar. All of the proposed project's off-site utility and street connections would be south and west in developed areas of the City. Development of new infrastructure on the project site would not result in expansion to these areas. The proposed project would not eliminate any regulatory obstacles to growth. Therefore, the proposed project would not result in growth inducement due to the elimination of physical or regulatory obstacles to growth.

### **SECTION VIII: ALTERNATIVES**

#### **A. BACKGROUND**

The EIR analyzed five alternatives to the Project as proposed and evaluated these alternatives for their ability to avoid or reduce the Project's significant environmental effects while also meeting the majority of the Project's objectives. The City finds that it has considered and rejected as infeasible the alternatives identified in the EIR and

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described below. This section sets forth the potential alternatives to the Project analyzed in the EIR and evaluates them in light of the Project objectives, as required by CEQA.

Where significant impacts are identified, section 15126.6 of the State CEQA Guidelines requires EIRs to consider and discuss alternatives to the proposed actions. Subsection (a) states:

- (a) An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

Subsection 15126.6(b) states the purpose of the alternatives analysis:

- (b) Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

In subsection 15126.6(c), the State CEQA Guidelines describe the selection process for a range of reasonable alternatives:

- (c) The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the Project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

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The range of alternatives required is governed by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. Alternatives are limited to ones that would avoid or substantially lessen any of the significant effects of the Project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project.

However, when a project would not result in any significant and unavoidable impacts, the lead agency has no obligation to consider the feasibility of alternatives to lessen or avoid environmental impacts, even if the alternative would reduce the impact to a greater degree than the proposed project. (Pub. Res. Code § 21002; *Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 521; *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 730-731; *Laurel Heights Improvement Assn. v. Regents of the University of California* (1988) 47 Cal.3d 376, 400-403.)

### **B. PROJECT OBJECTIVES**

The following objectives have been established for the Project (EIR, § 6):

1. Create a new community with clustered development that provides residential, commercial, mixed-use, agricultural, and recreation land uses while preserving large blocks of significant natural open space areas as a habitat preserve dedicated to the City of Santee’s Draft Multiple Species Conservation Program Subarea Plan for permanent preservation and management.
2. Provide a complementary and supportive array of land uses that would enable development of a community with a variety of housing types to address the state’s current housing crisis.
3. Organize the development into villages with high-architectural-quality, mixed-use Village Centers focused on an agrarian and sustainability theme to create a unique identity and sense of community for each village.
4. Provide a range of recreational opportunities, including passive and active parks and recreational facilities, that promote an active and healthy lifestyle, are accessible to residents of the community and surrounding areas, and satisfy the City of Santee’s park dedication requirements.
5. Provide an extensive system of pedestrian, bicycle, and hiking trails as a key community amenity that accommodates a variety of users, facilitates the enjoyment of the outdoor environment, and provides connections to local and regional parks and trails.
6. Incorporate a working farm and related agricultural uses into the community to provide community access to fresh, locally grown foods to promote wellness and a sustainable lifestyle.

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7. Develop a sustainable community that incorporates current conservation technologies and strategies to achieve local, state, and federal goals to address global climate change by reducing greenhouse gas emissions, including various modes of transportation and alternatives to single-occupancy vehicle travel.
8. Create a fire-safe community through a series of fire protection measures that incorporate fuel modification zones, fire-resistant landscape design, ignition-resistant building materials, fire alarm and sprinkler systems, and adequate ingress-egress points for emergency personnel and residents.
9. Implement major transportation components of the Santee General Plan Mobility Element by extending Fanita Parkway, Cuyamaca Street, and Magnolia Avenue to the planned development.

### **C. ALTERNATIVES CONSIDERED BUT REJECTED FROM DETAILED ANALYSIS**

The CEQA Guidelines state that an EIR should identify any alternatives that were considered by the lead agency but were rejected and briefly explain the reasons underlying the lead agency's determination. Among factors used to eliminate alternatives from detailed consideration in the EIR is the failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental effects (CEQA Guidelines, Section 15126.6[c]). This section describes alternative concepts that were considered as alternatives to the proposed project but were rejected from further analysis, and the reason(s) underlying their rejection.

#### **1. Consolidated Density Alternative**

The Consolidated Density Alternative would include decreasing the development footprint while increasing the number of units on site. The three villages would still be constructed but would decrease individual lot sizes and eliminate many of the proposed project amenities. This would result in mid- to high-rise buildings on the project site as well as decreased commercial uses, parks, and open space within the village development area. This alternative was rejected from further analysis because the density would be out of character with the project site and its surroundings, it would increase significant impacts associated with air quality, greenhouse gas (GHG) emissions, noise, recreation, transportation, and utilities and service systems and it would fail to meet a majority of the project objectives (1, 2, 3, 4, and 6). For example, increasing density on the project site would result in a higher project population, which would increase vehicle trips, vehicle miles traveled (VMT), and associated air quality and GHG emissions. In addition, this alternative would not satisfy the project objectives associated with a variety of land uses, array of amenities, recreational opportunities, and agricultural uses because a condensed development footprint with additional housing would eliminate space for these uses. (EIR, § 6.1.1.)

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### 2. Alternate Location

The Alternate Location Alternative would include building the proposed project in a different location from the current project site. Consideration would be given to various locations within the City of Santee (City) and County of San Diego (County). This alternative was ultimately rejected from further analysis because it would be considered infeasible as there is no site of similar size available in the City on which to locate the proposed project. In addition, this would require the applicant to gain ownership of additional property which is subject to market availability. The acquisition of land outside of the City limits would not be consistent with the Santee General Plan land use designation for the project site as Planned Development because the site would remain undeveloped under this alternative. (EIR, § 6.1.2.)

#### Finding:

The City Council rejects both the Consolidated Density Alternative and the Alternate Location Alternative, on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) the alternatives fail to meet the majority of the Project objectives; (2) the alternatives would likely not eliminate or further reduce any of the proposed project's significant impacts; and (3) the alternative sites are technically, financially, and legally infeasible given that the Project Applicant does not own other land that would accommodate the proposed Project and consolidating density on the Project site is out of character with the Project site and its surroundings. Therefore, the Consolidated Density Alternative and the Alternate Location Alternative are eliminated from further consideration.

### D. ALTERNATIVES SELECTED FOR ANALYSIS

The alternatives selected for further detailed review within the EIR focus on alternatives that could lessen the Project's significant environmental impacts, while still meeting most of the basic Project objectives. Those alternatives include:

- No Project/No Build Alternative
- No Project/General Plan Consistency Alternative
- Modified Development Footprint Alternative
- No Fanita Commons Reduced Project Alternative
- No Vineyard Village Reduced Project Alternative

While the proposed project satisfies Project Objective 9 to a great extent by installing and extending Fanita Parkway and Cuyamaca Avenue, it would not completely meet the objective as a result of the elimination of the Magnolia Avenue extension as a project design feature. Similarly, any project alternative that does not propose to install

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the Magnolia Avenue extension would also not satisfy that component of Project Objective 9. As discussed further below, the No Fanita Commons Reduced Project Alternative and the No Vineyard Village Reduced Project Alternative, which propose the Magnolia Avenue extension, would satisfy Project Objective 9 to a greater degree than the proposed project.

### 1. No Project/No Build Alternative

Description: Under the No Project/No Build Alternative, the proposed project would not be built nor would any other project be built on the project site. The 2,638-acre project site would remain in its existing undeveloped condition without management. This alternative would eliminate all of the significant and unavoidable impacts identified for the proposed project. (EIR, § 6.2.1.)

Impacts: As the project site would remain in an undeveloped condition without management, Alternative 1: No Project/No Build Alternative would result in less impacts as compared to the project in the following areas: aesthetics, air quality, biological resources, cultural resources and tribal cultural resources, energy, geology and soils, greenhouse gas, hydrology and water quality, mineral resources, noise, population and housing, public services, recreation, transportation (with the exception of emergency access), and utilities and service systems. Regarding hazards and hazardous materials, Alternative 1 would have no impacts regarding transport of hazardous materials, schools, hazardous material sites, airport safety, and potentially significant but mitigable impact on hazardous releases. However, this alternative would have potentially greater impacts than the proposed project on emergency response and evacuation plans because improvements to Santee General Plan Mobility Element roadways and additional emergency access to the site would not occur. Under land use and planning, Alternative 1 would conflict with the Santee General Plan and the City's Zoning Ordinance because it would not implement the Planned Development (PD) designation and zone for the project site. The Santee General Plan currently allows up to 1,395 residential units on the project site and identifies 16 Guiding Principles for its development. Under this alternative, the planned development of the site would not occur. Therefore, the No Project/No Build Alternative would result in potentially greater impacts related to inconsistency with the Santee General Plan and Zoning Ordinance. As to wildfire impacts, under the No Project/No Build Alternative, impacts related to emergency response and evacuation plans would be greater because the proposed Mobility Element circulation system improvements to Fanita Parkway and off-site Cuyamaca Street would not be constructed, which would provide enhanced emergency response to existing community areas. However, this alternative would not have

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a need for evacuation from the project site in case of emergency because there would be no residents on the project site. This alternative would result in less than significant impacts related to exposing project occupants to pollutant concentrations from wildfire and the installation or maintenance of associated infrastructure because no people would occupy the site, eliminating the need for new infrastructure. In addition, this alternative would have less intensive but still less than significant impacts compared to the proposed project related to exposing people or structures to significant risks involving flooding or landslides due to post-fire slope stability or drainage changes because no alteration of the site would occur as opposed to the proposed project. However, because the project site would remain undeveloped, there would be no fire protection plan, fuel management zones, or managing entity maintaining the fuels on site. In addition, the new emergency access points at select dead-end streets under the proposed project would not be provided under this alternative. Therefore, the potential to expose existing residences to wildfires would be potentially greater under this alternative than the proposed project. (EIR, § 6.2.1.1 and Table 6-2.)

Project Objectives: The No Project/No Build Alternative would not meet any of the project objectives because no development of the project site would occur. Because clustered village development and other land uses would not be constructed, the proposed project would not extend the three major Mobility Element streets planned for in the Santee General Plan. The project site would remain in its undeveloped state and would not be legally open to the public. Therefore, the proposed project would not provide a system of pedestrian, biking, and hiking trails for public use. Additionally, the proposed project would not benefit from large blocks of open space actively managed as Habitat Preserve because the site would remain unmanaged and continue to be susceptible to degradation over time. (EIR, § 6.2.1.2.)

Finding: The City Council rejects Alternative 1: No Project, on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) the alternative fails to meet any of the project objectives; (2) the alternative would result in greater land use impacts, as well as emergency service impacts than the project; and (3) the alternative is infeasible as it would not implement the current Planned Development (PD) designation and zone for the project site consistent with the City's General Plan.

### **2. No Project/General Plan Consistency Alternative**

Description: Under the No Project/General Plan Consistency Alternative, the project site would be developed consistent with the previously



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approved project in 2007 (i.e., the Barratt American Development Plan) consisting of four villages spread throughout the project site. The footprint would consist of three villages in the northern area of the site and one village in the southern area of the site, adjacent to existing development. It would include approximately 1,380 residential units with 15 live-work units, consistent with the Santee General Plan, which allows 1,395 residential units on the project site. A 46-acre Community Park in the northwestern area of the site would include a pedestrian-oriented Village Center and community-serving recreational resources. These resources would include a lake, a park, community centers, sports fields, and preserve areas. The land use plan would include 4.1 acres for a fire station but would not include Medium Density Residential, Active Adult, Village Center, School Overlay, or Agriculture Overlay land use designations or overlays. Approximately 1,465 acres of the site would be designated as Habitat Preserve to be protected and conserved consistent with the City's Draft MSCP Subarea Plan. Access to the site under this alternative would be through the northerly extensions of Fanita Parkway and Cuyamaca Street. Fanita Parkway would be reconstructed from Mast Boulevard to the southerly project site boundary at the existing San Diego Gas & Electric transmission line.

This alternative was selected because it would reduce or eliminate the following significant and unavoidable impacts identified for the proposed project: (1) air quality (consistency with the applicable air quality plan, cumulative increase in criteria pollutant emissions), (2) noise (exceedance of noise standards), (3) recreation (construction or expansion of recreational facilities), (4) transportation (circulation system performance, VMT), and (5) utilities and service systems (new or expanded utilities or service systems). (EIR, § 6.2.2.)

### Impacts:

Alternative 2 would result in reduced impacts associated with air quality, energy, GHG emissions, hazards and hazardous materials, noise, population and housing, public services, recreation, transportation, and utilities and service systems. The No Project/General Plan Consistency Alternative would have potentially greater impacts regarding aesthetics, biological resources, cultural resources, geology, soils, paleontological resources, hydrology and water quality, and wildfire.

Regarding aesthetics, because development is proposed in the southern half of the project site near existing residential development, this alternative would result in more intensive but still less than significant visual impacts related to the change in character of the site and more intensive but still less than significant impacts to scenic vistas. In addition, potentially greater impacts than the proposed project on light and glare would occur due to new sources

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of light in the southern half of the site including exterior building illumination, residential lighting, parking lots, new landscaped areas, and new roadway lighting. This is a new impact that may require mitigation measures.

Regarding biological resources, this alternative would designate approximately 185 acres less for Habitat Preserve than the proposed project, increase edge effects, and decrease wildlife connectivity across the site. Therefore, impacts on candidate, sensitive, or special-status plant and wildlife species would be expected to be greater under this alternative. This alternative would also include development in the southern area of the site where high-quality coastal California gnatcatcher (*Polioptila californica californica*) habitat, previously occupied suitable habitat for Hermes copper butterfly (*Lycaena hermes*), and suitable habitat for Quino checkerspot butterfly (*Euphydryas editha quino*) occur. Because the footprint of this alternative would be larger than the proposed project, the alternative would have a greater impact on wildlife corridors. Due to the more spread-out configuration of the different villages under this alternative, it would provide limited opportunity for movement through the preserve area and limit regional connections.

Similarly, due to the approximately 185 acres larger project disturbance area, there would be potentially greater significant impacts to archeological resources, human remains, and tribal cultural resources. The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) eligible known cultural sites CA-SDI-8243 and CA-SDI-8345 would be directly impacted under this alternative because development would be proposed on these sites. Due to the larger footprint and location of proposed development under this alternative, greater potentially significant but mitigable impacts would occur related to soil erosion and topsoil loss, geologic stability, and expansive soils. In addition, potentially greater significant impacts would occur regarding geologic stability due to the southern area of the site consisting of extensive landslide deposits where the southern village would be developed. Therefore, additional enhanced mitigation measures would be required to mitigate landslide impacts from the development of the southern village under this alternative. This alternative would include an additional village in the southern area of the site that would be located in an area with high paleontological sensitivity near existing residential development. Therefore, potentially greater impacts to paleontological resources would occur under this alternative.

Though it would include fewer residential units and commercial uses than the proposed project, development would be more spread out

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potentially causing greater disruption to the natural hydrology of the site. Construction and operation of this alternative would generate pollutants that could potentially degrade the surface water quality of downstream receiving waters. Therefore, this alternative could cause greater impacts on water quality standards and site drainage and hydrology and require new mitigation measures. In addition, this alternative could result in activities inundated by potential mudflows from landslide deposits in the southern portion of project site. Therefore, impacts related to mudflows would be greater than the proposed project and require new mitigation measures. In addition, potentially greater impacts would occur related to flooding or landslides as a result of post-fire stability or drainage changes due to the southern area of the project site containing extensive landslide deposits and being prone to slope failure. Under this alternative, this area would be extensively developed with a residential village. Numerous debris avalanches and debris slides of varying ages are present on these slopes. It is expected that such conditions could be exacerbated in a post-fire landscape where surface vegetation has been removed or burned and erosion potential increases. New mitigation measures would be required to address the increased potential for impacts in the southern area of the site and best management practices for erosion control in a post-fire landscape. (EIR, § 6.2.2.1 and Table 6-2.)

Project Objectives: The No Project/General Plan Consistency Alternative would accomplish four of the nine project objectives (Project Objectives 4, 5, 7, and 8). This alternative would meet Project Objective 4 because it would provide community-serving recreational opportunities including a lake, a large central park, and sports fields and satisfy the City's park dedication requirements. This alternative would meet Project Objective 5 because it would provide a system of pedestrian, biking, and hiking trails that would connect with the regional system. Project Objective 7 would be met by this alternative because it would provide various sustainable features including energy-efficient buildings, water efficient systems, and electric-vehicle charging stations and outlets. This alternative would satisfy Project Objective 8 and create a fire-safe community through various fire protection measures including managed FMZs, fire-resistive landscaping, fire alarm and sprinkler systems, and active management of the Habitat Preserve. However, this alternative would not fulfill Project Objective 1 because it would not cluster development in one area of the project site or include agricultural land uses that promote access to local food sources. This alternative would only partially satisfy Project Objective 2 because it would not provide the Active Adult or Medium Density Residential land use, thus limiting the array of land uses that would enable development of a community with a variety of housing types. It would also provide approximately 1,554 fewer residential

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units to address the state's housing crisis. In addition, this alternative would not fulfill Project Objective 3 as it would not create villages that include high-architectural-quality mixed-use Village Centers, and no agrarian theme is anticipated. This alternative would not meet Project Objective 6 because it would not include a working farm and related agricultural uses for the community. Project Objective 9 would not be fulfilled because this alternative would not extend Magnolia Avenue, a major transportation component of the Santee General Plan Mobility Element. (EIR, § 6.2.2.2.)

### Finding:

The City Council rejects Alternative 2: No Project/General Plan Consistency Alternative, on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) the alternative fails to meet the project objectives to the same extent as the project and is infeasible; and (2) the alternative would result in increased impacts relating to aesthetics, biological resources, cultural and tribal cultural resources, geology, soils and paleontological resources, hydrology and water quality, and wildfire.

### **3. Modified Development Footprint Alternative**

#### Description:

Under the Modified Development Footprint Alternative, the proposed project would consist of development exclusively in the southern half of the project site, extending no farther north than the PDMWD Ray Stoyer Water Reclamation Facility. See Figure 6-2, Modified Development Footprint Alternative, for an illustration of the development footprint associated with this alternative. It would include approximately 2,947 low- and medium-density residential units, 36 acres of visitor commercial uses, 47.1 acres of parks, 196.2 acres of open space (includes FMZs), a fire station, a school site, and the Special Use area on approximately 785 acres. The remaining 1,853 acres would be dedicated as Habitat Preserve and would not be developed. Access to the site under this alternative would be from Fanita Parkway and the extension of Carlton Hills Boulevard. The proposed development would connect with several existing neighborhood dead-end streets in the City.

This alternative was selected because it would reduce or eliminate significant transportation impacts to some street segments and intersections of Cuyamaca Street that have been identified for the proposed project. It would also reduce impacts to biological and cultural resources compared to the proposed project. (EIR, § 6.2.3.)

#### Impacts:

Compared to the proposed project, the Modified Development Footprint Alternative would result in reduced impacts associated with biological resources, cultural resources, hydrology and water quality,

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and mineral resources. The Modified Development Footprint Alternative would have potentially greater impacts regarding aesthetics, air quality, geology, soils, and paleontological resources, GHG emissions, noise, population and housing, public services, recreation, transportation, utilities and service systems, and wildfire.

The Modified Development Footprint Alternative would include development located exclusively in the southern half of the project site. Because development is proposed only in the southern half of the project site adjacent to existing City development, this alternative would result in greater visual impacts to public views in this area compared to the proposed project. Potentially greater impacts than the proposed project to scenic vistas and visual character or quality of public views of the site would occur because proposed development would be clearly visible from existing City public streets and residences immediately adjacent to the east, south, and west of the project site. Due to the location and proximity of proposed development, it is likely that this alternative would partially block views of scenic vistas of the project site from public streets and rights-of-way. In addition, potentially greater impacts than the proposed project on light and glare would occur due to potential new sources of light in the southern half of the site including exterior building illumination, residential lighting, parking lots, new landscaped areas, and new roadway lighting. This would be a new impact requiring mitigation to reduce it to a less than significant level.

The Modified Development Alternative would result in similar potentially significant and unavoidable impacts as the proposed project related to consistency with the applicable air quality plan because it would exceed the number of residential units identified for the project site in the Santee General Plan Housing Element. Thus, this alternative would exceed the SANDAG growth assumptions assumed for the project site and would be inconsistent with the emissions projections in the RAQS and the SIP. Impacts associated with criteria air pollutant emissions during construction would be potentially significant, similar to the proposed project, due to similar construction activities occurring on site resulting in similar maximum daily emissions. Operational emissions associated with stationary sources (e.g., architectural coatings, consumer products, landscape equipment, and energy use) would be similar to the proposed project due to a similar number of residential units (2,947) on the project site. However, operational air quality emissions associated with mobile emissions (vehicle trips) would be greater under this alternative due to a greater on-site population. As a result, carbon monoxide hotspots on sensitive receptors would be greater because of the increase in vehicle trips. In addition, similar potentially significant impacts from toxic air contaminants and operational health impacts

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on sensitive receptors would occur under this alternative due to similar construction activities and operational land uses. Mitigation Measures similar to AIR-1 through AIR-10, and GHG-4, All-Electric Homes, would be required to reduce impacts on the applicable air quality plans and cumulative increases in criteria pollutant emissions from construction and operation, though not to a less than significant level. Similar to the proposed project, these impacts would remain significant and unavoidable.

Though the alternative development footprint is a smaller area, potentially significant impacts would still occur regarding soil erosion, topsoil loss, and expansive soils due to the magnitude of excavation and grading proposed for on-site development and off-site improvement areas. The geotechnical recommendations set forth in Mitigation Measure GEO-1 and compliance with applicable federal, state, and local regulations as required by the proposed project would be required under this alternative to reduce potentially significant geological impacts to a less than significant level. In addition, potentially greater significant impacts would occur with regard to geologic stability due to the southern area of the site, including the Special Use area, containing known extensive landslide deposits. Therefore, additional mitigation measures would be required to mitigate landslide impacts under this alternative.

The Modified Development Footprint Alternative would result in similar potentially significant construction GHG emissions as the proposed project due to similar construction equipment and worker and vendor vehicle trips. However, long-term operational GHG emissions from mobile source emissions under this alternative would be greater than the proposed project due to a greater on-site population. In addition, area source and stationary source emissions from activities associated with landscaping, heating, and electricity demand would be similar to the proposed project due to a similar unit count. Therefore, this alternative would result in emissions above the per capita threshold of 1.77 MT CO<sub>2</sub>e developed consistent with the Santee Sustainable Plan. Mitigation measures similar to Mitigation Measures AIR-5 through AIR-8, AIR-10, and GHG-1 through GHG-6 would be required to reduce operational and amortized construction GHG emissions under this alternative through the application of solar panels, recycling and composting services, water conservation, electric homes, on-site tree planting, and private electric vehicles to a less than significant level.

The Modified Development Footprint Alternative would result in greater potentially significant construction noise impacts than the proposed project due to the proximity of construction activities, including equipment and vehicle traffic, to adjacent NSLUs.

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Mitigation Measures NOI-1 through NOI-4, in addition to new mitigation measures to mitigate noise on nearby existing residences and Sycamore Canyon Elementary School, would be required to reduce excessive noise levels as a result of construction activities. Due to the proximity of the alternative development footprint to adjacent NSLU, it would expand the number of receptors that would be exposed to construction noise impacts. Therefore, this alternative would have the potential to result in more intensive potentially significant construction noise impacts. In addition, this alternative would result in potentially greater operational impacts than the proposed project due to the entire alternative development being concentrated in the southern portion of the site immediately adjacent to existing NSLUs. Operational noise impacts that would be mitigated by distance under the proposed project would be potentially significant as a result of such proximity to existing NSLUs. Nighttime nuisance noise impacts from the Special Use area would be potentially significant under this alternative, similar to the proposed project, and Mitigation Measure NOI-5 would still be required. Operational traffic would be routed through several existing streets including Birchcrest Boulevard, Halberns Boulevard, Carlton Hills Boulevard, and Cecilwood Drive directly south and west of the alternative footprint that would not provide project access under the proposed project. This would result in new noise impacts on the adjacent NSLUs compared to the proposed project. Therefore, Mitigation Measures NOI-6 and NOI-7, as well as additional new mitigation measures, would be required to reduce impacts, though not to a less than significant level. Similar to the proposed project, operational noise impacts would be significant and unavoidable. Similar to the proposed project, temporary potentially significant groundborne vibration impacts from construction equipment and blasting would occur under this alternative. Implementation of Mitigation Measures NOI-8 and NOI-9, in addition to Mitigation Measures NOI-3 and NOI-4, would minimize temporary groundborne vibration impacts from construction and blasting activities at nearby receptors. However, due to the proximity of construction activities under this alternative, impacts from groundborne vibration would be potentially greater than under the proposed project and may require additional mitigation measures to reduce impacts to less than significant.

Unlike the proposed project, this alternative does not propose an Active Adult community, which includes a lower 1.6 persons per household residential population compared to the 2.9 persons per household for low- and medium-density residential units. Using these population generation factors, this alternative would generate approximately 8,546 residents, and the proposed project would generate approximately 7,974 residents under the preferred land use

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plan with school or approximately 8,145 residents under the land use plan without school. Therefore, greater population growth would result from this alternative.

The Modified Development Footprint Alternative would result in more intensive but still less than significant impacts on fire protection facilities, police protection facilities, public school facilities, and libraries compared to the proposed project due to a greater on-site residential population. However, similar to the proposed project, this alternative includes a site for a future fire station and for a school, which would allow this alternative to maintain acceptable service ratios, response times, or other performance objectives, and reduce demand for fire protection and public school service. Police protection and library facilities would be accommodated off-site by existing uses and would not result in physical impacts associated with the proposed project. Physical impacts as a result of construction of the new fire protection and school facilities would be reduced through mitigation measures put forth in other resource topics as part of the overall project environmental evaluation. Therefore, this alternative would have more intensive but still less than significant impacts on public services compared to the proposed project.

The Modified Development Footprint Alternative would result in an increased demand for recreational facilities due to a greater on-site population than the proposed project. This alternative would include approximately 47.1 acres of parks. Using the City's minimum parkland requirement of 10 acres of parkland for every 1,000 residents, along with the Santee Municipal Code, Chapter 12.40, provision of 5 acres per 1,000 residents of parkland dedication plus 5 acres per 1,000 persons of in-lieu fee, this alternative would be required to provide approximately 85.5 acres of parks (total project population divided by 1,000 and multiplied by 10). Since this alternative would only provide 47.1 acres, it would not provide sufficient acreage of parks, trails, and recreational facilities to satisfy the parkland dedication requirements and would not comply with the Santee General Plan. Similar to the proposed project, this alternative would mitigate any impacts associated with new on-site park development as part of the proposed project's environmental evaluation and identify applicable mitigation measures as needed. However, because this alternative would result in significant and unavoidable impacts to air quality, noise, and transportation, construction of the recreational facilities associated with the alternative would contribute to these impacts. Similar to the proposed project, impacts to new or expanded recreational facilities on site would be significant and unavoidable for air quality, noise, and transportation, while the remaining impacts would be less than



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significant or reduced to a less than significant level with mitigation. The lack of proposed park acreage would result in increased demand on existing park and recreation facilities in the City causing substantial deterioration of those facilities. Therefore, this alternative would result in a new potentially significant impact compared to the proposed project and would require new mitigation measures, such as the payment of fees, to meet these parkland requirements.

This alternative would result in greater potentially significant operational transportation impacts than the proposed project due to a greater on-site population because this alternative would not propose Active Adult units. Using the trip rates for low-density, medium-density, and visitor commercial land uses from the Transportation Impact Analysis, this alternative would result in approximately 986 additional residential average daily trips compared to the proposed project. This could result in greater traffic impacts than have been identified for the proposed project. However, because the development would be concentrated in the southern portion of the project site, potentially significant impacts on certain segments and intersections of Cuyamaca Street would be avoided because this alternative would not access the project site from Cuyamaca Street. Traffic under this alternative would be rerouted through other existing City streets to the south and west including Sycamore Canyon Road, Birchcrest Boulevard, Halberns Boulevard, Carlton Hills Boulevard, Dragoye Drive, Cambury Drive, and Cecilwood Drive, potentially resulting in new significant impacts on these roadways, which would require new mitigation measures.

In addition, this alternative would result in less intensive but still potentially significant impacts on VMT because it would be located entirely in the southern portion of the site adjacent to existing City development resulting in approximately 1 to 3 fewer VMT per capita to and from various existing and proposed land uses. However, without the Active Adult community under this alternative, the VMT per capita would increase. Due to the number of units that would be developed under this alternative, Mitigation Measure AIR-6 would still be required to implement a Transportation Demand Management Plan to reduce potentially significant impacts on VMT, though not to less than significant. Similar to the proposed project, impacts would remain significant and unavoidable. Similar to the proposed project, implementation of this alternative would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The Modified Development Footprint Alternative would result in slightly greater demand for water, wastewater, stormwater drainage,

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electric power, natural gas, and telecommunications facilities than the proposed project because it would generate a greater population. Therefore, potentially increased significant impacts would occur because this alternative would require the construction of new and expanded utilities and service systems to serve the proposed residential and commercial uses. Similar to the proposed project, applicable mitigation measures from other resource topics would be required to reduce physical environmental impacts of these new facilities to a less than significant. However, because this alternative would result in significant and unavoidable impacts to air quality, noise, and transportation, construction of utilities and service systems associated with the alternative could contribute to these impacts. Similar to the proposed project, impacts to new or expanded utilities and service systems would be significant and unavoidable for air quality, noise, and transportation, while the remaining impacts would be less than significant or reduced to a less than significant level with mitigation.

Potentially greater impacts would occur related to flooding or landslides as a result of post-fire stability or drainage changes due to the southern area of the project site containing extensive landslide deposits and being prone to slope failure. This alternative would concentrate development in the southern area, potentially resulting in a new significant impact requiring mitigation. Numerous debris avalanches and debris slides of varying ages are present on these slopes. It is expected that such conditions could be exacerbated in a post-fire landscape where surface vegetation has been removed or burned and erosion potential increases. In addition, the Special Use area proposed under this alternative was deemed unsuitable for park or substantial facility development by a focused geotechnical study due to geological constraints including landslides. This alternative proposes residential development in proximity to the Special Use area. Therefore, the alternative would result in greater impacts related to post-fire instability and new mitigation measures would be required to mitigate flooding or landslide impacts under this alternative. (EIR, § 6.2.3.1 and Table 6-2.)

Project Objectives: The Modified Development Footprint Alternative would accomplish five of the nine project objectives (Project Objectives 2, 4, 5, 7, and 8). This alternative would satisfy Project Objective 2 because it would provide an array of land uses that would enable development of a community with a variety of housing types to address the state's housing crisis. This alternative would meet Project Objective 4 because it would provide community-serving recreational opportunities including two large parks. This alternative would meet Project Objective 5 because it would provide a system of pedestrian, biking, and hiking trails that would connect with the regional system.

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Project Objective 7 would be met by this alternative because it would provide various sustainable features including energy-efficient residences, drought-tolerant landscaping, and close connections to existing City development to offset single-occupancy vehicle travel. In addition, this alternative would satisfy Project Objective 8 and create a fire-safe community through various fire protection measures including managed FMZs, fire-resistive landscaping, fire alarm and sprinkler systems, and active management of the Habitat Preserve. This alternative would only partially satisfy Project Objective 1 because, although it would create a clustered development with a mix of land uses concentrated in the southern area of the site and dedicate a large block of open space as Habitat Preserve to the City's Draft MSCP Subarea Plan, it would not include agricultural land uses that promote access to local food sources. However, this alternative would not fulfill Project Objective 3 because it would not create multiple villages that include mixed-use Village Centers, and no agrarian theme is anticipated. This alternative would not meet Project Objective 6 because it would not include a working farm and related agricultural uses for the community. Project Objective 9 would be partially fulfilled because while this alternative would improve Fanita Parkway it would not extend or improve Cuyamaca Street or Magnolia Avenue, which are major transportation components of the Santee General Plan Mobility Element. (EIR, § 6.2.3.2.)

### Finding:

The City Council rejects Alternative 3: Modified Development Footprint Alternative, on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) the alternative fails to meet the project objectives to the same extent as the project and is infeasible; (2) the alternative fails to avoid or reduce any potentially significant impacts of the project regarding air quality, noise, recreation, transportation and utilities and service systems; and (3) the alternative would result in increased impacts relating to aesthetics, geology, soils, and paleontological resources, GHG emissions, population and housing, public services, and wildfire.

### **4. No Fanita Commons Reduced Project Alternative**

#### Description:

Under the No Fanita Commons Reduced Project Alternative, the project footprint would be the same as the proposed project except Fanita Commons (the northwestern village) would not be constructed. See Figure 6-3, No Fanita Commons Reduced Project Alternative, for an illustration of the development footprint for this alternative. Development would occur on approximately 692 acres with the remaining 1,946 acres being dedicated as Habitat Preserve. This alternative would include approximately 2,392 low- and

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medium-density residential units, 8.7 acres of visitor commercial uses, 38.5 acres of parks, a fire station, a school site, and the Special Use area. Without Fanita Commons, the alternative would eliminate a majority of the commercial uses and Active Adult neighborhood. The proposed school would be moved to the Farm site, eliminating the Farm. A fire station would be located next to the school site to the north. The Community Park would be located in Vineyard Village under this alternative. Street “V” and Street “W” would be constructed to connect Orchard Village with Vineyard Village. Access to and from the site would be through the extensions of Fanita Parkway, Cuyamaca Street and secondarily from Magnolia Avenue.

This alternative was selected because it would reduce or eliminate some of the significant and unavoidable transportation impacts to street segments and intersections identified for the proposed project (circulation system performance). It would also have reduced significant and unavoidable impacts associated with: (1) air quality (consistency with the applicable air quality plan, cumulative increase in criteria pollutant emissions), (2) noise (exceedance of noise standards), (3) recreation (construction or expansion of recreational facilities), (4) transportation (VMT), and (5) utilities and service systems (new or expanded utilities or service systems). (EIR, § 6.2.4.)

### Impacts:

Compared to the proposed project, the No Fanita Commons Reduced Project Alternative would result in reduced impacts associated with aesthetics, air quality, biological resources, cultural resources, energy, geology, soils and paleontological resources, GHG emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, noise, population and housing, public services, transportation, utilities and service systems, and wildfire. The No Fanita Commons Reduced Project Alternative would have potentially greater impacts on recreation because this alternative would not meet the City park acreage requirements.

The No Fanita Commons Reduced Project Alternative would result in reduced demand for existing recreational facilities because it would construct one less village and generate less population growth (approximately 1,037 fewer people). However, with the elimination of Fanita Commons, proposed project recreation amenities including the Community Park, two Neighborhood Parks, two Mini-Parks, and the Farm would also be eliminated. This alternative would provide approximately 38.5 acres of parks. Using the City’s minimum parkland requirement of 10 acres of parkland for every 1,000 residents, along with the Santee Municipal Code, Chapter 12.40, provision of 5 acres per 1,000 residents of parkland dedication plus 5 acres per 1,000 persons of in-lieu fee, this alternative would be

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required to provide approximately 69.4 acres of parks (total project population divided by 1,000 and multiplied by 10). Since this alternative would only provide 38.5 acres, it would not provide sufficient acreage of parks, trails, and recreational facilities to satisfy the parkland dedication requirements and would not comply with the Santee General Plan. Similar to the proposed project, this alternative would mitigate any impacts associated with new on-site park development as part of the proposed project's environmental evaluation and identify applicable mitigation measures, as needed, to reduce impacts to a less than significant level. However, because this alternative would result in some significant and unavoidable impacts to air quality, noise, and transportation, construction of the recreational facilities associated with the alternative could contribute to these impacts. Similar to the proposed project, impacts to new or expanded recreational facilities on site would be significant and unavoidable for air quality, noise, and transportation, while the remaining impacts would be less than significant or reduced to a less than significant level with mitigation. Compared to the proposed project, this alternative would have lessened impacts because it would contribute to fewer significant and unmitigated transportation impacts from the construction of on-site recreational resources. However, the lack of adequate park facilities on the project site to meet the City's requirements would mean that project residents would more frequently use existing recreational facilities in the community than they would if adequate facilities were provided on site. This could result in a new significant impact related to the degradation of existing recreational facilities compared to the proposed project and require this alternative to mitigate through the payment of parkland fees to reduce impacts to a less than significant level. (EIR, § 6.2.4.1 and Table 6-2.)

Project Objectives: The No Fanita Commons Reduced Project Alternative would accomplish four of the nine project objectives (Project Objectives 5, 7, 8, and 9). This alternative would meet Project Objective 5 because it would provide a system of pedestrian, biking, and hiking trails that would connect with the regional system and existing City development. Project Objective 7 would be met by this alternative because it would provide various sustainable features, including energy-efficient residences, drought-tolerant landscaping, and connections to existing City development to offset single-occupancy vehicle travel. In addition, this alternative would satisfy Project Objective 8 and create a fire-safe community through various fire protection measures including managed FMZs, fire-resistive landscaping, fire alarm and sprinkler systems, and active management of the Habitat Preserve. Project Objective 9 would be fulfilled by this alternative because it would extend and improve Fanita Parkway, Cuyamaca Street, and Magnolia Avenue, three

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major transportation components of the Santee General Plan Mobility Element. This alternative would only partially satisfy Project Objective 1 because, although it would create a new community with clustered development and a mix of land uses and dedicate large blocks of open space as Habitat Preserve to the City's Draft MSCP Subarea Plan, it would not provide recreational land uses to meet the City's park dedication requirements or provide the Farm that would promote access to local food sources. This alternative would only partially meet Project Objective 2 because it would not provide the Active Adult land use, limiting the array of land uses with a variety of housing types and would provide approximately 557 fewer residential units to address the state's housing crisis. However, this alternative would only partially meet Project Objective 3 because there would not be an agrarian theme throughout the development and no Farm would be proposed. In addition, this alternative would only provide two villages, eliminating Fanita Commons, which would be the main commercial center for the proposed project. This alternative would not meet Project Objective 4 because this alternative would not provide enough passive and active parks to satisfy the City's park dedication requirements. Finally, this alternative would not meet Project Objective 6 because it would not include a working farm, thereby not providing fresh, locally grown produce for the community. (EIR, § 6.2.4.2.)

### Finding:

The City Council rejects Alternative 4: No Fanita Commons Reduced Project Alternative, on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) the alternative fails to meet the project objectives to the same extent as the project and is infeasible; (2) the alternative fails to avoid or reduce the potentially significant impacts of the project related to recreation; and (3) the alternative would result in increased impacts relating to recreation.

### **5. No Vineyard Village Reduced Project Alternative**

#### Description:

Under the No Vineyard Village Reduced Project Alternative, the project footprint would be similar to the proposed project except Vineyard Village (the eastern village) would not be constructed. Under this alternative, residential units would be reduced to approximately 1,904 units. Development would occur on approximately 462 acres with the remaining 2,176 acres to be dedicated as Habitat Preserve. It would include 27.8 acres of visitor commercial uses, the Farm, 30 acres of parks (including the Community Park), a fire station site, and the Special Use area. However, no school site would be designated under this alternative. This alternative would not require the construction of internal streets "V" and "W." Access to and from the site would be through the

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extensions of Fanita Parkway, Cuyamaca Street and Magnolia Avenue.

This alternative was selected because it would reduce or eliminate the following significant and unavoidable impacts identified for the proposed project: (1) air quality (consistency with the applicable air quality plan, cumulative increase in criteria pollutant emissions), (2) noise (exceedance of noise standards), (3) recreation (construction or expansion of recreational facilities), (4) transportation (circulation system performance, VMT), and (5) utilities and service systems (new or expanded utilities or service systems). (EIR, § 6.2.5.)

### Impacts:

Compared to the proposed project, the No Vineyard Village Reduced Project Alternative would result in reduced impacts associated with aesthetics, air quality, biological resources, cultural resources, energy, geology, soils and paleontological resources, GHG emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, noise, population and housing, public services, transportation, utilities and service systems, and wildfire. The No Vineyard Village Reduced Project Alternative would have potentially greater impacts on recreation because this alternative would not meet the City park acreage requirements. This alternative would fulfill six of the nine project objectives.

The No Vineyard Village Reduced Project Alternative would result in reduced overall demand for recreational facilities compared to the proposed project because it would construct one less village (1,045 fewer residential units) and generate less population growth. However, with the elimination of Vineyard Village, proposed project recreation amenities including 4 Neighborhood Parks, 10 Mini-Parks, and various trail connections would also be eliminated. This alternative would provide approximately 30 acres of parks. Using the City's minimum parkland requirement of 10 acres of parkland for every 1,000 residents, along with the Santee Municipal Code, Chapter 12.40, provision of 5 acres per 1,000 residents of parkland dedication plus 5 acres per 1,000 persons of in-lieu fee, this alternative would be required to provide approximately 55.2 acres of parks (total project population divided by 1,000 and multiplied by 10). Since this alternative would only provide 30 acres, it would not provide sufficient acreage of parks, trails, and recreational facilities to satisfy the parkland dedication requirements and would not comply with the Santee General Plan. Similar to the proposed project, this alternative would mitigate any impacts associated with new on-site park development as part of the proposed project's environmental evaluation and identify applicable mitigation measures, as needed, to reduce impacts to less than significant. However, because this alternative would result in some significant

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and unavoidable impacts to air quality and transportation, construction of the recreational facilities associated with the alternative could contribute to these impacts. Similar to the proposed project, impacts to new or expanded recreational facilities on site would be significant and unavoidable for air quality and transportation, while the remaining impacts would be less than significant or reduced to a less than significant level with mitigation. Compared to the proposed project, this alternative would have lessened impacts because it would contribute to fewer significant and unmitigated noise and transportation impacts from the construction of on-site recreational resources.

The lack of adequate park facilities on the project site under this alternative to meet the City's requirements would mean that project residents would more frequently use existing recreational facilities in the community than they would if adequate facilities were provided on site. This could result in a new significant impact related to the degradation of existing recreational facilities compared to the proposed project and require this alternative to mitigate this impact through the payment of fees to meet satisfy the parkland requirements to reduce impacts to a less than significant level. (EIR, § 6.2.5.1 and Table 6-2.)

Project Objectives: The No Vineyard Village Reduced Project Alternative would accomplish six of the nine project objectives (Project Objectives 3, 5, 6, 7, 8, and 9). This alternative would meet Project Objective 3 because it would create villages that include high-architectural-quality, mixed-use Village Centers with an agrarian theme. This alternative would meet Project Objective 5 because it would provide a system of pedestrian, biking, and hiking trails that would connect with the regional system and existing City development. This alternative would meet Project Objective 6 because it would include a working farm that would provide fresh, locally grown produce for the community. Project Objective 7 would be met by this alternative because it would provide various sustainable features including energy-efficient residences, drought-tolerant landscaping, and connections to existing City development to offset single-occupancy vehicle travel. In addition, this alternative would satisfy Project Objective 8 and create a fire-safe community through various fire protection measures including managed FMZs, fire-resistive landscaping, fire alarm and sprinkler systems, and active management of the Habitat Preserve. Project Objective 9 would be fulfilled by this alternative because it would extend and improve Fanita Parkway, Cuyamaca Street, and Magnolia Avenue, three major transportation components of the Santee General Plan Mobility Element. This alternative would only partially satisfy Project Objective 1 because it would create a new community with clustered



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development and a mix of land uses and dedicate large blocks of open space as Habitat Preserve to the City's Draft MSCP Subarea Plan, but it would not provide enough recreation land uses to the City's parkland dedication requirements. This alternative would only partially meet Project Objective 2 because, although it would provide an array of land uses with a variety of housing types, it would provide approximately 1,045 fewer residential units to address the state's housing crisis. However, this alternative would not meet Project Objective 4 because this alternative would not provide enough passive and active parks to satisfy the City's park dedication requirements. (EIR, § 6.2.5.2.)

Finding: The City Council rejects Alternative 5: No Vineyard Village Reduced Project Alternative, on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) the alternative fails to meet the project objectives to the same extent as the project and is infeasible; (2) the alternative fails to avoid or reduce the potentially significant impacts of the project related to recreation; and (3) the alternative would result in increased impacts relating to recreation.

### **E. ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

According to Section 15126.6(e)(2) of the CEQA Guidelines, an EIR is required to identify the environmentally superior alternative, which is the alternative having the potential for the fewest significant environmental impacts, from among the range of reasonable alternatives that are evaluated in an EIR.

The level of environmental impacts associated with the No Project/No Build Alternative is overall less than the proposed project. It would avoid all of the significant and unavoidable impacts of the proposed project. This alternative would have greater land use impacts than the proposed project as it would conflict with the Santee General Plan and zoning ordinance. It would also not accomplish any of the proposed project objectives. Nonetheless, the No Project/No Build Alternative would be considered the environmentally superior alternative. According to Section 15126.6 of the CEQA Guidelines, if the No Project Alternative is selected as the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the remaining alternatives.

Compared to the proposed project, the No Project/General Plan Consistency Alternative would result in reduced impacts associated with air quality, energy, GHG emissions, hazards and hazardous materials, noise, population and housing, public services, recreation, transportation, and utilities and service systems. The No Project/General Plan Consistency Alternative would have potentially greater impacts regarding aesthetics, biological resources, cultural resources, geology, soils, paleontological resources, hydrology and water quality, and wildfire. This alternative would fulfill four of the nine project objectives.

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Compared to the proposed project, the Modified Development Footprint Alternative would result in reduced impacts associated with biological resources, cultural resources, hydrology and water quality, and mineral resources. The Modified Development Footprint Alternative would have potentially greater impacts regarding aesthetics, air quality, geology, soils, and paleontological resources, GHG emissions, noise, population and housing, public services, recreation, transportation, utilities and service systems, and wildfire. This alternative would fulfill five of the nine project objectives.

Compared to the proposed project, the No Fanita Commons Reduced Project Alternative would result in reduced impacts associated with aesthetics, air quality, biological resources, cultural resources, energy, geology, soils and paleontological resources, GHG emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, noise, population and housing, public services, transportation, utilities and service systems, and wildfire. The No Fanita Commons Reduced Project Alternative would have potentially greater impacts on recreation because this alternative would not meet the City park acreage requirements. This alternative would fulfill four of the nine project objectives.

Compared to the proposed project, the No Vineyard Village Reduced Project Alternative would result in reduced impacts associated with aesthetics, air quality, biological resources, cultural resources, energy, geology, soils and paleontological resources, GHG emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, noise, population and housing, public services, transportation, utilities and service systems, and wildfire. The No Vineyard Village Reduced Project Alternative would have potentially greater impacts on recreation because this alternative would not meet the City park acreage requirements. This alternative would fulfill six of the nine project objectives.

The No Vineyard Village Reduced Project Alternative overall has less environmental impacts than the other alternatives, but more environmental impacts than the No Project/No Build Alternative. In addition to having reduced impacts to the environmental issues listed above, this alternative would avoid the significant and unavoidable impacts associated with noise (exceed noise standards) and transportation (certain street segments and intersections) identified for the proposed project. This alternative would not fulfill three of the nine project objectives. It would not fulfill Project Objective 4, because this alternative would not provide enough passive and active parks to satisfy the City's park dedication requirements. This alternative would only partially satisfy Project Objective 1 because it would create a new community with clustered development and a mix of land uses and dedicate large blocks of open space as Habitat Preserve to the City's Draft MSCP Subarea Plan, but it would not provide enough recreation land uses. This alternative would only partially meet Project Objective 2 because, although it would provide an array of land uses with a variety of housing types, it would provide approximately 1,045 fewer residential units to address the state's housing crisis. Therefore, of the alternatives analyzed, the No Vineyard Village Reduced Project Alternative would result in the greatest reduction in environmental impacts compared to

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the proposed project and would be considered the environmentally superior alternative. (EIR, § 6.3.)

### **SECTION IX: STATEMENT OF OVERRIDING CONSIDERATIONS**

Pursuant to State CEQA Guidelines Section 15093(a), the City Council must balance, as applicable, the economic, legal, social, technological, or other benefits of the proposed project against its unavoidable environmental risks in determining whether to approve the proposed project. If the specific benefits of the proposed project outweigh the unavoidable adverse environmental effects, those environmental effects may be considered acceptable.

Having reduced the adverse significant environmental effects of the proposed project to the extent feasible by adopting the mitigation measures, and having considered the entire administrative record on the proposed project, the City Council has weighed the benefits of the proposed project against its unavoidable adverse impacts after mitigation in regards to air quality, noise, recreation, transportation, and utilities. While recognizing that the unavoidable adverse impacts are significant under the applicable CEQA thresholds, the City Council nonetheless finds that the unavoidable adverse impacts that will result from the proposed project are acceptable and outweighed by specific social, economic and other benefits of the proposed project.

In making this determination, the factors and public benefits specified below were considered. Any one of these reasons is sufficient to justify approval of the proposed project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the City Council would be able to stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this section, and in the documents found in the record of proceedings.

The City Council therefore finds that for each of the significant impacts that are subject to a finding under CEQA Section 21081(a)(3), that each of the following social, economic, and environmental benefits of the Project, independent of the other benefits, outweigh the potential significant unavoidable adverse impacts and render acceptable each and every one of these unavoidable adverse environmental impacts:

1. **Provide a Mixed-Use, Livable Community:** The proposed project would create a new community within the City consisting of approximately 2,949 housing units under the preferred land use plan with school, or 3,008 units under the land use plan without school, and up to 80,000 square feet of commercial uses in addition to parks, open space, and agriculture uses.
2. **Create a Sense of Identity Within the Community:** The proposed project would cluster development, organizing the development into three villages with high-architectural-quality, mixed-use Village Centers focused on an agrarian and sustainability theme to create a unique identity and sense of community for each

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village. Each village would be defined by its location, physical characteristics, and mix of housing types and uses.

3. **Preserve Wildlife Corridors:** The proposed project's clustered development would preserve natural open space areas, drainages, and key wildlife corridors.
4. **Conserve Habitat:** The proposed project footprint has been reduced from the previous development hardline footprint identified in the approved 1998 MSCP Plan. The development bubbles included in the Multi-Habitat Planning Area ("MHPA") that is part of the 1998 MSCP Plan impacted approximately 1,224 acres, including 1,140 acres of habitat. By removing a large development bubble in the southern portion site from the 1998 project design, the proposed project impacts approximately 988.77 acres of on- and off-site sensitive habitats, thereby increasing the size of the current Habitat Preserve by more than 200 acres. Accordingly, the proposed project would preserve large blocks of significant natural open space areas totaling 1,650.4 acres (approximately 63 percent of the project site) as a habitat preserve dedicated to the City of Santee's Draft Multiple Species Conservation Program ("MSCP") Subarea Plan for permanent preservation and management. As a hardline Covered Project under the Draft MSCP Subarea Plan, impacts to covered narrow endemic species require 100 percent conservation within open space (i.e., hardline preserve) and 80 percent conservation through translocation within permanent impact (i.e., take-authorized) areas. This habitat preservation would also enable the City to fulfill its commitment to participate in the San Diego MSCP.
5. **Develop a Special-Use Area on a Constrained Site:** The proposed project would develop a Special-Use area in the southwestern corner of the project site that would include a limited range of uses such as a solar farm, recreational vehicle storage for use by all Santee citizens, and other similar uses. The project would allow for beneficial use of this area, which was previously graded for a park and is not suitable for habitat preservation, cannot be irrigated and is limited to minimal grading because of geological conditions on the site.
6. **Provide a Range of Housing Opportunities:** The proposed project would provide a complementary and supportive array of land uses that would enable development of a community with a variety of housing types to address the state's current housing crisis. The preferred land use plan with school would provide 866 medium density residential units, 1,203 low density residential units, 445 active adult residential units, as well as 435 residential units in the Village Center.
7. **Encourage Alternative Modes of Transportation:** The proposed project would allow for shared parking to reduce the need for large parking lots and pavement areas in the Village Center land use designation. Additionally, a bicycle station would be provided with bicycle parking, access to air and water, and a bike share facility. Each Village Center (one in each of the three Villages) would also provide electric vehicle (EV) charging stations and preferred parking per CALGreen

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requirements. The location of parking for medium density residential and active adult residential land uses would consider proximity to the Village Centers and parks, and seek to promote walkability or alternative modes of transportation by providing a neighborhood electric vehicle network, bicycle facilities and trails to offset single-occupancy vehicle use.

8. **Provide Increased Recreational Opportunities:** The proposed project would provide a range of recreational opportunities. An approximately 31.2-acre Community Park, 8 Neighborhood Parks, and 31 Mini-Parks would be distributed throughout the development to provide active and passive recreational opportunities for use by all Santee citizens and gathering spaces within walking distance of all residences. Some of the Mini-Park designated areas would also provide trail access and serve as the primary access point to the trail system in the Habitat Preserve and Open Space land use designation areas. These recreational opportunities promote an active and healthy lifestyle, are accessible to residents of the community and surrounding areas, and satisfy the City of Santee's park dedication requirements.
9. **Promote Dedicated Trail Use:** The proposed project would provide over 35 miles of an extensive system of pedestrian, bicycle, and hiking trails as a key community amenity that accommodates a variety of users, facilitates the enjoyment of the outdoor environment, and provides connections to local and regional parks and trails. Trail locations throughout the project site would be coordinated to minimize conflicts with sensitive habitat areas by using existing trails and dirt roads and providing signage, well-defined trail markers, fencing, and community education to protect habitat areas and minimize indirect impacts sensitive species.
10. **Promote Wellness and Sustainability:** The proposed project would incorporate a working farm and related agricultural uses into the community to provide community access to fresh, locally grown foods to promote wellness and a sustainable lifestyle. The Farm in Fanita Commons, located on approximately 27.3 acres, would be the centerpiece of the proposed project. The Farm and the additional 10.9 acres of vineyards and orchards would honor the City's long tradition of agriculture.
11. **Provide a Sustainable Community:** The proposed project would incorporate current conservation technologies and strategies to achieve local, state, and federal goals to address global climate change by reducing greenhouse gas emissions, including various modes of transportation and alternatives to single-occupancy vehicle travel.
12. **Promote General Plan Mobility Element Policies:** The proposed project would implement major transportation components of the Santee General Plan Mobility Element by extending Fanita Parkway and Cuyamaca Street to the planned development.

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- 13. Provide Improved Circulation:** Streets on the project site would be established in the Fanita Ranch Specific Plan and would be designed as a system of complete streets that supports multiple user types, including motorists, pedestrians, bicyclists, and transit riders. Additionally, a Traffic Calming Plan would be implemented throughout the site to improve the quality of life for residents and lower the vehicle speeds on neighborhood streets without restricting access. Traffic calming measures would promote pedestrian, bicycle, and vehicle safety by controlling the speed and distribution of vehicles traveling through the project site.
- 14. Create a Fire-Safe Community:** The proposed project would implement a series of fire protection measures that incorporate fuel management zones (“FMZ”), fire-resistant landscape design, ignition-resistant building materials, fire alarm and sprinkler systems, and adequate ingress-egress points for emergency personnel and residents. The proposed project’s Fire Protection Plan provides for roadside FMZs throughout the project area and along both sides of access roads up to 50 feet and provides 100 feet of FMZ along existing residential areas as additional protection from wildland fire. In addition, the proposed project would include a fire station fully staffed with trained firefighters that would be able to respond quickly to reported fires. The on-site fire station increases fire safety and reduces fire risk, as well as respond to medical emergencies throughout the proposed project and surrounding neighborhoods.
- 15. Improve Fire Safety for Project Site and Surrounding Areas:** The proposed project would be fire adapted with a strong resident outreach program that raises fire awareness among its residents and a heightened early wildfire detection network for the City and surrounding areas. The proposed project would convert nearly 988 acres of ignitable fuels to lower flammability landscape and hardscape, include better access throughout the site, provide managed and maintained landscapes, and place more fire aware individuals on the ground that would reduce the likelihood of arson, off-road vehicles, shooting, or other non-authorized recreational-based activities that cause fires, some of which is currently occurring on the undeveloped project site. Motorized activities on the trails would be prohibited and enforced. If a hiker or mountain biker were to start a fire, detection and response would be anticipated on a fast timeline due to the residents living in the proposed community who would have the ability to detect fires throughout the property. The quick detection and call to 911 would result in a fast response from the on-site fire station. If a fire is detected and cannot be accessed by a responding fire engine, it would be sized up, and additional aerial and other support would be requested quickly. Thus, the project would enable faster fire size up (determining the needed firefighting resources) and requests for additional resources, including aerial support, compared to current conditions at the project site. Further, fires originating off site would not have continuous fuels across the development footprint and would therefore be expected to burn into the provided Fuel Management Zones with reduced intensity until starved of fuels, well away from the project site’s structures.

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- 16. Improve Emergency Access:** The proposed project would include at least two ingress/egress points leading to three main arteries and adequately sized streets that would allow traffic circulation and emergency response access. All interior residential streets would be designed to accommodate a minimum of a 77,000 pound fire truck. Fire department engine access points would be provided at dead end streets on the southerly, easterly, and westerly sides of existing, neighboring developments where they do not currently exist. Both Fanita Parkway and Cuyamaca Street would include bike lanes with buffers that would serve as emergency lanes for first responders. The project would include a Wildland Fire Evacuation Plan which provides an evacuation route map and various family evacuation preparation tools that would result in faster evacuations and a population that understands the potential wildfire threat and actions they may be directed to take. The proposed project would implement a community outreach and education program to ensure that residents and visitors would be fire aware, have regular reminders of fire safety practices, and be encouraged to sign up for Reverse 911 and prepare their own personal action plan following the “Ready, Set, Go!” evacuation model. This would benefit project residents as well as existing residences, which will have better improved emergency preparedness.
- 17. Promote the Sustainable Santee Plan:** The proposed project is consistent with the Sustainable Santee Plan. The entire residential portion of the proposed project (minimum 2,949 residential units) would require the use of high-efficiency equipment and fixtures that exceed 2016 California Green Building Standards Code and 2019 Title 24 standards by 14 percent. Additionally, the proposed project increases the energy efficiency of commercial buildings by an additional 14 percent. The proposed project would include parks, trails, and a Habitat Preserve that would contribute to reducing urban heat island effect and encourage the use of light-colored, semi-reflective, or cool-roof technology for all roofing within the proposed project, including at least 60,000 square feet of commercial rooftops. The proposed project would implement a master tree planting plan, requiring at least 26,705 trees and at least 237.4 acres of bushes on hedges on site. The proposed project will also provide 100 electric vehicles to project residents. Further, in accordance with the Sustainable Santee Plan, the proposed project will institute recycling and composting services to divert at least 90 percent of the proposed project's operational waste, consistent with the City's performance metric. The proposed project would also recycle or reuse at least 70 percent of the construction waste, soil, and debris by 2030 and 80 percent starting in 2030.
- 18. Encourage Use and Reuse of On-Site Natural Resources.** The proposed project contemplates the use and reuse of on-site rock materials, such as large boulders, rock cobble, decomposed granite, and processed rock. There are large quantities of rock cobble existing on site. Rock cobble would be collected and used in the construction of water quality and landscape features. The proposed project involves setting up an aggregate plant on site during construction. The aggregate plant would produce roadway sub-base and other aggregate materials for use on site. In addition to rock materials, there are large deposits of decomposed granite

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on site, which would be reused for trails and other landscape-related purposes. Use of on-site materials would responsibly use mineral resources, eliminate the need for importing rough or finished materials, and reduce construction-related vehicle emissions in support of the approved Sustainable Santee Plan.

19. **Facilitate School Development:** The proposed project reserves a school site for a potential K–8th grade public school or other educational uses on approximately 15 acres in Fanita Commons. If acquired by the Santee School District, the site would accommodate up to 700 students, including existing and new students, assisting the Santee School District in maintaining adequate capacity at its school facilities. Other uses, such as private school, charter school, child care center, nature center, and cultural and farm education facilities, would be permitted if the Santee School District does not pursue the site for a public school.
20. **Provide Community Amenities:** The proposed project would provide a number of community amenities, including but not limited to the 31.2 acre Community Park at the center of Fanita Commons, as well as The Farm. The Community Park would include two multi-purpose lighted ballfields, lighted sport courts, restrooms, tot lots, open play areas, and passive picnic areas. Additionally, it may include an aquatic element, a community gathering plaza, and a dog park. The Farm would allow for a range of community activities including farm-to-table events, community harvests, weddings, and other celebrations and festivals. Farm-based education would be provided as tours, volunteer opportunities, camps, and workshops related to gardening and farmer training, nutrition, cooking, herbal medicines, and home preservation of food. The Village Center and the Village Green would allow the Farm’s activities, such as farmers markets and festivals, to expand into the Village Center. This would provide a service to residents of the Project, the City and surrounding community, as well as generate revenue for the City.
21. **Generate Employment.** The proposed project would create new construction-related and permanent jobs in the project area. In addition to construction jobs, the non-residential components of the proposed project, including commercial uses (retail, service, and office) in the Village Centers, the Farm, and the proposed school, would result in the creation of approximately 450 jobs (411 full-time and 39 part-time positions). Approximately 250 jobs would be associated with the school.
22. **Increase tax revenue:** As provided in the Santee General Plan Update Market Analysis, development of the project site would be a potential generator of sales tax for the City. Developing the site is critical to the City’s financial future because it would generate (in 2003 dollars) an estimated \$39 million in retail sales, with an estimated \$30 million staying in the City, and would provide a significant stock of housing, which would benefit the City’s efforts to attract higher-end firms and employers. Overall, the proposed project would generate a surplus of \$1.4 million (in 2020 dollars) to the City annually at completion and stabilization.



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23. **Improve SR-52:** Approximately \$5 million has already been expended to fund feasibility studies and other efforts related to improvements for State Route 52, in conjunction with the proposed project. The proposed project would expend an additional approximately \$5 million to fund these SR-52 improvements, and another \$5 million toward funding SR-52 improvements or other transportation infrastructure of significant importance intended to ease traffic congestion as determined by City Council. The improvements to SR-52 are of critical importance to the City's residents and the future residents of Fanita Ranch.
24. **Funding Affordable Housing:** The proposed project would pay \$2.6 million to be used by the City to fund the construction of affordable housing. The City will use these funds to construct or support affordable housing consistent with the City's Housing Element and state law.
25. **Funding Infrastructure Improvement Project:** The proposed project would pay to the City \$2.6 million to be used by the City to fund construction of Santee Lakes CMP Replacement CIP 2020-24 Project. The CIP 2020-24 Project will remove 730 feet of dual 72-inch CMP storm drains and replace them with 730 feet of a single 12-foot by 5-foot box culvert.
26. **Funding MSCP Subarea Plan:** The City's costs incurred in connection with the processing of the environmental documents for the City's MSCP Subarea Plan were paid for in connection with the proposed project.

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### EXHIBIT B MITIGATION MONITORING AND REPORTING PROGRAM

#### **Introduction**

The California Public Resources Code, Section 21081.6, requires that a lead or responsible agency adopt a mitigation monitoring plan when approving or carrying out a project when an Environmental Impact Report (EIR) identifies measures to reduce potential adverse environmental impacts. As lead agency for the project, the City of Santee (City) is responsible for adoption and implementation of the Mitigation Monitoring and Reporting Program (MMRP).

The City has prepared an EIR in conformance with Sections 15080 through 15097 of the State Guidelines for the Implementation of the California Environmental Quality Act. The purpose of the EIR is to identify any potentially significant impacts associated with the project and incorporate mitigation measures into the project as necessary to eliminate the potentially significant effects of the project or to reduce the effects to a level of insignificance.

#### **Purpose of the MMRP**

The purpose of the MMRP is to ensure that the mitigation measures required by the EIR for the Fanita Ranch Project are properly implemented. The City will monitor the mitigation measures required for the Project. The MMRP Checklist provides a mechanism for monitoring the mitigation measures in compliance with the EIR. General guidelines for the use and implementation of the monitoring program are described below.

#### **Mitigation Monitoring Checklist**

The Mitigation Monitoring Checklist is organized by the time of implementation and by categories of environmental impacts. For each impact area, the impacts identified in the EIR are summarized, and the required mitigation measures are listed. The following items are identified for each mitigation measure to ensure the implementation of each measure: (1) responsibility for implementation and monitoring; (2) date of completion; and (3) initials of monitor. A "Comments" column is provided for the monitor to insert comments concerning the completion of the mitigation measures.

#### **Timing**

The mitigation measures will be implemented at various times as construction proceeds. Some measures are implemented prior to the commencement of construction while others are completed during construction (e.g., during trenching and grading).

#### **Responsibility**

For each mitigation measure, the responsible party for implementing the measure is identified. In most cases, the Applicant is the responsible party for implementing the mitigation measure. When the City carries out the project directly, the City becomes the applicant. The entity responsible for monitoring the implementation is also identified. In most cases, the City is responsible for monitoring.

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### **Verification of Completion**

The "Completion" columns have been left blank. The mitigation monitor will use these columns to indicate the date of completion, and to initial the completion of the mitigation measure.

### **Comments**

A comments column is included to provide space for the monitor to record notes and observations as needed.

## Mitigation Monitoring and Reporting Program

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### Introduction

The Mitigation Monitoring and Reporting Program (MMRP) supplements the Revised EIR for the Fanita Ranch Project (proposed project) by providing a mechanism by which all measures in the EIR are implemented. The MMRP will be adopted by the City Council in conjunction with the proposed project.

### Purpose of the MMRP

As the lead agency, the City of Santee (City) is responsible for implementing the MMRP, which has been prepared in conformance with Section 21081.6 of the California Public Resources Code, as identified below:

(a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:

(1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.

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

The MMRP consists of mitigation measures that avoid, reduce, or fully mitigate potential environmental impacts. The mitigation measures have been identified and recommended through preparation of the EIR and drafted to meet the requirements of CEQA Guidelines, Section 15126.4.

### Mitigation Monitoring and Reporting Table

Project-specific mitigation measures have been categorized in Table 1, Mitigation Monitoring and Reporting Program. Table 1 identifies the environmental impact, specific mitigation measures, responsible party, monitoring agency, and timing of mitigation. Table 1 will serve as the basis for scheduling the implementation of and compliance with all mitigation measures.

The categories identified in Table 1 are described below:

- **Mitigation Measure.** This column provides the verbatim text of the adopted mitigation measure from the Final EIR.
- **Responsible Party.** This column identified the party responsible for implementing the action.
- **Approving Agency.** This column identified the entity responsible for approving and overseeing the action.
- **Time Frame of Mitigation.** This column identifies the project stage in which the mitigation shall be implemented.

**Table 1. Mitigation Monitoring and Reporting Program**

Mitigation Measure	Responsible Party	Approving Agency	Time Frame of Mitigation
<b>Section 4.2, Air Quality</b>			
<p><b>AIR-1: Rule 55 Dust-Control Measures.</b> As required by the San Diego Air Pollution Control District Rule 55, Fugitive Dust Control, the applicant shall implement dust-control measures during each phase of project development to reduce the amount of particulate matter entrained in the ambient air. The following measures shall be implemented by the construction contractor and included in project construction documents, including the grading plan, which shall be reviewed and approved by the City of Santee prior to issuance of a grading permit:</p> <ul style="list-style-type: none"> <li>• Use track-out grates or gravel beds at each egress point, wheel washing at each egress point during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding.</li> <li>• Use secured tarps or cargo covering, watering, or treating of transported material for outbound transport trucks.</li> <li>• Remove visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out at the conclusion of each workday when active operations cease or every 24 hours for continuous operations. If a street sweeper is used to remove any track-out/carry-out, only respirable particulate matter (PM10)-efficient street sweepers certified to meet the most current South Coast Air Quality Management District's Rule 1186 requirements shall be used.</li> </ul> <p>In addition, visual fugitive dust emissions monitoring shall be conducted during the construction phases. Visual monitoring shall be logged. If high wind conditions result in visible dust during visual monitoring, this demonstrates that the above measures are inadequate to reduce dust in accordance with San Diego Air Pollution Control District Rule 55, and construction shall cease until high winds decrease and conditions improve.</p>	Applicant; Construction Contractor	City of Santee Department of Development Services	<p>Construction documents – prior to issuance of a grading permit</p> <p>Implementation/monitoring – during all construction phases</p>
<p><b>AIR-2: Supplemental Dust-Control Measures.</b> As a supplement to San Diego Air Pollution Control District Rule 55, Fugitive Dust Control, the applicant shall require the contractor to implement the following dust-control measures during construction. These measures shall be included in project construction documents, including the grading plan, and be reviewed and approved by the City of Santee prior to issuance of a grading permit.</p> <ul style="list-style-type: none"> <li>• The construction contractor shall provide to all employees the fact sheet entitled "Preventing Work-Related Coccidioidomycosis (Valley Fever)" by the California Department of Public Health and ensure all employees are aware of the potential risks the site poses and inform them of all Valley Fever safety protocols, occupational responsibilities and requirements such as contained in these measures to reduce potential exposure to Coccidioides spores.</li> <li>• Apply water at least three times per day at all active earth disturbance areas sufficient to confine dust plumes to the immediate work area.</li> <li>• Apply soil stabilizers to inactive construction areas (graded areas that would not include active construction for multiple consecutive days).</li> <li>• Quickly replace ground cover in disturbed areas that are no longer actively being graded or disturbed. If an area has been graded or disturbed and is currently inactive for 20 days or more but will be disturbed at a later time, soil stabilizers shall be applied to stabilize the soil and prevent windblown dust.</li> <li>• Limit vehicle speeds on unpaved roads to 20 mph unless high winds in excess of 20 mph are present, which requires a reduced speed limit of 15 mph. Vehicle speeds are limited to 30 mph for on-site haul roads that are paved with gravel to suppress dust or where visual dust is watered and monitored frequently enough to ensure compliance with SDAPCD Rule 55.</li> </ul>	Applicant; Construction Contractor	City of Santee Department of Development Services	<p>Construction documents – prior to issuance of a grading permit</p> <p>Implementation/monitoring – during all construction phases</p>
<p><b>AIR-3: Tier 4 Construction Equipment.</b> The City of Santee shall require heavy-duty, diesel-powered construction equipment used on the project site during construction to be powered by California Air Resources Board-certified Tier 4 (Final) or newer engines and diesel-powered haul trucks to be 2010 model year or newer that conform to 2010 U.S. Environmental Protection Agency truck standards. This requirement shall be included in the construction contractor's contract specifications and the project construction documents, including the grading plan, which shall be reviewed and approved by the City of Santee prior to issuance of a grading permit. This mitigation measure applies to all construction phases</p>	Applicant; Construction Contractor	City of Santee Department of Development Services	<p>Construction documents – prior to issuance of a grading permit</p> <p>Implementation/monitoring – during all construction phases</p>
<p><b>AIR-4: Construction Equipment Maintenance.</b> The City of Santee shall require the project construction contractor to maintain construction equipment engines in good condition and in proper tune per the manufacturer's specification for the duration of construction. Contract specifications shall be included in project construction documents, including the grading plan, which shall be reviewed and approved by the City of Santee prior to issuance of a grading permit.</p>	Applicant; Construction Contractor	City of Santee Department of Development Services	<p>Construction documents – prior to issuance of a grading permit</p> <p>Implementation/monitoring – during all construction phases</p>
<p><b>AIR-5: Use of Electricity During Construction.</b> During construction activities, when on-site electricity is available, the City of Santee shall require the contractor to rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines. Contract specifications shall be included in project construction documents, including the grading plan, which shall be reviewed and approved by the City of Santee prior to issuance of a grading permit.</p>	Applicant; Construction Contractor	City of Santee Department of Development Services	<p>Construction documents – prior to issuance of a grading permit</p> <p>Implementation/monitoring – during all construction phases</p>

**Table 1. Mitigation Monitoring and Reporting Program**

Mitigation Measure	Responsible Party	Approving Agency	Time Frame of Mitigation
<p><b>AIR-6: Transportation Demand Management.</b> Prior to recordation of the first final map in each phase, the applicant or its designee shall provide evidence to the City of Santee that the proposed project shall implement the following Transportation Demand Management measures identified in the Transportation Impact Analysis (prepared by Linscott, Law &amp; Greenspan, Engineers, in 2020):</p> <ul style="list-style-type: none"> <li>• Improve design of development to enhance walkability and connectivity</li> <li>• Provide pedestrian network improvements</li> <li>• Provide traffic-calming measures</li> <li>• Provide bike lanes in the street design</li> <li>• Provide bike parking for multi-family residential uses</li> <li>• Implement car-sharing programs</li> <li>• Provide ride-sharing programs</li> <li>• Implement commuter trip reduction marketing</li> <li>• Implement a school carpool program under the preferred land use plan with school</li> <li>• Implement a neighborhood electric vehicle network</li> </ul>	Applicant or its designee	City of Santee Department of Development Services	Prior to recordation of the first final map in each phase
<p><b>AIR-7: On-Site Electric Vehicle Charging Stations.</b> Prior to the issuance of building permits, the applicant or its designee shall provide evidence to the City of Santee that the proposed project shall include a total of 1,203 240-volt Level 2 Electric Vehicle Supply Equipment (EVSE) in each garage provided for a Low Density Residential (LDR) unit, a total of 354 EVSE within the parking areas of the remaining residential units (Medium Density Residential (MDR), Village Center (VC), and Active Adult Residential (AA)), and 15 EVSE within the proposed project's commercial parking lots.</p>	Applicant or its designee	City of Santee Department of Development Services	Prior to issuance of building permits
<p><b>AIR-8: High-Efficiency Equipment and Fixtures.</b> Prior to the issuance of building permits, the applicant or its designee shall provide evidence to the City of Santee that the applicant will utilize high-efficiency equipment and fixtures that exceed 2016 California Green Building Standards Code and 2019 Title 24, Part 6 energy conservation standards by 14 percent. When the standards are updated, the applicant shall use high-efficiency equipment and fixtures meeting or exceeding the latest standards.</p>	Applicant or its designee	City of Santee Department of Development Services	Prior to the issuance of building permits
<p><b>AIR-9: Low-Volatile Organic Compound Coating.</b> Prior to the issuance of building permits, the applicant or its designee shall provide evidence to the City of Santee that the proposed project will comply with the San Diego Air Pollution Control District's Rule 67.0.1, Architectural Coatings, and use paints with no more than 50 grams of volatile organic compound per liter of coating. The applicant shall use water-based paints when possible. In addition, to reduce the exterior area of the buildings that needs to be repainted, when possible, the applicant shall use construction materials that do not require painting or pre-painted construction materials. Furthermore, the applicant shall use low-volatile organic compound cleaning supplies to reduce volatile organic compound emissions from area sources. This requirement shall be included in the construction contractor's contract specifications and project construction documents, which shall be reviewed and approved by the City of Santee prior to issuance of a construction permit.</p>	Applicant or its designee	City of Santee Department of Development Services	Prior to the issuance of building permits
<p><b>AIR-10: Electric Landscape Equipment.</b> Prior to the issuance of building permits, the applicant or its designee shall provide evidence to the City that the design plans for residential structures include electrical outlets in the front and rear of the structure to facilitate use of electrical lawn and garden equipment.</p>	Applicant or its designee	City of Santee Department of Development Services	Prior to the issuance of building permits
<p><b>AIR-11: Construction Buffer Area.</b> The City of Santee shall require the applicant to complete Phase 1 earthmoving and paving activities within 300 feet from the southwestern corner of the Village Center in Fanita Commons before any residents occupy the Village Center. The applicant shall also integrate the Phase 2 grading and utilities activities within 500 feet from the southwestern corner of the Village Center into Phase 1 so that activities are complete prior to occupation of the Fanita Commons Village Center.</p>	Applicant	City of Santee Department of Development Services	Prior to occupancy of the Village Center in Fanita Commons
<p><b>AIR-12: New Source Review.</b> The City of Santee shall require the applicant to avoid siting new on-site toxic air contaminant sources in the vicinity of residences and schools. Gasoline-dispensing facilities with a throughput of less than 3.6 million gallons per year must have the gasoline dispensers at least 50 feet from the nearest residential land use, daycare center, or school. In addition, gasoline-dispensing facilities with a throughput of 3.6 million gallons per year or more, distribution centers, and dry cleaning operations are prohibited within the project.</p>	Applicant	City of Santee Department of Development Services	Prior to the issuance of building permits

**Table 1. Mitigation Monitoring and Reporting Program**

Mitigation Measure	Responsible Party	Approving Agency	Time Frame of Mitigation
<b>Section 4.3, Biological Resources</b>			
<p><b>BIO-1: Preserve Management Plan.</b> Within the on-site Habitat Preserve, the applicant shall preserve in perpetuity a total of 1,650.38 acres of on-site Multiple Species Conservation Program open space including 1,518.50 acres within the Habitat Preserve (including 1,448.84 acres of sensitive upland habitats), 10.52 acres of proposed trails, 6.88 acres of San Diego Gas &amp; Electric access road, and 114.47 acres of on-site temporary impacts that shall become part of the Habitat Preserve once restored (see Mitigation Measure BIO-2, Upland Restoration Plan). Preservation of on-site open space requires recordation of a Habitat Preserve conservation easement and in-perpetuity management by the Preserve Manager in accordance with the Preserve Management Plan, which would be funded by an endowment or other acceptable permanent funding mechanism. The Preserve Management Plan includes a combination of active and passive restoration programs to gradually increase biological resources within open space areas through periodic treatments, mainly involving seed application on a landscape level combined with weed control activities.</p> <p>An example diagram of a Preserve Management Plan is included in the Biological Resources Report for the Fanita Ranch Project (Appendix D), Figure 6-1, Potential Restoration Treatment Areas, and an example diagram of the rotational hexagonal treatment areas is included as Figure 6-2, Habitat Treatment Areas, but the actual distribution of restoration and long-term treatment blocks is in the Preserve Management Plan and the restoration plans. As shown in Appendix D, Figure 6-2, Conceptual Habitat Treatment Areas, the Habitat Preserve was divided into Zones A and B. Zone A includes areas that will receive treatment on a rotational basis, whereas Zone B will receive as-needed treatment since this area of the Habitat Preserve is more intact than in Zone A. Each hexagon is approximately 12 acres and numbered 1 through 8, which represents the year that treatment activities will take place within that hexagon. This would be separate from the treatments occurring from restoration activities associated with the proposed project's temporary impacts. Some of these treatments shall be directed to increase biological resources for specific Covered Species such as Quino checkerspot butterfly, Hermes copper butterfly, coastal California gnatcatcher, and coastal cactus wren. It is anticipated that gradual habitat enhancements shall focus on mapped disturbed habitat and mapped disturbed native vegetation communities such as coastal sage scrub and valley grasslands. The Preserve Management Plan addresses the salvage of individual plants of sensitive species from the project development impact footprint prior to construction and translocation into open space areas.</p> <p>The Preserve Management Plan addresses long-term, permanently funded management for the on-site open space that accomplishes the goal of maintaining appropriate, high-value native plant communities throughout the Habitat Preserve. The Preserve Management Plan addresses management and monitoring of vegetation communities through specific minimum survey and management requirements. Multiple Species Conservation Program-level monitoring is the responsibility of the City of Santee or designee. The Preserve Management Plan discusses appropriate signage and fencing to protect certain sensitive resources, trash receptacle placement, and bicycle access and speed limits in the Habitat Preserve. The Preserve Management Plan also designates and describes all permitted land uses and activities (e.g., trails and utilities) in the open space area and how impacts to preserved vegetation communities shall be avoided and minimized. The Preserve Management Plan includes long-term management and monitoring measures for four covered plant species (variegated dudleya, San Diego goldenstar, willowy monardella, and San Diego barrel cactus) and one sensitive plant species (Coulter's saltbush) to maximize the likelihood of their long-term viability.</p> <p>As identified in Table 4.3-9, temporary impacts to 113.83 acres (including on- and off-site areas) of sensitive upland vegetation communities are expected with project implementation. All on-site temporary impacts, totaling 114.47 acres, shall become part of the Habitat Preserve once restored, including 110.59 acres of on-site sensitive upland vegetation communities.</p>	<p>Applicant; Preserve Manager</p>	<p>City of Santee Department of Development Services</p>	<p>Prior to mass grading permit</p>
<p><b>BIO-2: Upland Restoration Plan.</b> Temporary impacts to sensitive upland vegetation communities occurring in both on- and off-site improvement areas are anticipated to require a total of 127.6 acres of restoration. Temporary impacts shall require restoration in place. A 1:1 ratio of in-place restoration for impacts to native grassland areas (i.e., valley and needlegrass grassland [including disturbed]), in addition to a 1:1 ratio of preservation and/or creation of native grassland within the Habitat Preserve, would satisfy the 2:1 mitigation ratio for impacts to native grassland outlined in Table 5-14 in the Draft Santee Multiple Species Conservation Program Subarea Plan. Restoration and creation of native grassland will have the added benefit of increasing suitable habitat for grasshopper sparrow.</p> <p>Temporary impact areas shall be restored to the appropriate native vegetation community type. In order to determine the appropriate restored habitat, the Upland Restoration Plan includes an evaluation of restoration suitability specific to proposed vegetation types, soil preparation, plant palettes, irrigation, erosion control, maintenance and monitoring program, and success criteria. All areas shall be monitored for a minimum of 5 years to maximize the likelihood of establishment of intended plant communities. If temporary impact areas are not considered appropriate for restoration of the sensitive native plant community that originally was mapped in that area, these areas shall be considered permanently impacted and mitigated in conformance with mitigation ratios for permanent impacts to sensitive upland vegetation communities as outlined in Mitigation Measure BIO-1, Preserve Management Plan. There is currently a surplus of approximately 156.22 acres in the Habitat Preserve that would be available to accommodate these additional impacts if deemed necessary. The Upland Restoration Plan is included as Appendix Q in the Biological Resources Report for the Fanita Ranch Project.</p>	<p>Applicant</p>	<p>City of Santee Department of Development Services</p>	<p>As outlined in the Upland Restoration Plan; monitoring shall take place for a minimum of 5 years</p>



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<p><b>BIO-3: Narrow Endemic Plant Species.</b> Mitigation requirements for impacts to special-status plant species proposed under the Draft Santee Multiple Species Conservation Program (MSCP) Subarea Plan shall seek to establish adequate preservation of the species to ensure long-term population stability. The narrow endemic species policy identified in the Draft Santee MSCP Subarea Plan requires 100 percent conservation in open space (i.e., hardline preserve) and 80 percent conservation through translocation in permanent impact (i.e., take-authorized) areas. Based on the current project impacts, two special-status plant species (Coulter's saltbush and San Diego goldenstar) shall require translocation of individuals and/or planting to meet the 80 percent conservation in take-authorized areas. Conservation of Coulter's saltbush, although not a Covered Species, shall be treated in a manner consistent with the narrow endemic policy of the Draft Santee MSCP Subarea Plan. Implementation of this policy ensures adequate conservation of each species in the subarea and regionally in the MSCP Plan area. Mitigation requirements are summarized in Table 4.3-10.</p> <p>Coulter's saltbush and San Diego goldenstar require translocation or planting of impacted populations in order to adequately mitigate project impacts. Translocation requires evaluation of the donor site for suitability of translocation method and of the receptor site for suitability of sustaining Coulter's saltbush and San Diego goldenstar. The translocation program is detailed in the Upland Restoration Plan and Preserve Management Plan and will be integrated with the overall uplands and wetlands restoration of the project site.</p> <p>The rare plant mitigation component of the Upland Restoration Plan discusses appropriate methods for plant salvage and/or growing and planting; in general, the impacted population of the sensitive plant shall be targeted for salvage and translocation in order to meet the 80 percent minimum translocation survival rate. Where this is not feasible, germination and growing of appropriate genetic stock shall occur and be planted on site in suitable receptor sites. Success of the translocation program in the receptor sites such that the plant and acreage goals as required in Table 4.3-10 are established shall be measured through 5 years of monitoring and annual reporting to the City of Santee.</p>	Applicant	City of Santee Department of Development Services	As outlined in the Upland Restoration Plan and Preserve Management Plan; 5 years of monitoring and annual reporting
<p><b>BIO-4: Oak Tree Restoration.</b> Impacts to 5 individual Engelmann oak trees and 17 individual oak trees in the coast live oak woodland vegetation community shall be mitigated at a ratio of 3:1; that is, three established sleeve-sized seedlings for each mature tree (i.e., oak trees with at least one trunk of 6-inch or more diameter at breast height or multi-trunked native oak trees with aggregate diameter of 10-inch diameter at breast height) to be impacted by the proposed project. Therefore, a total of 66 oak trees shall be planted to meet the 3:1 mitigation ratio requirement. Oak tree restoration is included as a component of the Wetland Mitigation Plan (included in the Biological Resources Report for the Fanita Ranch Project as Appendix S) which shall be reviewed and approved by the City of Santee prior to issuance of grading permits. The oak tree restoration component of the Wetland Mitigation Plan shall be used to guide the oak restoration effort. Replanting shall occur in the general areas where grasslands occur adjacent to existing oak trees and shall be conducted by a City of Santee-approved contractor. "Established" shall be defined as 5 years of sustained life without the assistance of irrigation and growth rates that are similar to those of naturally occurring reference oak trees. In the event the "established" success criteria cannot be achieved, the applicant and the City of Santee shall jointly agree on the implementation of remedial measures to mitigate for impacts to individual oak trees.</p>	Applicant; City of Santee-approved contractor	City of Santee Department of Development Services	As outlined in the Wetland Mitigation Plan; prior to issuance of mass grading permit
<p>With the removal of the Magnolia Avenue extension as a project design feature, <b>Mitigation Measure BIO-5</b> is no longer required to mitigate impacts.</p>	NA	NA	NA
<p><b>BIO-6: Land Use Adjacency Guidelines.</b> Mitigation for potential permanent indirect impacts to vegetation communities, wildlife, and jurisdictional resources shall require implementation of Land Use Adjacency Guidelines as specified in the Draft Santee Multiple Species Conservation Program Subarea Plan or the Preserve Management Plan. The City of Santee shall ensure that all project development adjacent to the boundary of the Habitat Preserve adhere to the following adjacency guidelines as outlined in the Draft Santee Multiple Species Conservation Program Subarea Plan:</p> <ul style="list-style-type: none"> <li>• <b>Drainage</b> — All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, excess water, exotic plant materials, and other elements that might degrade or harm the natural environment or ecosystem processes within the preserves. This shall be accomplished using a variety of methods, including natural detention basins, grass swales, or mechanical trapping devices. The project design shall comply with the Standard Urban Stormwater Management Plan such that stormwater flows conveyed from the project site do not adversely affect off-site vegetation communities or jurisdictional resources by significantly altering natural hydrologic patterns.</li> <li>• <b>Lighting</b> — Lighting of all developed areas adjacent to the Habitat Preserve shall be directed away from the Habitat Preserve wherever feasible and consistent with public safety. Low-pressure sodium lighting shall be used whenever possible.</li> <li>• <b>Noise</b> — Uses adjacent to the Habitat Preserve shall be designed to minimize noise impacts. Berms or walls shall be constructed adjacent to commercial areas and any other use that may introduce noises that could affect or interfere with wildlife utilization of the Habitat Preserve.</li> <li>• <b>Invasive species</b> — No invasive non-native plant or wildlife species shall be introduced into areas immediately adjacent to the Habitat Preserve. All open space slopes immediately adjacent to the Habitat Preserve shall be planted with native species that reflect the adjacent native habitat.</li> <li>• <b>Buffers</b> — There are no requirements for buffers outside the Habitat Preserve, except as may be required for wetlands pursuant to federal and/or state permits or by California Environmental Quality Act mitigation conditions.</li> <li>• <b>Fuel modification zones</b> — Fuel modification zones shall be fully contained adjacent to the project's development. Prior to implementing the project development adjacent to the Habitat Preserve, the local fire authority shall review and approve proposed fuel modification treatments to ensure that no new fuel modification will be required within the Habitat Preserve.</li> </ul> <p>Conformance with the Land Use Adjacency Guidelines listed above shall be made a condition of project approval and shall be included in Covenants, Conditions, and Restrictions.</p>	Applicant	City of Santee Department of Development Services	Condition of project approval; prior to occupancy for development adjacent to the Habitat Preserve

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Mitigation Measure	Responsible Party	Approving Agency	Time Frame of Mitigation
<p><b>BIO-7: Stormwater Pollution Prevention Plan.</b> The applicant shall prepare a Stormwater Pollution Prevention Plan pursuant to National Pollution Discharge Elimination System General Construction Permit (Water Quality Order 99-08-DWQ). The Stormwater Pollution Prevention Plan shall include, at a minimum, the best management practices listed below. The combined implementation of these requirements shall protect adjacent habitats and special-status species during construction to the maximum extent practicable with the goal of providing multiple beneficial uses. At a minimum, the following measures and/or restrictions shall be incorporated into the Stormwater Pollution Prevention Plan and noted on construction plans, where appropriate, to avoid impacts on special-status species, sensitive vegetation communities, and/or jurisdictional aquatic resources during construction. An approved biologist (see Mitigation Measure BIO-8, Approved Biologist) shall verify the implementation of the following design requirements:</p> <ol style="list-style-type: none"> <li>1. Fully covered trash receptacles that are wildlife-proof and weather-proof shall be installed and used by the operator to contain all food, food scraps, food wrappers, beverage containers, and other miscellaneous trash. Littering shall be prohibited, and trash shall be removed from construction areas daily. All food-related trash and garbage shall be removed from the construction sites on a daily basis.</li> <li>2. Pets on or adjacent to construction sites shall not be permitted by the contractor.</li> <li>3. Any equipment or vehicles driven and/or operated shall abide by a speed limit of 15 miles per hour during daylight hours and 10 miles per hour during dark hours.</li> <li>4. Construction activity shall not be permitted in jurisdictional aquatic resources, except as authorized by applicable law and permit(s), including permits and authorizations approved by the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and Regional Water Quality Control Board.</li> <li>5. Temporary structures and storage of construction materials shall not be located in jurisdictional aquatic resources.</li> <li>6. Staging/storage areas for construction equipment and materials shall not be located in jurisdictional aquatic resources.</li> <li>7. Any equipment or vehicles driven and/or operated in jurisdictional aquatic resources, as authorized by applicable law and permit(s), shall be checked and maintained by the operator daily to prevent leaks of oil or other petroleum products that could be deleterious to aquatic life if introduced to the watercourse.</li> <li>8. No stationary equipment, such as motors, pumps, generators, and welders, or fuel storage tanks, shall be located within jurisdictional aquatic resources.</li> <li>9. No debris, bark, slash sawdust, rubbish, cement or concrete, or washing thereof; oil; or petroleum products shall occur where it may be washed by rainfall or runoff into jurisdictional aquatic resources.</li> <li>10. When construction operations are completed, any excess materials or debris shall be removed from the work area according to the conditions outlined in the permit(s).</li> <li>11. No equipment maintenance shall be performed within or near jurisdictional aquatic resources, where petroleum products or other pollutants from the equipment may enter these areas.</li> </ol>	<p>Applicant</p>	<p>City of Santee Department of Development Services; Approved Biologist</p>	<p>Prior to issuance of grading permits</p>
<p><b>BIO-8: Approved Biologist.</b> To prevent inadvertent disturbance to areas outside the limits of grading, all grading locations shall be monitored by a biologist. Prior to the issuance of any grading permit for areas adjacent to open space, the applicant shall retain a City of Santee-approved biologist for monitoring activities. The biologist shall monitor all grading and other significant ground-disturbing activities in or adjacent to open space areas. The biologist shall monitor these activities to ensure that the applicant complies with the appropriate standard conditions and mitigation measures, including the following:</p> <ol style="list-style-type: none"> <li>1. Prior to the commencement of clearing and grading operations or other activities involving significant soil disturbance, all open space areas shall be identified with temporary fencing or other markers clearly visible to construction personnel.</li> <li>2. A contractor education program shall be implemented for all workers and subcontractors and shall include a description of environmental restrictions relevant to construction and the penalties for violations. A chain of command and protocol for communicating problems or potential construction changes that may affect biological resources shall be established with the contractor and the City of Santee. Workers shall be made aware of what resources require protection through the use of photos or on-the-ground demonstration.</li> <li>3. A monitoring biologist acceptable to the City of Santee shall be on site during any clearing of natural vegetation (i.e., annual ground cover, shrubs, or trees). The monitoring biologist shall flush special-status species (i.e., avian or other mobile species) from occupied habitat areas immediately prior to brush clearing and earthmoving activities.</li> <li>4. Following the completion of initial clearing/grading/earthmoving activities, all open space areas to be avoided by construction equipment and personnel shall be marked with temporary fencing and other appropriate markers clearly visible to construction personnel. No construction access, parking, or storage of equipment or materials shall be permitted within such marked areas.</li> <li>5. In areas bordering the open space area, vehicle transportation routes between cut-and-fill locations shall be restricted to a minimal number consistent with project construction requirements. Waste dirt or rubble shall not be deposited on adjacent protected habitats. Regular preconstruction meetings involving the monitoring biologist, construction supervisors, and equipment operators shall be conducted and documented to ensure maximum practicable adherence to these measures.</li> <li>6. The monitoring biologist shall verify that the construction site is implementing the following Stormwater Pollution Prevention Plan best management practices:             <ol style="list-style-type: none"> <li>a. Dust-control fencing</li> <li>b. Removal of construction debris and a clean work area</li> <li>c. Covered trash receptacles that are wildlife-proof and weather-proof</li> </ol> </li> </ol>	<p>Applicant; Qualified Biologist</p>	<p>City of Santee Department of Development Services; Approved Biologist</p>	<p>Prior to issuance of any grading permit for areas adjacent to open space</p>

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<p>d. Prohibition of pets on the construction site</p> <p>e. A speed limit of 15 miles per hour during the daylight hours and 10 miles per hour during nighttime hours</p> <p>7. Open space areas in the likely dust drift radius of construction areas shall be periodically sprayed with water to reduce accumulated dust on the leaves, as recommended by the monitoring biologist.</p> <p>8. Oversee the construction site so that cover and/or escape routes for wildlife from excavated areas shall be provided on a daily basis. All steep trenches, holes, and excavations during construction shall be covered at night with backfill, plywood, metal plates, or other means, and the edges covered with soils and plastic sheeting such that small wildlife cannot access them. Soil piles shall be covered at night to prevent wildlife from burrowing in. The edges of the sheeting shall be weighed down by sandbags. These areas may also be fenced to prevent wildlife from gaining access. Exposed trenches, holes, and excavations shall be inspected twice daily (i.e., each morning and prior to sealing the exposed area) by an approved biologist to monitor for wildlife entrapment. Excavations shall provide an earthen ramp to allow for a wildlife escape route.</p>			
<p><b>BIO-9: Habitat Preserve Protection.</b> In order to protect against incursions by domestic pets, children, or recreationists, brush management zones, temporary impact zones between roadways, manufactured slopes in development areas, and open space shall be planted with native cactus species and redberry buckthorn as appropriate. Native cactus shall be planted so that it does not hinder fire access but shall be clustered so that it discourages or inhibits encroachment. An added benefit is that these areas eventually could support coastal cactus wren. Suitable areas, acreages, and methods are addressed in the Preserve Management Plan.</p>	Applicant; Qualified Biologist	City of Santee Department of Development Services	Prior to occupancy for development adjacent to the Habitat Preserve
<p><b>BIO-10: Weed Control Treatments.</b> Weed control treatments shall include all legally permitted chemical, manual, and mechanical methods applied with the authorization of the County of San Diego agriculture commissioner. The application of herbicides shall be in compliance with all state and federal laws and regulations under the prescription of a pest control advisor and implemented by a licensed applicator. Where manual and/or mechanical methods are used, disposal of the plant debris shall follow the regulations set by the County of San Diego agriculture commissioner. The timing of the weed control treatment shall be determined for each plant species in consultation with the pest control advisor, the County of San Diego agriculture commissioner, and the California Invasive Plant Council with the goal of controlling populations before they start producing seeds. Additionally, the herbicides used during landscaping activities shall be contained within the proposed project's impact footprint.</p>	Applicant; Licensed Applicator	City of Santee Community Services/Public Works Department	Ongoing
<p><b>BIO-11: Argentine Ant Control and Monitoring.</b> Upon initiating construction, including landscaping in the development area, quarterly monitoring by a qualified biologist shall be initiated for Argentine ants along the development-Habitat Preserve interface at sentinel locations where invasions could occur (e.g., where moist microhabitats that attract Argentine ants may be created). A qualified biologist shall determine the monitoring locations. Ant pitfall traps, bait sampling, or similarly appropriate sampling method shall be placed in these sentinel locations and operated on a quarterly basis to detect invasion by Argentine ants. If Argentine ants are detected during monitoring, direct control measures shall be implemented immediately to help prevent the invasion from worsening. These direct controls may include but are not limited to nest/mound insecticide treatment or available natural control methods being developed. A general reconnaissance of the infested area shall also be conducted to identify and correct the possible source of the invasion, such as uncontrolled urban runoff, leaking pipes, or collected water. Quarterly monitoring reports, as needed, shall be submitted to the City of Santee Development Services Department. Monitoring reports shall include remedial recommendations and issue resolution discussions when necessary. Monitoring and control of Argentine ants shall occur in perpetuity and shall be included in the Preserve Management Plan (included as Appendix P in the Biological Technical Report for the Fanita Ranch Project). See Biological Technical Report for the Fanita Ranch Project, Appendix P, for additional details on monitoring methods and control of Argentine ants within the Habitat Preserve.</p>	Applicant; Qualified Biologist	City of Santee Community Services/Public Works Department	Upon initiation of construction and ongoing
<p><b>BIO-12: Vernal Pool Mitigation Plan.</b> A Vernal Pool Mitigation Plan (Appendix R of the Biological Resources Technical Report for the Fanita Ranch Project) has been prepared and would allow disturbance of seasonal basin features (i.e., natural vernal pools and street ruts containing vernal pool indicator plant and wildlife species). The Vernal Pool Mitigation Plan is subject to approval from the Regional Water Quality Control Board, U.S. Army Corps of Engineers, and U.S. Fish and Wildlife Service and shall comply with Clean Water Act Section 404 and 401 permit/certification by the U.S. Army Corps of Engineers and Regional Water Quality Control Board, respectively, as well as federal Endangered Species Act requirements. The Vernal Pool Mitigation Plan describes and identifies those areas slated for preservation, rehabilitation and enhancement, and requires the creation of new seasonal basin resources within the Habitat Preserve as mitigation for anticipated development impacts. The Vernal Pool Mitigation Plan is focused on seasonal basin features and associated upland watershed habitat enhancement opportunities and cover the following: vernal pool design and location, planting plan (planting palettes for both vernal pool and upland watershed habitats), and supplemental water program; maintenance and monitoring guidelines; San Diego fairy shrimp and western spadefoot translocation; and ownership arrangements and long-term management strategy.</p> <p>Natural vernal pools shall be mitigated at a 4:1 ratio, including preservation and management of existing pools, rehabilitation/enhancement of existing features within the Habitat Preserve, and creation of new features. Constructed pools (i.e., artificial features and street ruts) shall be mitigated through rehabilitation/enhancement and/or creation at a 3:1 or 2:1 ratio, depending on whether the feature supports plant or wildlife indicator species. Rehabilitation/enhancement shall occur in existing features within the Habitat Preserve that are not included as vernal pools (i.e., street ruts lacking vernal pool indicator species). This would entail repairing degraded features through the manipulation of surface topography to improve the overall ecological function of the vernal pool, control of invasive species, and planting of appropriate native species. Creation would consist of establishing new vernal pools in areas where they did not previously occur and/or the returning of areas to a pre-existing condition through manipulation of surface topography to support</p>	Applicant	City of Santee Department of Development Services	Prior to grading permit of seasonal basin features and in accordance with the Vernal Pool Mitigation Plan

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<p>inundation and ponding for vernal pools. Created features shall exhibit the same or improved characteristics as those within the impact area currently supporting fairy shrimp, indicator vernal pool plant species, and western spadefoot, and shall maintain comparable individual pool sizes and watersheds. Existing permanently impacted features that support San Diego fairy shrimp and indicator vernal pool plant species shall have the top 1 to 3 inches of soil removed and set aside prior to mass grading. This soil shall be kept in a dry location until it is deposited into the new features. Once the created or enhanced pools are proven to hold water for the appropriate amount of time, they shall be inoculated with the soil from the impacted features. The acreage of surface area that shall be created shall be verified using on-site soil hydrologic properties and modeling of rainfall seasons. The target surface area acreage is 0.50 acre, based on the acreage of impacted features recorded of which 0.40 acre shall need to include creation of new pools (Table 4.3-11). The Vernal Pool Mitigation Plan is included as Appendix R in the Biological Technical Report for the Fanita Ranch Project. This plan may be modified and augmented pending U.S. Army Corps of Engineers, Regional Water Quality Control Board, and wildlife agency (U.S. Fish and Wildlife Service and California Department of Fish and Wildlife) review. Table 4.3-11 identifies mitigation requirements for impacts to vernal pools.</p>			
<p><b>BIO-13: Western Spadefoot Relocation.</b> During the wet season prior to clearing or grading operations, biologists shall collect western spadefoot adults from areas within 300 meters of known occupied pools. Adults shall be relocated to another area on the project site that has suitable breeding habitat and few or no western spadefoot individuals.</p> <p>Details on the western spadefoot relocation effort are included as a component of the Vernal Pool Mitigation Plan (included in the Biological Technical Report for the Fanita Ranch Project as Appendix R), were made available to the U.S. Geological Survey (USGS) for review, and is subject to approval by the wildlife agencies (U.S. Fish and Wildlife Service and California Department of Fish and Wildlife). The Western Spadefoot Relocation Plan includes, at a minimum, the following elements:</p> <ul style="list-style-type: none"> <li>• The timing and methods for surveying, capturing, and releasing adults. Long-term care methods shall also be discussed if this option is used.</li> <li>• Collection shall occur during the first three or four large rain events of the season. Ideally, these rain events shall produce a minimum of 0.20 inch during a 24-hour period.</li> </ul>	Applicant; Qualified Biologist	City of Santee Department of Development Services; U.S. Fish and Wildlife Service; California Department of Fish and Wildlife	During the wet season prior to issuance of grading permit for known occupied pools
<p><b>BIO-14: Nesting Bird Survey.</b> To avoid impacts to nesting migratory birds and raptors and other nesting birds, which are sensitive biological resources pursuant to the California Environmental Quality Act, the Migratory Bird Treaty Act, and the California Fish and Game Code, breeding season avoidance shall be implemented and included on all construction plans.</p> <p>Except as specified below, there shall be no brushing, clearing and/or grading allowed during the breeding season of migratory birds (between February 15 and August 31) or raptors (January 1 and August 31) or coastal California gnatcatcher (between February 15 and August 15). If vegetation is to be cleared during the nesting season, all suitable habitat within 500 feet of impact area shall be thoroughly surveyed for the presence of nesting birds by the qualified biologist no earlier than 72 hours prior to clearing. If project activities are delayed or suspended for more than 14 days during the nesting bird season, surveys should be repeated. The survey results shall be submitted by the applicant to the City of Santee Director of Development Services. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with an initial 300-foot buffer for listed passerines (e.g., coastal California gnatcatcher) and up to a 500-foot maximum buffer for raptors. The nests shall be avoided and buffers maintained until the nesting cycle is complete or it is determined that the nest has failed. The final appropriate buffer distance, as well as cycle completion or nest failure, shall be determined by an approved biologist. Factors used to determine and guide the appropriate buffer distance shall include individual pair behavior responses, amount of buffering topography, proximity to existing disturbance, and ambient noise levels. In addition, an approved biologist shall be present on the project site to monitor the vegetation removal to ensure that nests not detected during the initial survey are not disturbed (see Mitigation Measure BIO-8, Approved Biologist). If the monitoring biologist determines that the nesting activities are being substantially disrupted by adjacent construction activity, the City of Santee shall be notified, and measures to avoid or minimize such impacts shall be developed. Such measures might include installation of noise barriers, increased buffering, stopping construction in the area, or other measures, as developed.</p>	Applicant; Qualified Biologist	City of Santee Department of Development Services	During the breeding season of migratory birds (between February 15 and August 31) or raptors (between January 1 and August 31) or coastal California gnatcatcher (between February 15 and August 15)
<p><b>BIO-15: Wetland Mitigation Plan.</b> A total of 9.79 acres of impacts to jurisdictional resources, including 8.02 acres of permanent impacts and 1.77 acres of temporary impacts, would occur on and off site. Impacts to jurisdictional resources require permits and authorizations by the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife prior to impacts. The applicant shall provide the City of Santee with permits and authorizations from each resource agency demonstrating approval of project impacts to aquatic resources prior to the approval of the grading and improvement plans.</p> <p>A Wetland Mitigation Plan (included in the Biological Resources Technical Report for the Fanita Ranch Project as Appendix S) has been prepared and describes the on-site mitigation program to mitigate anticipated temporary and permanent development impacts to waters of the United States and wetland vegetation communities. Both on- and off-site mitigation sites are needed to provide full compensation for project impacts, and therefore, two plans shall be required. The off-site mitigation will provide wetland habitat through a combination of habitat preservation, enhancement, restoration, and creation. With this program, wetland habitat that is comparable in habitat type and quality to the impact area shall be enhanced, restored, or created within the City of Santee's jurisdiction and within the San Diego River and/or its tributaries. The off-site restoration program shall be subject to the same standards and rules as the on-site mitigation program, including management of access control, invasive species, and native vegetation cover and diversity. Off-site restoration shall include these management efforts and a program of revegetation of wetland species with planting and seeding. The off-site habitat creation shall also include</p>	Applicant	City of Santee Department of Development Services	Prior to the approval of grading permit and subject to approval of the Revegetation Plans

**Table 1. Mitigation Monitoring and Reporting Program**

Mitigation Measure	Responsible Party	Approving Agency	Time Frame of Mitigation
<p>potential topographic alteration to expand and create bed and bank areas appropriate for the establishment of new wetland habitat. At least 7.53 acres of off-site mitigation shall be habitat creation and/or re-establishment. This total is based on the current aquatic resource assessment and impacts, and the no-net-loss requirement in the Draft Santee Multiple Species Conservation Program Subarea Plan. The off-site preservation/enhancement component may occur at the 11-acre parcel, owned by the project applicant, adjacent to the lower Santee Lakes to satisfy the off-site preservation/enhancement requirement. The City of Santee has agreed to allow the remaining off-site creation/re-establishment mitigation component to be completed within City of Santee-owned lands in the same hydrologic unit, next to the San Diego River. Based on preliminary evaluations, several opportunities have been identified to provide off-site mitigation for the remaining creation/re-establishment mitigation component, indicating that it is feasible to accomplish the off-site compensatory mitigation. The Wetland Mitigation Plan (Appendix S) is consistent with the USEPA's 2008 Compensatory Mitigation Rule and subsequent guidance documents. The Wetland Mitigation Plan shall use the latest available tentative tract map to define the mitigation areas. The Wetland Mitigation Plan provides a description of project impacts and required mitigation at approved replacement ratios. An implementation section includes the different types of wetland mitigation areas including treatments such as soil preparation, plant palettes, and temporary interim erosion control. Plant palettes incorporate sensitive species that will be impacted by the proposed project, as appropriate. A maintenance plan to promote the successful establishment of the target vegetation communities includes the specific activities to be performed over the 5-year maintenance period. A monitoring plan is included that describes performance criteria for each vegetation community, monitoring frequency, and methods. The Wetland Mitigation Plan includes reporting requirements and contingency measures. Since temporary impact areas are not appropriate for restoration of jurisdictional resources, these areas shall be considered permanently impacted and shall be mitigated in conformance with the mitigation ratios for permanent impacts to jurisdictional resources. Mitigation ratios based on the Draft Santee Multiple Species Conservation Program Subarea Plan shall be included in the Wetland Mitigation Plan. A draft Wetland Mitigation Plan is included as Appendix S in the Biological Technical Report for the Fanita Ranch Project. This plan may be modified and augmented pending U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife review.</p>			
<p><b>BIO-16: Coastal Cactus Wren Habitat Management.</b> Coastal cactus wren is a Covered Species under the Draft Santee Multiple Species Conservation Program Subarea Plan. Because suitable and occupied habitat for this species shall be impacted by grading and construction of the proposed project, habitat enhancement and restoration of coastal cactus wren habitat shall occur. Based on project impacts to 0.57 acre of suitable habitat, a 3:1 mitigation ratio resulting in a total of 1.71 acres of habitat enhancement and restoration would be required for mitigation. This habitat restoration and enhancement is outlined within Upland Restoration Plan (Appendix Q), and the Preserve Management Plan (Appendix P) of the Biological Technical Report for the Fanita Ranch Project. This habitat shall need to be similar in extent and density to currently occupied patches to be impacted and shall show use by coastal cactus wren prior to clearing of currently occupied habitat. Use is minimally intended to prove that impacted coastal cactus wren have identified where these patches are located so that they can colonize them once their current habitat patches are cleared. It is anticipated that restoration and enhancement activities shall begin prior to construction, where practicable, to provide the most amount of time for maturation. In order to enhance habitat for coastal cactus wren, appropriate areas in the Habitat Preserve shall be planted with coast prickly pear (<i>Opuntia littoralis</i>) and coastal cholla (<i>Cylindropuntia prolifera</i>) in a matrix that is optimal for coastal cactus wren. Studies performed on the Orange County Central Reserve found that an interstitial mix of cactus and sage scrub or grasslands may be optimal. This ratio has been implemented into the Upland Restoration Plan and Preserve Management Plan where appropriate, but likely, greater than 20 percent 1-meter-high cactus cover associated with <i>Sambucus mexicana</i> shall be best. Minimally, three habitat patches shall be planted along primarily southern exposure slopes to increase the amount of suitable nesting habitat for coastal cactus wren outside of the proposed development footprint. The habitat enhancement program is focused on improving habitat conditions for coastal cactus wren within portions of the project site that are identified for preservation and along manufactured slopes in development areas. Site selection shall be based on the following criteria:</p> <ol style="list-style-type: none"> <li>1. Slope aspect (prioritize southern exposures and southwest-facing ridgelines)</li> <li>2. Habitat quality (prioritize areas where some cacti were present, but with adequate space to support additional cacti to improve habitat quality for coastal cactus wren)</li> <li>3. Soil conditions (prioritize areas with similar soil conditions compared to occupied cactus scrub habitat)</li> <li>4. Proximity to occupied cactus patches (prioritize areas that are closer to documented coastal cactus wren occurrences to provide opportunities for dispersal; try to enhance areas within 200 meter to 1,000 meter of occupied habitat)</li> <li>5. Access (prioritize areas that would be accessible to a planting and maintenance crew)</li> <li>6. Cactus plantings along manufactured slope areas shall be planted so that they do not hinder fire access but shall be clustered so that they discourage or inhibit encroachment by the public</li> </ol> <p>The approach to habitat enhancement shall include planting coast prickly pear and cholla by means of pad and segment cuttings in up to 10 selected enhancement areas. Cacti plants take several years to mature to the size that can support coastal cactus wren nesting. Therefore, the planted cuttings may be augmented with larger container plants in a subsequent year after the most successful planting sites can be determined. In addition, future preconstruction salvage of whole cactus plants and pads may be used to further enhance the structure of the cactus patch areas at the time of construction. It is not expected that all 10 sites shall be successful or perform at equivalent levels. Therefore, a subset of planted areas shall be selected in the second year to focus maintenance efforts on sites with the greatest potential to develop into habitat suitable for coastal cactus wren occupation. The sites that</p>	<p>Applicant</p>	<p>City of Santee Department of Development Services</p>	<p>Prior to grading of currently occupied habitat and maintain and monitor annually over a 5-year period</p>

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Mitigation Measure	Responsible Party	Approving Agency	Time Frame of Mitigation
<p>develop into suitable habitat shall be monitored annually for coastal cactus wren use or occupation over a 5-year period in order to maintain a documented record of coastal cactus wren use of targeted areas for enhancement.</p> <p>This measure shall also incorporate and implement enhancement methods and implementation procedures; a 2-year maintenance, monitoring, and reporting program; and an adaptive management strategy as outlined in the Biological Technical Report for the Fanita Ranch Project.</p>			
<p><b>BIO-17: Brown-Headed Cowbird Trapping.</b> A brown-headed cowbird trapping program shall be initiated on the project site as necessary. The trapping program includes the following: trapping shall begin during the first phase of grading and continue for a period of 15 years or until an alternative control method is developed, which would then replace the trapping program through the 15-year period. The trapping program shall be based on the most current trapping methods. Three traps shall be set at appropriate locations within open space or adjacent to open space on site, though there is flexibility to install one at another location within the City of Santee's sphere of influence (e.g., Santee Lakes Recreation Preserve) that might provide better local and regional benefits (e.g., along a river or creek or at a local equestrian center). Trapping shall be performed between April 1 and August 1 unless 21 days without brown-headed cowbirds occurs, then trapping may end for that year.</p> <p>In order to establish whether a cowbird trapping program is necessary, focused surveys shall be conducted in and around the Habitat Preserve. A qualified biologist shall survey the Habitat Preserve during February, April, and May of each year during the construction phase through final buildout. If final buildout occurs before 10 years, then at least 10 years of surveys shall be required. During the survey, no single biologist may cover more than 300 acres of Habitat Preserve per day. If 10 or more males or 5 or more females or juveniles are observed on any single occasion, then trapping shall commence. No additional monitoring or trapping shall be required after 10 years even if the brown-headed cowbird occurrence thresholds have not been met. Since there is a small segment of trail designated for equestrian use, monitoring for brown-headed cowbirds is addressed in the Preserve Management Plan (included as Appendix P in the Biological Technical Report for the Fanita Ranch Project) and that area shall be monitored and managed in accordance with that plan, even if the 10-year threshold has been met for the remainder of the Habitat Preserve. Yearly reporting of the trapping results shall be provided with the other Preserve Management Plan reporting and will minimally include the rationale for trap placement, number of target species, non-target species, mortalities of each, sex and age of each as able to be determined, comparison to prior trapping, and suggestions for the following year.</p>	Applicant; Qualified Biologist	City of Santee Department of Development Services	During the first phase of grading and continue for a period of 15 years or until an alternative control method is developed; trapping shall be performed between April 1 and August 1 unless 21 days without brown-headed cowbirds occurs, then trapping may end for that year. Surveys shall occur during February, April, and May of each year during the construction phase through final buildout.
<p><b>BIO-18: Restoration of Suitable Habitat for Quino Checkerspot Butterfly and Hermes Copper Butterfly.</b> Mitigation for impacts to suitable habitat for Quino checkerspot butterfly shall include a combination of in-perpetuity management of the Habitat Preserve that shall focus on removal of non-native grasses, weedy material, and duff layers and the supplemental planting of dot-seed plantain (<i>Plantago erecta</i>), woolly plantain (<i>Plantago patagonica</i>), Coulter's snapdragon (<i>Antirrhinum coulterianum</i>), rigid bird's beak (<i>Cordylanthus rigidus</i>), owl's clover (<i>Castilleja exserta</i>), Chinese houses (<i>Collinsia concolor</i>), and purple Chinese houses (<i>Collinsia heterophylla</i>) so that habitat is more suitable for Quino checkerspot butterfly. This shall include an endowment or other acceptable permanent funding mechanism and documented management plan as outlined in the Preserve Management Plan (included as Appendix P in the Biological Technical Report for the Fanita Ranch Project). Restoration/enhancement and creation of suitable habitat areas shall entail specific standards or guidelines on vegetation management. Tables 4.3-12 through 4.3-14 summarize the mitigation requirement scenarios based on the three potentially suitable habitat models for Quino checkerspot butterfly. Regardless of the model used, approximately 1,096.57 acres of suitable habitat based on the most conservative 2009 extrapolation model shall be managed for Quino checkerspot butterfly and other compatible species such as coastal California gnatcatcher, San Diego fairy shrimp, and Hermes copper butterfly, providing a minimum 1.9:1 mitigation ratio.</p> <p>As described in the Draft Santee Multiple Species Conservation Program Subarea Plan, impacts to potentially suitable habitat for Hermes copper butterfly requires mitigation by preservation of suitable habitat at a ratio of 1:1, or 2:1 if the suitable habitat was previously occupied. Previously occupied habitat includes areas of potentially suitable habitat within 500 feet of a previously known occurrence of Hermes copper butterfly but where the butterfly was not identified during subsequent and more recent focused surveys. Mitigation of suitable habitat is included in the Preserve Management Plan (included as Appendix P in the Biological Technical Report for the Fanita Ranch Project) and includes the following: preservation and management of existing suitable habitat in the Habitat Preserve, restoration/enhancement of existing suitable habitat in the Habitat Preserve, and creation of new suitable habitat areas in the Habitat Preserve and along manufactured slopes in development areas, as appropriate. Restoration/enhancement and creation of new suitable habitat areas would entail repairing degraded habitat through the control of invasive species and/or planting of appropriate native species (i.e., redberry buckthorn within 15 feet of California buckwheat); see the Upland Restoration Plan included as Appendix Q in the Biological Technical Report for the Fanita Ranch Project for details. Table 4.3-15 summarizes the mitigation requirements for impacts to potentially suitable habitat for Hermes copper butterfly.</p>	Applicant; Qualified Biologist	City of Santee Department of Development Services	Prior to grading permit and ongoing management
<p><b>BIO-19: African Clawed Frog Trapping.</b> African clawed frogs have been detected in the past within Sycamore Canyon Creek and vernal pool features on the project site. A monitoring and control program is included in the Preserve Management Plan (included as Appendix P in the Biological Technical Report for the Fanita Ranch Project) and designed to determine the presence of African clawed frogs within occupied fairy shrimp and western spadefoot features. Monitoring shall consist of surveying flowing and pooled portions of Sycamore Canyon Creek and restored and natural vernal pool features on the project site once per month from January through April while the proposed project is in construction. After construction is complete, these areas shall be surveyed for African clawed frogs once per year in March. If African clawed frogs are observed during the construction or post-construction monitoring, then control measures shall be implemented. Since different areas may require control each year, yearly updates shall be made as necessary.</p>	Applicant; Qualified Biologist	City of Santee Department of Development Services	Monitoring once per month from January through April while the proposed project is in construction; surveys once per year in March post-construction; ongoing.

**Table 1. Mitigation Monitoring and Reporting Program**

Mitigation Measure	Responsible Party	Approving Agency	Time Frame of Mitigation
<p><b>BIO-20: Wildlife Protection.</b> In order to generally protect wildlife species, the following measures shall be implemented during construction:</p> <ol style="list-style-type: none"> <li>1. Adequate fencing (i.e., wildlife safe that would prevent unnecessary snaring or injury) shall be erected to guide human users away from open space areas where open space abuts streets, parks, and trails.</li> <li>2. Covenants, conditions, and restrictions shall include a section that forbids collection of native wildlife (e.g., coast horned lizards, toads, snakes) without obtaining the necessary collection permits from the California Department of Fish and Wildlife or the destroying of wildlife habitat.</li> <li>3. Covenants, conditions, and restrictions shall include a notice describing the necessary role that coyotes, bobcats, and rattlesnakes have in the environment and shall make recommendations for keeping pets and pet food indoors and safe, and restrictions against controlling these and other native species unless there is a threat to life or property. The Preserve Manager's phone number and email address shall be provided for residents to call when they feel threatened by wildlife or observe injured wildlife.</li> <li>4. Covenants, conditions, and restrictions shall include a notice describing the trail and preserve restrictions.</li> <li>5. Street signs, speed bumps, or other traffic-calming devices shall be employed along the residential collector Streets "V" and "W" to allow wildlife to cross more safely (see Biological Technical Report for the Fanita Ranch Project, Figures 5-7b and 5-7c). The posted speed limit on these streets shall be 25 miles per hour.</li> </ol>	Applicant	City of Santee Department of Development Services	Project approval; ongoing
<p><b>BIO-21: Fire Protection Plan.</b> To minimize the potential exposure of the project site to fire hazards, all features of the Fire Protection Plan for the Fanita Ranch Project, prepared by Dudek (2020) and provided as EIR Appendix P1, shall be implemented in conjunction with development of the proposed project.</p>	Applicant	City of Santee Fire Department	Project approval; ongoing
<p><b>BIO-22: Wildlife Corridor.</b> The project shall include an interior corridor that is minimally 1,200 feet wide and a northern corridor that is minimally 1,400 feet wide with the exception of one location that narrows to 600 feet for an approximate 800-foot length. This length is adjacent to the protected and managed Goodan Ranch/Sycamore Canyon Preserve to the north so it would still function for wildlife movement of mountain lion, coastal California gnatcatcher, and all other species. The western boundary shall include a corridor that is mostly approximately 1,000 feet wide except at the southern edge where it narrows to 400 feet at the stormwater catch basin. This entire area is bordered and managed by the Marine Corps Air Station Integrated Natural Resources Management Plan. In order to retain wildlife movement to the north along the eastern boundary of the project site, a secondary corridor has been included. Throughout the Habitat Preserve, the following measures shall be implemented:</p> <ol style="list-style-type: none"> <li>1. Lighting shall be directed toward development and shielded away from the Habitat Preserve.</li> <li>2. Trails shall not be in use from dusk to dawn, pets must be on leashes, and trails shall only be used for hiking and biking with the exception of the extreme northeastern trail (approximate 1,200-foot long section) that is already established for equestrian use.</li> <li>3. Trails shall be managed in accordance with the Public Access Plan (Appendix T to the Biological Technical Report for the Fanita Ranch Project), and disclosed in the Covenants, Codes &amp; Restrictions (CC&amp;Rs):             <ol style="list-style-type: none"> <li>a. Only the trail types discussed within the Public Access Plan shall be allowed;</li> <li>b. Unnecessary trails shall be abandoned and restored in accordance with the Public Access Plan, Preserve Management Plan (Appendix P to the Biological Technical Report for the Fanita Ranch Project), and Upland Restoration Plan (Appendix Q to the Biological Technical Report for the Fanita Ranch Project); and</li> <li>c. Trails shall be monitored on a regular basis and protected and maintained in accordance with the Public Access Plan and Preserve Management Plan;</li> </ol> </li> <li>4. Trails may be temporarily closed to control unauthorized access.</li> <li>5. Trails may be closed on a seasonal basis to protect Covered Species in the Habitat Preserve.</li> <li>6. Streets "V" and "W," which connect the Vineyard Village to Fanita Commons and Orchard Village, shall provide safety lighting that shall be button started with a timer shut-off delay such that lighting shall not permanently be on at night, but only on when needed for emergency purposes or pedestrian safety.</li> </ol>	Applicant	City of Santee Department of Development Services	Ongoing
<p><b>BIO-23: Wildlife Undercrossings.</b> A wildlife undercrossing shall be constructed approximately 400 feet south of the project site boundary within the Cuyamaca Street extension to adequately convey coyotes, mule deer, and smaller-sized wildlife. The wildlife undercrossing shall utilize existing or manufactured topography. The crossing shall be designed to provide a greater than 0.6 openness ratio (calculated as width times height divided by length in meters; see the Biological Technical Report for the Fanita Ranch Project, Figures 5-7b and 5-7c, Wildlife Corridors and Crossings). Crossings shall have a raised floor and/or side platform to allow dry passage for wildlife when water is flowing.</p> <p>In addition, a 48-inch reinforced concrete pipe culvert and directional curbs shall be constructed to allow western spadefoot and other small wildlife to cross under Fanita Parkway to reduce permanent indirect impacts to these species (see the Biological Technical Report for the Fanita Ranch Project, Figure 5-7a, Local Wildlife Corridors).</p>	Applicant	City of Santee Department of Development Services	During construction in accordance with approved street improvement plans for Cuyamaca Street and Fanita Parkway

**Table 1. Mitigation Monitoring and Reporting Program**

Mitigation Measure	Responsible Party	Approving Agency	Time Frame of Mitigation
<b>Section 4.4 Cultural and Tribal Cultural Resources</b>			
<p><b>CUL-1: Site Capping Program.</b> Prior to implementation of a site (or locus) capping program, a site capping plan shall be prepared by a qualified archaeologist who meets or exceeds the Secretary of Interior’s Professional Qualifications Standards for archaeology. The plan shall be reviewed and approved by the Project Planner for the City of Santee with input from Native American tribal groups who have consulted on the project. The plan shall include the following or equivalent steps:</p> <ol style="list-style-type: none"> <li>1. Retain an archaeological monitor and Native American monitor of Kumeyaay descent with ancestral ties to the San Diego region and at minimum 1 year of monitoring experience within Kumeyaay ancestral territory to observe the capping process.</li> <li>2. Remove organic material from the archaeological site surface by hand, including brushing, raking, or use of power blower. Use of motorized vehicles for vegetation removal is prohibited. All vegetation shall be removed at ground surface such that no soil disturbance results.</li> <li>3. Remaining root balls and masses in the ground after hand removal of vegetation stems and trunks shall be sprayed with topical pesticide per the pesticide manufacturer’s specifications to ensure no further growth. The resulting dead vegetation masses shall be left in place. Complete surface vegetation removal and die-off of root massing shall be achieved before geotextile placement.</li> <li>4. No remedial grading, sub-grade preparation, or scarification shall occur before placement of the geotextile fabric.</li> <li>5. A biaxial geogrid (Tensar BX1200, TX 160, or equivalent) shall be laid over the ground surface where capping is to take place, and a minimum buffer area to be determined by the City of Santee through consultation with a qualified archaeologist, the Native American groups who have consulted on the project, and the most likely descendant as the final grading plans are prepared. The geogrid type and verification of its technological capability shall be provided by a qualified geotechnical engineer during plan check of final grading plans.</li> <li>6. Placement of fill soils on top of the geotextile fabric shall be done in no greater than 8-inch lifts with rubber-tired equipment.</li> <li>7. Geotextile fabric shall be capable of preventing compaction and load impacts on underlying archaeological resources.</li> <li>8. Fill soils shall have a pH ranging from 5.5 to 7.5 only.</li> <li>9. Fill soils shall be free of archaeological resources (i.e., culturally sterile).</li> <li>10. Fill soils shall be spread from the outside with rubber-track, heavy equipment such that the equipment would only be working on top of the fill soils. The fill soils shall be placed ahead of the loading equipment so that the machine does not have contact with the archaeological site surface.</li> <li>11. The fill soils shall be sufficiently moist so that they are cohesive under the weight of the heavy equipment as the material is spread out over the archaeological site and buffer area.</li> <li>12. After the first 12–18 inches of fill are laid, larger equipment may be used to increase the fill to desired grade.</li> </ol> <p>Capping soils shall be visually distinguishable from the native soils below. A minimum of 24 inches of fill material shall be maintained between the surface of the archaeological cap and any ground-disturbing activities. Ground-disturbing activities include but are not limited to grading; excavation; compaction; placement of soil, sand, rock, gravel, or other material; clearing of vegetation; and construction, erection, or placement of any underground utilities, buildings, or structures. Restrictions shall be applied regarding species planted within the cap (deep-rooted species would be avoided in areas where the cap does not exceed 10 feet). Additionally, chemical agents such as fertilizer shall be avoided in areas where the cap does not exceed 24 inches.</p>	<p>Applicant; Qualified Archaeologist who meets or exceeds the Secretary of Interior’s Professional Qualifications Standards for archaeology</p>	<p>City of Santee Department of Development Services</p>	<p>Prior to implementation of a site (or locus) capping program</p>
<p><b>CUL-2: Phase III Data Recovery Excavation Program.</b> For areas within CA-SDI-8243 and CA-SDI-8345 that cannot be avoided, capped, or designated as open space by the proposed project, a Phase III Data Recovery Excavation Program shall be completed to comprehensively document the resources and exhaust the data potential of the resources prior to the issuance of project grading permits. The Phase III Data Recovery Excavation Program shall be conducted by a qualified archaeologist who meets or exceeds the Secretary of Interior’s Professional Qualifications Standards for archaeology in accordance with the California Office of Historic Preservation’s 1990 Archaeological Resource Management Reports: Recommended Contents and Format; CEQA; California Public Resources Code, Section 21084.1; and CEQA Guidelines, Section 15126.4(b).</p> <p>Prior to implementing the field component of the Phase III Data Recovery Excavation Program, a Phase III Data Recovery Plan shall be prepared by the qualified archaeologist selected to carry out the program. The plan shall be prepared in consultation with Native American groups who have participated in consultation for the proposed project, and shall be reviewed and approved by the Project Planner at the City of Santee. The plan shall guide the Phase III Data Recovery Excavation Program. The plan shall, at minimum, include the following:</p> <ul style="list-style-type: none"> <li>• Phase III research design including but not limited to the following: <ul style="list-style-type: none"> <li>– Summary of previous research completed for CA-SDI-8243 and CA-SDI-8345</li> <li>– Discussion of relevant research questions that can be addressed by the resources. Relevant research topics include but are not limited to the following: <ul style="list-style-type: none"> <li>– Site chronology</li> <li>– Dietary reconstruction</li> <li>– Paleo-environment reconstruction</li> <li>– Settlement pattern</li> </ul> </li> </ul> </li> </ul>	<p>Applicant; Qualified Archaeologist who meets or exceeds the Secretary of Interior’s Professional Qualifications Standards for archaeology</p>	<p>City of Santee Department of Development Services</p>	<p>Prior to issuance of project grading permits</p>



**Table 1. Mitigation Monitoring and Reporting Program**

Mitigation Measure	Responsible Party	Approving Agency	Time Frame of Mitigation
<ul style="list-style-type: none"> <li>- Introduction and use of artifact typologies, such as projectile point typologies and ceramics</li> <li>• Methods used to gather data               <ul style="list-style-type: none"> <li>- Number of data recovery units to be excavated                   <ul style="list-style-type: none"> <li>▪ The number of recovery units shall be determined based on industry standards for establishing data redundancy. Industry standard typically requires that between 3 to 10 percent of intact site deposits impacted by the proposed project be recovered and analyzed as part of a Phase III Data Recovery Program. The final percentage shall be determined based on the percentage of the site to be impacted by the proposed project, the research questions established for the Phase III, in consideration of the guidelines established by the Office of Historic Preservation for Phase III Data Recovery Programs and in consultation with the qualified archaeologist, City of Santee, and Native American groups who have participated in consultation for the project.</li> </ul> </li> <li>- Artifact screening methods to be used</li> </ul> </li> <li>• Procedures to follow in the event human remains are discovered (Mitigation Measure CUL-10)</li> <li>• Procedures for backfilling excavated units prior to the completion of the Phase III fieldwork</li> <li>• Laboratory methods to analyze the artifacts, including but not limited to the following:               <ul style="list-style-type: none"> <li>- Methods used to analyze ceramics, lithics, groundstone, and specialty items, such as beads</li> <li>- Protein residue analysis</li> <li>- Radiocarbon dating</li> <li>- Ethnobotanical studies</li> </ul> </li> <li>• Curation procedures (Mitigation Measure CUL-8)</li> </ul> <p>The Phase III data recovery fieldwork shall be completed in accordance with the established plan by a qualified archaeologist. The fieldwork shall be observed by a minimum of one Native American monitor. The Native American monitors shall be of Kumeyaay descent with ancestral ties to the San Diego region and at minimum 1 year of monitoring experience within Kumeyaay ancestral territory.</p> <p>Following the completion of the Phase III data recovery fieldwork, the results shall be summarized in a Phase III Data Recovery Report. The report shall be completed by a qualified archaeologist and shall include the results of the fieldwork and laboratory analysis and address the research questions established in the Phase III Data Recovery Plan. The report shall also include the California Department of Parks and Recreation Series 523 form updates for the sites CA-SDI-8243 and CA-SDI-8345. The report shall be submitted to the consulting Native American groups and the Project Planner at the City of Santee for review. Upon acceptance of the final report, an electronic version of the final report shall be submitted to the South Coastal Information Center and the San Diego Archaeological Center.</p>			
<p><b>CUL-3: Worker Environmental Awareness Program.</b> Prior to the commencement of project-related ground-disturbing activities, including but not limited to site clearing, grubbing, trenching, and excavation, a qualified archaeologist who meets or exceeds the Secretary of Interior’s Professional Qualifications Standards for archaeology shall provide a Worker Environmental Awareness Program for the general contractor, subcontractors, and construction workers participating in ground-disturbing activity for project construction. The Worker Environmental Awareness Program training shall describe the potential of exposing archaeological resources, types of cultural materials that may be encountered, and directions on the steps that shall be taken if such a find is encountered. This training may be presented alongside other environmental training programs required prior to construction. A Worker Environmental Awareness Program acknowledgment form shall be signed by workers who receive the training.</p>	<p>Applicant; Qualified Archaeologist who meets or exceeds the Secretary of Interior’s Professional Qualifications Standards for archaeology; Construction Contractor</p>	<p>City of Santee Department of Development Services</p>	<p>Prior to grading permit</p>
<p><b>CUL-4: Cultural Resources Mitigation and Monitoring Program.</b> Following the completion of the Phase III Data Recovery Excavation Program, and prior to the start of any ground-disturbing activity for project construction, including but not limited to site clearing, grubbing, trenching, and excavation, a qualified archaeologist who meets or exceeds the Secretary of Interior’s Professional Qualifications Standards for archaeology shall be retained to prepare a Cultural Resources Mitigation and Monitoring Program for unanticipated discoveries during project construction. The information gathered during the Phase III Data Recovery Excavation Program will help to inform the Cultural Resources Mitigation and Monitoring Program. The Cultural Resources Mitigation and Monitoring Program shall be prepared in consultation with Native American tribes who have participated in consultation for the proposed project. The Cultural Resources Mitigation and Monitoring Program shall include provisions for archaeological and Native American monitoring of all ground disturbance related to construction of the proposed project, project construction schedule, procedures to be followed in the event of discovery of archaeological resources, and protocols for Native American coordination and input, including review of documents. The Cultural Resources Mitigation and Monitoring Program shall outline the role and responsibilities of Native American monitors. It shall include communication protocols and opportunity and timelines for review of cultural resources documents related to discoveries that are Native American in origin. The Cultural Resources Mitigation and Monitoring Program shall include provisions for Native American monitoring during testing or data recovery efforts for unknown resources that are Native American in origin (Mitigation Measures CUL-6 and CUL-7). The Native American monitors shall be of Kumeyaay descent with ancestral ties to the San Diego region and at minimum 1 year of monitoring experience within Kumeyaay ancestral territory. Once completed, the Cultural Resources Mitigation and Monitoring Program shall be reviewed and approved by the Project Planner at the City of Santee prior to the start of any ground-disturbing activities.</p>	<p>Applicant; Qualified Archaeologist who meets or exceeds the Secretary of Interior’s Professional Qualifications Standards for archaeology</p>	<p>City of Santee Department of Development Services</p>	<p>Following the completion of the Phase III Data Recovery Excavation Program and prior to grading permit</p>

**Table 1. Mitigation Monitoring and Reporting Program**

Mitigation Measure	Responsible Party	Approving Agency	Time Frame of Mitigation
<p><b>CUL-5: Cultural Resources Construction Monitoring.</b> A qualified archaeologist who meets or exceeds the Secretary of Interior’s Professional Qualifications Standards for Archaeology 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 determines monitoring is no longer necessary. The archaeological monitor shall prepare daily logs and submit weekly updates to the Project Planner at the City of Santee regarding the activities observed. In the event that previously unidentified prehistoric or historic archaeological materials or human remains are encountered during project construction, the significance of the discovery shall be assessed based on the steps outlined in the Cultural Resources Mitigation and Monitoring Program identified in Mitigation Measures CUL-4, CUL-7, and CUL-10 for the proposed project.</p> <p>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 report shall also include the monitoring logs prepared by the Native American monitor for the proposed project. The Native American monitors shall be of Kumeyaay descent with ancestral ties to the San Diego region and at minimum 1 year of monitoring experience within Kumeyaay ancestral territory. The Cultural Resources Monitoring Report shall be submitted to the City of Santee and the South Coastal Information Center.</p>	<p>Applicant; Qualified Archaeologist who meets or exceeds the Secretary of Interior’s Professional Qualifications Standards for Archaeology</p>	<p>City of Santee Department of Development Services</p>	<p>During grading and for the duration of the proposed project or until the Qualified Archaeologist determines monitoring is no longer necessary</p>
<p><b>CUL-6: Native American Construction Monitoring.</b> A minimum of one 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 determines monitoring is no longer necessary. The Native American monitors shall be of Kumeyaay descent with ancestral ties to the San Diego region and at minimum 1 year of monitoring experience within Kumeyaay ancestral territory. The Native American monitors shall prepare daily logs and submit weekly updates to the qualified archaeologist and the Project Planner at the City of Santee. In addition, the Native American monitors shall prepare and submit a summary statement upon completion of monitoring to include in the Cultural Resources Monitoring Report prepared for the proposed project (see Mitigation Measure CUL-5). The Project Planner at the City of Santee shall review and include the summary statement as part of the cultural resources monitoring report prepared for the proposed project.</p>	<p>Applicant; Native American Monitor of Kumeyaay descent</p>	<p>City of Santee Department of Development Services</p>	<p>During grading and for the duration of the proposed project or until the Qualified Archaeologist determines monitoring is no longer necessary</p>
<p><b>CUL-7: Previously Unidentified Archaeological Resources.</b> If cultural resources are encountered during ground-disturbing activities, work in the immediate area shall be halted, and the qualified archaeologist shall evaluate the resource in consultation with the Native American monitor. If necessary, the evaluation may require preparation of a Treatment Plan and archaeological testing for California Register of Historical Resources or National Register of Historic Places eligibility. If the City of Santee, in consultation with the qualified archaeologist, determines that the discovery is significant and cannot be avoided by the proposed project, additional work, such as the data recovery excavation described in Mitigation Measure CUL-2, shall be completed prior to the resumption of ground-disturbing activities in the immediate area to mitigate any significant impacts to cultural resources.</p>	<p>Applicant; Qualified Archaeologist in consultation with the Native American Monitor</p>	<p>City of Santee Department of Development Services</p>	<p>During grading and for the duration of the proposed project or until the Qualified Archaeologist determines monitoring is no longer necessary</p>
<p><b>CUL-8: Curation of Archaeological Resources.</b> Upon completion of project construction, archaeological collections that have not been repatriated or buried on site (per Mitigation Measure CUL-11), along with final reports, field notes, and other standard documentation collected, shall be permanently curated at a facility in San Diego County that meets the State Historical Resources Commission’s Guidelines for the Curation of Archaeological Collections. A qualified archaeologist who meets or exceeds the Secretary of the Interior’s Professional Qualifications Standards for archaeology shall be required to secure a written agreement with a recognized museum repository regarding the final disposition and permanent storage and maintenance of all archaeological resources recovered as a result of the Phase III archaeological investigations and monitoring activities that have not been repatriated or buried on site. The written agreement shall specify the level of treatment (preparation, identification, curation, cataloging) required before the collection would be accepted for storage. The cost of curation is assessed by the repository and is the responsibility of the applicant.</p>	<p>Applicant; Qualified Archaeologist who meets or exceeds the Secretary of the Interior’s Professional Qualifications Standards for archaeology; Applicant</p>	<p>City of Santee Department of Development Services</p>	<p>Upon completion of project construction</p>
<p><b>CUL-9: Cultural and Tribal Cultural Impacts Associated with Biological Restoration.</b> Prior to the execution of Mitigation Measures BIO-1, BIO-2, BIO-12, and BIO-15, the supervising biologists and applicant shall consult with the City of Santee, a qualified archaeologist who meets the Secretary of Interior’s Professional Qualifications Standards for archaeology, and the Native American groups who have participated in consultation for the proposed project to complete the following tasks to address potential impacts to cultural and tribal cultural resources:</p> <ol style="list-style-type: none"> <li>After the identification of possible biological restoration areas, the archaeologists and a Native American monitor of Kumeyaay descent with ancestral ties to the San Diego region and at minimum 1 year of monitoring experience within Kumeyaay ancestral territory shall complete a cultural resource records search of the California Historical Resources Information System and in-fill pedestrian surveys of any areas not previously investigated by Atkins (December 2017) or Rincon (May 2020) as part of the proposed project. <ul style="list-style-type: none"> <li>The survey shall include the biological mitigation area and a 100-foot buffer.</li> <li>The survey shall be carried out using transects spaced no greater than 10 meters apart to be consistent with the standard field methods used by the previous studies (Atkins [December 2017] or Rincon [May 2020]).</li> <li>A Native American monitor shall be present and shall participate in the survey effort.</li> <li>Any cultural and or tribal cultural resources identified during the restoration effort shall be documented using California Department of Parks and Recreation Series 523 forms and be filed at the South Coastal Information Center.</li> <li>A Phase I report that documents the survey locations and the results of the survey and includes California Department of Parks and Recreation Series 523 forms for any resources identified during the survey effort shall be completed by the qualified archaeologist. The report shall be prepared</li> </ul> </li> </ol>	<p>Applicant; Supervising Biologists</p>	<p>City of Santee Department of Development Services</p>	<p>Prior to the execution of Mitigation Measures BIO-1, BIO-2, BIO-12, and BIO-15</p>

**Table 1. Mitigation Monitoring and Reporting Program**

Mitigation Measure	Responsible Party	Approving Agency	Time Frame of Mitigation
<p>in accordance with the California Office of Historic Preservation’s 1990 Archaeological Resource Management Report’s: Recommended Contents and Format and California Environmental Quality Act; California Public Resources Code, Section 21084.1; and California Environmental Quality Act Guidelines, Section 15126.4(b). The final report shall be electronically submitted to the City of Santee and the South Coastal Information Center.</p> <p>2. If human remains are identified on the surface during the pedestrian survey, the location of the human remains and a 50-foot buffer shall be avoided. Steps outlined in Mitigation Measure CUL-10 shall be followed in the event human remains are identified.</p> <p>3. If a resource not containing human remains cannot be feasibly avoided, then a Phase II evaluation of the resource shall occur to determine the eligibility of the resource for listing on the California Register of Historical Resources. The Phase II evaluation shall be implemented by a qualified archaeologist who meets the Secretary of Interior’s Professional Qualifications Standards for archaeology and observed by a Native American monitor.</p> <ul style="list-style-type: none"> <li>• If the resource is recommended eligible by the qualified archaeologist and the City of Santee concurs with the recommendation, Mitigation Measure CUL-2 shall be carried out. <ul style="list-style-type: none"> <li>– Following completion of Mitigation Measure CUL-2, Mitigation Measures CUL-3 through CUL-8, CUL-10, and CUL-11 shall be implemented.</li> </ul> </li> <li>• If the resource is recommended ineligible by the qualified archaeologist, and the City of Santee concurs with the recommendation, no further testing shall be required. A determination of eligibility shall be made by the qualified archaeologist in consultation with the City of Santee and Native American groups who have consulted on the proposed project. Upon completion of the determination of eligibility, Mitigation Measures CUL-5 through CUL-11 shall be implemented.</li> </ul>			
<p><b>CUL-10: Discovery of Human Remains.</b> If human remains are found, State of California Health and Safety Code, Section 7050.5, states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to California Public Resources Code, Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant. The most likely descendant shall complete the inspection of the site within 48 hours of being granted access and shall provide recommendations for the treatment of the remains.</p>	<p>Applicant; Construction Contractor; Qualified Archaeologist in consultation with the Native American Monitor</p>	<p>City of Santee Department of Development Services</p>	<p>During grading and ongoing</p>
<p><b>CUL-11: Treatment and Disposition of Tribal Cultural Resources.</b> The applicant shall relinquish ownership of all non-burial related tribal cultural resources collected during the grading monitoring program and to the extent performed by the applicant, from any previous archaeological studies or excavations on the project site to the most likely descendant tribe for proper treatment and disposition per the Cultural Resources Mitigation and Monitoring Program (Mitigation Measure CUL-4). Any burial related tribal cultural resources (as determined by the most likely descendant) shall be repatriated to the most likely descendant as determined by the Native American Heritage Commission pursuant to California Public Resources Code, Section 5097.98. If none of the consulting tribes accept the return of the cultural resources, then the cultural resources shall be subject to the curation requirements stipulated in Mitigation Measure CUL-8) In the event that curation of tribal cultural resources is required by a superseding regulatory agency, curation shall be conducted by an approved facility and the curation shall be guided by the State Historical Resources Commission’s Guidelines for the Curation of Archaeological Collections. In the event the superseding agency is a Federal agency, Title 36 of the Code of Federal Regulations, part 79 shall be followed.</p> <p>In the event on-site reburial of culturally affiliated material is preferred by the Native American groups consulting on the proposed project, the applicant, in consultation with the most likely descendant, shall designate a location on the project site where reburial will take place. The reburial shall take place in a location where future construction shall not impact the buried material, such as an area designated as open space for the proposed project; therefore, a cap shall not be required. The on-site reburial location shall be selected prior to the start of construction. The reburial of material shall take place following the completion of ground disturbance for the proposed project and shall be observed by the most likely descendant or a Native American monitor representing the most likely descendant and a qualified archaeologist who meets the Secretary of Interior’s Professional Qualifications Standards for archaeology. The location of the reburial shall be documented using a California Department of Parks and Recreation Series 523 form completed by the qualified archaeologist who observed the reburial. The qualified archaeologist shall submit the location to the City of Santee and the location and forms to the South Coastal Information Center.</p>	<p>Applicant; Qualified Archaeologist in consultation with the Native American Monitor</p>	<p>City of Santee Department of Development Services</p>	<p>Following completion of grading</p>
<p><b>Section 4.6 Geology, Soils, and Paleontological Resources</b></p>			
<p><b>GEO-1: Geotechnical Recommendations.</b> Prior to the issuance of a grading permit, the applicant shall demonstrate that the recommendations and specifications contained in the geotechnical investigations conducted for the project site and off-site areas have been incorporated into the final project design and construction documents as minimum project requirements to the satisfaction of the City of Santee Development Services Director. The recommendations are discussed in detail in the following reports prepared by Geocon Consultants, Inc. in 2020: Geotechnical Investigation for Fanita Ranch – Fanita Commons, Orchard Village, and Vineyard Village; Geotechnical Investigation for Fanita Ranch – Fanita Parkway Widening and Extension Station 9+35 to 111+50; and Geotechnical Investigation for Fanita Ranch – Off-Site Improvement to Cuyamaca Street. The geotechnical recommendations include but are not limited to general geotechnical recommendations, recommendations for the Special Use area, soil and excavation characteristics, terrace drains, grading, seismic design criteria, slope stability, corrosive potential, foundation and concrete slab on-grade, retaining walls and lateral loads, slope maintenance, site drainage and moisture protection, Fanita Parkway flexible pavement, Cuyamaca Street pavement design, Lake Canyon Road Pavement section recommendations, grading plan review, and recommended grading specifications.</p>	<p>Applicant</p>	<p>City of Santee Department of Development Services</p>	<p>Prior to the issuance of a grading permit</p>

**Table 1. Mitigation Monitoring and Reporting Program**

Mitigation Measure	Responsible Party	Approving Agency	Time Frame of Mitigation
<p><b>GEO-2: Paleontological Monitoring Program.</b> To address potentially significant impacts to paleontological resources, a monitoring program shall be implemented and involve the following:</p> <ol style="list-style-type: none"> <li><b>Preconstruction Personnel and Repository:</b> Prior to the commencement of construction, a qualified project paleontologist shall be retained to oversee the mitigation program. A qualified project paleontologist is a person with a doctorate or master's degree in paleontology or related field and who has knowledge of the County of San Diego paleontology and documented experience in professional paleontological procedures and techniques. In addition, a regional fossil repository, such as the San Diego Natural History Museum, shall be designated by the City of Santee to receive any discovered fossils.</li> <li><b>Preconstruction Meeting:</b> The project paleontologist shall attend the preconstruction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues.</li> <li><b>Preconstruction Training:</b> The project paleontologist shall conduct a paleontological resource training workshop to be attended by earth excavation personnel.</li> <li><b>During-Construction Monitoring:</b> A project paleontologist or paleontological monitor shall be present during all earthwork in formations with moderate to high paleontological sensitivity. A paleontological monitor (working under the direction of the project paleontologist) shall be on site on a full-time basis during all original cutting of previously undisturbed deposits of Pleistocene terrace deposits (moderate paleontological potential), ancient landslide deposits (moderate paleontological potential), Stadium Conglomerate (high paleontological potential), and Friars Formation (high paleontological potential) to inspect exposures for unearthed fossils. Areas to be monitored shall include but would not be limited to the majority of the proposed Orchard Village and Vineyard Village footprints and approximately the southern half of the Fanita Commons footprint, the improvements to Fanita Parkway in the vicinity of Lake Canyon Road and northward, and the northern half and southernmost end of the off-site extension of Cuyamaca Street.</li> <li><b>During-Construction Fossil Recovery:</b> If fossils are discovered, the project paleontologist (or paleontological monitor) shall recover them. In most cases, fossil salvage can be completed in a short period of time. However, some fossil specimens (e.g., a bone bed or a complete large mammal skeleton) may require an extended salvage period. In these instances, the project paleontologist (or paleontological monitor) has the authority to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner.</li> <li><b>Post-Construction Treatment:</b> Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and cataloged.</li> <li><b>Post-Construction Curation:</b> Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited in the designated fossil repository.</li> <li><b>Post-Construction Final Report:</b> A final summary paleontological mitigation report that outlines the results of the mitigation program shall be completed and submitted to the City of Santee within 2 weeks of the completion of each construction phase of the proposed project. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, inventory lists of cataloged fossils, and significance of recovered fossils.</li> </ol>	<p>Applicant; Qualified Project Paleontologist</p>	<p>City of Santee Department of Development Services</p>	<p>Preconstruction meetings; duration of grading</p>
<b>Section 4.7 Greenhouse Gas Emissions</b>			
<p><b>GHG-1: Solar Panels.</b> Prior to the issuance of building permits, the applicant or its designee shall provide evidence to the City of Santee that the project shall include both fixed-position rooftop photovoltaic (PV) solar energy panels on residential structures and commercial buildings, and in the Special Use area PV panels mounted on racks that have motorized tilt positions that follow the sun unless the installation is infeasible due to poor solar resources established in a solar feasibility study prepared by a qualified solar consultant submitted to City. The proposed project shall provide on-site PV renewable energy generation with a total design capacity of at least 12.147 megawatts (MW) for the Preferred Land Use Plan with School, or 12.083 MW capacity for the Land Use Plan without School at full buildout.</p>	<p>Applicant or its designee</p>	<p>City of Santee Department of Development Services</p>	<p>Prior to issuance of building permits</p>
<p><b>GHG-2: Recycling and Composting Services.</b> Prior to issuance of building permits, the applicant or its designee shall provide the following evidence to the City of Santee:</p> <ul style="list-style-type: none"> <li>Between 2020 and 2030, at least 70 percent of construction and demolition waste is diverted, and</li> <li>Starting in 2030, at least 80 percent of construction and demolition waste is diverted.</li> </ul> <p>Long term, at least 90 percent of the waste generated at the proposed project shall be diverted. To achieve this mandate, the proposed project shall include but not be limited to the following:</p> <ul style="list-style-type: none"> <li>Recycling containers in all multi-family residential communities and non-residential buildings, and</li> <li>Composting containers and compost collection services in commercial and office facilities.</li> </ul>	<p>Applicant or its designee</p>	<p>City of Santee Department of Development Services</p>	<p>Prior to issuance of building permits</p>
<p><b>GHG-3: Water Conservation.</b> Prior to issuance of building permits, the applicant or its designee shall provide evidence to the City of Santee that the proposed project will implement water conservation strategies that are designed to be as efficient as possible with potable water supplies and will achieve at least 20 percent indoor and outdoor water reduction compared to the average statewide water consumption rate at the time of project approval.</p>	<p>Applicant or its designee</p>	<p>City of Santee Department of Development Services</p>	<p>Prior to issuance of building permits</p>
<p><b>GHG-4: All-Electric Homes.</b> Prior to the issuance of building permits, the applicant or its designee shall provide evidence to the City of Santee that the proposed project will include all-electric homes. No natural gas shall be provided to the residential portion of the proposed project.</p>	<p>Applicant or its designee</p>	<p>City of Santee Department of Development Services</p>	<p>Prior to issuance of building permits</p>

**Table 1. Mitigation Monitoring and Reporting Program**

Mitigation Measure	Responsible Party	Approving Agency	Time Frame of Mitigation
<b>GHG-5: On-Site Tree Planting.</b> Prior to the issuance of the precise grading permit for each phase, landscape and irrigation plans shall show evidence of tree planting in support of the overall master tree planting plan that requires at least 26,705 trees and at least 237.4 acres of bushes and hedges on site.	Applicant or its designee	City of Santee Department of Development Services	Prior to the issuance of the precise grading permit for each phase
<b>GHG-6: Private Electric Vehicles.</b> Prior to the issuance of the certificate of occupancy for the 500th low-density residential (LDR) unit, the applicant or its designee shall provide evidence to the City of Santee that one electric vehicle has been provided with the purchase of a LDR unit until a total of 100 electric vehicles have been delivered.	Applicant or its designee	City of Santee Department of Development Services	Prior to the issuance of the certificate of occupancy for the 500th low-density residential unit
<b>Section 4.8 Hazards and Hazardous Materials</b>			
<b>HAZ-1: Groundwater Well Abandonment.</b> Prior to issuance of a grading permit, the applicant shall provide documentation to the City of Santee Development Services Department showing the proper abandonment of the on-site groundwater well located approximately 800 feet northeast of the Padre Dam Municipal Water District Ray Stoyer Water Recycling Facility, in accordance with the County of San Diego's Well Ordinance (Section 67.441 of the Regulatory Ordinances). Section 67.441 outlines the permit application requirements and conditions for the purpose of construction, repair, reconstruction, and destruction of any well. These requirements include but are not limited to locational information, waste disposal systems, drainage patterns, depth of the wells, and completion of work. This section also includes the conditions of approval for a permit that must be adhered to by the applicant.	Applicant	City of Santee Department of Development Services	Prior to issuance of a grading permit
<b>Section 4.12 Noise</b>			
<b>NOI-1: Construction Access Road Speed Limitations.</b> As a condition of approval for the proposed project, the applicant shall not seek to increase the posted speed limit on Fanita Parkway south of Ganley Road from the existing posted speed limit of 40 miles per hour to the post-project improvement design speed of 50 miles per hour until the building construction phase of Phase 1 is complete. The speed limit for construction-related traffic shall be stipulated in project construction documents, including the grading plans and the contract with the construction contractor. Construction-related traffic shall not exceed existing posted speed limits.	Applicant; Construction Contractor	City of Santee Department of Development Services	Project approval; ongoing until the building construction phase of Phase 1 is complete
<b>NOI-2: Vendor Trip Route Limitations.</b> During building construction activities, the construction contractor shall prohibit the use of Magnolia Avenue for medium-duty and heavy-duty truck trips. During building construction activities, all trucks shall access the site via Fanita Parkway and Cuyamaca Street only. Additionally, medium- and heavy-duty truck trips shall be limited on Fanita Parkway. Truck trips shall be limited to 170 one-way trips (85 two-way trips) on Fanita Parkway during Phase 1 building construction activities and to a maximum of 140 one-way trips (70 two-way trips) on Fanita Parkway during simultaneous building construction activities and project operation. These requirements shall be included in project construction documents, including the grading plan and the contract with the construction contractor. Prior to issuance of a grading permit, temporary signage prohibiting proposed project truck access shall be installed at the Magnolia Avenue and Mast Boulevard intersection.	Applicant; Construction Contractor	City of Santee Department of Development Services	Construction documents; prior to issuance of the grading permit
<b>NOI-3: Roadway Construction Notification.</b> In accordance with Section 5.04.090 of the Santee Municipal Code, the construction contractor shall provide written notification to any existing uses within 300 feet of roadway construction activities. The notification shall be provided no later than 10 days before the start of construction activities. The notice shall describe the nature of the construction activities, including the expected duration, and provide a point of contact to resolve noise complaints. If a complaint is received, construction noise shall be monitored by a qualified acoustical consultant at the nearest affected receptor for the duration of a normal day of construction. If the hourly average monitored noise level from construction exceeds a normal conversation level (65 A-weighted decibels) at the nearest sensitive receptor or the ambient noise level at the receptor if the ambient noise level exceeds 65 A-weighted decibels, construction activities in the immediate area of the affected receptor shall cease. Construction shall not resume until activities can be adjusted or noise reduction measures are implemented to reduce noise at the affected receptor to below normal conversation levels (65 A-weighted decibels) or the ambient noise level at the receptor if the ambient noise level exceeds 65 A-weighted decibels. Monitoring results shall be submitted to the Director of Development Services prior to the resumption of construction activities. Measures to reduce noise shall include but not be limited to the following: <ul style="list-style-type: none"> <li>• Stationary construction noise sources, such as temporary generators, shall be located as far from nearby noise-sensitive receptors as possible.</li> <li>• Trucks shall be prohibited from idling along streets serving the construction site where noise-sensitive residences are located.</li> <li>• Construction equipment shall be outfitted with properly maintained, manufacturer-approved or recommended sound abatement tools on air intakes, combustion exhausts, heat dissipation vents, and the interior surfaces of engine hoods and power train enclosures.</li> <li>• Construction laydown and vehicle staging areas shall be positioned (to the extent practical) as far from noise-sensitive land uses as feasible.</li> <li>• Simultaneous operation of construction equipment shall be limited, or construction time within an hour shall be limited, to reduce the average noise level.</li> <li>• Temporary noise barriers, such as noise blankets, shall be implemented around the perimeter of the construction area to minimize construction noise at affected receptors.</li> </ul>	Applicant; Construction Contractor	City of Santee Department of Development Services	No later than 10 days before the start of construction activities

**Table 1. Mitigation Monitoring and Reporting Program**

Mitigation Measure	Responsible Party	Approving Agency	Time Frame of Mitigation
<p><b>NOI- 4: Nighttime Noise Sound Management Plan.</b> The construction contractor shall be required to obtain authorization from the Director of Development Services for any construction activities that would occur between 7:00 p.m. and 7:00 a.m. As part of the authorization process, the construction contractor shall prepare a Sound Management Plan to be included in construction documents, including the grading plan and construction contract. The Sound Management Plan shall include all or a combination of the measures listed in Mitigation Measure NOI-3, as deemed necessary by a qualified acoustical engineer, to minimize noise at nearby receptors. In addition to the measures listed in Mitigation Measure NOI-3, construction activities that must take place between 7:00 p.m. and 7:00 a.m. that could generate high noise levels at residences shall be scheduled during times that would have the least impact on sensitive receptor locations, such as the evening hours between 7:00 p.m. and 10:00 p.m. rather than the nighttime hours between 10:00 p.m. and 7:00 a.m.</p>	Applicant; Construction Contractor	City of Santee Department of Development Services	Construction documents; prior to issuance of the grading permit
<p><b>NOI-5: Special Use Area Noise Measures.</b> The following requirements for the Special Use area shall be included as conditions of approval in the development review permit between the applicant and the City of Santee:</p> <ul style="list-style-type: none"> <li>Any electronic or automatic gate installed at Special Use area access points shall not generate noise levels that exceed 65 A-weighted decibels at the access point. The site operator shall provide specifications from the manufacturer prior to gate installation, and the site operator agreement shall include proper maintenance of the gate. Proper maintenance shall include response within 1 business day to complaints received by the site operator from residents or received from the City as a result of a complaint regarding nuisance noise as a result of disrepair. The response shall detail measures that the site operator will take to address the complaint and a timeline, such as a scheduled maintenance appointment.</li> <li>Use of the Special Use area as a storage facility shall limit access to the site to the hours of 7:00 a.m. to 7:00 p.m., with the exception of a special after-hours pickup and drop-off location. Stored property shall be relocated to or from the after-hours location during normal business hours because access to the regular storage facilities shall be restricted to 7:00 a.m. to 7:00 p.m. The after-hours location shall be secured with an additional access gate that can only be opened with a temporary gate code provided through pre-arrangement with the site operator. The after-hours location shall be more than 125 feet from the nearest existing receptors and shall be screened from existing receptors by the regular storage facilities.</li> </ul>	Applicant or designee	City of Santee Department of Development Services	Project approval; ongoing during operation
<p><b>NOI-6: Noise Barrier Installation.</b> A permanent noise barrier shall be installed on the western side of Fanita Parkway from Mast Boulevard to the project site and on the eastern side of Cuyamaca Street from Mast Boulevard to El Nopal in conjunction with proposed improvements to these roadways. The noise barriers shall be designed by a qualified acoustical engineer. The applicant shall submit an analysis to the Director of Development Services prior to the start of construction that demonstrates that the proposed noise barriers would reduce traffic noise exposure at residential receptors to 65-A-weighted-decibel community noise equivalent level or below on Fanita Parkway and Cuyamaca Street. The noise level on Magnolia Avenue is estimated to exceed 65 A-weighted decibels without project traffic. Noise barriers shall be installed concurrently with the following proposed roadway improvements:</p> <ul style="list-style-type: none"> <li>Extension and widening of Fanita Parkway prior to the commencement of building construction activity on site</li> <li>Extension and widening of Cuyamaca Street prior to issuance of the first certificate of occupancy</li> </ul>	Applicant; Qualified Acoustical Engineer	City of Santee Department of Development Services	<ul style="list-style-type: none"> <li>Extension and widening of Fanita Parkway prior to the commencement of building construction activity on site</li> <li>Extension and widening of Cuyamaca Street prior to issuance of the first certificate of occupancy</li> </ul>
<p><b>NOI-7: On-Site Ambient Noise Exposure.</b> Prior to issuance of a building permit for any first-row Low Density Residential units or Active Adult units that would be located adjacent to Fanita Parkway and first-row multi-family residential units located adjacent to Cuyamaca Street in the Village Center, the applicant shall prepare an acoustical analysis ensuring that interior noise levels due to exterior noise sources would be at or below 45-A-weighted-decibel day-night average sound level. The analysis shall be submitted to the Director of Development Services for approval. One or a combination of the following measures shall be incorporated as necessary to ensure interior noise would be at or below 45-A-weighted-decibel day-night average sound level</p> <ol style="list-style-type: none"> <li>Use non-noise-sensitive structures such as garages to shield noise-sensitive areas</li> <li>Orient bedrooms away from noise sources</li> <li>Limit opening and penetrations on portions of buildings impacted by noise</li> <li>Apply noise insulation to walls, roofs, doors, windows, and other penetrations</li> <li>Enclose patios or balconies using a clear material, such as glass</li> <li>Install dual-paned windows</li> </ol> <p>For some units, it may be necessary for the windows to be able to remain closed to ensure that interior noise levels meet the interior standard of 45-A-weighted-decibel day-night average sound level. Consequently, a ventilation or air conditioning system shall be required for these units to provide a habitable interior environment with the windows closed.</p>	Applicant or designee; Qualified Acoustical Engineer	City of Santee Department of Development Services	Prior to issuance of a building permit for any first-row Low Density Residential units or Active Adult units that would be located adjacent to Fanita Parkway and first-row multi-family residential units located adjacent to Cuyamaca Street in the Village Center
<p><b>NOI-8: Vibration Best Management Practices.</b> Prior to the commencement of construction activities that would involve use of a vibratory roller (or equivalent equipment) within 75 feet of a residence, the applicant shall retain a qualified acoustician to identify best management practices to be implemented by the construction contractor to reduce vibration levels to below 80 vibration decibels at the nearest residence. The best management practices shall be included in project construction documents, including the grading plan and contract with the construction contractor. Practices may include but are not limited to the following:</p> <ul style="list-style-type: none"> <li>Use only properly maintained equipment with vibratory isolators</li> <li>Operate equipment as far from sensitive receptors as possible</li> <li>Use rubber-tired vehicles as opposed to tracked vehicles</li> </ul>	Applicant; Qualified Acoustician; Construction Contractor	City of Santee Department of Development Services	Prior to the commencement of construction activities that would involve use of a vibratory roller (or equivalent equipment) within 75 feet of a residence

**Table 1. Mitigation Monitoring and Reporting Program**

Mitigation Measure	Responsible Party	Approving Agency	Time Frame of Mitigation
<p><b>NOI-9: Construction Vibration Notification.</b> The construction contractor shall provide written notification to receptors within 75 feet of construction activities at least 3 weeks prior to the start of any construction activities that would require the use of a vibratory roller or equivalent equipment. The notice would inform them of the estimated start date and duration of daytime vibration-generating construction activities. This notification shall include information warning about the potential for impacts related to vibration-sensitive equipment. The City of Santee shall provide a phone number for the affected receptors to call if they have vibration-sensitive equipment on their property. If a complaint is received, a vibration monitoring program will be implemented within 2 working days to reduce vibration to below 80 vibration decibels at the nearest receptor. The vibration monitoring plan shall be prepared and administered by a qualified vibration consultant and submitted to the Director of Development Services for approval. The vibration monitoring plan shall include the location of the vibration monitor, the vibration instrumentation used, a data acquisition and retention plan, and an exceedance notification and reporting procedures. The program shall include but not be limited to the following:</p> <ul style="list-style-type: none"> <li>• Monitor vibration during construction activities with a seismograph or other instrument capable of measuring and recording displacement and frequency, particle velocity, or acceleration at the closest residence to the construction area</li> <li>• Use equipment that includes dampeners or other modifications to reduce vibration</li> <li>• Use of alternative non-vibratory equipment where available</li> <li>• Limit simultaneous operation of equipment.</li> </ul>	<p>Applicant; Construction Contractor; Qualified Vibration Consultant</p>	<p>City of Santee Department of Development Services</p>	<p>Three weeks prior to the start of any construction activities that would require the use of a vibratory roller or equivalent equipment</p>
<b>Section 4.16 Transportation</b>			
<p><b>TRA-1: Construction Traffic Control Plans.</b> Prior to beginning construction, work zone traffic control plans and construction transportation management plans shall be prepared in accordance with all applicable requirements of the City of Santee and County of San Diego encroachment permits and applicable City of Santee and County of San Diego plans, ordinances, and policies. The plans shall include provisions for the following:</p> <ul style="list-style-type: none"> <li>• The applicant shall comply at all times with the following work hour requirements: <ul style="list-style-type: none"> <li>– No site work, building construction, or related activities, including equipment mobilization shall be permitted to start on the project prior to 7:00 a.m. and all work for the day shall be completed by 7:00 p.m., subject to the satisfaction of the City Engineer.</li> <li>– No work is permitted on Sundays or City holidays.</li> <li>– No deliveries, including equipment drop-off and pick-up, shall be made to the project except between the hours of 8:00 a.m. and 6:00 p.m., Monday through Saturday, excluding Sundays and City holidays, subject to the satisfaction of the City Engineer. Deliveries of emergency supplies or equipment necessary to secure the site or protect the public would be permitted.</li> <li>– If the applicant fails or is unable to enforce compliance with their contractors, subcontractors and materials suppliers regarding the specified work hours, additional reduction of work hours shall be imposed by the City Department of Development Services.</li> <li>– In addition to the above, the applicant shall erect one or more signs stating the work hour restrictions. Signs shall be installed as 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 inches by 36 inches and shall be weatherproofed. The sign content shall be provided by the Department of Development Services.</li> </ul> </li> <li>• Coordinate with public transit providers (where necessary).</li> <li>• Provide off-site construction worker parking areas and shuttles for workers to/from the job site, if necessary.</li> <li>• Implement standard safety practices, including installing appropriate barriers between work zones and transportation facilities, placement of appropriate signage, and use of traffic control devices.</li> <li>• Coordinate with the jurisdictions prior to construction to determine specific traffic handling layouts.</li> <li>• Protect traffic by using flaggers, warning signs, lights, and barricades to guide vehicles through or around construction zones.</li> <li>• Restore roadway capacity to the extent feasible during hours when construction activities are not occurring, which could include the use of street plates or temporary paving.</li> <li>• Clean and restore roadways upon completion of work.</li> <li>• Limit the length of open trenches to the length allowed by County of San Diego and City of Santee encroachment permits.</li> <li>• Implement construction schedules and techniques that minimize roadway closures, including the number of cross streets and side streets that may be blocked or otherwise impacted by construction activities.</li> <li>• Detours for cyclists and pedestrians when bike lanes or sidewalks must be closed.</li> <li>• Install steel plates over open trenches in inactive construction areas to maintain existing bicycle and pedestrian access after construction hours.</li> <li>• Coordinate with local schools prior to construction within close proximity of school property to ensure entryways are not blocked during peak drop-off and pick-up times.</li> </ul>	<p>Applicant</p>	<p>City of Santee Department of Development Services; County of San Diego</p>	<p>Prior to beginning construction</p>

**Table 1. Mitigation Monitoring and Reporting Program**

Mitigation Measure	Responsible Party	Approving Agency	Time Frame of Mitigation
<ul style="list-style-type: none"> <li>Enforce speed limits of construction vehicles on all streets.</li> <li>Notify emergency response providers of street closures at least one week prior to closures and include the location, date, time and duration of the closure.</li> <li>Abide by encroachment permit conditions, which shall supersede conflicting provisions in the plans.</li> <li>In addition, vendor trip limitations shall be imposed, which would prohibit vendor truck trips on Magnolia Avenue and require all truck traffic to use Fanita Parkway or Cuyamaca Street for site access. Additionally, medium- and heavy-duty truck trips shall be limited on Fanita Parkway. Truck trips shall be limited to 170 one-way trips (85 two-way trips) on Fanita Parkway during Phase 1 building construction activities and to a maximum of 140 one-way trips (70 two-way trips) on Fanita Parkway during simultaneous building construction activities and project operation. Worker vehicle trips would be allowed on all roadways.</li> </ul>			
<p><b>TRA-2: Princess Joann Road/Cuyamaca Street Intersection (Year 2035 Cumulative).</b> As part of the proposed project, this intersection would be constructed as a project design feature. By year 2035, with ambient growth assumed from buildout of the Santee General Plan land uses, a cumulative impact would occur. Therefore, to mitigate the cumulative impact, prior to occupancy of the 890th equivalent dwelling unit the proposed project shall install a traffic signal, provide protected southbound left-turn phasing and provide the following lane geometry: southbound – 1 left lane, 1 thru lane; westbound – 1 shared left lane/right lane; and northbound – 1 thru, 1 right lane. Implementation of these improvements would mitigate the impact to below a level of significance.</p>	Applicant	City of Santee Department of Development Services	Prior to occupancy of the 890th equivalent dwelling unit
<p><b>TRA-3: Ganley Road/Fanita Parkway Intersection (Direct and Year 2035 Cumulative).</b> Prior to occupancy of the 1,917th equivalent dwelling unit, the proposed project shall install a traffic signal at this intersection and provide southbound/northbound left-turn protected phasing. Provide the following lane geometry: southbound – 1 left lane, 1 shared thru/right-turn lane; northbound – 1 left lane, 1 thru lane, 1 right lane; westbound – 1 left lane, 1 shared thru lane/right lane; and eastbound – 1 shared left lane/thru lane/right lane. Implementation of these improvements would mitigate the impact to below a level of significance.</p>	Applicant	City of Santee Department of Development Services	Prior to occupancy of the 1,917th equivalent dwelling unit
<p><b>TRA-4: Woodglen Vista Drive/Cuyamaca Street Intersection (Direct and Year 2035 Cumulative).</b> Prior to occupancy of the 1,563rd equivalent dwelling unit, the proposed project shall install a traffic signal at this intersection and provide north-south protected phasing and east-west permissive phasing. The following lane geometry shall be provided: southbound – 1 left lane, 1 thru lane; northbound – 1 left lane, 1 thru lane, 1 right lane; westbound – 1 shared left lane/thru lane/right lane; and eastbound – 1 shared left lane/thru lane/right lane. Implementation of these improvements would mitigate the impact to below a level of significance.</p>	Applicant	City of Santee Department of Development Services	Prior to occupancy of the 1,563rd equivalent dwelling unit
<p><b>TRA-5: El Nopal/Cuyamaca Street Intersection (Direct and Year 2035 Cumulative).</b> Prior to occupancy of the 1,091<sup>st</sup> equivalent dwelling unit, the proposed project shall install a traffic signal at this intersection and provide north-south protected phasing and east-west permissive phasing. The following lane geometry shall be provided: southbound – 1 left lane, 1 thru lane, 1 shared thru lane/right lane; northbound – 1 left lane, 1 thru lane, 1 shared thru lane/right lane; eastbound – 1 shared left lane/thru lane/right lane; westbound – 1 shared left lane/thru lane/right lane. Implementation of these improvements would mitigate the impact to below a level of significance.</p>	Applicant	City of Santee Department of Development Services	Prior to occupancy of the 1,901st equivalent dwelling unit
<p><b>TRA-6: El Nopal/Los Ranchitos Road Intersection (Direct and Year 2035 Cumulative).</b> Prior to occupancy of the 2,654th equivalent dwelling unit, the project shall restripe the westbound approach at this intersection to provide the following lane geometry: 1 left lane, 1 thru lane. However, since this intersection is located within the County of San Diego's jurisdiction, the City of Santee is without jurisdiction to ensure the construction of the recommended improvements. Therefore, the impact would be considered significant and unavoidable.</p>	Applicant	City of Santee Department of Development Services; County of San Diego	Prior to occupancy of the 2,654th equivalent dwelling unit
<p><b>TRA-7: Lake Canyon Road/Fanita Parkway Intersection (Direct and Year 2035 Cumulative).</b> Prior to occupancy of the 1,828th equivalent dwelling unit, the proposed project shall install a traffic signal at this intersection and provide northbound-southbound protected phasing. The following lane geometry shall be provided: southbound – 1 left lane, 2 thru lanes; northbound – 1 thru lane, 1 shared thru lane/right lane; and westbound – 1 left lane, 1 shared left lane/right lane. Implementation of these improvements would mitigate the impact to below a level of significance.</p>	Applicant	City of Santee Department of Development Services	Prior to occupancy of the 1,828th equivalent dwelling unit
<p><b>TRA-8: Beck Drive/Cuyamaca Street Intersection (Direct and Year 2035 Cumulative).</b> Prior to occupancy of the 236th equivalent dwelling unit, the proposed project shall install a traffic signal and provide northbound-southbound protected phasing. The following lane geometry shall be provided: southbound – 1 left lane, 1 thru lane, 1 shared thru lane/right lane; northbound – 1 left lane, 1 thru lane, 1 shared thru lane/right lane; eastbound – 1 shared left lane/thru lane/right lane; and westbound – 1 shared left lane/thru lane/right lane. Implementation of these improvements would mitigate the impact to below a level of significance.</p>	Applicant	City of Santee Department of Development Services	Prior to occupancy of the 236th equivalent dwelling unit
<p><b>TRA-9: Mast Boulevard/State Route 52 Westbound Ramps Intersection (Direct and Year 2035 Cumulative).</b> Prior to occupancy of the 442nd equivalent dwelling unit, the proposed project shall widen the westbound approach at the intersection to provide the following lane geometry: westbound – 1 shared thru-right lane; and 2 right lanes, consistent with the improvements proposed in the Santee General Plan Mobility Element. However, since this intersection is within the City of San Diego's and the California Department of Transportation's jurisdictions, the City of Santee is without jurisdiction to ensure the construction of the recommended improvements. Therefore, the impact would be considered significant and unavoidable.</p>	Applicant	City of Santee Department of Development Services; City of San Diego; California Department of Transportation	Prior to occupancy of the 442nd equivalent dwelling unit



**Table 1. Mitigation Monitoring and Reporting Program**

Mitigation Measure	Responsible Party	Approving Agency	Time Frame of Mitigation
<b>TRA-10: Mast Boulevard/West Hills Parkway Intersection (Direct and Year 2035 Cumulative).</b> Prior to occupancy of the 88th equivalent dwelling unit, the proposed project shall widen the intersection to provide the following lane geometry: eastbound – 1 left lane, 3 thru lanes, 1 right lane; westbound – 2 left lanes, 2 thru lanes, 1 shared thru lane/right lane; northbound – 2 left lanes, 1 shared thru lane/right lane; and southbound – 1 shared thru lane/left lane, 1 right lane. However, since this intersection is within the City of San Diego’s and the California Department of Transportation’s jurisdictions, the City of Santee is without jurisdiction to ensure the construction of the recommended improvements. Therefore, the impact is considered significant and unavoidable.	Applicant	City of Santee Department of Development Services; City of San Diego; California Department of Transportation	Prior to occupancy of the 88th equivalent dwelling unit
<b>TRA-11: Mast Boulevard/Fanita Parkway Intersection (Direct and Year 2035 Cumulative).</b> Prior to occupancy of the 2,064th equivalent dwelling unit, the proposed project shall widen the intersection to provide dual southbound right-turn lanes and restripe the eastbound approach to provide dual eastbound left-turn lanes. Implementation of these improvements would mitigate the impact to below a level of significance.	Applicant	City of Santee Department of Development Services	Prior to occupancy of the 2,064th equivalent dwelling unit
<b>TRA-12: Mast Boulevard/Cuyamaca Street Intersection (Direct and Year 2035 Cumulative).</b> Prior to occupancy of the 1,268th equivalent dwelling unit, the proposed project shall widen the intersection to provide the following lane geometry: southbound – 1 left lane, 2 thru lanes, 1 right lane; and eastbound – 2 left lanes, 2 thru lanes, 1 right lane. Implementation of these improvements would mitigate the impact to below a level of significance.	Applicant	City of Santee Department of Development Services	Prior to occupancy of the 1,268th equivalent dwelling unit
<b>TRA-13: Riverford Road/State Route 67 Southbound Ramps Intersection (Direct and Year 2035 Cumulative).</b> Prior to the occupancy of the 442nd equivalent dwelling unit, the proposed project shall install a traffic signal at this intersection. However, since this intersection is within the County of San Diego’s and the California Department of Transportation’s jurisdictions, the City of Santee is without jurisdiction to ensure the construction of the recommended improvements. Therefore, the impact would be considered significant and unavoidable.	Applicant	City of Santee Department of Development Services; County of San Diego; California Department of Transportation	Prior to occupancy of the 442nd equivalent dwelling unit
<b>TRA-14: Riverford Road/Woodside Avenue Intersection (Direct and Year 2035 Cumulative).</b> Prior to occupancy of the 442nd equivalent dwelling unit, the proposed project shall restripe the westbound approach to provide the following lane geometry: 1 thru lane, 1 right lane. However, since this intersection is within the County of San Diego’s jurisdiction, the City of Santee is without jurisdiction to ensure the construction of the recommended improvements. Therefore, the impact would be considered significant and unavoidable.	Applicant	City of Santee Department of Development Services; County of San Diego	Prior to occupancy of the 442nd equivalent dwelling unit
<b>TRA-15: West Hills Parkway/Mission Gorge Road Intersection (Year 2035 Cumulative).</b> Prior to occupancy of the 237th equivalent dwelling unit, the proposed project shall contribute an 18.5 percent fair share toward restriping the intersection to provide the following lane geometry: westbound – 1 left lane, 1 thru lane, 1 shared thru lane/right lane, 1 right lane, consistent with the improvements proposed in the Santee General Plan Mobility Element. This improvement is not currently identified in the City of Santee Proposed Capital Improvement Program Five-Year Budget, Fiscal Year 2017–2018 through Fiscal Year 2021–2022. Therefore, the applicant shall coordinate with the City to initiate a capital improvement program project for the proposed project and future development to pay into. This impact would be considered significant and unavoidable until a funding mechanism is established for the proposed improvement.	Applicant	City of Santee Department of Development Services	Prior to occupancy of the 237th equivalent dwelling unit
<b>TRA-16: Mission Gorge Road/Carlton Hills Boulevard Intersection (Direct and Year 2035 Cumulative).</b> The intersection of Mission Gorge Road/Carlton Hills Boulevard is currently built to its ultimate Santee General Plan Mobility Element configuration and extends to the limits of the existing right-of-way. To widen this intersection, sidewalks would need to be removed or reduced in width, which would result in impacts to non-vehicular modes of travel (pedestrians). Planning and environmental laws recognize the importance of planning for all modes of transportation, including pedestrians, bicyclists, transit riders, and motorists. As such, widening the roadway by removing sidewalks is considered infeasible due to policy considerations. Another option for intersection widening would involve the expansion of current rights-of-way through additional property acquisition. Property acquisitions, however, are considered environmentally, financially, and socially infeasible. In many cases, property acquisitions would require demolition of existing buildings, which would generate additional environmental impacts associated with construction, such as air quality, noise, greenhouse gas emissions, solid waste, and traffic. Commercial buildings abutting the sidewalks would be displaced for additional rights-of-way, causing a direct impact to existing land owners and tenants. For these reasons, mitigation measures that do not require widening were evaluated.  Prior to occupancy of the 560th equivalent dwelling unit, the proposed project shall install an Adaptive Traffic Signal Control system along Mission Gorge Road between Fanita Drive and Town Center Parkway. Adaptive Traffic Signal Control is a traffic management strategy in which traffic signal timing changes, or adapts, based on actual traffic demand. It employs hardware and software to provide real-time adjustments to the signal timing plan based on actual traffic demand. Adaptive traffic signals or “smart” signals communicate with each other and dynamically adjust signal timings, memorize traffic patterns, improve traffic flow, and reduce vehicle stops. The improved conditions resulting from implementation of an Adaptive Traffic Signal Control system are evidenced by a decrease in overall travel time through the subject corridor. Therefore, implementation of an Adaptive Traffic Signal Control system would result in a decrease in overall travel time, similar to the benefit that physical widening of the street would provide from increased physical capacity. However, implementation of Adaptive Traffic Signal Control along Mission Gorge Road would not reduce impacts at this intersection to below significant levels. Therefore, this impact would be significant and unavoidable.	Applicant	City of Santee Department of Development Services	Prior to occupancy of the 560th equivalent dwelling unit
<b>TRA-17: Mission Gorge Road/Cuyamaca Street Intersection (Direct and Year 2035 Cumulative).</b> Prior to occupancy of the 2,123rd equivalent dwelling unit, the proposed project shall widen the intersection to provide a dedicated northbound right-turn lane consistent with the improvements proposed in the Santee General Plan Mobility Element. This improvement is identified in the City of Santee Proposed Capital Improvement Program Five-Year Budget, Fiscal Year 2017–2018 through Fiscal Year 2021–2022, ensuring that it has a funding mechanism. Implementation of these improvements would mitigate the impact to below a level of significance.	Applicant	City of Santee Department of Development Services	Prior to occupancy of the 2,123rd equivalent dwelling unit

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Mitigation Measure	Responsible Party	Approving Agency	Time Frame of Mitigation
<b>TRA-18: Buena Vista Avenue/Cuyamaca Street Intersection (Direct and Year 2035 Cumulative).</b> Prior to occupancy of the 206th equivalent dwelling unit, the proposed project shall restripe the westbound approach to provide the following lane geometry: westbound – 1 left lane, 1 shared left lane/thru lane/right lane. The signal shall be modified to provide split phasing in the east–west direction. Implementation of these improvements would mitigate the impact to below a level of significance.	Applicant	City of Santee Department of Development Services	Prior to occupancy of the 206th equivalent dwelling unit
<b>TRA-19: El Nopal: Magnolia Avenue to Los Ranchitos Road (Year 2035 Cumulative).</b> This segment of El Nopal is currently built to its ultimate Santee General Plan Mobility Element classification. Widening along this roadway would be infeasible given the lack of available right-of-way and residential driveways that front this segment. However, “spot” improvements shall be implemented prior to occupancy of the 224th equivalent dwelling unit. A westbound left-turn lane at the Los Ranchitos Road intersection shall be provided to improve the through flow of vehicles along this segment. Dedicated turn pockets on El Nopal shall be provided to allow for turning vehicles to decelerate and queue outside of the thru lanes. The removal of turning vehicles from thru-traffic lanes have been identified in literature published by the Transportation Research Board as one of several principals that improve “the safety and operations of an arterial roadway” (2014 Transportation Research Board Report S2-C05-RW). However, even with the identified “spot” improvements, this impact would be significant and unavoidable.	Applicant	City of Santee Department of Development Services	Prior to occupancy of the 224th equivalent dwelling unit
<b>TRA-20: El Nopal: Los Ranchitos to Riverford Road (Direct and Year 2035 Cumulative).</b> This segment of El Nopal is in the County of San Diego and is currently built to its ultimate Mobility Element classification. Widening along this roadway would be infeasible given the lack of available right-of-way and residential driveways that front this segment. However, “spot” improvements shall be implemented prior to occupancy of the 864th equivalent dwelling unit. A westbound left-turn lane at the Los Ranchitos Road intersection shall be provided to improve the through flow of vehicles along this segment. Dedicated turn pockets shall be provided on El Nopal to allow for turning vehicles to decelerate and queue outside of the thru lanes. The removal of turning vehicles from thru-traffic lanes have been identified in literature published by the Transportation Research Board as one of several principals that improve “the safety and operations of an arterial roadway” (2014 Transportation Research Board Report S2-C05-RW). In addition, there is a cumulative development (Parkside, formerly Hillside Meadows) in the County of San Diego that proposes to construct a parallel route to Riverford Road, Hillside Meadows Drive, that would intersect El Nopal and connect to Mast Boulevard in the south. Completion of this roadway could relieve traffic congestion on this segment of El Nopal approaching Riverford Road by rerouting trips to Mast Boulevard. However, the timing of completion of this roadway network improvement is unknown, is proposed by a private development project, and cannot be assured. In addition, since this segment is located within the County of San Diego’s jurisdiction, the City of Santee is without jurisdiction to ensure the construction of the recommended improvements. Therefore, the impact would be significant and unavoidable.	Applicant	City of Santee Department of Development Services; County of San Diego	Prior to occupancy of the 864th equivalent dwelling unit
<b>TRA-21: Mast Boulevard: State Route 52 to West Hills Parkway (Direct).</b> Implementation of Mitigation Measure TRA-9, Mast Boulevard/State Route 52 Westbound Ramps Intersection (Direct and Year 2035 Cumulative), prior to occupancy of the 1,917th equivalent dwelling unit to improve the access to State Route 52 westbound by providing one shared thru lane/right lane and dual right lanes would mitigate the impact along this segment by facilitating the flow of vehicles from Mast Boulevard onto State Route 52 westbound. However, since this segment is located within the City of San Diego’s jurisdiction, the City of Santee is without jurisdiction to ensure the construction of the recommended improvements. Therefore, the impact would be significant and unavoidable.	Applicant	City of Santee Department of Development Services; City of San Diego	Prior to occupancy of the 1,917th equivalent dwelling unit
<b>TRA-22: Carlton Oaks Drive: Fanita Parkway to Carlton Hills Boulevard (Direct and Year 2035 Cumulative).</b> This segment of Carlton Oaks Drive is currently built to its ultimate Santee General Plan Mobility Element classification and extends to the limits of the existing right-of-way. To widen the roadway prior to occupancy of the 1,843rd equivalent dwelling unit, sidewalks or bicycle facilities would need to be removed or reduced in width, which would result in impacts to non-vehicular modes of travel (pedestrians and bicyclists). Planning and environmental laws recognize the importance of planning for all modes of transportation, including pedestrians, bicyclists, transit riders, and motorists. As such, widening the roadway by removing sidewalks and bicycle facilities is considered infeasible due to policy considerations. Another option for roadway widening would involve the expansion of current right-of-way through additional property acquisition. In many cases, property acquisitions would require demolition of existing buildings, which would generate additional environmental impacts associated with construction such as air quality, noise, greenhouse gas emissions, solid waste, and traffic. Residences would be displaced for additional right-of-way causing a direct impact to existing residents. For these reasons, mitigation measures for the impacted roadway segments along Carlton Oaks Drive are considered infeasible. Therefore, no additional improvements are recommended and the impact to the roadway would remain significant and unavoidable.	Applicant	City of Santee Department of Development Services	Prior to occupancy of the 1,843rd equivalent dwelling unit
<b>TRA-23: Fanita Parkway: Ganley Road to Lake Canyon Road (Direct and Year 2035 Cumulative).</b> Prior to occupancy of the 1,485th equivalent dwelling unit, the proposed project shall widen this segment of Fanita Parkway to a three-lane parkway with a raised median with one northbound lane and two southbound lanes. The information presented in the Fanita Ranch Traffic Impact Analysis (LLG 2020) indicates that this mitigation to construct Fanita Parkway to three lanes would result in acceptable level of service conditions based on peak-hour intersection, arterial, and queueing analyses between the signalized intersections of Ganley Road and Lake Canyon Road. Nonetheless, in the abundance of caution, a monitoring program consistent with Section 21.3.2, Fanita Parkway Monitoring Program, in the Traffic Impact Analysis, shall be established to identify the need for a fourth lane along this segment should certain traffic thresholds be met. The monitoring program shall be implemented by collecting various data metrics along the roadway based on the following three thresholds: (1) average daily volumes regularly exceed 13,000 average daily traffic, as defined in the monitoring program; (2) the PM peak-hour intersection delay in the northbound direction at the Fanita Parkway/Ganley Road intersection regularly exceeds 20 seconds, as defined in the monitoring program; and (3) peak-hour arterial operations along this segment of Fanita Parkway are equal to or lower than 28 miles per hour taking into account intersection delay at Ganley Road, as defined in the monitoring program. Once the 13,000 average daily traffic threshold 1 is met and the monitoring program commences, if one of the two remaining thresholds (i.e., thresholds 2 and 3) are met, the fourth lane shall be constructed to the satisfaction of the City Engineer. Implementation of these improvements would mitigate the impact to below a level of significance.	Applicant	City of Santee Department of Development Services	Prior to occupancy of the 1,485th equivalent dwelling unit

**Table 1. Mitigation Monitoring and Reporting Program**

Mitigation Measure	Responsible Party	Approving Agency	Time Frame of Mitigation
<b>TRA-24: Fanita Parkway: Lake Canyon Road to Mast Boulevard (Direct and Year 2035 Cumulative).</b> Prior to occupancy of the 1,264th equivalent dwelling unit, the proposed project shall widen this section of Fanita Parkway as a four-lane parkway with a raised median with two northbound lanes and two southbound lanes. Implementation of these improvements would mitigate the impact to below a level of significance.	Applicant	City of Santee Department of Development Services	Prior to occupancy of the 1,264th equivalent dwelling unit
<b>TRA-25: Cuyamaca Street: Woodglen Vista Drive to El Nopal (Year 2035 Cumulative).</b> Prior to occupancy of the 118th equivalent dwelling unit, the proposed project shall improve this street segment to its ultimate Santee General Plan Mobility Element classification of a four-lane major street. Implementation of these improvements would mitigate the impact to below a level of significance.	Applicant	City of Santee Department of Development Services	Prior to occupancy of the 118th equivalent dwelling unit
<b>TRA-26: Cuyamaca Street: El Nopal to Mast Boulevard (Direct and Year 2035 Cumulative).</b> Prior to occupancy of the 1,302nd equivalent dwelling unit, the proposed project shall reconstruct the median and restripe Cuyamaca Street from El Nopal to Mast Boulevard to four-lane major street standards consistent with the Santee General Plan Mobility Element. Implementation of these improvements would mitigate the impact to below a level of significance.	Applicant	City of Santee Department of Development Services	Prior to occupancy of the 1,302nd equivalent dwelling unit
<b>TRA-27: Cuyamaca Street: Mission Gorge Road to State Route 52 Ramps (Direct and Year 2035 Cumulative).</b> Implementation of Mitigation Measure TRA-17, Mission Gorge Road/Cuyamaca Street Intersection (Direct and Year 2035 Cumulative), at the intersection of Mission Gorge Road/Cuyamaca Street and Mitigation Measure TRA-18, Buena Vista Avenue/Cuyamaca Street Intersection (Direct and Year 2035 Cumulative), at the intersection of Cuyamaca Street/Buena Vista Avenue prior to occupancy of the 2,650th dwelling unit would mitigate this segment impact by improving traffic flow at the key signalized intersections along the segment. Implementation of these improvements would mitigate the impact to below a level of significance.	Applicant	City of Santee Department of Development Services	Prior to occupancy of the 2,650th dwelling unit
<b>TRA-28: Riverford Road: Riverside Drive to State Route 67 Ramps (Direct and Year 2035 Cumulative).</b> The existing section of Riverford Road between Riverside Drive and the San Diego River bridge is primarily a three-lane roadway (two northbound lanes and one southbound lane) with a two-way left-turn lane. South of the bridge at North Woodside Avenue, it is a two-lane roadway. To mitigate the proposed project's impact, prior to occupancy of the 673rd equivalent dwelling unit the proposed project shall restripe Riverford Road to provide a second southbound lane between Riverside Drive and the San Diego River. Currently, there are two southbound lanes on Riverford Road south of the Riverside Drive intersection for approximately 480 feet after which it merges into one lane. The two southbound lanes are proposed to be extended by an additional 320 feet to create additional segment capacity. The current on-street parking and the Class II bike lane in the southbound direction are proposed to be maintained. The proposed 320 feet of widening on the 1,780-foot segment amounts to approximately 18 percent of the roadway. The Year 2035 Project volume of 530 average daily trips compared to the total Year 2035 volume of 25,430 is approximately 2 percent of the future traffic on this segment. Thus, the proposed project's contribution to widen 18 percent of the roadway more than exceeds the proposed project's contribution to the future traffic volumes of 2 percent. However, since this segment is within the County of San Diego's jurisdiction, the City of Santee is without jurisdiction to ensure the construction of the recommended improvements. Therefore, the impact would be significant and unavoidable.	Applicant	City of Santee Department of Development Services; County of San Diego	Prior to occupancy of the 673rd equivalent dwelling unit
<b>TRA-29: State Route 52: Santo Road to Mast Boulevard: Eastbound PM Peak Hour (Direct and Year 2035 Cumulative).</b> The applicant has privately funded a Caltrans Project Study Report – Project Development Support (PSR-PDS) for the evaluation of potential improvements to the SR-52 corridor by Caltrans intended to relieve congestion. Caltrans can and should complete its evaluation and implement all feasible improvements along the impacted corridor. Insofar as SR-52 is within the exclusive jurisdiction of Caltrans, the City of Santee is without jurisdiction to implement any such improvements. Therefore, the impact is considered significant and unavoidable.	Applicant	City of Santee Department of Development Services; Caltrans	Completion of PSR-PDS
<b>TRA-30: State Route 52: Santo Road to Mast Boulevard: Westbound AM Peak Hour (Direct and Year 2035 Cumulative).</b> The applicant has privately funded a Caltrans Project Study Report – Project Development Support (PSR-PDS) for the evaluation of potential improvements to the SR-52 corridor by Caltrans intended to relieve congestion. Caltrans can and should complete its evaluation and implement all feasible improvements along the impacted corridor. Insofar as SR-52 is within the exclusive jurisdiction of Caltrans, the City of Santee is without jurisdiction to implement any such improvements. Therefore, the impact is considered significant and unavoidable.	Applicant	City of Santee Department of Development Services; Caltrans	Completion of PSR-PDS

## Biological Resources Mitigation Measures Tables

### BIO-1: Preserve Management Plan

**Table 4.3-9. Restoration Requirement for Temporary Impacts to Sensitive Upland Vegetation Communities**

Vegetation Community	Temporary Impacts (On Site)	Temporary Impacts (Off Site)	Mitigation Ratio <sup>1</sup>	Total Restoration Requirement (Acres)
<b>Scrub and Chaparral</b>				
Diegan Coastal Sage Scrub	33.09	0.45	1:1	33.54
Diegan Coastal Sage Scrub (Disturbed)	4.20	1.54	1:1	5.74
Diegan Coastal Sage Scrub/Valley Needlegrass Grassland	0.50	0.09	1:1	0.60
Diegan Coastal Sage Scrub/Valley Needlegrass Grassland (Disturbed)	1.48	0.94	1:1	2.41
Diegan Coastal Sage Scrub–Baccharis-dominated	0.62	—	1:1	0.62
Granitic Southern Mixed Chaparral	45.53	—	1:1	45.53
<i>Scrub and Chaparral Subtotal</i>	<i>85.43</i>	<i>3.03</i>	<i>—</i>	<i>88.44</i>
<b>Grasslands, Vernal Pools, Meadows, and Other Herb Communities</b>				
Valley Needlegrass Grassland	7.92	—	2:1	15.85
Valley Needlegrass Grassland (Disturbed)	5.84	—	2:1	11.68
Non-Native Grassland	11.40	0.21	1:1	11.61
<i>Grasslands Subtotal</i>	<i>25.16</i>	<i>0.21</i>	<i>—</i>	<i>39.14</i>
<b>Total Acreage<sup>2</sup></b>	<b>110.59</b>	<b>3.24</b>	<b>—</b>	<b>127.6</b>

**Notes:**

<sup>1</sup> Mitigation ratios are based on Table 5-14 in the Draft Santee MSCP Subarea Plan (City of Santee 2018).

<sup>2</sup> Totals may not sum due to rounding.

**BIO-3: Narrow Endemic Plant Species**
**Table 4.3-10. Mitigation Requirements for Impacts to Sensitive Plant Species**

Species/Status (Federal/State/CNPS/ Draft Santee MSCP Subarea Plan)	Total Individuals	Individuals Impacted (Percent Impacted)	Habitat Preserve Individuals (Percent Conserved)	Individuals Needed to Meet the 80% Conservation Requirement	Translocation Requirement <sup>1</sup> (Individuals)
Coulter's saltbush ( <i>Atriplex coulteri</i> ) <sup>2</sup> None/None/1B.2/None	65	15 (23%)	50* (77%)	52	2
San Diego goldenstar ( <i>Bloomeria clevelandii</i> ) <sup>2</sup> None/None/1B.1/ Covered	18,318	7,964 (44%)	10,354 (56%)	14,654	4,300
Variegated dudleya ( <i>Dudleya variegata</i> ) <sup>3</sup> None/None/1B.2/ Covered NE	8,942	786 (9%)	8,156 (91%)	7,154	0
San Diego barrel cactus ( <i>Ferocactus viridescens</i> ) <sup>3</sup> None/None/2B.1/ Covered	4,856	585 (12%)	4,270 (88%)	3,885	0
Willowly monardella ( <i>Monardella viminea</i> ) FE/CE/1B.1/Covered	1,622	1** (<1%)	1,621 (99%)	1,298	0

**Notes:** CNPS = California Native Plant Society; MSCP = Multiple Species Conservation Program; NE = narrow endemic

<sup>1</sup> The number of individuals proposed for translocation is the minimum needed to meet 80 percent preservation. It is likely that more individuals will be translocated to ensure translocation success.

<sup>2</sup> Species that require translocation to meet 80 percent preservation.

<sup>3</sup> This species meets the 80 percent preservation; however, individuals occurring within the impact area will be targeted for collection and translocation.

\* It should be noted that these individuals do not occur with the Habitat Preserve. However, since they occur in the impact neutral area and will not be impacted with project implementation, they are considered preserved.

\*\* All impacts to the 49 individuals occurring along existing retained trails and adjacent to proposed trail creation areas would be avoided through the maintenance and management of trails as outlined in the Public Access Plan (Appendix D).

**Status Legend**
**Federal**

FE: Federally listed as endangered

**State**

CE: State-listed as endangered

CRPR: California Rare Plant Rank (previously known as the CNPS List)

1B: Plants rare, threatened, or endangered in California and elsewhere

2B: Plants rare, threatened, or endangered in California, but more common elsewhere

4: Plants of limited distribution – a watch list

**Threat Rank**

.1 – Seriously threatened in California (over 80 percent of occurrences threatened/high degree and immediacy of threat)

.2 – Fairly threatened in California (20–80 percent occurrences threatened/moderate degree and immediacy of threat)

**Draft Santee MSCP Subarea Plan (City of Santee 2018)**

Covered: Draft Santee MSCP Subarea Plan Covered Species

**BIO-12: Vernal Pool Mitigation Plan.**
**Table 4.3-11. Mitigation Requirements for Impacts to Vernal Pools**

Vernal Pool Type	Impacts	Mitigation Ratio <sup>1</sup>	Mitigation Acreage	Mitigation Credits (Habitat Preserve)	Total Mitigation Requirement <sup>2</sup> (Acres)
Natural Vernal Pool	0.02	4:1	0.09	0.10	+<0. 01
Street Rut – containing plant indicator species	0.03	3:1	0.08	0.13	+0. 05
Street Rut – containing wildlife indicator species	0.36*	2:1	0.72	0.17	-0.56
<b>Total Acreage</b>	<b>0.41*</b>	—	<b>0.90</b>	<b>0.40**</b>	<b>0.50</b>

**Notes:** Totals may not sum due to rounding.

<sup>1</sup> Mitigation ratios are based on the Draft Santee MSCP Subarea Plan (City of Santee 2018).

<sup>2</sup> Mitigation shall include both rehabilitation/enhancement of existing features within the Habitat Preserve and creation of new features. The exact breakdown by mitigation type shall be included in the Vernal Pool Mitigation Plan.

\* This total includes 0.01 acre of off-site impacts.

\*\* This acreage shall be included within the Habitat Preserve and shall be subject to long-term management and monitoring as directed by the Draft Santee Multiple Species Conservation Program Subarea Plan (City of Santee 2018).

**BIO-18: Restoration of Suitable Habitat for Quino Checkerspot Butterfly and Hermes Copper Butterfly**
**Table 4.3-12. Mitigation Scenario Based on the 2009 Extrapolation Model for Impacts to Suitable Habitat for Quino Checkerspot Butterfly**

Suitable Habitat Model	Impact Acreage	Mitigation Acreage Credits (Habitat Preserve Suitable Habitat) <sup>1</sup>	Ratio of Mitigation Achieved with On-Site Habitat Preserve
2009 Extrapolation Model	581.39	1,096.57	1.9:1

**Notes:**

<sup>1</sup> This is the total acreage included within the Habitat Preserve and shall be subject to long-term management and monitoring as directed by the Preserve Management Plan.

**Table 4.3-13. Mitigation Scenario Based on the 1-Kilometer Model (All Known Observations) for Impacts to Suitable Habitat for Quino Checkerspot Butterfly**

Suitable Habitat Model	Impact Acreage	Mitigation Acreage Credits	Ratio of Mitigation Acheived <sup>1</sup>
1-Kilometer (all known observations)	396.53	218.22*	0.6:1
		878.35**	2.2:1
<b>Total Suitable Habitat in the Habitat Preserve<sup>2</sup></b>		<b>1,096.57</b>	

**Notes:**

<sup>1</sup> Two mitigation ratios are provided based on (1) the amount of suitable habitat within the 1-kilometer buffer that overlaps the Habitat Preserve and (2) the remaining suitable habitat within the Habitat Preserve (based on the 2009 extrapolation model) outside the 1-kilometer buffer.

<sup>2</sup> This is the total suitable habitat acreage included within the entire Habitat Preserve (based on the 2009 extrapolation model) and shall be subject to long-term management and monitoring as directed by the Preserve Management Plan.

\* Mitigation acreage available in the 1-kilometer buffer that overlaps the Habitat Preserve.

\*\* This total represents the amount of remaining suitable habitat available in the Habitat Preserve (based on the 2009 extrapolation model) outside the 1-kilometer buffers.

**Table 4.3-14. Mitigation Scenario Based on the 1-Kilometer Model (Without the 2005 Observation) for Impacts to Suitable Habitat for Quino Checkerspot Butterfly**

Suitable Habitat Model	Impact Acreage	Mitigation Acreage Credits	Ratio of Mitigation Acheived <sup>1</sup>
1-Kilometer (Without the 2005 Observation)	3.82	7.39*	1.9:1
		1,089.18**	285:1
<b>Total Suitable Habitat within the Habitat Preserve<sup>2</sup></b>		<b>1,096.57</b>	

**Notes:**

- <sup>1</sup> Two mitigation ratios are provided based on (1) the amount of suitable habitat within the 1-kilometer buffer that overlaps the Habitat Preserve and (2) the remaining suitable habitat in the Habitat Preserve (based on the 2009 extrapolation model) outside the 1-kilometer buffer.
- <sup>2</sup> This is the total suitable habitat acreage included in the entire Habitat Preserve (based on the 2009 extrapolation model) and shall be subject to long-term management and monitoring as directed by the Preserve Management Plan.
- \* Mitigation acreage available within the 1-kilometer buffer that overlaps the Habitat Preserve.
- \*\* This total represents the amount of remaining suitable habitat available in the Habitat Preserve (based on the 2009 Extrapolation model) outside the 1-kilometer buffer.

**Table 4.3-15. Mitigation Requirements for Impacts to Suitable Habitat for Hermes Copper Butterfly**

Habitat Type	Impact Acreage	Mitigation Ratio <sup>1</sup>	Mitigation Acreage	Mitigation Acreage Credits (Habitat Preserve)
<b>Redberry Buckthorn within 15 feet of California Buckwheat</b>				
Potentially Suitable Habitat	44.73	1:1	44.73	79.29
Potentially Suitable Habitat, Previously Occupied	8.25	2:1	16.50	15.48
<b>Total Acreage</b>	<b>52.98</b>	—	<b>61.23</b>	<b>94.77<sup>2</sup></b>

**Notes:**

- <sup>1</sup> Mitigation ratios are based on the Draft Santee Multiple Species Conservation Program Subarea Plan (City of Santee 2018).
- <sup>2</sup> This acreage will be included in the Habitat Preserve and will be subject to long-term management and monitoring as directed by the Preserve Management Plan.

**RESOLUTION NO. 094-2020**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA  
ADOPTING A GENERAL PLAN AMENDMENT, CASE FILE GPA2017-2,  
RELATING TO THE FANITA RANCH SPECIFIC PLAN**

**APN'S: 374-030-02; 374-050-02; 374-060-01; 376-010-06; 376-020-03; 376-030-01; 378-020-46, 50, 54; 378-030-08; 378-210-01; 378-210-03, 04; 378-210-10, 11; 378-220-01; 378-381-49; 378-382-58; 378-391-59; 378-392-61, 62; 380-031-18; 380-040-43, 44**

**(RELATED CASE FILES: SP2017-1, R2017-1, TM2017-3, P2017-5, P2020-2, DR2017-4, AEIS2017-11)**

**APPLICANT: HOMEFED FANITA RANCHO LLC**

**WHEREAS**, the General Plan of the City of Santee ("City") specifies the location of various land uses and districts within the City, and includes "Areas for Special Study" for large properties intended for comprehensive master-planned development; and

**WHEREAS**, Fanita Ranch is identified in the General Plan as the largest Area for Special Study in the City, consisting of 2,638 acres at the northern end of the City, which represents a large area of development potential for which "Guiding Principles" have been developed; and

**WHEREAS**, the "Guiding Principles" for Fanita Ranch have been included in the General Plan since 1984, originally described as "Essential Elements"; and

**WHEREAS**, the majority of the Fanita Ranch property has been designated either as Specific Plan or PD – Planned Development in the Land Use Element of the General Plan since 1984, and small portions of the site are designated HL – Hillside Limited Residential and R1– Low Density Residential; and

**WHEREAS**, on August 29, 2018, HomeFed submitted a complete application for a master-planned development on Fanita Ranch consisting of 2,949 residential units; commercial uses, a school, parks, a community farm, a Special Use area, and 1,650-acre Habitat Preserve. In the event that the school site is not acquired for public or private school uses within two years of filing of the final map for the phase in which the site is located, the underlying MDR land use designation may be implemented and the maximum total number of units permitted in the Specific Plan area shall be 3,008 units; and

**WHEREAS**, a General Plan Amendment (GPA) is required to change the land use designation from PD – Planned Development, R1 – Low Density Residential, and HL – Hillside/Limited Residential to SP – Specific Plan, as reflected in **Exhibits A and B** attached hereto; and



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**WHEREAS**, the “SP” land use designation requires the preparation of a Specific Plan for future development of such designated areas within the City; and

**WHEREAS**, Section 8.2 of the General Plan, as modified herein with thirteen (13) Guiding Principles, furthers the Land Use, Conservation, Recreation, Trails, Mobility and Housing Elements of the General Plan; and

**WHEREAS**, the goal of the Land Use Element is to “Promote development of a well-balanced and functional mix of residential, commercial, industrial, open space, recreation, and civic uses that will create and maintain a high-quality environment”. Along with this goal are various objectives and policies that were considered and incorporated into the Fanita Ranch Specific Plan; and

**WHEREAS**, the California Environmental Quality Act (CEQA) provides opportunities for members of the public, agencies, and Native American Tribes to provide input on the environmental review aspects of the Fanita Ranch project prior to City Council’s consideration of the proposed project; and

**WHEREAS**, after deeming the project complete on August 29, 2018 in accordance with California Government Code Section 65943, the City issued a Notice of Preparation on November 8, 2018, of a Draft Revised Environmental Impact Report (EIR) and a public scoping meeting was held on November 29, 2018 to solicit input on the scope and content of the environmental information for the Draft Revised EIR; and

**WHEREAS**, on May 29, 2020, the City issued a Notice of Availability of the Draft Revised EIR and established a 45-day public review period, beginning on May 29, 2020 and ending on July 13, 2020; and

**WHEREAS**, on May 8, 2019, the Santee City Council conducted a public workshop on the Fanita Ranch applications and development plan including a review of three proposed villages, a habitat preserve, parks, a public school (kindergarten through eighth grade), a working farm, roadway extensions, and trails; and

**WHEREAS**, on September 11, 2019, the Santee City Council conducted a second public workshop on Fanita Ranch providing an overview of the project’s transportation and circulation network as it relates to the City’s Mobility Element, and the proposed internal street network; and

**WHEREAS**, on October 23, 2019, the Santee City Council conducted a third public workshop on Fanita Ranch parks, trails and open space features, including a proposed community park and farm, eight neighborhood parks, numerous mini-parks, trails, and an “AgMeander” providing access to scenic qualities of the property and farm-related learning opportunities; and

## RESOLUTION NO. 094-2020

**WHEREAS**, on February 12, 2020, the Santee City Council conducted a fourth public workshop on Fanita Ranch focused on fire safety, prevention and protection, as well as service-level requirements for fire and law enforcement personnel; and

**WHEREAS**, the General Plan Land Use Element identifies Fanita Ranch as one of the Areas for Special Study, and imparts sixteen (16) Guiding Principles for the development of the property; and

**WHEREAS**, the Guiding Principles are proposed to be amended to align with the development concepts of the Fanita Ranch Specific Plan while ensuring that standards of quality remain for the public health, safety and welfare of the community; and

**WHEREAS**, various Guiding Principles are revised to remove the references to “Planned Development” and replace those with references to the Fanita Ranch Specific Plan; and

**WHEREAS**, Guiding Principle one (1) is revised to reflect the land uses proposed by the Fanita Ranch Specific Plan, eliminating the business or office park concept with research and development; high technology uses, medical complex, executive headquarters and similar office and business uses because of the lack of demand for such uses in Santee and East County; and

**WHEREAS**, Guiding Principle two (2) is revised to reflect the land uses proposed by the Fanita Ranch Specific Plan, amending the Fanita Center concept with a new mix of residential, commercial, civic (fire station), institutional (school) uses and parks in three villages; and

**WHEREAS**, Guiding Principle three (3) is revised to eliminate references to residential lot sizes ranging from 6,000 to 20,000 square feet because the Fanita Ranch Specific Plan proposes clustered, small lot development in order to preserve natural habitat areas; and

**WHEREAS**, Guiding Principle four (4) is revised to update references to General Plan Elements, and to establish that clustered development minimizes the development footprint for preservation of natural land forms; and

**WHEREAS**, Guiding Principle five (5), regarding the grading concept, is revised because the Fanita Ranch Specific Plan proposes to minimize development footprints; and

**WHEREAS**, Guiding Principle six (6), regarding alternative residential design and grading requirements, is replaced with new language regarding smart growth and clustering to align with the proposed Fanita Ranch Specific Plan; and

**WHEREAS**, Guiding Principle seven (7), regarding the southern portion of Fanita Ranch south of the SDG&E powerline, identified as a regional park containing no less

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than 400 acres, is eliminated because the Fanita Ranch Specific Plan i) proposes a variety of parks to serve the community north of the SDG&E powerline; ii) envisions the land adjacent to the SDG&E powerline as a habitat preserve to supplement preserved lands in the surrounding vicinity; and iii) supports clustered development to minimize the overall development footprint within the proposed Specific Plan boundary; and

**WHEREAS**, Guiding Principle eight (8), regarding park facilities, is renumbered as Guiding Principle seven (7) with new park facility guidance to align with the recommendations of the General Plan Recreation Element and the proposed Fanita Ranch Specific Plan park proposals; and

**WHEREAS**, Guiding Principle nine (9), regarding an 18-hole golf course with a hotel/conference complex, or a recreational facility based around a man-made lake, is renumbered as Guiding Principle eight (8) and land uses are modified with an agrarian theme, with a small working farm conceived as the centerpiece of the proposed Specific Plan; and

**WHEREAS**, Guiding Principles ten (10) and eleven (11), regarding the extension of Fanita Parkway and Cuyamaca Street respectively, are substantially the same and are renumbered as Guiding Principles nine (9) and ten (10) respectively; and

**WHEREAS**, Guiding Principle twelve (12), regarding circulation improvements, is eliminated because i) circulation improvements are discussed in proposed (new) Guiding Principles 9, 10, and 11; and ii) the Fanita Ranch Specific Plan provides street improvement standards in Chapter 4, Mobility; and

**WHEREAS**, Guiding Principle thirteen (13), regarding trails, is renumbered as Guiding Principle eleven (11), and is revised to reference the Fanita Ranch Mobility Plan, General Plan Trails Element and requirements of the Multiple Species Conservation Program Subarea Plan; and

**WHEREAS**, Guiding Principle fourteen (14), regarding a Comprehensive Implementation Element to include cost revenue assessment, identification of required public improvements, a phasing plan for public improvements and land use, a financing plan for public improvements and a Development Agreement, is eliminated because public improvements and their phasing are addressed i) in Chapter 10 of the Fanita Ranch Specific Plan entitled "implementation"; ii) in the conditions of discretionary permit approval; and iii) in the Fanita Ranch Development Agreement between the City of Santee and applicant; and

**WHEREAS**, Guiding Principle fifteen (15), which states that the Fanita Ranch area shall not be subdivided (except for the Sports Park property), until a Planned Development is adopted by the City of Santee, is renumbered as Guiding Principle twelve (12), and is revised to delete the Sports Park and Planned Development references because i) a Sports Park property is not proposed by the Fanita Ranch Specific Plan; and ii) the SP – Specific Plan land use designation replaces the PD – Planned Development,

**RESOLUTION NO. 094-2020**

R1 – Low Density Residential, and HL – Hillside/Limited Residential land use designations; and

**WHEREAS**, Guiding Principle sixteen (16), is renumbered as Guiding Principle thirteen (13), and is revised to require illustrative development plans for all land uses rather than for circulation and residential product types only; and

**WHEREAS**, future development within the Fanita Ranch Specific Plan area will occur in a manner consistent with the Guiding Principles of the General Plan Land Use Element, amended to incorporate the development concepts of the Specific Plan; and

**WHEREAS**, conforming changes to the General Plan, to incorporate the residential development of the Fanita Ranch Specific Plan, will be made as part of the sixth Cycle Housing Element currently under preparation with an anticipated adoption date prior to April 15, 2021; and

**WHEREAS**, the proposed General Plan Amendments are comprehensively reflected in **Exhibit C** attached hereto; and

**WHEREAS**, the revised Guiding Principles for the development of the Fanita Ranch site implement goals, objectives and policies of the Santee General Plan, and are shown on **Exhibit D** attached hereto; and

**WHEREAS**, on September 11, 2020, the Director of Development Services published a notice of public hearing on General Plan Amendment GPA2017-2, and related case files R2017-1, TM2017-3, SP-2017-1, P2017-5, P2020-2, DR2017-4 and AEIS2017-11, to be held on September 23, 2020; and

**WHEREAS**, on September 23, 2020, the City Council held a duly advertised public hearing on GPA2017-2 and the related case files; and

**WHEREAS**, the City Council considered the staff report, all recommendations by staff, the Final Revised EIR, the entire record, and all public testimony; and

**WHEREAS**, The City Council has certified the Final Revised EIR pursuant to the California Environmental Quality Act and adopted Findings of Fact, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program for the Fanita Ranch project. The City Council hereby incorporates by reference, as if fully set forth herein, Resolution 093-2020 certifying the Final Revised EIR and adopting the Findings of Fact, and Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program for the Fanita Ranch project.

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

## RESOLUTION NO. 094-2020

**SECTION 1:** The City Council finds that General Plan Amendment GPA2017-2, including proposed text, map revisions and amended Guiding Principles furthers the goals, objectives, policies of the General Plan, based upon the following key points, and more fully described in Table 4.10-2 of the Final Revised EIR, incorporated herein by reference:

- A. Promotes smart growth, clustering and sustainability principles to conserve resources, reduce impacts on the environment, and promote active lifestyles (Land Use, Conservation, Trails Elements);
- B. Provides village centers with a mix of land uses including public facilities, open space, residential and commercial uses (Land Use Element);
- C. Encourages a range of housing types and sizes to respond to the City's housing demands, and appeal to a diverse range of incomes and ages (Housing Element);
- D. Implements a comprehensive Fire Protection Plan that results in a fire safe and fire aware community (Safety Element);
- E. Provides a highly connected complete streets system that supports various modes of transportation (Mobility Element);
- F. Provides a public trail system that accommodates a variety of users that connects villages and community amenities, protects sensitive habitat areas and provides linkages to local and regional parks and trails (Trails Element);
- G. Provides a public Community Park, Neighborhood Parks and Mini Parks that satisfy the Parkland Dedication requirements of the General Plan (Recreation Element); and
- H. Establishes a habitat preserve to protect natural biological resources and ensures continued support for sensitive species and their habitats through implementation of a long-term preserve management plan (Conservation Element).
- I. Respects natural views of the site from public vantage points (Community Enhancement Element).
- J. Results in a development that will minimize noise levels through various sound attenuation measures that include walls and landscaping along roads, speed limitations through traffic calming features (Noise Element).

**SECTION 2:** The Santee City Council further finds that the proposed Fanita Ranch Guiding Principles in the Land Use Element amendment (**Exhibit D**) are consistent with the General Plan as described in Table 4.10-1 of the Final Revised EIR, attached hereto as **Exhibit E**.

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**SECTION 3:** The Santee City Council further finds that the GPA2017-2 is consistent with the “Adjacent Land Use Compatibility Guide” of the Land Use Element because: i) the Fanita Ranch site is bordered by existing Santee residential neighborhoods to the south and the unincorporated residential communities of Lakeside and Eucalyptus Hills to the east; ii) Sycamore Canyon County Preserve and Goodan Ranch Regional Park are to the north; and iii) Marine Corps Air Station Miramar and Padre Dam Municipal Water District facilities, including Santee Lakes Recreation Preserve, lie west of the proposed Specific Plan area. These existing uses are buffered by natural open space areas which will be included in a Habitat Preserve ultimately managed in accordance with a Subarea Plan of the region-wide Multiple Species Conservation Program.

**SECTION 4:** The General Plan Amendment to the Santee General Plan, to establish a Specific Plan land use designation as depicted on **Exhibit B** and as further shown in **Exhibit C**, is hereby approved. The City Clerk is directed to i) add the revised Land Use Map and remove the existing Land Use Map as depicted in **Exhibits A and B** respectively and ii) add the underlined text and remove stricken text as shown in **Exhibit C** to incorporate the Fanita Ranch General Plan Amendment into the Santee General Plan.

**ADOPTED** by the City Council of the City of Santee, California, at a regular meeting thereof held this 23<sup>rd</sup> day of September, 2020 the following roll call vote to wit:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

**APPROVED:**

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**JOHN W. MINTO, MAYOR**

**ATTEST:**

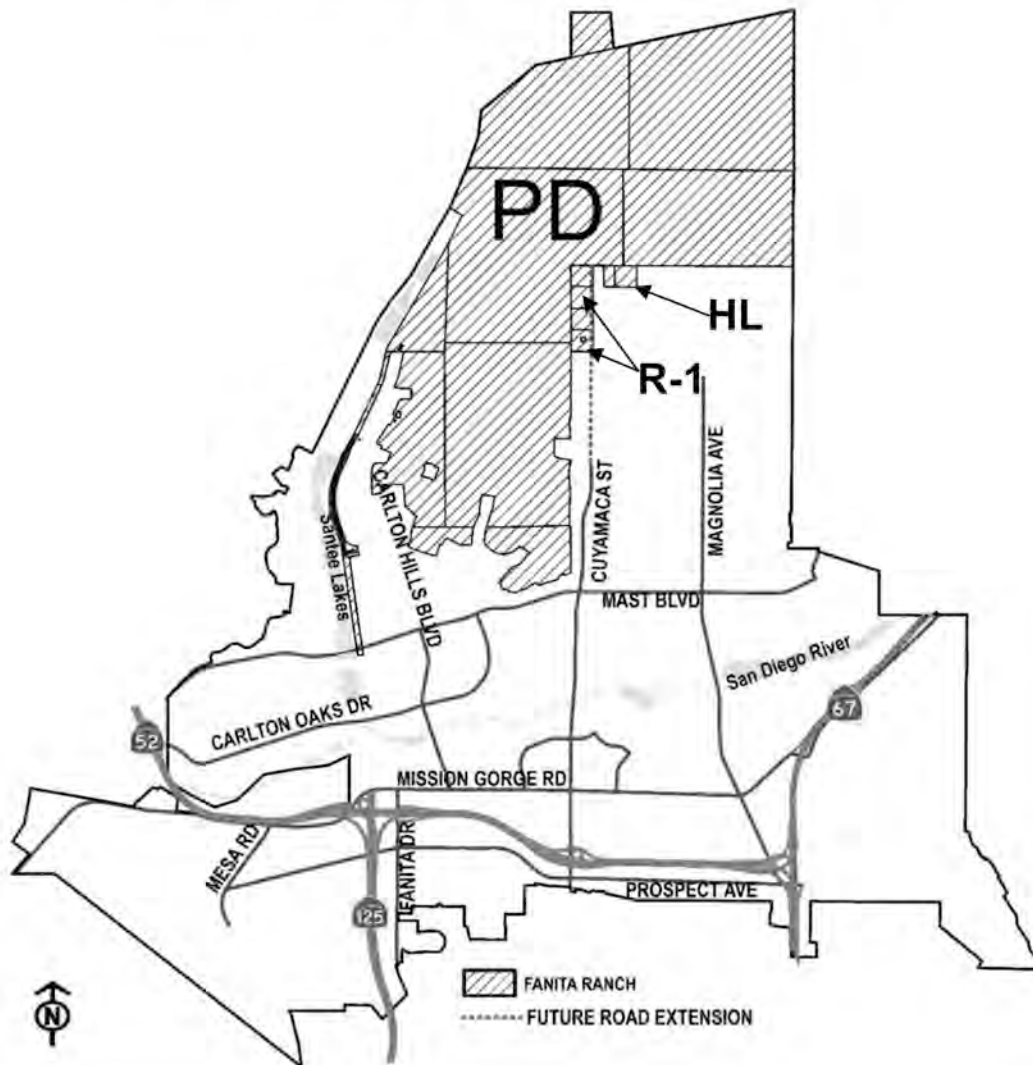
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**ANNETTE ORTIZ, CITY CLERK, MBA, CMC**

**RESOLUTION NO. 094-2020**

- Exhibits
- A: Existing General Plan Land Use Map.
  - B: Proposed General Plan Land Use Map.
  - C. Fanita Ranch General Plan Amendment.
  - D. Revised General Plan Guiding Principles for the development of Fanita Ranch.
  - E. EIR Table 4.10-1: Project Consistency with Proposed Guiding Principles for Fanita Ranch.

# Exhibit A: Existing General Plan Land Use Map

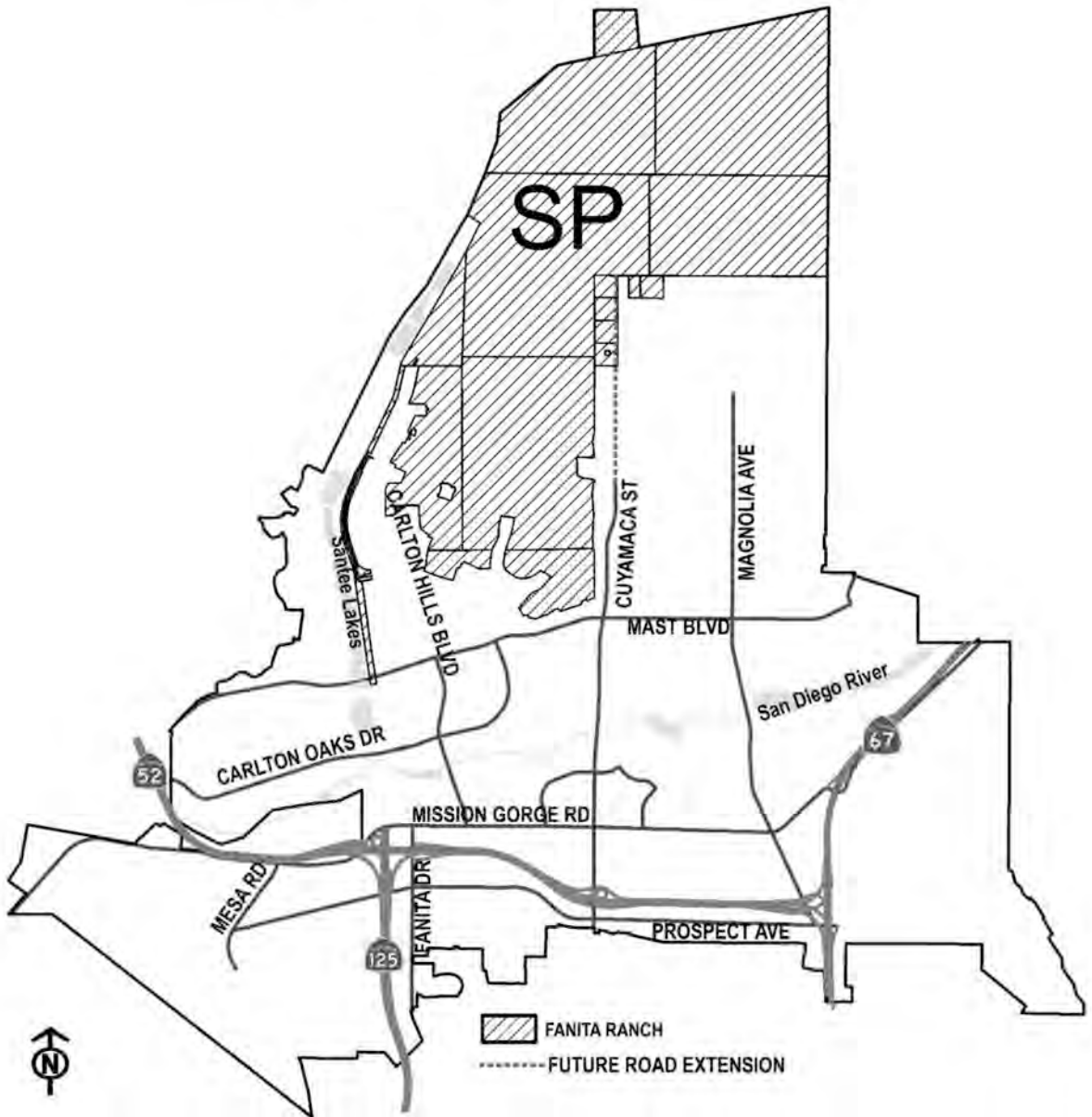


## GENERAL PLAN DESIGNATION

<p>PD – Planned Development</p>	<p>This designation provides for mixed-use development potential including employment parks, commercial, recreational, and various densities of residential development pursuant to a development plan and entitlements being approved by the City Council. This designation is intended for select properties within the City where a variety of development opportunities may be viable and where the City wishes to encourage innovative and very high-quality development in a manner which may not be possible under standard land use designations and their corresponding zones.</p>
<p>HL – Hillside/Limited Residential</p>	<p>This designation is intended for residential development in areas that exhibit steep slopes, rugged topography and limited access. Residential uses are characterized by rural large estate lots, with significant permanent open space area, consistent with the constraints of slope gradient, soil and geotechnical hazards, access, availability of public services, biological resources and other environmental concerns. This designation has primarily been applied in the steeply sloped extreme southwest and northeast portions of the City.</p>
<p>R-1 – Low Density Residential</p>	<p>This designation is intended for residential development characterized by single family homes on one-half acre lots or larger, which are responsive to the natural terrain and minimize grading requirements. This designation has been located in steeply sloped hillside and canyon areas in the southwest, southeast, northeast and north central portions of the City.</p>



# Exhibit B: Proposed General Plan Land Use Map



GENERAL PLAN DESIGNATION	
SP – Specific Plan	This designation requires the preparation of a Specific Plan for future development of an area within the City. State law authorizes cities to prepare and adopt specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan (Government Code Section 65450). This designation is intended for select properties within the City where a variety of development opportunities may be viable and where the City wishes to encourage innovative and very high-quality development. Specific plans shall contain planning policies and regulations, and may combine zoning regulations, capital improvement programs, detailed development regulations, and other regulatory requirements into one document, which are designed to meet the unique needs of a specific area. Specific plans shall provide a fiscal assessment, identification of required public improvements, public improvement and development phasing, financing plans and a development agreement.

# **EXHIBIT C**

## **FANITA RANCH**

### **GENERAL PLAN AMENDMENT**

**City of Santee**

## List of Amendments

The following is a list of the proposed Santee General Plan Amendments by Element:

### **Chapter 1, Land Use Element. Update:**

*Figure 1-1* to designate Fanita Ranch as Specific Plan (SP) and add SP to the legend.

*Page 1-9, Third and Last Paragraphs* to remove outdated information.

*Page 1-16, "Fanita Ranch" Section* to correct the acreage for the Fanita Ranch Specific Plan Area and to remove references to the term "move up" housing.

*Page 1-18, No. 7* to remove outdated information.

*Page 1-29* to add the Specific Plan land use designation and to replace "Planned Development" with "Specific Plan" for Fanita Ranch.

*Page 1-30 through 1-31a, 8.2, Fanita Ranch* to revise the Guiding Principles.

*Page 1-40, Table 3* to remove the Fanita Ranch acreage from the "Planned Development" land use designation, add the "Specific Plan" land use designation with the Fanita Ranch acreage, and update the percentages accordingly.

### **City of Santee Mobility Element, adopted by City Council on October 25, 2017 as an update to Chapter 3, Circulation Element. Update**

*Page 33, First Paragraph* to add "Additional or modified street sections are permitted with an approved Specific Plan." This language allows for specially designed street sections within the Specific Plan Area to address the unique topographic conditions of the site, establish a unique design character, and accommodate emergency evacuation and emergency vehicle access.

*Page 34, Second Bullet* to replace "Princess Joann Road" with "Chaparral Drive, and add a new bullet: "Fanita Parkway, between Ganley Road and Lake Canyon".

*Page 35, Forth Bullet* to delete "Cuyamaca Street, between northern terminus and Princess Joann Road" from the list of Collector Roads with Two-way Left Turn Lane.

*Page 38*, to add a new bullet: “Cuyamaca Street, between north terminus and Chaparral Drive” and revise the third bullet to read:” Fanita Parkway, between northern terminus and Lake Canyon” .

*Figure 7-1: Buildout Roadway Classifications* to reflect revisions to the text.

*Figure 7-2: Planned Bicycle Network* to reflect revisions to the text.

#### **Chapter 4, Recreation Element. Update:**

*Page 4-10, Third Paragraph* to remove reference to the community park at Carlton Hills Boulevard.

*Page 4-10, Fifth Paragraph* to reflect proposed uses for this site including a designated school site and community park.

#### **Chapter 5, Trails Element. Update:**

*Figure 5-1: Trails Plan* to add a planned bike path on Cuyamaca Street north of Chaparral Drive and revise the proposed planned bike path alignment on Fanita Parkway.

*Page 5-17, Fanita Ranch paragraph* to remove outdated information and refer to the Specific Plan and the MSCP Subarea Plan.

#### **Chapter 6, Conservation Element. Update:**

*Page 6-11* to correct the acreage of Fanita Ranch to “2,638”.

#### **Chapter 8, Safety Element. Update:**

*Figure 8-1* to add future fire station and future water tanks within Fanita Ranch.

#### **Chapter 9, Community Enhancement Element. Update:**

*Page 9-19, “Landforms and Views”* to minimize landform alterations in areas where known sensitive resources occur.

*Page 9-26* to add new policy 17.3 that allows the City to consider special grading standards in hillsides that promote compact development, focuses on landform grading in slopes that are visible from public rights-of- way, and permits efficient grading techniques in less visible areas of development.

**FANITA RANCH**  
**GENERAL PLAN AMENDMENT**  
**Updated General Plan Pages**  
**City of Santee**

August 2020

## LAND USE ELEMENT



Commercial Land Use - A preliminary market analysis of existing and potential commercial, office and industrial development in the City of Santee was undertaken as part of an update to the General Plan. The report, City of Santee General Plan Update Market Analysis, appears in its entirety in the Technical Appendices to the General Plan Environmental Impact Report.



The study concluded that the City continues to export a significant amount of retail sales to other communities, particularly in the convenience goods, eating and drinking establishments and auto dealers and auto supply categories. The recent

completion of the Trolley Square commercial center at 425,000 square feet of space, is expected to fulfill much of this need. The study also found that the City is a significant importer of revenues in the home improvement and general merchandising categories.

Another of the study's findings was that the development of the Fanita Ranch ~~is critical to will benefit~~ the City's financial future as it would generate ~~an estimated \$39 million dollars (2000 dollars) in additional~~ retail sales, ~~with an estimated 30 million dollars staying in the City~~, and would provide a significant stock of ~~new and~~ higher end housing which would be beneficial in the City's efforts to attract higher end firms and employers.

Office Land Use - Office development in Santee has not been significant historically, however, interest in East County and Santee in particular has grown in recent years. Existing office development in the City encompasses about 200,000 square feet, located at various sites along Mission Gorge Road and Cuyamaca Street. With the City's desire to focus future office development in the Town Center and Fanita Ranch areas, existing office designated properties were evaluated in the update process to determine if alternative land use designations were appropriate.

The market analysis prepared for the General Plan Update concluded the Town Center was an excellent location for the City's future office and Research and Development type development due to its excellent regional location, easy freeway access, good inventory of available land, and availability of restaurants and other amenities in close proximity.

In August of 2000, the City Council adopted an Office Park Overlay, which covers an approximately 110-acre area in the City's Town Center, on the south side of the San Diego River. The following year the City, in conjunction with the County of San Diego, a developer was selected to develop this area in accordance with a master plan for a comprehensive office-park development including office, residential and ancillary commercial uses. In 2001, the San Diego Economic Development Commission released a report that identified the City's Fanita Ranch and Town Center areas as two of the best locations for future office ~~park development uses~~ in San Diego County. The first phase of that project occurred with the breaking of ground for the new Hartford Insurance building in the summer of 2002.





## LAND USE ELEMENT

To address these concerns the City adopted the Town Center Specific Plan in October of 1986 to guide the development of the Town Center area. The plan envisions a comprehensively planned, mixed use development of commercial, office, residential, recreational and open space uses over 706 acres in the center of the City. Since the plan was adopted, almost one million square feet of retail and office uses have been developed, along with over 400 residential units. In addition, the multiple-award winning Santee Multi-modal transit station has been completed along with over four miles of pedestrian paths providing alternative transportation modes linking land uses within the Town Center.

A successful revegetation of a portion of the San Diego River has been completed and the area has been occupied by the Least Bell's Vireo, an endangered riparian songbird. Construction is underway on the City's 55-acre Town Center Community Park on the north side of the river and a Master Plan is underway for development of a 100-plus acre office park and mixed-use development on the south side of the river.

In 2000, the City Council adopted an Office Park Overlay over approximately 110 acres in Town Center, south of the river. The intent of the overlay is to encourage the development of a high technology business campus that can take advantage of the proximity to freeways and the multi-modal transit station. The master plan for this area will also include a higher density residential component that will allow employees of the business park to live near work, one of the basic principles of Smart Growth.

**Fanita Ranch** - ~~The 2,589-acre~~ Fanita Ranch exhibits varied topography, scenic resources, and significant vegetation and habitats. With 2,638 acres of land, it is the largest single ownership area in the City and represents an area of tremendous development potential. Potential natural hazards related to slope stability and geologic resources also exist within this area.



According to the market analysis prepared for the General Plan Update, the development of the Fanita Ranch will have a significant positive economic impact on the rest of the City, through the increased property taxes, and the sales taxes generated by increased sales at local businesses. The Ranch also is the only remaining area in the

City where significant numbers of move-up-new housing can be built. A good supply of move-up-new housing is not only needed to provide opportunities for existing residents, but is also a factor in attracting high technology and office users to the City's planned office and technology parks.





## LAND USE ELEMENT

3. Regionally there is a shortage of development sites in the established office and industrial markets. The City's Town Center represents is an excellent location for significant



businesspark development for office and Research and Development firms due the excellent regional access via SR52 and the San Diego Trolley, a good inventory of available land of significant size and adjacent amenities such as restaurants and retail shops.

4. The City is ~~a~~-exporting a significant share of retail sales to stores outside the City. Specific areas of weakness are auto sales and supplies, convenience goods and eating and drinking establishments. The City is a net importer of sales in the general merchandising and home improvement categories.

5. Significant improvement in sales and local capture can result with the completion of the SR52 freeway.

6. With the completion of currently approved projects such as the Trolley Square, the City can support approximately 25 acres of additional retail development and a significant level of office/industrial development through the year 2015.

7. The development of the Fanita Ranch is critical to the City's economic future by providing ~~an estimated \$30 million dollars in local retail sales, as well as providing the high-end mix of new housing stock needed to attract high-end office and R and D firms-commercial and industrial employment opportunities~~ to the City.

### **6.0 Goal**

**Promote development of a well-balanced and functional mix of residential, commercial, industrial, open space, recreation, and civic uses that will create and maintain a high quality environment.**

### **7.0 Objectives and Policies**

**Objective 1.0** Continue implementation of the Town Center Specific Plan which provides for retail commercial, office, recreational and other appropriate uses to establish a focal point for the City.

**Policy 1.1** The City shall encourage the continued use of public/private partnerships in the development and implementation of the Town Center Specific Plan.

**Policy 1.2** The City shall incorporate residential development into any master plan for the Edgemoor property on the south side of the San Diego River to take advantage of the proximity of the multi-modal transit station.







development in a manner which may not be possible under standard land use designations and their corresponding zones.

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

### **SP – Specific Plan**

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

### **TC – Town Center**

This designation is intended to provide the City with a mixed-use activity center which is oriented towards and enhances the San Diego River. This designation shall be developed in accordance with the Town Center Specific Plan including community commercial, civic, park/open space and residential uses. The intent of the Specific Plan is to provide the City with detailed land uses and appropriate development regulations that are consistent with the General Plan.

### **8.2 Areas for Special Study**

The following development guidelines for the Fanita Ranch Specific Plan, Rattlesnake Mountain Planned Development (PD), and Carlton Oaks Planned Development (PD) designations on the Land Use Plan provide a framework to assure that these unique and significant areas will be developed and preserved with:

1. Standards of quality for community appearance and function;
2. Compatibility of development of land and structures that ensures public health, safety and welfare; and
3. Policies that minimize grading, preserve significant biological resources, preserve ridgelines and view corridors, and provide for recreational amenities.





## LAND USE ELEMENT

**Fanita Ranch** - The Fanita Ranch ~~planned development~~Specific Plan will be developed in a manner consistent with the Guiding Principles described below:

1. The ~~Planned Development~~Specific Plan ~~may~~should include a comprehensively planned, high architectural quality ~~business or office park, mixed-use Village Center that allows for housing, retail, office and service uses. The business or office park shall include such uses as research and development, high technology uses, medical complex, executive headquarters or other similar office or business uses.~~
2. The ~~Planned Development~~Specific Plan shall ~~include~~provide a community-~~focused Village Center (Fanita Center) which that~~ includes provisions for public parks, residential, office, commercial development and institutional uses such as schools, fire station, ~~branch library or;~~ branch post office, and other civic and community uses.
3. The plan shall allow for a diversified ~~contain a mix of housing~~ types and sizes, on lot sizes distributed as follows:
  - 6,000 sq. ft. lots — 20 percent of total lots
  - 10,000 sq. ft. lots — 20 percent of total lots
  - 20,000 sq. ft. lots — 60 percent of total lots or greater
4. The Land Use Plan, ~~Administrative-Mobility Plan, Circulation Plan,~~ Trails and Open Space Plan, and Illustrative Site Plan shall be sensitive to the preservation of natural open space and the preservation of existing natural major land forms and sensitive habitat areas by clustering development to minimize the development footprint and by establishing. ~~The purpose of this requirement is to protect the major ridgeline and viewshed amenities, to minimize erosion, provide for public safety, protect natural resources and to establish site specific design standards which provide for development in harmony with the environment. The planned development will utilize contour grading techniques which are consistent with these objectives while providing opportunities for creative product design.~~
5. ~~Other than within the northeastern sector of the site, the General Plan guidelines for hillside development should be used as the basis of the planned development's conceptual grading. Consideration may be given to permit grading of isolated steep slopes or along transition edges of steep slopes. Mass terracing should be avoided in favor of individual pad grading, wherever possible. The Specific Plan shall permit grading of steep slopes to minimize the development footprint. The plan should include site specific design standards that are sensitive to transitional edges between steep slopes and natural topography where feasible, particularly at the edges of the development area and along slopes visible from the public rights-of-way.~~
6. The ~~plan~~Specific Plan shall incorporate smart growth, clustering, and sustainability principles, as practicable, to preserve open space, minimize the consumption of natural resources, conserve water and energy, and promote walkable development.~~may consider~~



## LAND USE ELEMENT



~~alternative residential design and grading requirements which are sensitive to the existing topography and out of the City's viewshed.~~

~~7. A southern portion of Fanita Ranch, primarily southerly of the SDG&E power line, shall be identified as a regional park and contain no less than 400 acres.~~

~~8.7. The Planned Development Specific Plan should, subject to population demand, contain mini-parks, neighborhood parks, and two a community parks as required by the recommendations of the Recreation Element of the General Plan. Dedication of a Sports Park, (accessed by Carlton Hills Boulevard), to the City of Santee will fulfill the requirements of one community park.~~

~~9.8. The plan shall contain a small working farm that demonstrates the use of permaculture techniques, championship level, minimum 6,800 yard, par 70-75, 18-hole golf course, including support facilities. A hotel/conference complex shall be included in conjunction with the golf course facility. An alternative plan may also be designated which, in lieu of a golf course and hotel/conference facility, includes a recreational facility based around a man-made lake, using non-reclaimed water, and which is approximately 200 acres in area.~~

~~10.9. The Planned Development Specific Plan shall include the extension of Fanita Parkway along the western boundary of the property.~~

~~11.10. The Planned Development Specific Plan shall include the extension of Cuyamaca Street into the site, ultimately connecting with Fanita Parkway consistent with the General Plan.~~

~~12. Additional circulation facilities for the planned development areas shall be considered. The traffic and phasing analysis shall specifically address the following elements:~~

~~a. Extension of Magnolia Avenue north and west to connect with Cuyamaca Street extension.~~

~~b. The provision of a connecting road between the project and State Route 67.~~

~~c. The extension of Carlton Hills Boulevard from its present terminus northward through the site to the developed area.~~

~~d. The participation in and extension of Mast Boulevard east and/or west to connect with State Highways 67 or 52 and Mission Gorge Road.~~

~~e. A four-lane surface street (Fanita Parkway) along the western boundary.~~

~~13.11. The Planned Development Specific Plan shall include a Comprehensive Trails Element comprehensive system of trails designed as part of the overall Mobility Plan. Trails shall link with the proposed trails outside the Fanita Ranch, which is consistent~~





## LAND USE ELEMENT

with the objectives and standards set forth within the City's adopted Trails Element to the General Plan. Access to Sycamore ~~Park~~ Canyon County Preserve shall be provided to Santee residents. Trail access shall be subject to the Natural Community Conservation Planning (NCCP) design guidelines and standards.

~~14. The Planned Development shall include a Comprehensive Implementation Element, which shall consist of:~~

- ~~1) A cost revenue assessment.~~
- ~~2) Identification of required public improvements.~~
- ~~3) A phasing plan for the public improvements and land use.~~
- ~~4) A financing plan for the public improvements.~~
- ~~5) A Development Agreement.~~

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

~~15.12.~~ The Fanita Ranch area shall not be subdivided ~~(except for the Sports Park property)~~ until a Planned Development Specific Plan is adopted by the City of Santee.

~~16.13.~~ To ensure that proposed development is appropriate ~~for a given, site,~~ the Planned Development the Specific Plan shall contain schematic or illustrative development plans which show prototype-prototypical circulation systems, all proposed land uses, and potential residential product types ~~for each area designated by residential development.~~



Parkway	Median	4 lanes	15,000	21,000	30,000	35,000	40,000
	w/ TWLTL	2 lanes w/ TWLTL	5,000	7,000	10,000	13,000	15,000
	-	2 lanes	4,000	5,500	7,500	9,000	10,000
Collector	w/ TWLTL	2 lanes w/ TWLTL	5,000	7,000	10,000	13,000	15,000
	Industrial Collector	2 lanes	2,500	3,500	5,000	6,500	8,000
	Residential Collector	2 lanes	2,500	3,500	5,000	6,500	8,000
<b>Non-Circulation Element</b>							
Industrial Local		2 lanes	-	-	2,200*	-	-
Residential Local		2 lanes	-	-	2,200*	-	-
Cul-De-Sac Street		2 lanes	-	-	300*	-	-
Hillside Street		2 lanes	-	-	700*	-	-

**Notes:**

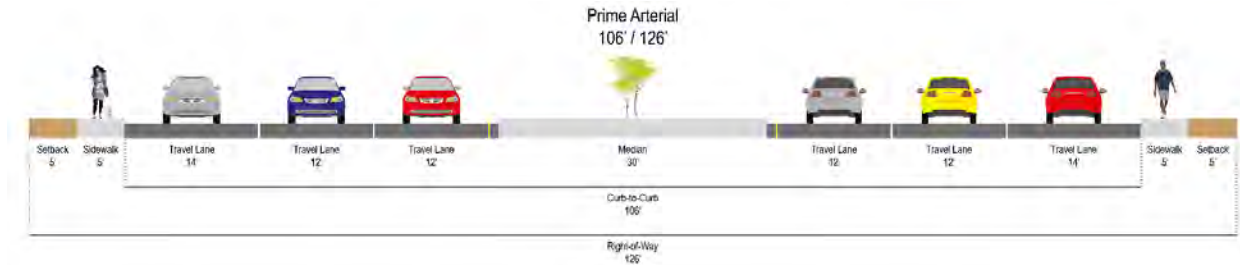
TWLTL = Two-way left-turn lane.

\*represents design capacity of non-CE road. LOS does not apply to non-CE roads.

The following cross-sections display the typical sections (features, dimensions, etc.) for each classification. Cross-sections are intended to demonstrate general feasibility of proposed network buildout, however, actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer. [Additional or modified street sections are permitted with an approved Specific Plan.](#)

Prime Arterial

Prime Arterial are six lanes or larger divided roadways with raised, landscaped medians to control turning movements that cross other arterials at grade with signalized intersections. Prime Arterials also have an increased landscaped parkway width between the right-of-way and curb.



**Notes:**

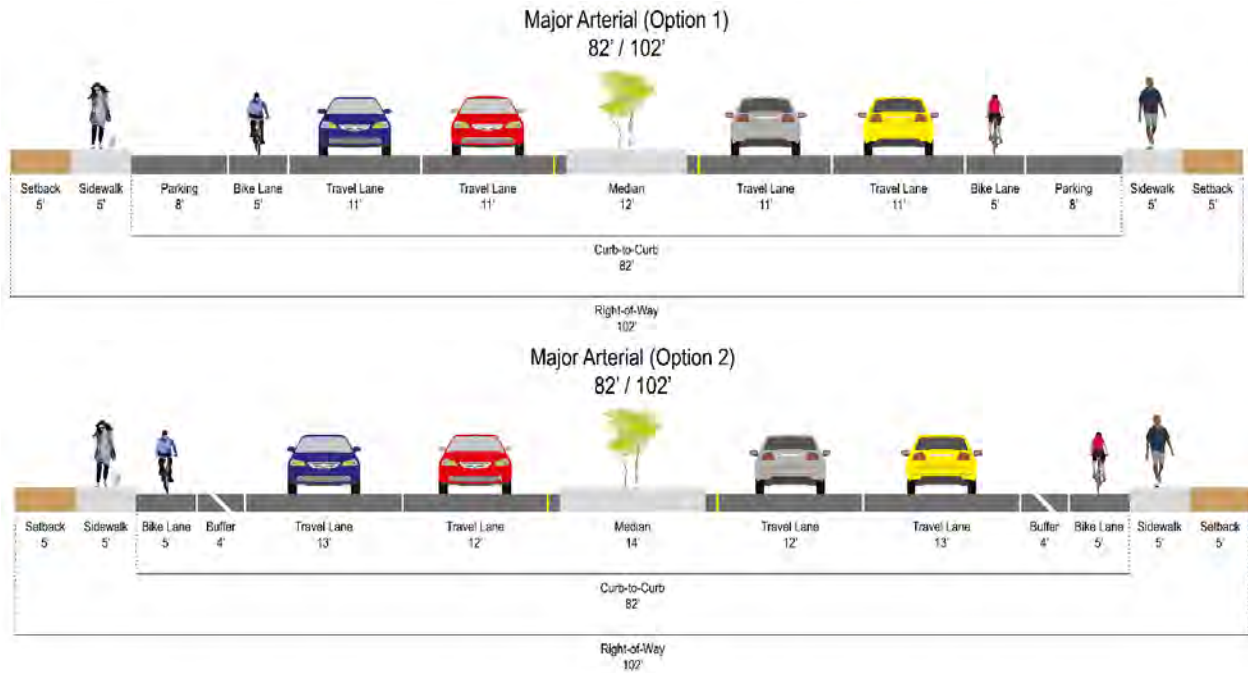
1. Class II bike lanes currently exist along Mission Gorge Road, between SR-52 Ramps and Fanita Drive, and these bike lanes will remain under the Preferred Plan.
2. Parkways (for non-contiguous sidewalks) and/or wider sidewalks may be required where necessary on Prime Arterial facilities.
3. Town Center Specific Plan or Mission Gorge Road Design Standards apply where applicable.

The following Mobility Element roadways have been designated as Prime Arterials.

- Cuyamaca Street, between Town Center Parkway and Prospect Avenue;
- Magnolia Avenue, between Mission Gorge Road and Prospect Avenue; and
- Mission Gorge Road, between SR-52 and Riverview Parkway.

Major Arterial

Major Arterials are four to six lane divided roadways with landscaped raised medians to control turning movements and that cross other arterials at grade with signalized intersections.



Note:

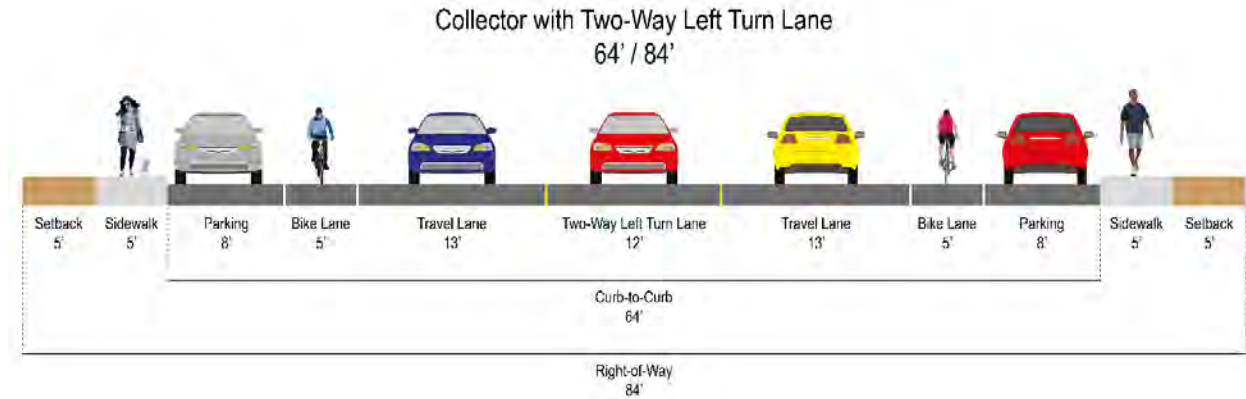
1. Parkways (for non-contiguous sidewalks) and/or wider sidewalks may be required where necessary on Major Arterial facilities.

The following Mobility Element roadways have been designated as Major Arterials.

- Carlton Hills Boulevard, between Lake Canyon Road and Mission Gorge Road;
- Cuyamaca Street, between ~~Princess Joann Road~~ [Chaparral Drive](#) and Town Center Parkway;
- Cuyamaca Street, between Prospect Avenue and southern city limits;
- Fanita Drive, between Mission Gorge Road and Prospect Avenue;
- [Fanita Parkway, between Ganley Road and Lake Canyon Road;](#)
- Magnolia Avenue, between Princess Joann Road and Mission Gorge Road;
- Magnolia Avenue, between Prospect Avenue and southern city limits;
- Mast Boulevard, between SR-52 and Magnolia Avenue;
- Mast Boulevard, between Magnolia Avenue and eastern city limits (with Mast Boulevard extension option)
- Mission Gorge Road, between western City limits and SR-52;
- Mission Gorge Road, between Riverview Parkway and Magnolia Avenue;
- Woodside Avenue, between Magnolia Avenue and SR-67.

### Collector Road with Two-Way Left Turn Lane (TWLTL)

Collectors are feeder or connector roadways that complement the arterial network, but are of lesser capacity, with two or four lanes and striped turning lanes. Collectors typically have signalized or “Stop” sign control at intersections with other circulation element streets.



The following Mobility Element roadways have been designated as Collector Roads with Two-Way Left Turn Lane:

- Carlton Hills Boulevard, between Swanton Drive and Lake Canyon Road;
- Carlton Oaks Drive, between West Hills Parkway and Stoyer Drive;
- Cottonwood Avenue, between Park Avenue and Prospect Avenue;
- ~~Cuyamaca Street, between northern terminus and Princess Joann Road;~~
- El Nopal, between Magnolia Avenue and eastern city limits;
- Fanita Drive, between Prospect Avenue and southern city limits;
- Graves Avenue, between Prospect Avenue and southern city limits;
- Halberns Boulevard, between Lake Canyon Road and Stoyer Drive;
- Mast Boulevard, between Magnolia Avenue and Los Ranchitos Road (with no Mast Boulevard extension option);
- Mesa Road, between Mission Gorge Road and Prospect Avenue;
- Olive Lane, between Mission Gorge Road and Prospect Avenue;
- Prospect Avenue, between Mesa Road and Magnolia Avenue;
- N. Woodside Avenue, between Woodside Avenue and eastern city limits;
- S. Woodside Avenue, between Woodside Avenue and eastern city limits.

- 
- Rancho Fanita Drive, between Mission Gorge Road and Big Rock Road;
  - Riverpark Drive, between Willow Pond Road and Cuyamaca Street;
  - Riverwalk Drive, between Cuyamaca Street and Park Center Drive;
  - Rumson Drive, between western terminus and Pebble Beach Drive;
  - Settle Road, between Ganley Road and Lake Canyon Road;
  - Shadow Hill Road, between S. Woodside Avenue and Ruocco Drive;
  - Strathmore Drive, between northern terminus and Settle Road;
  - South Slope Drive, between Prospect Avenue and Mesa Heights Road;
  - Stoyer Drive, between Carlton Hills Boulevard and Carlton Oaks Drive;
  - Summit Avenue between Magnolia Avenue and Princess Joann Road;
  - Timberlane Way, between Woodglen Vista and Beck Drive;
  - Tyler Street, between northern terminus and southern terminus;
  - Wethersfield Road, between Rumson Drive and Inverness Road;
  - Willow Pond Road, between Carlton Oaks Drive and Mission Creek Drive; and
  - Woodglen Vista Road, between Cuyamaca Street and Magnolia Avenue.

### Parkway

Parkway are roadways requiring unique design applications where standard designs cannot be utilized because of steep terrain, right-of-way constraints, special development needs and/or other special conditions. Due to significant variation among parkway cross-sections, a typical cross-section is not provided. The following Mobility Element roadways have been designated as Parkway:

- [Cuyamaca Street, between northern terminus and Chaparral Drive;](#)
- Cottonwood Avenue\*, between Street “A” and Riverview Parkway;
- Fanita Parkway\*, between northern terminus and [Mast Boulevard;](#) [Lake Canyon Road;](#)
- Magnolia Avenue\*, between Cuyamaca Street and Princess Joann Road;
- Park Center Drive, between Mast Boulevard and Street “A”;
- Riverview Parkway, between Mission Gorge Road and Magnolia Avenue;
- Street “A”\*, between Park Center Drive and Magnolia Avenue;
- Town Center Parkway\*, between Mission Gorge Road and Riverview Parkway.

\* The Mobility Element identifies general and approximate locations for future routes to be dedicated and constructed pursuant to development. Precise alignment and design of these routes will require in depth study at the time that future development occurs.

### Multi-Modal Corridors

To support AB 1358 (the Complete Streets Act) and create a vibrant town center, a system of multi-modal corridors was developed in the town center area with mixed land uses and a regionally significant transit center to encourage walking, biking and riding transit. The following roadway segments were designated to be Multi-Modal Corridors since they provides connectivity between the town center / transit center and the surrounding residential land uses:

- Prospect Avenue, between Olive Lane and Magnolia Avenue;





## RECREATION ELEMENT

development in the East Elliot area of the City of San Diego could place a demand on City park facilities in this area of the City.

Recreational facilities in this quadrant include the Santee Lakes Regional Park, Mast Park, West Hills Park, Carlton Hills Golf Course, West Hills High School and three elementary school playgrounds. This quadrant of the City is also adjacent to, and served by, existing and planned recreational opportunities and facilities in Mission Trails Regional Park.

The completion of the Mast Boulevard bridge extension and the recent approval of a new pedestrian access into the Santee Lakes on the east side of the bridge has given residents in this area easier access to recreational facilities at the lakes and in the rest of the City.

This area will also be close to planned park facilities in the Fanita Ranch area, ~~particularly the planned community park which will be located at the northern end of Carlton Hills Blvd.~~ This area will also benefit from establishment of a trails system in the Fanita Ranch and connections to regional trail systems linking Mission Trails with Goodan Ranch and the Sycamore Canyon Open Space Preserve.

Northeast Quadrant - The area north of Mission Gorge Road and east of Cuyamaca Street contains a good amount of recreational acreage. Included are Woodglen Vista Park, Town Center Community Park (under construction) and elementary and high school facilities.



The Parks and Recreation Facilities Master Plan identifies a need for additional passive and active recreational facilities in this quadrant. As is the case with the northwest quadrant, this area of the City will also benefit from future park facilities in the Fanita Ranch. This quadrant will also have access to planned trails, [a designated school site,](#) [and a new Community Park](#) in the Fanita Ranch and within the City's planned Multiple Species Conservation Program Subarea Plan.

Southwest Quadrant - The southwest quadrant of the City, south of Mission Gorge Road and west of Cuyamaca Street, contains a large amount of regional park acreage (Mission Trails Regional Park) but limited local public parkland acreage and facilities. Big Rock Park, the Renzulli school site (with softball facilities) and two elementary school playgrounds comprise the existing recreational facilities. Another potential recreational area exists along Forester Creek. A trail linking with the San Diego River and a bicycle rest stop are being included in the design of the future flood control improvements planned for the creek.

The City's Parks and Recreation Facilities Master Plan concludes that additional active recreational facilities may be needed in the future to serve this area.



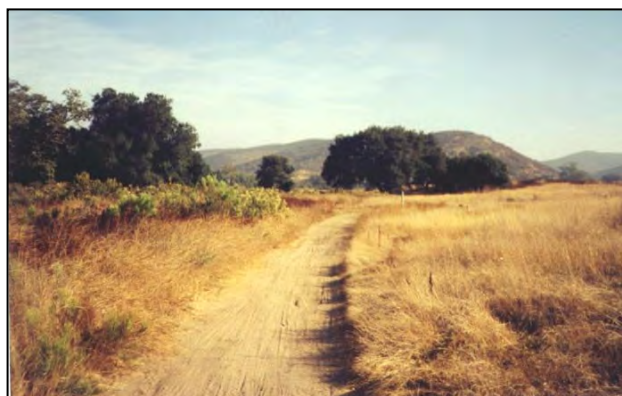


**Other Areas**

Town Center Specific Plan Area - The Town Center Specific Plan was adopted in 1986 and contains extensive trail systems for bicycle, pedestrian and equestrian users. Except for routes along the San Diego River, Cuyamaca Street and Cottonwood Avenue, no trails are proposed in this Element for the Town Center area. This area is master planned through the Town Center Specific Plan, which contains a comprehensive trail system which links destinations within the Town Center area as well as connecting to the planned trail network in the rest of the City.



Multiple Species Conservation Program Subarea Plan area - Once adopted, this planned preserve area will cover one-quarter of the City, including areas within the Fanita Ranch, along the San Diego River and other areas discussed separately in this Element. The majority of the land within the City’s preserve plan is under private ownership and is not currently accessible to City residents. The preserve will be established incrementally and presents an opportunity to provide access to an extensive system of existing unimproved trails. While some of the trail system in the preserve, such as the portion within the Fanita Ranch, will be planned as part of development, much of the remaining system will be established as preserve lands are acquired. The City should place a priority on using existing trail alignments in the preserve to minimize impacts to existing landforms and habitat. Establishment of a trail system in the preserve will be consistent with the City’s Multiple Species Conservation Program Subarea Plan and Implementing Agreement.



Fanita Ranch - ~~The~~ Fanita Ranch will contain an extensive trail system. ~~Except for a route along Cuyamaca Street, no trails are proposed in this Element for Fanita Ranch, although future connections to trails within the Ranch are established. This area will be master planned and it is intended that when t~~The Specific Plan for Fanita Ranch, in conjunction with the Multiple Species Conservation Program, will establish a plan is adopted it will contain its own trail system plan that will

integrate with planned trails in ~~the rest~~other parts of the City. ~~The Trails Element may be amended at the time of master plan adoption to reflect the added trails within Fanita Ranch. Provision of a trails system is one of the “Essential Elements” for the Fanita Ranch discussed in the Land Use Element.~~



## CONSERVATION ELEMENT



riparian vegetation. The channel has been improved as a fully naturalized earthen channel between Mast Park and Cuyamaca Street and ongoing sand mining occurs in the stretch east of Magnolia Avenue.

Riparian/wetland communities are considered to be significant wildlife habitat, particularly for bird species including the Least Bell's Vireo. This resource is declining rapidly in San Diego County and should be protected and enhanced in order to preserve the diverse native wildlife that it supports. There are over 300 acres of wetland vegetation communities in the City, concentrated primarily along the San Diego River and Sycamore Creek. Very little riparian vegetation remains along Forester Creek, although restoration and habitat enhancement are planned as part of the City's Forester Creek Improvement Project. Freshwater aquatic vegetation is found around man-made ponds in Sycamore Canyon (Santee Lakes) and the San Diego River bed. This freshwater habitat is considered valuable to wildlife particularly in combination with streamside woodlands.

There are several areas within the City of Santee that remain relatively undisturbed by urban development and contain adequate resources to support "high interest" floral or fauna species. These areas are depicted in Figure 6-3, and described below.



San Diego River - This corridor bisects the City from east to west, containing approximately 1,000 acres of natural and disturbed habitat. This corridor also functions as an important continuous wildlife corridor through the City. Tributaries to the San Diego River (e.g., Sycamore and Forester Creek) are important complements to this habitat, although habitat value in Forester Creek is somewhat degraded. Sand extraction in the central and eastern portion of the San Diego River has both disturbed (through mining) and enhanced (through ponding) valuable aquatic habitats.

Sycamore Canyon - This drainage is the most biologically significant tributary to the San Diego River within the City of Santee. The man-made Santee Lakes and water treatment ponds along Sycamore Creek, which parallel the northwestern City boundary, provide important aquatic and woodland habitat for a variety of wildlife similar to the San Diego River. Santee Recreational Lakes are considered one of the more popular areas for bird watching in San Diego County. The adjacent woodland drainages and brush cover slopes also are identified as excellent wildlife habitat.

Fanita Ranch - This area occupies [2,5892,638](#) acres of the northern quadrant of the City, including portions of Sycamore Canyon. The property contains a diverse mix of vegetation communities including coastal sage scrub, chaparral, vernal pools, freshwater marsh, riparian woodland, and native and non-native grasslands. Sensitive species known to occur on the site include the California gnatcatcher, Cooper's hawk, San Diego horned lizard,



## COMMUNITY ENHANCEMENT ELEMENT



Open space in the presently undeveloped hillside areas should be strategically maintained for hazard avoidance, maintenance of views and resource protection. Site plans and structure designs proposed for existing undeveloped hillside areas should be sensitive to these open space functions and incorporate open space uses as part of the development proposal.

Landforms and Views - Topographic features should be respected and alteration of landforms kept to a minimum except where public safety concerns are overriding ~~and remedial landform alterations are required~~. Where sensitive resources are known to exist, landform alteration shall be minimized to the maximum extent feasible. In this regard, proper siting of land uses in terms of their grading, access and site planning requirements is critical to the success of maintaining topographic resources. Rock outcrops or other unique physical features add points of interest and unique design opportunities. As such, they too should be considered for integration into development proposals as focal points or as part of natural open space systems.

Maintenance of high quality views should be considered in the siting and design features of hillside projects and strategic location of open space. Development within the urban area must frame and enhance view opportunities and not block or create significant negative visual impacts on existing community-level viewsheds.

### Surface Water

San Diego River Corridor - The San Diego River corridor provides a major focus for community design within Santee and it should be properly utilized to define an overall theme, character and design strategy for the City. Emphasis should be placed on maintaining and enhancing the existing scenic and environmental resources of the river corridor.

New development along the river corridor should utilize the design elements this natural system presents. Introduction of water elements, greenbelts, view orientation to the river and passive water uses that complement the river system should be included in design proposals to create a varied but consistent theme and character for river corridor development. The ongoing implementation of the Santee River Park Plan must balance the need to maintain the integrity of the natural systems with other community needs.

Sycamore Creek/Santee Lakes Regional Park - The Sycamore Creek/Santee Recreational Lakes corridor supports a wide range of recreational uses, preserves significant habitat, vegetation and open space and provides high quality views. Maintenance of these functions needs to be an integral part of community design strategies. Furthermore, strengthening of its linkage to the San Diego River System should be considered as part of a citywide strategy to enhance water features.

Forester Creek - Forester Creek should play a major role in the development of a contiguous water element system throughout the City. The improvement of Forester Creek should be a model of urban stream restoration, balancing the need for flood control with habitat creation, enhancement of water quality and community recreational needs.





## COMMUNITY ENHANCEMENT ELEMENT

Policy 16.4 The City shall respect the natural stream processes of the San Diego River and its tributaries and ensure that flood control improvements along existing watercourses/channels avoid concrete channelization whenever possible and retain the natural character of the corridor through planting or preservation of native vegetation.

Policy 16.5: The City shall integrate habitat enhancement with recreation opportunities along the San Diego River and its tributaries wherever feasible and practical in meeting recreation and conservation needs.

### **Objective 17.0 Balance development with natural resource protection needs.**

Policy 17.1 The City should provide for the preservation of significant habitat and vegetation in strategic locations along watercourses and in undeveloped hillside areas.

Policy 17.2 The City should promote the incorporation of unique and significant natural resource features (vegetation, habitat, rock outcrops) into development plans.

Policy 17.3 [The City will consider special grading standards for master planned communities in hillsides that promote a compact development footprint. Such grading standards shall focus on the edges of the development area and along slopes which are visible from public rights-of-way while allowing for more efficient grading methods within the less visible areas of the development.](#)

## **8.0 Implementation**

### **8.1 Human Relations**

The City shall work with a Human Relations Board, or similar committee or board to develop an on-going strategic plan that strengthens collaborative relationships with other organizations and could include the implementation of programs throughout the community that target youth and the disadvantaged, the development of a crisis intervention program, and the distribution of informational materials.

### **8.2 Man-made Features**

#### Housing

##### Architecture

- Vary heights of residential buildings when more than one story to include both one and two story elements.
- Maximize design features which reflect an indoor/outdoor relationship, taking advantage of the conducive climate.
- Ensure architectural mass and form is compatible with adjacent structures and maintenance of views.



**Exhibit D: Revised General Plan Guiding Principles  
for the development of Fanita Ranch.**

Guiding Principle 1: The Specific Plan should include a comprehensively planned, high architectural quality, mixed-use Village Center that allows for housing, retail, office and services uses.
Guiding Principle 2: The Specific Plan shall provide a community-focused Village Center that includes provisions for public parks, residential, office, commercial development and institutional uses such as schools, fire station, branch post office, and other civic and community uses.
Guiding Principle 3: The plan shall allow for a diversified mix of housing types and sizes.
Guiding Principle 4: The Land Use Plan, Mobility Plan, Trails and Open Space Plan, and Illustrative Site Plan shall be sensitive to the preservation of natural land forms and sensitive habitat areas by clustering development to minimize the development footprint and by establishing site specific design standards which provide for development in harmony with the environment.
Guiding Principle 5: The Specific Plan shall permit grading of steep slopes to minimize the development footprint. The plan should include site specific design standards that are sensitive to transitional edges between steep slopes and natural topography where feasible, particularly at the edges of the development area and along slopes visible from the public rights-of-way.
Guiding Principle 6: The Specific Plan shall incorporate smart growth, clustering, and sustainability principles, as practicable, to preserve open space, minimize the consumption of natural resources, conserve water and energy, and promote walkable development.
Guiding Principle 7: The Specific Plan should contain mini-parks, neighborhood parks, and a community park as required by the recommendations of the Recreation Element of the General Plan.
Guiding Principle 8: The plan shall contain a small working farm that demonstrates the use of permaculture techniques.
Guiding Principle 9: The Specific Plan shall include the extension of Fanita Parkway along the western boundary of the property.
Guiding Principle 10: The Specific Plan shall include the extension of Cuyamaca Street into the site, ultimately connecting with Fanita Parkway consistent with the General Plan.
Guiding Principle 11: The Specific Plan shall include a comprehensive system of trails as part of the overall Mobility Plan. Trails shall link with the proposed trails outside the Fanita Ranch, which is consistent with the objectives and standards set forth within the City's adopted Trails Element to the General Plan. Access to Sycamore Canyon County Preserve shall be provided to Santee residents. Trail access shall be subject to the Natural Community Conservation Planning (NCCP) design guidelines and standards.
Guiding Principle 12: The Fanita Ranch area shall not be subdivided until a Specific Plan is adopted by the City of Santee.
Guiding Principle 13: To ensure that proposed development is appropriate, the Specific Plan shall contain schematic or illustrative development plans which show prototypical circulation systems, all proposed land uses, and potential residential product types.

**Exhibit E,  
EIR Table 4.10-1**

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

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

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

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



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

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

**ORDINANCE NO. 580**

**AN ORDINANCE OF THE CITY COUNCIL OF THE  
CITY OF SANTEE, CALIFORNIA ADDING CHAPTER 13.20 “SPECIFIC PLAN  
DISTRICT” TO TITLE 13 AND AMENDING CHAPTER 13.04  
“ADMINISTRATION” OF THE SANTEE MUNICIPAL CODE, AND APPROVING  
THE FANITA RANCH SPECIFIC PLAN  
(CASE FILES R2017-1 AND SP2017-1)**

**APN'S: 374-030-02; 374-050-02; 374-060-01; 376-010-06; 376-020-03; 376-030-01; 378-020-46, 50, 54; 378-030-08; 378-210-01; 378-210-03, 04; 378-210-10, 11; 378-220-01; 378-381-49; 378-382-58; 378-391-59; 378-392-61, 62; 380-031-18; 380-040-43, 44**

**(RELATED TO PROJECT NUMBERS: GPA2017-2,  
TM2017-3, P2017-5, P2020-2, DR2017-4, AEIS2017-11)**

**APPLICANT: HOMEFED FANITA RANCHO LLC**

**WHEREAS**, California Government Code Section 65450 authorizes cities to prepare and adopt specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan; and

**WHEREAS**, on September 23, 2020, the City Council adopted Resolution No. 094-2020 approving a General Plan Amendment (GPA) to change the land use designations for the Fanita Ranch property from PD – Planned Development, R –1 – Low Density Residential, and HL – Hillside/Limited Residential to SP – Specific Plan; and

**WHEREAS**, the Santee Municipal Code currently does not include “Specific Plan (SP)” as a zoning district; and

**WHEREAS**, the amendment to Chapter 13.04 will add a Specific Plan (SP) base zone to the list of zoning districts in the City, and

**WHEREAS**, the addition of Chapter 13.20, “Specific Plan District,” is necessary to reflect the Specific Plan (SP) zone district in the zoning regulations; and

**WHEREAS**, the Specific Plan District is included in the zoning regulations to establish the process for the preparation, adoption and amendment of a specific plan; and

**WHEREAS**, the Fanita Ranch Specific Plan implements the goals, policies and objectives of the Santee General Plan; and

**WHEREAS**, pursuant to California Public Utilities Code section 21670, notice of HomeFed Fanita Rancho LLC’s Fanita Ranch project (“Project”) application was provided to the San Diego County Regional Airport Authority (“Authority”); Authority correspondence dated November 14, 2018, confirmed that the Project site lies outside of the Airport Influence Area of the adopted Airport Land Use Compatibility Plan (ALUCP) for Gillespie Field and poses no conflict with the ALUCP; and

**WHEREAS**, the City Council has certified the Final Revised Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act and adopted Findings of Fact, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program for the Fanita Ranch project. The City Council hereby incorporates by reference, as if fully set forth herein, Resolution 093-2020 certifying the Final Revised EIR and adopting the Findings of Fact, and Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program for the Fanita Ranch project.

**NOW THEREFORE**, the City Council of the City of Santee hereby ordains as follows:

**Section 1.** The City Council finds in its independent judgment that the proposed amendment to the Santee Municipal Code has been fully analyzed in the Final Revised EIR.

**Section 2.** The City Council finds, in accordance with Santee Municipal Code Section 13.04.050, that the addition of a new zone district is consistent with the Santee General Plan and Title 13 “Zoning” because it:

- A. Provides a tool for the development of more defined land use, development standards, infrastructure, and design guidelines within specific plan areas, and
- B. Furthers the implementation of the goals, objectives and policies of the Santee General Plan.

**Section 3.** Chapter 13.04 “Administration” is hereby amended and Chapter 13.20 “Specific Plan District” is hereby added to Title 13 of the Santee Municipal Code, to read as set forth in **Exhibit A**.

**Section 4.** The Santee Zone District Base Map, that is the City’s official zoning map, is hereby amended to remove the Planned Development (PD), Low Density Residential (R-1), and Hillside/Limited Residential (HL) districts as depicted on **Exhibit B** and add the “SP - Specific Plan” District as depicted on **Exhibit C**.

**Section 5.** The City Council finds that the Fanita Ranch Specific Plan is in conformance with the goals, policies, and objectives of the General Plan and other

adopted goals and policies of the City. The Fanita Ranch Specific Plan is hereby approved and adopted as depicted in **Exhibit D**.

**Section 6.** If any section, subsection, phrase, or clause of this ordinance is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, phrase or clause thereof irrespective of the fact that any one or more sections, subsections, phrases, or clauses be declared unconstitutional.

**Section 7.** This Ordinance shall become effective thirty (30) days after its adoption.

**Section 8.** The City Clerk is directed to publish notice of this Ordinance as required by law.

**INTRODUCED AND FIRST READ** at a Regular Meeting of the City Council of the City of Santee, California, on the 23<sup>rd</sup> day of September, 2020, and thereafter **ADOPTED** at Regular Meeting of said City Council held on the 14<sup>th</sup> day of October, 2020, by the following vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

JOHN W. MINTO, MAYOR

**ATTEST:**

ANNETTE ORTIZ, CMC, CITY CLERK

Exhibits	A:	Amendments to Title 13 – Zoning
	B:	Existing Zone District Map
	C:	Proposed Zone District Map
	D:	Fanita Ranch Specific Plan

**Exhibit A**  
**Amendments to Title 13 – “Zoning”**

Title 13 (“Zoning”) of the Santee Municipal Code is hereby amended to add a “Specific Plan District” to Section 13.04 (“Administration”) and Chapter 13.20 (“Specific Plan District”) as shown below:

**Chapter 13.04 (“Administration”)**

Section 13.04.020.A, titled “Zoning Districts”, is hereby amended to add the Specific Plan District, shown as underlined text below:

<b>Table Excerpt</b>	
<b>District Title</b>	
<b>Other Districts</b>	
Park/Open Space	P/OS
Town Center	TC
Residential Business	RB
Planned Development	PD
<u>Specific Plan</u>	<u>SP</u>

**Chapter 13.20 Specific Plan District**

Chapter 13.20 is hereby added to Title 13 to establish a “Specific Plan District”, as follows:

**Section 13.20.010 Purpose and Intent**

Purpose. This chapter establishes the process for the preparation, adoption, and amendment of a specific plan. The specific plan provides a tool for the development of more specific land use, infrastructure, and/or design or development standards for properties requiring special treatment or consideration. The specific plan is a policy and regulatory tool for implementation of the goals and policies of the Santee General Plan.

**Section 13.20.020 SP - Specific Plan District Applicability**

The provisions of this chapter shall apply to the preparation, review, and adoption of all specific plans prepared for all real property within the City. The standards of this chapter, and eligibility for a specific plan, shall only apply to projects composed of a minimum of five acres of contiguous property. Any project of less than five acres shall not be eligible for a specific plan.

**Section 13.20.030**                    **SP - Specific Plan District Designation**

The SP – Specific Plan District requires the preparation of a specific plan for future development of an area within the City. State law authorizes cities to prepare and adopt specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan (California Government Code Section 65450). This district is intended for select properties within the City where a variety of development opportunities may be viable and where the City wishes to encourage innovative and very high-quality development. Specific plans shall contain planning policies and regulations, and may combine zoning regulations, capital improvement programs, detailed development regulations, and other regulatory requirements into one document, which are designed to meet the unique needs of a specific area. Specific plans shall provide a fiscal assessment, identification of required public improvements, public improvement and development phasing, financing plans and a development agreement.

**Section 13.20.040**                    **General Provisions.**

- A. Applicant-Generated. The preparation of a specific plan, and concurrent zoning and / or general plan amendment(s), may be started by an applicant or property owner. The use of a specific plan is appropriate where site-specific regulation beyond the scope of this title would be beneficial based upon features or unique characteristics of the property, such as innovative development in the form of buildings, construction, design, or use combinations.
  
- B. General Plan Consistency. All uses shall be consistent with the intent of the Santee General Plan and this title. Any specific plan proposal shall include a statement of the relationship of the specific plan to the general plan.
  
- C. Regulating Document. A specific plan may either supplement or supersede land use regulations of this title, including all previously adopted ordinances, standards, and guidelines. Upon adoption of a specific plan and requisite zoning / general plan amendments, the specific plan shall replace and take precedence over the zoning regulations of this title for the subject property. Where the regulations of a specific plan are silent, the zoning code regulations and all adopted ordinances, regulations, standards, and guidelines of the City shall apply, as deemed appropriate by the Director of the Department of Development Services.
  
- D. Specific plans shall contain planning policies and regulations, and may combine zoning regulations and other regulatory requirements into one document. Specific plans shall provide a fiscal assessment, identification of required public improvements, public improvement and development phasing, financing plans and a development agreement.

**Section 13.20.050 Required Content.**

A specific plan shall provide regulations and design standards governing the minimum and maximum development parameters of all real property within the identified specific plan area. A specific plan shall include a statement of its relationship and consistency with the general plan, and compliance with Article 8 of Chapter 3 of the California Government Code, commencing with Section 65450, and as may be amended by the State. The city maintains full authority and discretion to determine how a specific plan will be prepared. At minimum, a specific plan shall address the following:

- A. Purpose. State the relationship to the goals and policies of the general plan.
- B. Setting. State the existing and regional setting to establish the conditions and reasons for the project.
- C. Proposed Land Uses. Establish the distribution, type, definitions of, and regulations for all proposed land uses.
- D. Development Standards. Establish all regulating policies, including all the following standards for all building types:
  - 1. Building height, setbacks, massing, and design standards;
  - 2. Lot area, width, and depth;
  - 3. Maximum number of dwelling units and the maximum residential density of the specific plan area and designated land uses consistent with the general plan;
  - 4. Usable open space provisions and requirements within the development;
  - 5. Off-street parking and loading facilities;
  - 6. Architectural and site planning design and development standards, which may include design themes or similar architectural treatments to control future construction of buildings on parcels covered by the adopted plan; and
  - 7. Signage requirements, if different from the standards of this title, to be addressed by a unique sign program codified in the specific plan.
- E. Site Planning. Establish a comprehensive map of all streets, open spaces, private and public property, and land uses for all affected properties, consistent with the intent of the general plan and this title.
  - 1. Provide site planning at the perimeter of the area boundaries for the mutual protection of the specific plan and the surrounding properties.
  - 2. Site orientation to use available solar, wind, and natural setting benefits of the site, and to retain natural features and amenities found on site.

3. Provide landscape architectural concept plans and standards, including project entries, streetscapes, fencing details, lighting, signage, and street furniture.
- F. Infrastructure. Identify the proposed distribution, extent, intensity, and location of major components of public and private circulation/transportation, drainage, energy, sewers, solid waste disposal, water, and other essential facilities proposed.
1. Include physical and fiscal plans for the construction, improvement, or extension of transportation facilities, public utilities, and all other public facilities/services required to serve the specific plan area.
  2. All public rights-of-way within or abutting the development shall remain within applicable City specifications unless authorized by the Director of Development Services.
  3. Include layout and design of private streets and alleys; such private facilities shall be privately owned and maintained without public cost and maintenance responsibility for their intended purpose.
  4. Consideration of other forms of access, such as pedestrian ways, paseos, courts, plazas, driveways, trails, or open public parking areas may be made at the time of specific plan consideration by the City.
- G. Maintenance. Provisions ensuring the continued maintenance of private property, grounds, and all common areas.
- H. Phasing. Development phasing for the full life of the project and anticipated schedule, including start date and completion of each construction phase.
- I. Text and Graphics. A textual document incorporating graphics, including an executive summary and any additional information identified by the Director as pertinent to conveying the development intent, standards, and outcomes of the specific plan.

**Section 13.20.060 Specific Plan Review Process.**

- A. A Specific Plan District shall be established upon application of a property owner, and subject to the following provisions:
1. Submission of a Specific Plan for approval by the City Council pursuant to this chapter.
  2. Determination by the City Council that the establishment of the District and approval of the Specific Plan shall:



- (i) Provide for the development of a comprehensively planned community within the District that is superior to development otherwise allowable under alternate regulations.
- (ii) Provide for development within the District in a manner consistent with the General Plan.
- (iii) Provide for the construction, improvement, or extension of transportation facilities, public utilities, and public services required by development with the District.
- (iv) Address any other subjects which in the judgment of the City are necessary or desirable for implementation of the General Plan.

### **Section 13.20.070 Environmental Review**

A specific plan, which qualifies as a project under the California Environmental Quality Act (CEQA), shall be subject to environmental review in accordance with CEQA and City of Santee environmental review application requirements.

### **Section 13.20.080 Public Hearings and Approval**

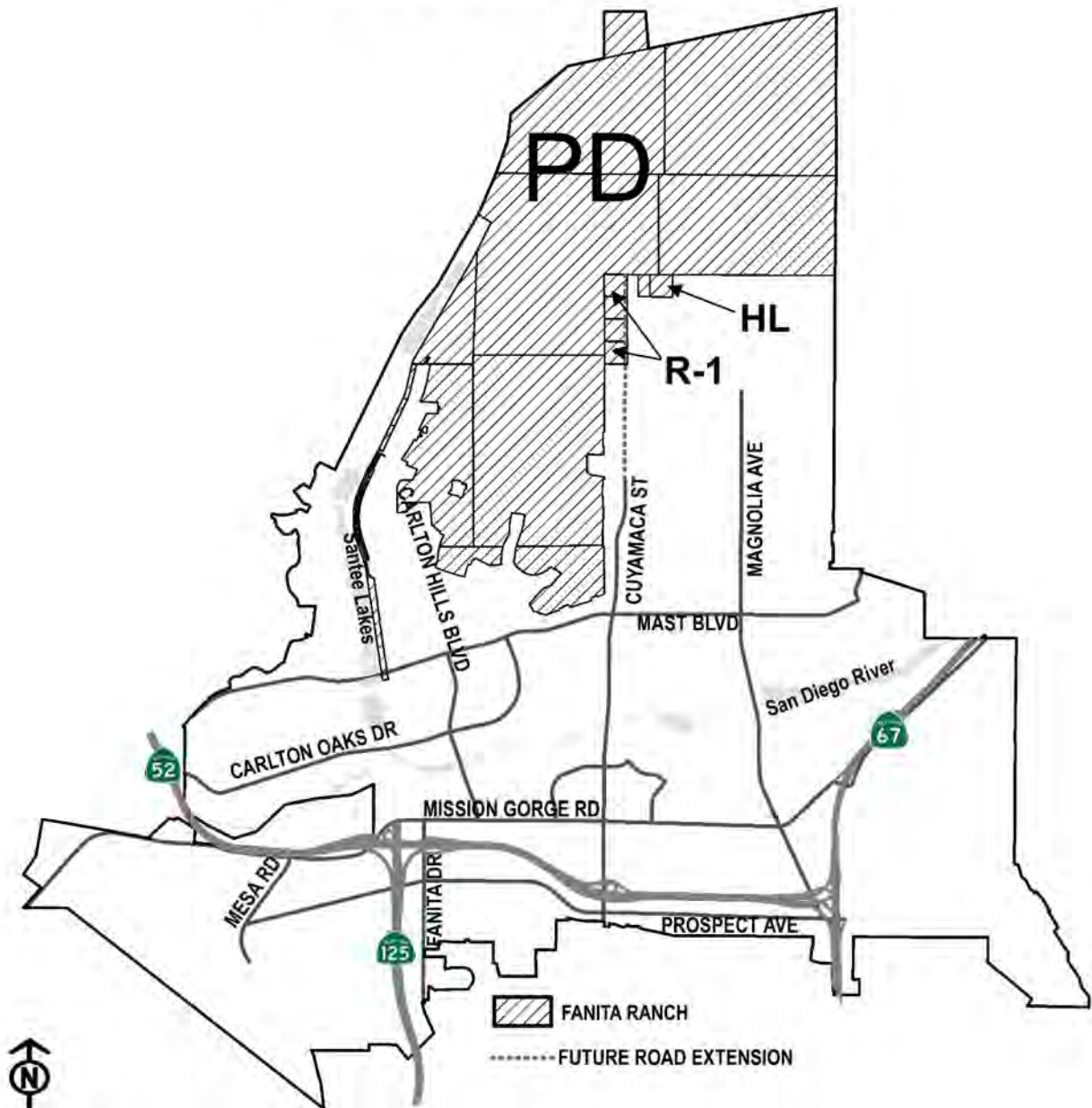
- A. Public Hearings. The specific plan process is considered a discretionary action. Public hearings shall be held consistent with the public hearing procedures and requirements of Santee Municipal Code Section 13.04.100.
- B. Approval. The specific plan shall be adopted by ordinance or resolution of the City Council, in compliance with state law (California Government Code Section 65453). The City Council's action to adopt a specific plan shall be accompanied by findings that the specific plan is in conformance with the goals, policies, and objectives of the general plan and other adopted goals and policies of the City.
- C. Incorporation Upon Approval. An application for a specific plan and official Zoning District Base Map amendment shall be subject to review and approval in the same manner as prescribed in Section 13.04.050, "Amendments". Upon specific plan approval, the Zoning District Base Map shall be updated by the letters "SP" followed by reference letters identifying each separate District. The specific plan as approved by the City Council shall be incorporated into this title upon approval.

D. Specific Plan Fee. The City Council may impose a specific plan fee surcharge on development permits within the specific plan area, in compliance with state law (California Government Code Section 65456).

**Section 13.20.090 Specific Plan Amendments**

A specific plan may be amended in the same manner as a zoning amendment, as provided by Section 13.04.050 for a change of district boundaries or for a change in the regulations applicable within a district.

## Exhibit B: Existing Zone District Map



**SMC Section 13.19.020 PD -- Planned Development**

The PD (Planned Development) district is included in the zoning regulations in order to implement the goals, objectives and land uses specified in the general plan for properties within the City where a variety of development opportunities may be viable and where the City wishes to encourage innovative and very high-quality development in a manner which may not be possible under standard land use designations and their corresponding zones.

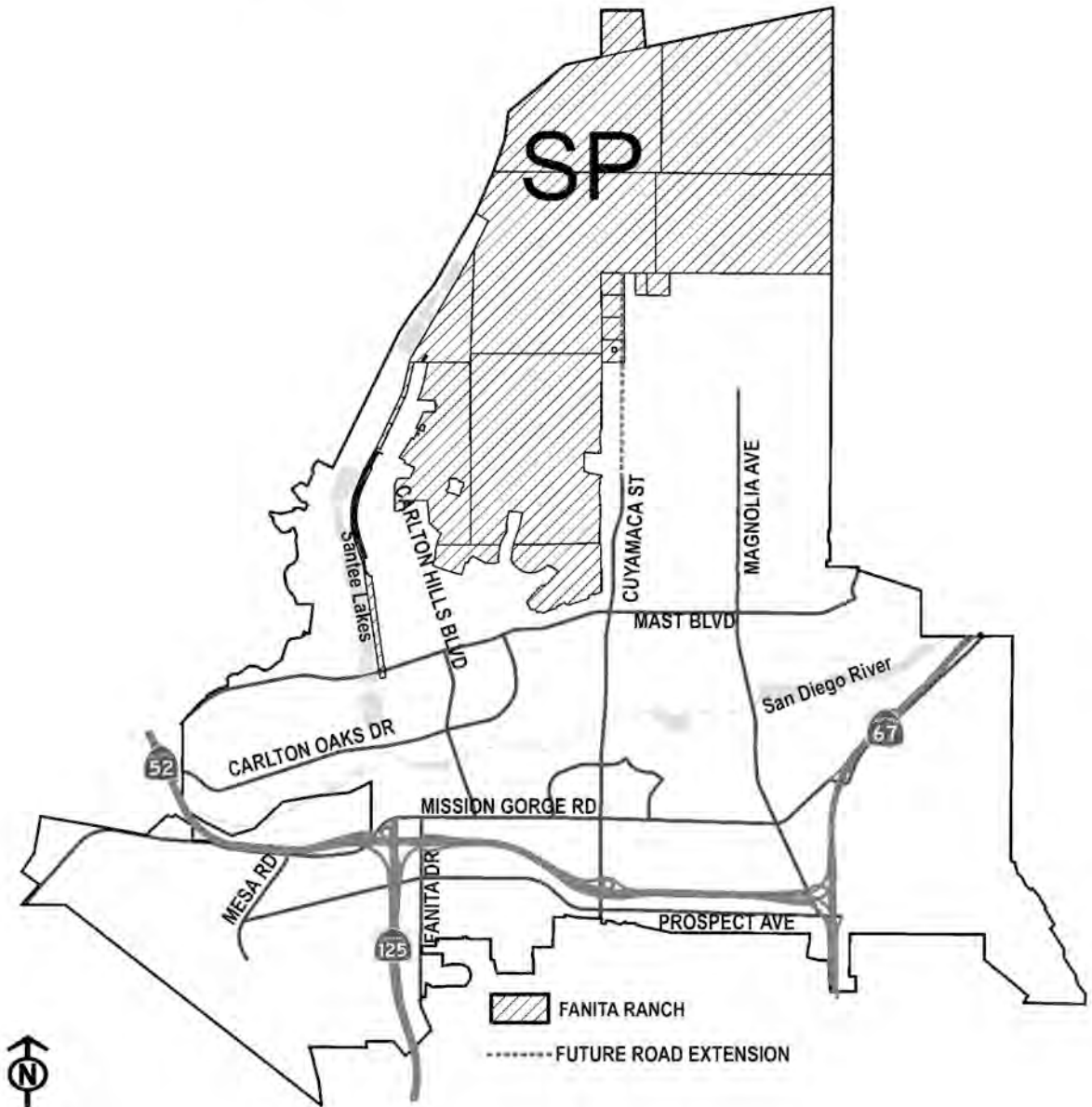
**SMC Section 13.10.020 HL -- Hillside/Limited Residential**

The HL (Hillside/Limited Residential) district is intended for residential development in areas that exhibit steep slopes, rugged topography and limited access. Residential uses are characterized by rural large estate lots with significant permanent open space area, consistent with the constraints of slope gradient, soil and geotechnical hazards, access, availability of public services and other environmental concerns.

**SMC Section 13.10.020 R-1 – Low Density Residential**

The R-1 (Low Density Residential) district is intended for residential development characterized by single-family homes on one-half acre lots or larger which are responsive to the natural terrain and minimize grading requirements. The intent of this designation is to provide development of a semi-rural character through the use of varying setbacks and dwelling unit placement on individual parcels.

# Exhibit C: Proposed Zone District Map



SMC Section 13.20.030

SP -- Specific Plan

The SP – Specific Plan District requires the preparation of a specific plan for future development of an area within the City. State law authorizes cities to prepare and adopt specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan (California Government Code Section 65450). This district is intended for select properties within the City where a variety of development opportunities may be viable and where the City wishes to encourage innovative and very high-quality development. Specific plans shall contain planning policies and regulations, and may combine zoning regulations, capital improvement programs, detailed development regulations, and other regulatory requirements into one document, which are designed to meet the unique needs of a specific area. Specific plans shall provide a fiscal assessment, identification of required public improvements, public improvement and development phasing and financing plans and a development agreement.

# EXHIBIT D

# FANITA RANCH

## SPECIFIC PLAN



**CITY OF SANTEE**

MAY 2020

# **FANITA RANCH**

## **SPECIFIC PLAN**

*Prepared for:*

### **City of Santee**

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Santee, CA 92071

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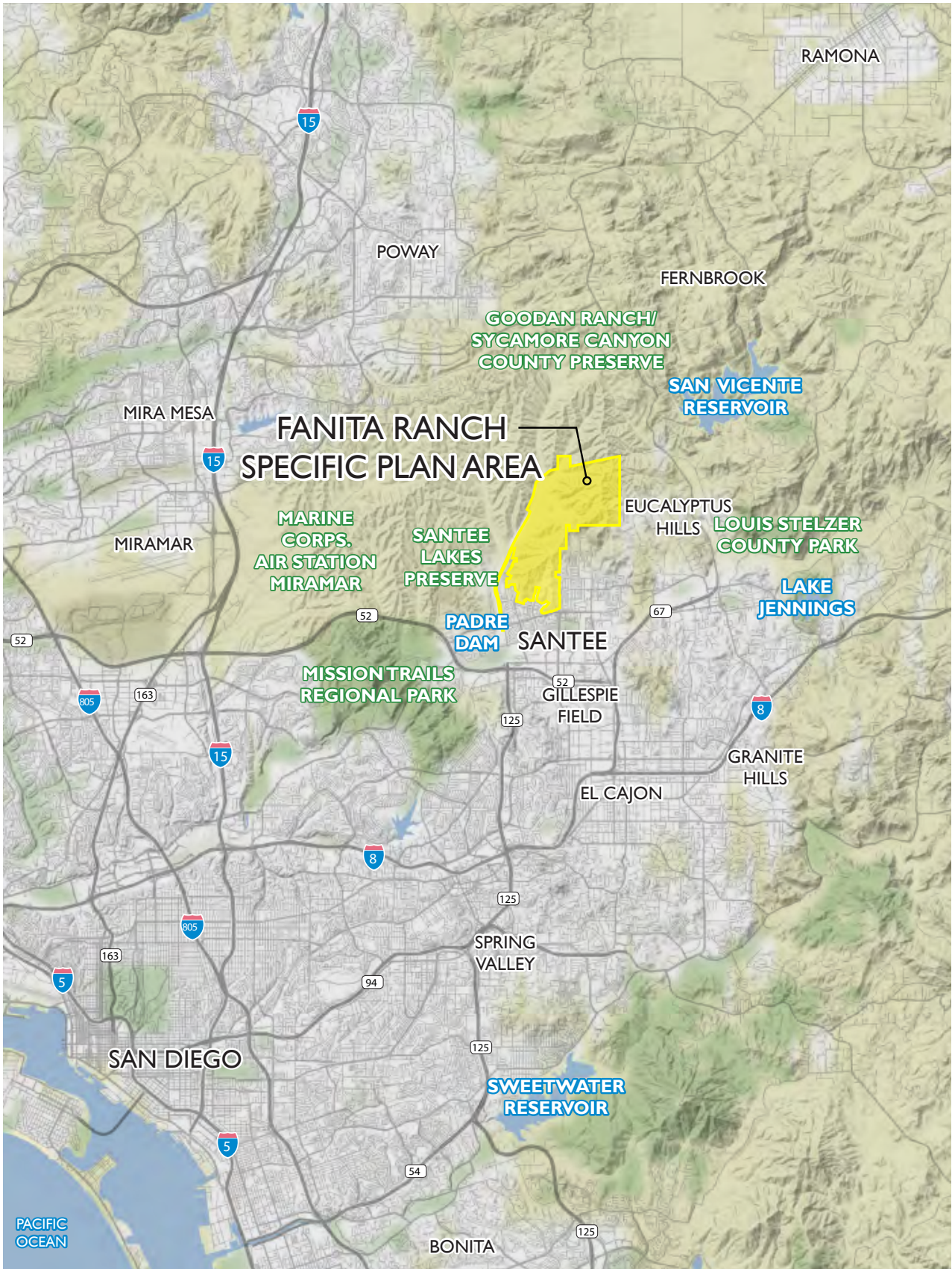
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# Chapter I: Introduction


## I.1 Project Location and Regional Context

The Fanita Ranch Specific Plan Area consists of approximately 2,638 acres of land located in the northwest quadrant of the City of Santee in eastern San Diego County. Santee is located approximately 18 miles east of downtown San Diego and the Pacific Ocean. Santee is accessible via State Route 52 (SR-52), which connects to Interstate 5 (I-5) and Interstate 805 (I-805) to the west and State Route 67 (SR-67) to the east. SR-67 and State Route 125 (SR-125) both provide connections to Interstate 8 (I-8) south of Santee. From SR-52, Fanita Ranch can be accessed from Fanita Parkway or Cuyamaca Street via Mast Boulevard or the future extension of Magnolia Avenue.

The Specific Plan Area is bordered by existing City of Santee residential neighborhoods to the south and the unincorporated residential communities of Lakeside and Eucalyptus Hills to the east, as illustrated in *Exhibit 1.1: Project Location and Context*. Sycamore Canyon County Preserve and Goodan Ranch Regional Park are to the north. Goodan Ranch Regional Park is jointly owned by the Cities of Santee and Poway, the County of San Diego and the State of California. These open space areas include existing and potential trail connections into Fanita Ranch including Stowe County Trail, which currently extends through Fanita Ranch along Sycamore Creek. Stowe County Trail also provides access to Mission Trails Regional Park, a 5,800-acre open space preserve in the City of San Diego, located adjacent to the City of Santee's western corporate limit. Marine Corps Air Station Miramar and Padre Dam Municipal Water District facilities, including Santee Lakes Recreation Preserve, lie west of the Specific Plan Area. Santee Lakes Recreation Preserve consists of recycled water ponds surrounded by campgrounds with tent and recreational vehicle (RV) sites and rental cabins. The facility offers fishing, boating, camping, picnicking and other recreational activities, as well as RV storage.



**Exhibit I.1: Project Location and Context**

 not to scale

## **I.2 Regulatory Context**

### **I.2.1 Specific Plan Authority**

California State law authorizes cities to prepare and adopt specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan (Government Code Section 65450). Specific plans contain both planning policies and regulations, and may combine zoning regulations, capital improvement programs, detailed development regulations, and other regulatory requirements into one document, which are designed to meet the needs of a specific area. Specific plans may be adopted by resolution or by ordinance. The Fanita Ranch Specific Plan is regulatory in nature and will be adopted by ordinance by the City of Santee.

The Santee General Plan identifies Fanita Ranch as an area for special study requiring the preparation of a Specific Plan for a variety of reasons, as summarized below:

- The site has varied topography, scenic resources, and significant vegetation and habitats found nowhere else in the City limits.
- It is the largest single ownership area in the City and represents an area of tremendous development potential.
- Potential natural hazards related to slope stability and geologic resources exist within this area.
- The development of Fanita Ranch will have a significant, positive economic impact on the rest of the City, through increased property taxes and sales taxes generated by increased sales at local businesses.
- Fanita Ranch is the only remaining area in the City where a significant number of new housing units can be built. The project will increase the much needed housing stock in Santee and will offer a variety of home sizes with a range of market rate prices. The additional housing supply and residents could attract new businesses and office users to the City's planned office and technology parks.

### **I.2.2 Specific Plan Purpose**

The Fanita Ranch Specific Plan provides an opportunity to balance the City's need for diverse housing types and high-quality amenities, while restoring and preserving sensitive habitat areas. The Specific Plan provides guidance to ensure development occurs thoughtfully and responsibly. The purpose of the Specific Plan is to implement the Santee General Plan, and create a unique community where nature is the defining and unifying theme for the community. Access to fresh and healthy food, life-long learning, opportunities for active and healthy lifestyles, and a wide range of housing types and

sizes to accommodate a variety of incomes, ages and abilities, and an array of life stages and interests further define the community. The Specific Plan is designed to ensure fiscally sound development by balancing appropriate land uses and providing flexibility in the plan to respond to changing market conditions through the provision of diverse housing types and sizes supported by adequate services and infrastructure. The Specific Plan also provides permitting procedures and development standards, design guidelines, financing mechanisms, maintenance entities and phasing to ensure proper implementation, operation and maintenance of the community over time.

### **1.2.3 Relationship to the Santee General Plan**

The Santee General Plan Map designates Fanita Ranch as “Specific Plan (SP)” and identifies Guiding Principles for the Fanita Ranch Specific Plan Area. These Guiding Principles serve as a basis for the planning decisions that led to the development of the Fanita Ranch Specific Plan. In addition to the Guiding Principles, the Specific Plan is consistent with the applicable goals and policies of the General Plan. A detailed analysis of the goals and policies applicable to Fanita Ranch is provided in the Fanita Ranch Environmental Impact Report (EIR).

The Santee General Plan Guiding Principles for Fanita Ranch, and a brief explanation of how the Specific Plan implements and is consistent with each, follow:

1. The Specific Plan should include a comprehensively planned, high architectural quality, mixed-use Village Center that allows for housing, retail, office and service uses.

***Response:***

*Chapter 3: Land Use & Development Regulations of the Specific Plan establish a Village Center in each Fanita Ranch Village that permits a mix of housing, retail and office uses. Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan establishes a unique design theme which supports the overall Fanita Ranch community’s agrarian design theme, and Chapter 6: Architectural Design Guidelines provides design guidance for buildings within Village Centers.*

2. The Specific Plan shall provide a community-focused Village Center that includes provisions for public parks, residential, office, commercial development and institutional uses such as schools, fire station, branch post office, and other civic and community uses.

***Response:***

*The Fanita Commons Village Center will provide a centralized community hub that will provide housing and everyday retail, services and civic uses. The Village Center is located near the proposed school site, fire station, parks and the Farm.*

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

**Response:**

*Chapter 3: Land Uses & Development Regulations* establishes Village Center, Medium Density Residential, Low Density Residential and Active Adult land use designations that allow for a diversified mix of housing types ranging from stacked flats to single family homes in a variety of configurations and sizes to accommodate a variety of incomes, ages and abilities and an array of life stages and interests.

4. The Land Use Plan, Mobility Plan, Trails and Open Space Plan, and Illustrative Site Plan shall be sensitive to the preservation of natural land forms and sensitive habitat areas by clustering development to minimize the development footprint and by establishing site specific design standards which provide for development in harmony with the environment.

**Response:**

Development is clustered into three Villages to avoid the most sensitive habitat areas on the site, preserve known wildlife corridors and maintain a contiguous and connected open space system. The prominent hilltop in Fanita Commons has been preserved within the planned Community Park. Where development is proposed on hillsides, grading will be efficient to minimize the grading footprint. Special contour grading techniques will be utilized at edges and transitions and land form grading techniques will be used on steep slopes that are visible from the public rights-of-way, as identified in *Chapter 8: Grading, Utilities & Services*. Within the Habitat Preserve, existing trail alignments will be used to the greatest extent possible, with new trails to be added at select locations to provide connections for recreation, fuel modification and habitat enhancement and restoration purposes. Some existing trails will be closed and habitat restored. Trail locations will be carefully coordinated to minimize potential conflicts with sensitive habitat areas.

5. The Specific Plan shall permit grading of steep slopes to minimize the development footprint. The plan should include site specific design standards that are sensitive to transitional edges between steep slopes and natural topography where feasible, particularly at the edges of the development area and along steep slopes visible from the public rights-of-way.

**Response:**

Within the hillside areas where development is proposed, grading will be efficient to minimize the grading footprint. Special contour grading techniques will be utilized at edges and transitions to closely mimic the natural contour intervals, and land form grading techniques will be used on steep slopes, as identified in *Chapter 8: Grading, Utilities & Services*, that are visible from the public rights-of-way to recreate and mimic the flow of natural contours and drainages within the natural surroundings.

6. The Specific Plan shall incorporate smart growth, clustering, and sustainability principles, as practicable, to preserve open space, minimize the consumption of natural resources, conserve water and energy, and promote walkable development.

**Response:**

*Development is clustered into three efficient Villages to preserve approximately 63% of the site as Habitat Preserve open space. Within the development footprint, low-impact development techniques are proposed to manage storm water runoff. Advanced Treated Water will provide a local, reliable and sustainable water supply to the Specific Plan Area. Water-efficient landscaping, weather-based irrigation controllers, and water efficient appliances, fixtures and water closets in all buildings will further conserve water and energy. Energy efficiency will be achieved by planting shade trees, installing energy efficient appliances and utilizing passive building design techniques to minimize heat islands and conserve energy. Solar panels on buildings, the Special Use Area community-level solar farm, carports and in other potential locations throughout the community will generate electricity. A comprehensive network of trails and sidewalks is provided to promote walkability, which will be enhanced by tree-lined walkways, pedestrian oriented architecture and other pedestrian-focused amenities.*

7. The Specific Plan should contain mini-parks, neighborhood parks, and a community park as required by the recommendations of the Recreation Element of the General Plan.

**Response:**

*Chapter 7: Parks, Recreation & Open Space describes the proposed system of parks and recreation facilities, which consists of mini-parks, neighborhood parks and a community park consistent with the General Plan.*

8. The plan shall contain a small working farm that demonstrates the use of permaculture techniques.

**Response:**

*The Specific Plan designates 38.2 acres of land for Agricultural uses, including 27.3 acres of consolidated area for the development of a centralized farm in Fanita Commons. In addition, many of the parks and recreation areas are envisioned to incorporate edible landscape materials and community gardens. Education programs for homeowners to encourage the use of sustainable and edible vegetation on individual lots will be provided at the Farm. The nearby K-8 school site will provide the school district with the opportunity to incorporate agricultural activities into the education curriculum and explore “farm lab” opportunities, which will give students access to healthy, locally grown food, school gardens and educational opportunities.*



9. The Specific Plan shall include the extension of Fanita Parkway along the western boundary of the property.

**Response:**

*The Specific Plan provides street improvement standards in **Chapter 4: Mobility** that include the extension of Fanita Parkway along the western boundary of the Specific Plan Area.*

10. The Specific Plan shall include the extension of Cuyamaca Street into the site, ultimately connecting with Fanita Parkway consistent with the General Plan.

**Response:**

*The Specific Plan provides street improvement standards in **Chapter 4: Mobility** that include the extension of Cuyamaca Street into the Specific Plan Area, connecting to Fanita Parkway via a new collector street.*

11. The Specific Plan shall include a comprehensive system of trails as part of the overall Mobility Plan. Trails shall link with the proposed trails outside Fanita Ranch, which is consistent with the objectives and standards set forth within the City's adopted Trails Element to the General Plan. Access to Sycamore Canyon County Preserve shall be provided to Santee residents. Trail access shall be subject to the Natural Community Conservation Planning (NCCP) design guidelines and standards.

**Response:**

***Chapter 4: Mobility** establishes an extensive trail system that includes multi-purpose trails and sidewalks along the streets and trails in the open space areas and Habitat Preserve. This pedestrian circulation system provides a variety of connections throughout the Specific Plan Area, including access to the Habitat Preserve within Fanita Ranch and the adjacent open space areas such as Goodan Ranch Regional Park and the Sycamore Canyon County Preserve. Trail access will be subject the requirements and provisions of the NCCP design guidelines and standards.*

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

**Response:**

*The Specific Plan includes provisions for subsequent entitlement applications, including all subdivisions within the Specific Plan Area, which cannot occur until after the adoption of the Specific Plan.*

13. To ensure that proposed development is appropriate, the Specific Plan shall contain schematic or illustrative development plans which show prototypical circulation systems, all proposed land uses, and potential residential product types.

**Response:**

*Prototypical circulation systems are provided in Chapter 4: Mobility. Proposed land uses are described in Chapter 3: Land Uses & Development Regulations. Potential residential product types for applicable land use districts are identified in Chapter 3: Land Use & Development Regulations and further described in Chapter 6, Architectural Design Guidelines.*

### **1.2.4 Relationship to the Santee Zoning Ordinance**

The City of Santee Zoning District Map designates the Fanita Ranch property as “Specific Plan (SP).” The “Specific Plan (SP)” designation allows zoning to be administered through the Fanita Ranch Specific Plan. The Fanita Ranch Specific Plan provides a unique set of development standards that allow for creative housing types and use configurations not currently addressed in the City’s existing Zoning Ordinance. Providing a variety of housing and lifestyle choices fulfills a key objective of the Santee General Plan. New and innovative housing types and configurations included in the Specific Plan promote shared amenities, walkability and housing attainability by creating greater energy efficiency and addressing the diverse range of incomes, lifestyles, special needs and household types in Santee and the greater San Diego County region.

### **1.2.5 Airport Compatibility**

Fanita Ranch is located in the vicinity of two airports: Marine Corps Air Station (MCAS) Miramar and Gillespie Field. The Airport Land Use Commission for San Diego County adopted Airport Land Use Compatibility Plans (ALUCPs) for each airport that establish land use compatibility policies and development criteria for new development within Airport Influence Areas to protect these airports from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the areas surrounding the airports. Compatibility concerns addressed by the ALUCPs include noise, safety, airspace protection, and overflight.

Fanita Ranch abuts the easterly property line of the MCAS Miramar. The Specific Plan Area is within the Federal Aviation Regulations (FAR) Part 77 Outer Boundary, and the easterly portions of the site are within a High Terrain zone; however, only a small northerly portion of the site falls within Review Area 2 of the Airport Influence Area. Since the portion of the site within Review Area 2 will be dedicated as Habitat Preserve and will not be developed, and the remainder of the property is located outside of any Airport Influence Area, the proposed Specific Plan is not subject to any land use restrictions because of MCAS Miramar. In addition, the areas proposed for development fall outside of any Overflight Zones and are not subject to overflight-related disclosure or notification requirements.

Fanita Ranch is located north of Gillespie Field. Southerly portions of the site are located within the Federal Aviation Administration (FAA) Height Notification Boundary and are proposed as Habitat Preserve and Special Use Area. Within this boundary, the FAA shall be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 100 feet outward and 1 foot upward (slope of 100 to 1) from the runway elevation. The Special Use Area also falls within Review Area 2, which requires limitations on the height of structures. Review Area 2 also requires overflight notification documents for residential uses; however, residential uses are not permitted within the Special Use Area, except for a caretaker unit as described in *Section 3.2.9: Special Use*. If a caretaker unit is proposed, notification in accordance with Review Area 2 requirements will be made.

### **1.2.6 Relationship to Other City Documents**

Wherever this Specific Plan contains provisions which differ from those provisions contained in other adopted City codes and regulations, the Specific Plan shall prevail and supersede the applicable provisions of that Code. Where the Specific Plan is silent on a particular issue, the City of Santee Zoning District Map and Zoning Ordinance shall prevail.

### **1.2.7 Legal Significance and CEQA**

The Fanita Ranch Specific Plan is subject to the California Environmental Quality Act (CEQA). All mitigation measures and monitoring activities identified by the Environmental Impact Report (EIR) prepared for the Specific Plan and incorporated into the Fanita Ranch project shall be implemented through the Specific Plan. All future discretionary permits shall be consistent with the Specific Plan.

## **1.3 Document Organization**

### **1.3.1 Specific Plan Organization**

The Fanita Ranch Specific Plan contains 10 chapters and 2 appendices. Below is a summary of each chapter contained in the Specific Plan:

- *Chapter 1: Introduction* explains the physical and regulatory setting of the Specific Plan Area, as well as the organization of the Specific Plan.
- *Chapter 2: Overview* discusses the history of the Specific Plan Area and summarizes the overall vision and inspiration for Fanita Ranch.
- *Chapter 3: Land Use & Development Regulations* establishes land use designations, permitted uses for each land use designation, and development standards such as setbacks, building height, parking, open space and more.

- *Chapter 4: Mobility* summarizes the Specific Plan Complete Streets roadway system, establishes Specific Plan street sections unique to Fanita Ranch and addresses alternative modes including walking, biking and transit.
- *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* discusses the community organization, landscape themes and concepts for the three Villages, plant palettes, brush management/fuel modification, walls/fencing and outdoor lighting.
- *Chapter 6: Architectural Design Guidelines* provides guidelines for building typologies, appropriate architectural styles and building design.
- *Chapter 7: Parks, Recreation & Open Space* describes the various parks and recreational amenities provided in Fanita Ranch, consistent with the applicable goals and objectives of the Santee General Plan Recreation Element and Santee Municipal Code park land dedication requirements.
- *Chapter 8: Grading, Utilities & Services* presents the overall grading concept and identifies major backbone utilities necessary to serve future development within the Specific Plan Area. A description of how public services, including fire protection, law enforcement, education and other public services, will be provided for future residents and businesses is also included.
- *Chapter 9: Open Space, Conservation & Sustainability* explains the wide range of conservation strategies, including habitat and cultural resource protection and water and energy conservation, and sustainability objectives and potential features that may be implemented in Fanita Ranch.
- *Chapter 10: Implementation* discusses the required public improvements, phasing, financing mechanisms and operation and maintenance responsibilities, and explains how the Specific Plan will be administered.
- The Specific Plan appendices include the following:
  - » *Appendix A: Definition of Terms*
  - » *Appendix B: Fanita Ranch Street Design*

### **1.3.2 Technical Studies and Supporting Documents**

A number of technical studies and supporting documents have been prepared to address the design, environmental, engineering, financial and operational aspects of Fanita Ranch. Together, these studies and documents contribute to the formulation of the planning concepts presented in the Fanita Ranch Specific Plan, support the analysis and conclusions contained in the Fanita Ranch EIR, and identify the public services/improvements funding sources and ongoing operation and maintenance responsibilities/

costs associated with implementation of the Specific Plan. In most instances, the Specific Plan provides a summary of the technical studies and supporting documents. Most of the technical studies are under separate cover and provided as appendices to the EIR. Below is a list of the technical studies and supporting documents prepared for Fanita Ranch:

- Vesting Tentative Subdivision Map (herein referred to as Tentative Map)
- Visual Simulations (EIR Appendix B)
- Air Quality Analysis (EIR Appendix C1)
- Health Risk Assessment (EIR Appendix C2)
- Biological Resources Technical Report (EIR Appendix D)
- Cultural Resources Phase I Survey Report (Confidential) (EIR Appendix E1)
- Phase II Cultural Resources Testing and Evaluations Report (Confidential) (EIR Appendix E2)
- Tribal Cultural Resources Memorandum (Confidential) (EIR Appendix E3)
- Phase I In-Fill Pedestrian Surveys (Confidential) (EIR Appendix E4)
- Energy Analysis Report (EIR Appendix F)
- Geotechnical Investigation for Fanita Ranch and Off-Street Improvements (EIR Appendices G1-G3)
- Geologic Reconnaissance for Fanita Ranch and Off-Street Improvements (EIR Appendix G4)
- Paleontological Resource Assessment (EIR Appendix G5)
- Greenhouse Gas Analysis (EIR Appendix H)
- Phase I Environmental Site Assessment (EIR Appendix I)
- Master Drainage Study (EIR Appendix J1)
- Priority Development Project Stormwater Quality Management Plan (EIR Appendices J2-J3)
- Green Streets Priority Development Project Exempt Stormwater Quality Management Plan (EIR Appendix J4)
- Stormwater Infiltration Feasibility Study (EIR Appendix J5)
- Potential Critical Course Sediment Yield Area Analysis (On-Site) (EIR Appendix J6)
- Potential Critical Course Sediment Yield Area Analysis (Off-Site) (EIR Appendix J7)
- Aggregate Report (EIR Appendix K)
- Noise Technical Report (EIR Appendix L)
- Public Services Will Serve Letters (School, Police, Fire, and Waste Management) (EIR Appendix M)
- Traffic Impact Analysis, Vehicle Miles Traveled Analysis and Transportation Demand Management Plan (EIR Appendix N)
- Water Service Study (EIR Appendix O1)
- Sewer Service Study (EIR Appendix O2)
- Water Supply Assessment (EIR Appendix O3)
- Dexter Wilson Report (EIR Appendix O4)
- Fire Protection Plan and Construction Fire Protection Plan (EIR Appendix P1)
- Wildland Fire Evacuation Plan (EIR Appendix P2)

## I.4 Development Approvals

The following discretionary approvals and permits are associated with the Fanita Ranch project:

- Environmental Impact Report;
- Santee General Plan Amendment;
- Specific Plan;
- Zoning Amendment or Reclassification;
- Vesting Tentative Map;
- Development Review Permit(s);
- Development Agreement; and
- Conditional Use Permits (Public Parks).

The following future discretionary approvals and permits from the City of Santee and other agencies including, but not limited to the following, may be required:

- Section 404 Permit - Clean Water Act
- Endangered Species Act - Section 7 Consultation or Section 10 (a) Incidental Take Permit, if needed
- California Fish & Game Code Section 1600 et. seq - Streambed Alteration Agreement/  
Memorandum of Understanding
- Clean Water Act Section 401 Permit - Water Quality Certification
- National Pollutant Discharge Elimination System Permit; General Construction Activity Storm  
Water Permit, including Storm Water Pollution Prevention Plan (SWPPP)
- General Construction Storm Water Permit
- Air Quality Permit to construct/permit to operate

# Chapter 2: Community Vision

## 2.1 Fanita Ranch History

Fanita Ranch has a long and rich agricultural legacy. The indigenous Kumeyaay people gathered edible plants, collected acorns, hunted on this site, built temporary communities, and expressed their spirituality here. Arriving in 1769, the Spanish mission fathers used the area for grazing. A Spanish land grant to Dona Maria de Pedrona in 1845 continued this practice. George and Jennie Cowles arrived in 1877 looking for a healthier environment, having suffered poor health on the east coast. George, experienced in farming, machinery, business and finance from previous ventures, purchased a large tract of land that included Fanita Ranch, and planted fruit trees, grapevines to produce raisins, olives, grains and potatoes. After George's death in 1887, Jennie remarried surveyor and land investor Milton Santee in 1890, who had a penchant for naming new towns, and the community soon adopted "Santee" as its name.

A regional train line arrived in the El Cajon valley in 1899 to service the rapidly growing towns of El Cajon and Lakeside. Santee remained a sparsely populated rural agricultural and ranching center. In 1912, Santee consisted of a train depot platform, general store, schoolhouse, church, hotel, blacksmith shop, hardware store, feed store, and small family farms and ranches. The tract of land that would become Fanita Ranch remained largely untouched during this period. Hosmer and Fannie McKoon purchased 10,000 acres in Santee in 1885 and named the property Fanita Ranch. The famous San Diego Scripps family bought the ranch in 1898, and used the land for a vacation home, and cattle and horse ranching. Josephine Scripps inherited the ranch and began operating a full working ranch on the property by 1941.

Following World War II, newcomers flooded into Southern California for jobs and the climate. Santee quickly became a suburb of San Diego. William Mast completed the largest County land transaction at the time when he paid \$1 million for 4,300 acres of the Fanita Ranch property for the newly formed Carlton-Santee Corporation. Residential subdivisions soon followed, and Santee grew from less than 2,000 residents in 1950, to more than 11,000 by 1960, and 26,000 by 1970. Mast's new "planned

community” included a golf course, parks, schools, and retail centers. Santee was incorporated as a city in 1980.

## 2.2 Specific Plan Objectives

The Santee General Plan designates Fanita Ranch as “Specific Plan” and establishes Guiding Principles as discussed in *Section 1.2.3: Relationship to the Santee General Plan*. The Specific Plan addresses land uses, mobility, public facilities, parks, recreation and open space, development regulations and design guidelines, and implementation. The objectives of the Specific Plan are provided below.

### 2.2.1 Land Use Planning and Community Design Objectives

- A. Create a new community that includes residential, commercial and agricultural land uses integrated with parks, recreational and public facilities, while establishing large, continuous natural open space as a Habitat Preserve.
- B. Cluster development into three connected Villages to preserve regionally significant natural resource areas, sensitive habitat and substantial landforms.
- C. Create development and land use patterns that are compatible with existing surrounding communities and land uses.
- D. Establish an agrarian-focused community centered on a working farm along with orchards and vineyards, where residents can connect with each other and with the land.
- E. Provide mixed-use Village Centers that serve as the social and commercial hub of each Village, with a complementary mix of land uses, services and facilities located within walking distances.
- F. Organize the community into Villages with individually unique identities and sense of place, while linking the Villages through physical and visual connections with key destinations and amenities.
- G. Encourage emerging housing concepts and provide a wide variety of housing types and sizes that respond to the City’s housing demands and appeal to a diverse range of incomes, ages, households and lifestyles.
- H. Design intimate, connected neighborhoods with authentic architecture and a human-scaled physical and social environment.



- I. Utilize smart growth principles that advocate thoughtful and sustainable development patterns to conserve resources, reduce impacts on the environment, promote active lifestyles, support livability, offer social engagement opportunities and achieve fiscal sustainability.
- J. Implement a comprehensive Fire Protection Plan that results in a fire-safe and fire-aware community through a multi-layered fire protection approach.

### **2.2.2 Mobility Objectives**

- A. Provide a highly connected Complete Streets system that supports various modes of transportation and offers alternatives to single occupancy vehicle travel.
- B. Create a safe and efficient circulation system that optimizes connectivity among land uses, minimizes impacts on environmentally sensitive areas and addresses functionality, aesthetics and traffic calming.
- C. Design a comprehensive trail system that accommodates a variety of users, connects Villages and community amenities, maximizes views, protects sensitive habitat areas and provides linkages to local and regional parks and trails.

### **2.2.3 Recreation and Open Space Objectives**

- A. Create an interconnected recreation and open space network that includes active and passive parks, trails and bikeways, recreational facilities and natural open space that meet the recreational needs of Fanita Ranch residents and visitors.
- B. Provide a community park, neighborhood parks and mini-parks and well-connected trails that meet the General Plan objectives, satisfy the parkland dedication requirements and meet the recreational needs of the residents.
- C. Provide an extensive system of pedestrian, bicycle and hiking trails for use by the public that connects neighborhoods within the community and links to regional trail and recreational facilities and open space areas.
- D. Protect open space and natural habitat areas that are a vital component of the health and well-being of the community and the environment.

### **2.2.4 Resource Conservation Objectives**

- A. Establish a Habitat Preserve to protect important natural, biological and cultural resources and assure continued support for sensitive species and their habitats through the implementation of

long-term preserve management consistent with the Natural Community Conservation Planning (NCCP) design guidelines and standards.

- B. Preserve open space connectivity and allow for continued wildlife movement through the site.
- C. Implement sustainable development practices to ensure water and energy conservation, reduce greenhouse gas emissions and air quality impacts, facilitate alternative modes of transportation, encourage material conservation and reuse, and promote active and healthy lifestyles.
- D. Protect water quality through a comprehensive Low Impact Development (LID) approach that maintains a landscape functionally equivalent to pre-development hydraulic conditions and minimizes the generation of pollutants of concern.

### **2.2.5 Economic Objectives**

- A. Provide an adequate level of private development to ensure the economically feasible provision of public facilities and services required to serve the community.
- B. Create housing, commercial and employment opportunities that contribute to the economic viability of the City of Santee and Fanita Ranch.
- C. Adopt development regulations and design guidelines that encourage design innovation and provide flexibility to respond to changing economic and market conditions through build-out of the community, while establishing guidance for implementing the vision for Fanita Ranch.
- D. Adopt development regulations and design guidelines that allow for clustering of development, parking and facility sharing and other innovations which reduce the costs of providing public services.

## 2.3 Community Vision

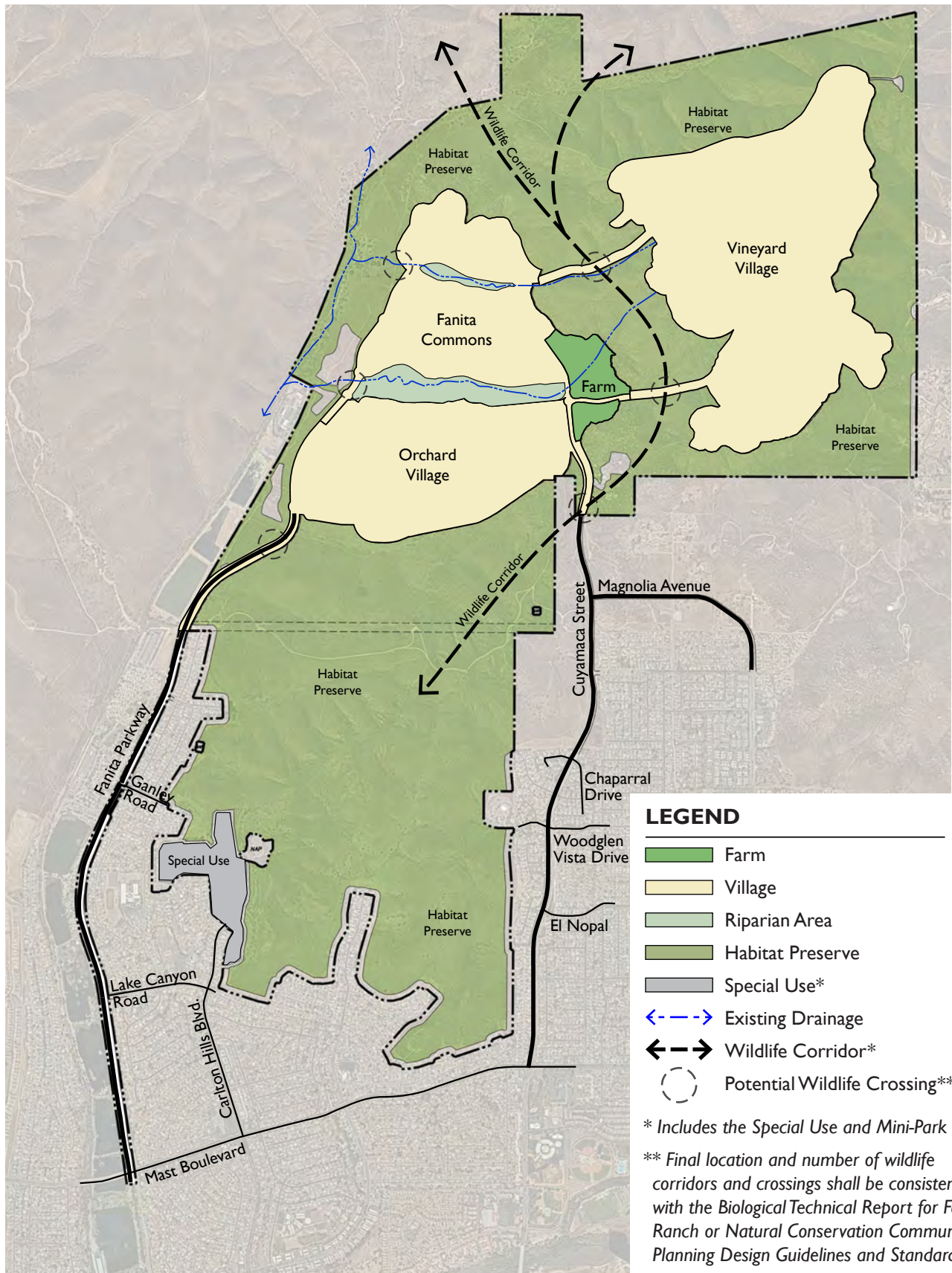
Fanita Ranch proposes to make wellness a central theme of its development by focusing on the character of rural living: sensitive, sustained use of the land; an appreciation for nature; financially feasible food production; friendly hospitality; and healthy and active lifestyles. The design of Fanita Ranch focuses on a wide range of wellness and sustainability development features, including an extensive trails system, a community farm, orchards, vineyards and gardens throughout the community that promote healthy living and a thriving and protected natural environment.

Habitat on the Fanita Ranch property has been severely degraded over the past few decades by illegal activities including trespassing, dumping, and off-road vehicle use. By clustering compact, walkable, sustainable, low impact development in strategic locations that minimize ecological impacts, development of the Fanita Ranch Specific Plan will allow for the restoration of sensitive habitat areas and management of the Habitat Preserve. Implementation of the Specific Plan includes establishment of a formal management entity and management plan to monitor and protect biodiversity. Furthermore, creating neighborhoods adjacent to a public trail system and providing community education programs about the area's natural resources will encourage community appreciation for nature, foster a sense of ownership and stewardship for the land, and encourage voluntary participation in preserving and maintaining these open spaces from further degradation. Fanita Ranch will preserve approximately 63% of the site in a Habitat Preserve, including many of the rock formations and vistas that characterize the property.

Development has been clustered into three unique Villages to protect the most ecologically and culturally sensitive areas on the property. These Villages include Fanita Commons, Orchard Village and Vineyard Village, as shown in *Exhibit 2.1: Development Concept*. Wide open space corridors between the Villages preserve connectivity and allow for continued wildlife movement through the site. Wildlife crossings at roadways are carefully and thoughtfully designed to support the safe and efficient movement of animals. In addition, existing drainages between the Villages allow for revegetation and restoration of these important features, which provide habitat and connectivity for wildlife.

As a community with a focus on health, wellness and life enrichment, Fanita Ranch incorporates agrarian lifestyle amenities which demonstrate the heart and identity of the community. The agrarian lifestyle at Fanita Ranch will be focused on enhancing the quality of life for residents through improving access to fresh local foods, creating wellness opportunities and offering community connections tied to the land. The Farm will offer educational programming, community events and retail opportunities aimed at providing residents and guests of all ages with unique, authentic experiences that foster community engagement and well-being.

The Farm is the centerpiece of Fanita Ranch and honors Santee's long tradition of agriculture. The Farm is intended to help "sow the seed" for community engagement and encourage everyone to connect with



**Exhibit 2.1: Development Concept**

not to scale

their food and the land. Community agriculture fosters the values of relationship-building, enrichment and creates a sense of place by bringing people together around an essential part of life – food. The Farm will be designed to create a symbiotic relationship with the community: the Farm can nurture the community and the community can nurture and support the Farm.

Located at a prominent location in Fanita Ranch, the Farm is planned to include a large barn that will set the architectural theme of the community and provide a venue for special events and farm operations. The working farm will also include terraced vegetable fields, pasture lands, limited housing for employees, raised gardens and small-scale animal husbandry. A Community Supported Agriculture (CSA) program, sometimes called a “subscription farm” because the consumer receives produce on a regular basis, will be offered. Food grown on the Farm may also be distributed to local schools, restaurants and other institutional facilities such as congregate care and assisted living facilities.

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



*The Farm allows for a range of educational opportunities and social events such as farmer training workshop, education gardens and weddings.*

In addition to the Farm, Fanita Ranch will extend the agricultural theme throughout the community by incorporating additional agrarian components:

- *Orchards and Vineyards:* Fruit and nut tree orchards will add both aesthetic and health benefits to the Fanita Ranch landscape. They will add to economic opportunities for the Farm, provide food for the community, support wildlife habitat and enhance the rural character of the land.
- *Community Gardens:* Community gardens bring residents together to share, learn and grow food in a beautiful, accessible and nourishing space. These gardens provide fresh produce and plants as well as satisfying labor, neighborhood improvement, a sense of community and a connection.
- *Residential Gardens:* These gardens are intended to provide residents with an opportunity to grow food around their home. HOA regulations and guidelines will encourage native, edible and drought tolerant landscaping.
- *Edible Landscaping:* Edible streetscaping and landscaping is a hybrid between farming and landscaping in which greenspaces are used to grow food. Texture, color, seasonality and taste are all factors in designing an edible landscape. Fruit trees, berries, herbs, edible flowers and perennial plants make beautiful, delicious and functional options along streets, in park and in other landscaped areas throughout Fanita Ranch.



*The Farm offers a variety of activities and features such as “farm-to-table” events, small animal husbandry, community gardens, and vegetable fields.*

- *AgMeander*: An “AgMeander” is a series of trails and paths that unite nature and agriculture in an experiential journey. At Fanita Ranch, the AgMeander connects the central community Farm to the Villages, school site, parks and residences. It integrates agriculture into the entire community and strengthens its connection to the trails and open space. The AgMeander provides exercise and recreational activities in which people can hike, run and bike throughout the agricultural setting. It provides context for food production and is an example of how everyday landscape can be ornamental and edible.

The Farm is just one aspect of Fanita Ranch’s emphasis on healthy living. The design of Fanita Ranch will give residents and the entire community of Santee an opportunity to embrace wellness, as described below:

- A K-8 school site will be located near the Farm to provide the school district with the opportunity to incorporate agricultural activities into the curriculum and to explore “farm lab” opportunities, which give students access to healthy, locally grown food, school gardens and educational opportunities.
- An extensive trail system will connect to existing trails networks in the Goodan Ranch/ Sycamore Canyon County Preserve, Mission Trails Regional Park, and Santee Lakes Preserve to encourage outdoor activity and exercise.



*Fanita Ranch’s extensive trail system creates a highly connected community with opportunities for walking, hiking and biking.*

- Every home will be within walking distance of a park or a trail. Active sports-oriented parks, playgrounds, gardens and seating areas with views that provide meditative space will be spread throughout the community to allow residents ample opportunities for outdoor recreation.
- Traffic-calming innovations, such as narrowed streets, roundabouts, enhanced pedestrian crossings and landscaped parkways will make the roads safer and more inviting to pedestrians and bicyclists, encouraging active lifestyles.
- The design of Fanita Ranch will encourage social wellness with everyday interactions with nature and wildlife, farming and gardening and neighbors.
- The Village Centers will allow for co-working spaces and live-work units, which have the potential to reduce or eliminate commute times, thereby reducing stress and promoting wellness.
- Village Centers will allow for and encourage a wide range of health and wellness services including health spas, gardens, meditation and therapeutic garden spaces, religious and spiritual institutions, congregate care facilities, healthy restaurants and specialty markets and private recreation facilities.



*The Specific Plan allows for and encourages uses that focus on health and wellness, stress reduction, healthy eating and activities and community support.*



# Chapter 3: Land Use & Development Regulations

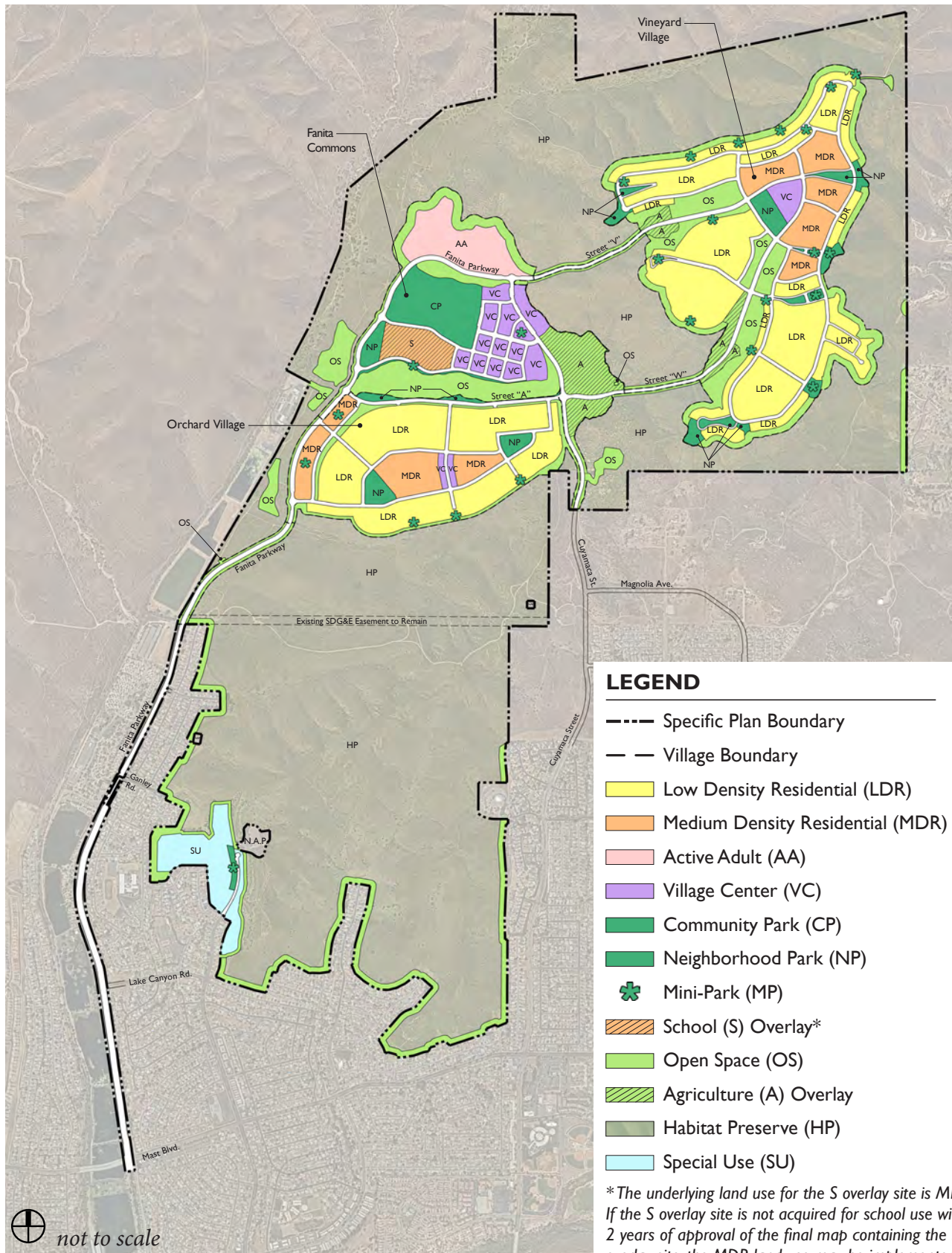
## 3.1 Land Use Plan

### 3.1.1 Land Use Plan Description

The Fanita Ranch Specific Plan proposes residential, mixed-use Village Center and agricultural uses, as well as a K-8 school site, parks, open space and a Special Use area. An overview of how the land uses are arranged is illustrated in *Exhibit 3.1: Land Use Plan* and is summarized in *Table 3.1: Land Use Plan Statistical Summary*.

In keeping with the Village concept described in *Chapter 2: Community Vision*, development is clustered into three Villages to preserve natural open space areas, drainages and key wildlife corridors: Fanita Commons, Vineyard Village and Orchard Village. Villages are arranged around a centralized Farm that will provide food and a focal point for the community. Additional agricultural areas are permitted throughout the Villages to support farming and wellness as the central theme for Fanita Ranch. Fanita Commons serves as the main Village and includes a Village Center that consists of a mix of retail, residential, civic and office uses, with a strong physical connection to the central Farm. A Village Green provides a central gathering place for the community and allows farm events to extend into the Village Center. Fanita Commons also includes a Community Park, a neighborhood park, a K-8 school site and an Active Adult neighborhood. The Vineyard and Orchard Villages include smaller mixed-use Village centers that allow for neighborhood serving uses, office space and other community services and amenities, as well as Medium Density Residential and Low Density Residential neighborhoods. A variety of parks are located within walking distance of all homes, and a comprehensive system of walking and biking trails connects the homes to key destinations throughout Fanita Ranch.

A Special Use area is located in the southernmost portion of the Specific Plan Area, which was previously graded for a park and is not suitable for habitat preservation. The Special Use area allows for a limited range of uses, such as a solar farm, recreational vehicle storage and other uses appropriate to this area as stated in *Section 3.2.9: Special Use*. A mini-park serves as a trail staging area adjacent to the Special Use area.



**Exhibit 3.1: Land Use Plan**

**LEGEND**

- Specific Plan Boundary
- - - Village Boundary
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- Active Adult (AA)
- Village Center (VC)
- Community Park (CP)
- Neighborhood Park (NP)
- Mini-Park (MP)
- School (S) Overlay\*
- Open Space (OS)
- Agriculture (A) Overlay
- Habitat Preserve (HP)
- Special Use (SU)

\*The underlying land use for the S overlay site is MDR. If the S overlay site is not acquired for school use within 2 years of approval of the final map containing the S overlay site pursuant to Specific Plan Section 3.2.5: School (S) Overlay and Section 10.7.1: Administrative Amendments (Minor Modifications).

**Table 3.1: Land Use Plan Statistical Summary**

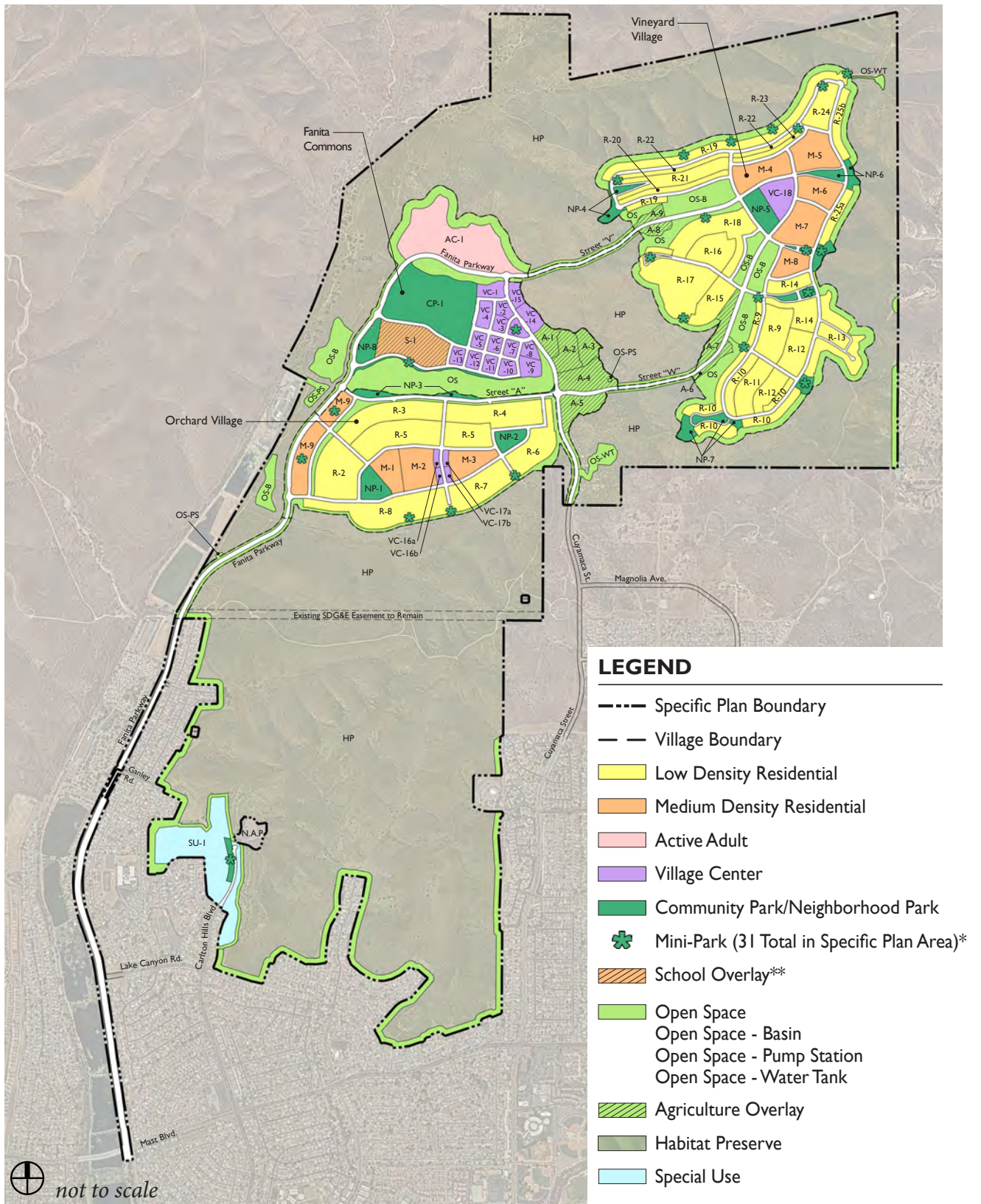
Land Use Designation	Area (Acres) <sup>1</sup>	Dwelling Units <sup>2</sup>	Density Range (Du/Ac)	Commercial Square Feet <sup>2</sup>
<b>Residential &amp; Village Center</b>				
Low Density Residential (LDR)	240.8	1,203	4 - 10	N/A
Medium Density Residential (MDR)	67.0	866	8 - 25	
Active Adult (AA)	31.0	445	5 - 25	
Village Center (VC) <sup>3</sup>	36.5	435	Up to 50	60,000
<b>Residential &amp; Village Center Subtotal</b>	<b>375.3</b>	<b>2,949</b>		<b>60,000</b>
<b>Other Uses</b>				
Community Park (CP)	31.2	N/A	N/A	N/A
Neighborhood Park (NP)	30.4			
Mini-Park (MP) <sup>4</sup>	16.4			
School (S) Overlay	15.0			
Special Use (SU)	31.9			
Open Space (OS)	256.0			20,000
Agriculture (A) Overlay <sup>7</sup>	38.2			
Habitat Preserve (HP)	1,650.4			N/A
Roadways <sup>5</sup>	193.3			
<b>Other Uses Subtotal</b>	<b>2,262.8</b>			<b>20,000</b>
<b>SPECIFIC PLAN TOTAL</b>	<b>2,638.1</b>	<b>2,949<sup>6</sup></b>		<b>80,000</b>

## Notes:

1. Acreage reflects the rounding of numbers to the 1/10th of an acre and may vary slightly from the calculated total.
2. The transfer of residential dwelling units and commercial square feet within the Specific Plan Area is permitted, subject to the provisions set forth in *Section 10.7.1: Administrative Amendments (Minor Modifications)*.
3. VC reserves a 1.5-acre fire station site.
4. There are 31 mini-parks on approximately 16.4 acres distributed throughout the Specific Plan Area, including the Village Green located in Fanita Commons.
5. Does not include approximately 28.6 acres of off-site roadway improvements.
6. The underlying land use for the S overlay site is MDR. If the reserved school site is not acquired for school use within 2 years of approval of the final map containing the S overlay site, the MDR land use may be implemented on the school site and the maximum total number of units in the Specific Plan Area shall be 3,008 units - see *Section 3.2.5: School (S) Overlay* and *Section 10.7.1: Administrative Amendments (Minor Modifications)*.
7. The underlying land use for the A overlay sites is OS. If an A overlay site is not developed with agricultural related uses described in *Section 3.2.8: Agriculture (A) Overlay*, the OS land use shall be implemented on the A overlay sites.

### 3.1.2 Site Utilization Plan

Fanita Ranch is planned to build out the planning areas shown in *Exhibit 3.2: Site Utilization Plan*. *Table 3.2: Site Utilization Plan Statistical Summary* provides information on the acreage, target number of dwelling units, target density and commercial square footage, as applicable, for each planning area within Fanita Ranch. The planning areas consist of individual residential and Village Center neighborhoods and non-residential areas within the Villages, as well as the Special Use, Open Space and Habitat Preserve areas outside the Villages. These planning areas correspond to the neighborhoods and lots in the Tentative Map prepared for Fanita Ranch. Due to market conditions and refinements in design and engineering, it is anticipated that minor statistical variations in the planning area configuration and size may occur as the land use plan is implemented. Dwelling units and commercial square footage may be transferred within the Specific Plan Area pursuant to *Section 10.7.1: Administrative Amendments (Minor Modifications)* of the Specific Plan.



**LEGEND**

- Specific Plan Boundary
- Village Boundary
- Low Density Residential
- Medium Density Residential
- Active Adult
- Village Center
- Community Park/Neighborhood Park
- Mini-Park (31 Total in Specific Plan Area)\*
- School Overlay\*\*
- Open Space
  - Open Space - Basin
  - Open Space - Pump Station
  - Open Space - Water Tank
- Agriculture Overlay
- Habitat Preserve
- Special Use

\* There is a total of 8 mini-parks in M-9.

\*\* The underlying land use for the S overlay site is MDR. If the S overlay site is not acquired for school use within 2 years of approval of the final map containing the S overlay site, the MDR land use may be implemented on the S overlay site pursuant to Specific Plan Section 3.2.5: School (S) Overlay and Section 10.7.1: Administrative Amendments (Minor Modifications).

**Exhibit 3.2: Site Utilization Plan**

**Table 3.2: Site Utilization Plan Statistical Summary**

Planning Area <sup>2</sup>	Area (Acres) <sup>1</sup>	Target Dwelling Units <sup>2</sup>	Target Density (Du/Ac)	Commercial Square Feet <sup>2</sup>
<b>RESIDENTIAL</b>				
<b>LOW DENSITY RESIDENTIAL (LDR)</b>				
<b>Orchard Village</b>				
R-2	12.3	79	6	N/A
R-3	10.7	53	5	
R-4	11.3	56	5	
R-5	18.5	80	4	
R-6	9.1	53	6	
R-7	9.9	50	5	
R-8	16.8	83	5	
<i>LDR Subtotal - Orchard Village</i>	88.6	454		
<b>Vineyard Village</b>				
R-9	9.5	48	5	N/A
R-10	17.7	59	3	
R-11	6.0	33	6	
R-12	10.0	52	5	
R-13	12.8	43	3	
R-14	8.7	41	5	
R-15	6.4	26	4	
R-16	6.4	30	5	
R-17	15.8	52	3	
R-18	12.0	67	6	
R-19	16.2	67	4	
R-20	3.8	28	7	
R-21	6.8	70	10	
R-22	3.1	28	9	
R-23	2.4	20	8	
R-24	7.0	57	8	
R-25a	3.5	13	4	
R-25b	4.2	15	4	
<i>LDR Subtotal - Vineyard Village</i>	152.2	749		
<b>LOW DENSITY RES. TOTAL</b>	<b>240.8</b>	<b>1,203</b>		

**Table 3.2: Site Utilization Plan Statistical Summary (continued)**

Planning Area <sup>2</sup>	Area (Acres) <sup>1</sup>	Target Dwelling Units <sup>2</sup>	Target Density (Du/Ac)	Commercial Square Feet <sup>2</sup>
<b>RESIDENTIAL</b>				
<b>MEDIUM DENSITY RESIDENTIAL (MDR)</b>				
Orchard Village				
M-1	6.1	102	17	N/A
M-2	8.9	111	13	
M-3	6.5	79	12	
M-9	5.6	76	14	
<i>MDR Subtotal - Orchard Village</i>	<i>27.2</i>	<i>368</i>		
Vineyard Village				
M-4	8.5	106	13	N/A
M-5	9.4	117	13	
M-6	6.8	85	13	
M-7	10.3	129	13	
M-8	4.9	61	13	
<i>MDR Subtotal - Vineyard Village</i>	<i>39.8</i>	<i>498</i>		
<b>MED. DENSITY RES. TOTAL</b>	<b>67.0</b>	<b>866</b>		
<b>ACTIVE ADULT (AA)</b>				
Fanita Commons				
AC-1	31.0	445	14	N/A
<b>ACTIVE ADULT TOTAL</b>	<b>31.0</b>	<b>445</b>		

**Table 3.2: Site Utilization Plan Statistical Summary (continued)**

Planning Area <sup>2</sup>	Area (Acres) <sup>1</sup>	Target Dwelling Units <sup>2</sup>	Target Density (Du/Ac)	Commercial Square Feet <sup>2</sup>
<b>VILLAGE CENTER</b>				
<b>VILLAGE CENTER (VC)</b>				
<b>Fanita Commons</b>				
VC-1	2.6	323	Up to 50	40,000
VC-2 <sup>3</sup>	1.5			
VC-3	1.4			
VC-4	2.4			
VC-5	1.5			
VC-6	1.5			
VC-7	1.5			
VC-8	1.7			
VC-9	2.7			
VC-10	1.7			
VC-11	1.5			
VC-12	1.5			
VC-13	1.6			
VC-14	2.8			
VC-15	1.9			
<i>VC Subtotal - Fanita Commons</i>	<i>27.7</i>	<i>323</i>		<i>40,000</i>
<b>Orchard Village</b>				
VC-16a	0.7	33	Up to 50	10,000
VC-16b	0.7			
VC-17a	0.6			
VC-17b	0.6			
<i>VC Subtotal - Orchard Village</i>	<i>2.6</i>	<i>33</i>		<i>10,000</i>
<b>Vineyard Village</b>				
VC-18	6.1	79	Up to 50	10,000
<i>VC Subtotal - Vineyard Village</i>	<i>6.1</i>	<i>79</i>		<i>10,000</i>
<b>VILLAGE CENTER TOTAL</b>	<b>36.5</b>	<b>435</b>		<b>60,000</b>
<b>RESIDENTIAL &amp; VILLAGE CENTER TOTAL</b>	<b>375.3</b>	<b>2,949</b>		<b>60,000</b>



**Table 3.2: Site Utilization Plan Statistical Summary (continued)**

Planning Area <sup>2</sup>	Area (Acres) <sup>1</sup>	Target Dwelling Units <sup>2</sup>	Commercial Square Feet <sup>2</sup>
<b>OTHER USES</b>			
<b>PARKS</b>			
<b>COMMUNITY PARK (CP)</b>			
CP-1 (Active)	19.7	N/A	N/A
CP-1 (Passive)	11.5		
<b>CP Total</b>	<b>31.2</b>		
<b>NEIGHBORHOOD PARK (NP)</b>			
NP-1	4.6	N/A	N/A
NP-2	3.3		
NP-3	3.2		
NP-4	2.6		
NP-5	5.3		
NP-6	3.4		
NP-7	3.8		
NP-8	4.2		
<b>NP Total</b>	<b>30.4</b>		
<b>MINI-PARK (MP)</b>			
All MPs <sup>4</sup>	16.4	N/A	N/A
<b>MP Total</b>	<b>16.4</b>		
<b>PARK TOTAL</b>	<b>78.0</b>		
<b>SCHOOL (S) OVERLAY<sup>6</sup></b>			
S-1 (School)	15.0	0	N/A
<b>SCHOOL OVERLAY TOTAL</b>	<b>15.0</b>		
<b>SPECIAL USE (SU)</b>			
SU-1	31.9	0	N/A
<b>SPECIAL USE TOTAL</b>	<b>31.9</b>		
<b>OPEN SPACE (OS)</b>			
OS (Open Space)	210.7	N/A	N/A
OS-B (Open Space - Basin)	37.8		
OS-PS (Open Space - Pump Station)	2.5		
OS-WT (Open Space - Water Tank)	5.0		
<b>OPEN SPACE TOTAL</b>	<b>256.0</b>		

**Table 3.2: Site Utilization Plan Statistical Summary (continued)**

Planning Area <sup>2</sup>	Area (Acres) <sup>1</sup>	Target Dwelling Units <sup>2</sup>	Commercial Square Feet <sup>2</sup>
<b>OTHER USES</b>			
<b>AGRICULTURE (A) OVERLAY<sup>7</sup></b>			
Fanita Commons			
A-1	3.4	0	20,000
A-2	5.7		
A-3	3.8		
A-4	8.2		
A-5	6.3		
<i>A Overlay Subtotal - Fanita Commons</i>	<i>27.3</i>		<i>20,000</i>
Vineyard Village			
A-6	1.8	0	0
A-7	5.3		
A-8	2.0		
A-9	1.8		
<i>A Overlay Subtotal - Vineyard Village</i>	<i>10.9</i>		<i>0</i>
<b>AGRICULTURE OVERLAY TOTAL</b>	<b>38.2</b>		<b>20,000</b>
<b>HABITAT PRESERVE (HP)</b>			
HP	1,650.4	N/A	N/A
<b>HABITAT PRESERVE TOTAL</b>	<b>1,650.4</b>		
<b>ROADWAYS</b>			
Major Roadways	56.4	N/A	N/A
Neighborhood Roadways	136.8		
<b>ROADWAY TOTAL<sup>5</sup></b>	<b>193.3</b>		
<b>OTHER USES TOTAL</b>	<b>2,262.8</b>		<b>20,000</b>
<b>SPECIFIC PLAN TOTAL</b>	<b>2,638.1</b>	<b>2,949<sup>6</sup></b>	<b>80,000</b>

Notes:

1. Acreage reflects the rounding of numbers to the 1/10th of an acre and may vary slightly from the calculated total.
2. The planning areas in the Site Utilization Plan correspond to the neighborhoods and lots in the Tentative Map for Fanita Ranch. The transfer of residential dwelling units and commercial square feet within the Specific Plan Area is permitted, subject to the provisions set forth in *Section 10.7.1: Administrative Amendments (Minor Modifications)*.
3. VC-2 reserves a 1.5-acre fire station site.
4. There are 31 mini-parks on approximately 16.4 acres distributed throughout the Specific Plan Area, including the Village Green located in Fanita Commons.
5. Does not include approximately 28.6 acres of off-site roadway improvements.
6. The underlying land use for the S-1 planning area is MDR. If the reserved school site is not acquired for school use within 2 years of approval of the final map containing the S-1 planning area, the MDR land use may be implemented on the S-1 planning area and the maximum total number of units in the Specific Plan Area shall be 3,008 units - see *Section 3.2.5: School (S) Overlay* and *Section 10.7.1: Administrative Amendments (Minor Modifications)*.
7. The underlying land use for the A overlay planning areas is OS. If an A overlay planning area is not developed with agricultural related uses described in *Section 3.2.8: Agriculture (A) Overlay*, the OS land use shall be implemented on the A overlay planning areas.

## 3.2 Land Use Designations and Development Regulations

The following sections provide a description, a list of permitted uses and development regulations for each land use designation within the Specific Plan Area. Permitted uses are intended to provide flexibility to encourage creativity, diversity and innovation that support the sustainable and agrarian community concept. As such, land uses that are similar in character to another use permitted by the Specific Plan are allowed. Similarly, the development regulations seek to support sustainability and wellness as key themes for the community and are therefore tailored to the unique vision for Fanita Ranch.

Development standards provide the minimum and/or maximum standards for building setbacks, heights, lot coverage and more. Buildings should not always be designed to maximum height and minimum setback standards; instead, setbacks, heights and massing should be varied to avoid monotonous repetition and rhythms along the streets. In the Village Center, Medium Density Residential and Active Adult land use designation areas, no minimum standards are set for the lot areas, depths and widths to promote maximum flexibility in building design, placement and innovation. Design and construction of all buildings within the Specific Plan Area shall comply with the California Building Code and Fire Code, which may be amended from time to time. These standards are intended to work together with the community design, landscape and architectural design guidelines provided in *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* and *Chapter 6: Architectural Design Guidelines* to create eclectic and visually interesting neighborhoods that each maintain their own identities. The appropriate building typologies for each land use designation are identified herein and described in greater detail in *Chapter 6: Architectural Design Guidelines*.

### 3.2.1 Village Center (VC)

#### A. Description

The Village Center land use designation allows for a mix of residential, commercial, civic and recreational uses in a walkable mixed-use configuration. Residential densities range up to 50 du/ac. When uses are mixed, they may be combined horizontally (side-by-side or adjacent to one another) or vertically (residential or office above retail). There are three Village Centers within Fanita Ranch. The largest is located in Fanita Commons and is intended to serve the entire Specific Plan Area. Two smaller Village Centers are located in the Orchard Village and Vineyard Village, which are intended to provide for similar mixed-use residential, retail, service, office and/or recreational needs of those individual Villages.

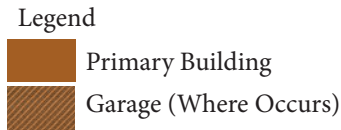
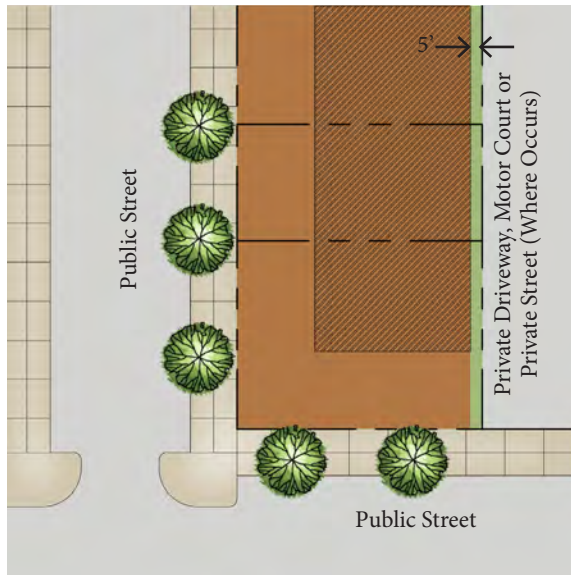
#### B. Permitted Uses

Permitted Uses in VC Land Use Designation Areas
<b>Food and Beverage Sales or Service</b>
Farmer’s market, farm stands and food halls
Groceries, specialty food markets and corner markets (including sale of alcohol for off-site consumption) <sup>1</sup>
Live entertainment or dancing - including nightclubs, dance halls, restaurants, social clubs, lodges and similar uses <sup>1</sup>
With alcohol sales and service - restaurants, breweries, cocktail lounges, bars, tasting rooms and similar uses <sup>1</sup>
Without alcohol - including delicatessens, bakeries, cafes, restaurants and similar uses
<b>Retail Sales and Services, Office</b>
Business services - photocopying, mail services and similar uses
Commercial recreation, indoor - bowling lanes, theaters, billiards, arcades and similar uses
Commercial recreation, outdoor - including mazes, kiddie rides, pony rides, petting zoos and similar uses <sup>2</sup>
Financial services and institutions
Garden center nursery
Health/athletic clubs and studios - yoga, dance, martial arts and similar uses
Health and wellness spas and services such as chiropractic, acupuncture and similar uses
Kiosks and carts for general retail and food sales
Minor auto repairs, car wash and gasoline station <sup>3</sup>
Lodging - hotels, motels, inns, farm-stays and similar uses
Offices - administrative, executive offices, medical, dental, co-working space, and other non-profit and professional offices
Personal care - barber and beauty shops, manicure/pedicure shops, health and wellness spas, tanning salons, massage establishments <sup>5</sup> and similar uses
Personal services - drug stores, pharmacies, dry cleaners (off-site processing only), laundry, shoe repair, tailor, automated teller machines and similar uses
Retail - stores that sell goods and merchandise
Studios and galleries - art, music, photography and similar uses
Veterinary, grooming, daycare and other pet service

Permitted Uses in VC Land Use Designation Areas
<b>Residential</b>
Congregate care facilities
Cooperative community
Home occupation
Live-work
Multi family residential
Single family residential
<b>Public and Quasi-Public Uses</b>
Assembly halls, wedding chapels, religious and spiritual assembly space and similar uses <sup>2</sup>
Business school, trade school, private school
Commercial kitchens, amphitheaters and similar facilities associated with farm education and promotion <sup>2</sup>
Civic uses such as a fire station, law enforcement satellite office, post office and other public buildings
Museums, nature centers, or similar cultural and public education uses <sup>2</sup>
Day care, small family
Day care, large family; child care center
Elementary, middle and high school (public, charter or private)
Professionally managed community gardens and community supported agriculture
Private community recreation facilities including, but not limited to, clubhouses, pool facilities and similar uses
Tutoring center
<b>Other Uses</b>
Accessory uses typically associated with a primary use
HOA maintenance/storage
Parking lots, park & ride lots and structures
Temporary uses such as festivals, carnivals, model homes and sales offices and similar uses <sup>4</sup>
Water quality features including swales, basins, bio-retention areas and other BMPs

1. See *Section 3.2.11.10 (B): Sale of Alcohol* for applicable regulations.
2. See *Section 3.2.11.10 (C): Places of Worship or Assembly* for applicable regulations.
3. Gasoline stations shall be limited to an outflow of 3.6 million gallons of fuel per year.
4. Temporary uses shall be subject to the applicable criteria and conditions of Santee Municipal Code (SMC) Section 13.06.070.
5. Massage establishments shall be subject to the applicable criteria and requirements of SMC Chapter 4.17, Massage.

**C. Development Standards**



Lot Standards <sup>1</sup>	
Min. Net Lot Area	None
Density Range (du/gross acre)	Up to 50
Minimum Lot Depth	None
Minimum Lot Width	None
Maximum Lot Coverage	90%
Maximum Height <sup>2</sup>	55 feet (4 Stories)
Minimum Setbacks & Separations <sup>2</sup>	
Building Separation	0 feet
Primary Building to Public Street Right-of-Way	0 feet
Garage to Private Driveway, Motor Court or Private Street (Where Occurs)	5 feet
Building to Interior Property Line	0 feet

**D. Appropriate Building Typologies**

- Detached Cluster Homes
- Attached/Semi-Detached Homes
- Attached Buildings
- Community Buildings

1. Where development standards are not provided herein, those standards will be determined at the Development Review stage. Individual planning areas shown within a Village Center shown in *Exhibit 3.2: Site Utilization Plan* and *Table 3.2: Site Utilization Plan Statistical Summary* may be combined and/or reconfigured during the Development Review stage, as described in *Section 10.6.5: Development Review*.
2. See *Section 3.2.11.1* for projection, encroachment and height exceptions.



*The Village Center designation allows for a mix of retail, office and/or higher density residential uses. Stoops and storefront windows should be designed and oriented to define and engage the sidewalk to create a walkable, pedestrian oriented-district. Outdoor seating adds activity to the street contributing to a positive pedestrian experience.*

## E. Parking

Vehicle parking shall be provided in accordance with SMC Section 13.24.040, Parking Requirements, unless otherwise stated herein. The Village Center land use designation allows for shared vehicle parking between uses as a means of reducing large parking lots and pavement areas that contribute to heat island effect. Shared parking agreements shall comply with the provisions in *Section 3.2.10.9: Parking* of the Specific Plan. Shared parking shall be managed pursuant to the Transportation Demand Management (TDM) Plan's shared parking requirements (See *Section 4.1.8: Transportation Demand Management*). Each Village Center shall also provide electric vehicle (EV) charging stations and preferred parking per CALGreen requirements, and designated passenger loading areas to encourage alternative fuel vehicle use and car sharing. On-street parking may be counted toward fulfilling the required number of on-site parking spaces.

Bicycle parking is required as specified by CALGreen. In addition, each Village Center shall provide a bike station. The bike station may include access to air and water, a bike share and/or charging stations for electric bicycles.

## F. Open Space

1. A minimum of 60 square feet per residential dwelling unit of private open space shall be provided. Private open space may be in the form of side and rear yards, patios, porches, decks and/or balconies.
2. The minimum dimension of any ground-floor private open space shall be 5 feet.
3. The minimum dimension of any above-ground private open space shall be 4 feet.

Minimum Number of Required Vehicle Spaces by Use	
Use	Spaces Required
Residential	
Studio & 1 bedroom	1 per unit (1 enclosed)
2 or more bedroom	2 per unit (1 enclosed)
Resident Guest	0.1 per unit
Congregate Care	Per Parking Study
Lodging	1 per key + 2 spaces
Automobile Service and Gas Station	3 spaces + 2 per service bay
Daycare (not accessory to another use)	1 per staff member + 1 per 5 children
Restaurants <sup>1</sup>	1 per 100 SF of seating area
Churches and Other Places of Assembly	1 per 100 SF of principal assembly space
Museums and Galleries	1 per 500 SF of gross floor area
Retail (Orchard Village and Vineyard Village)	1 per 250 SF of gross floor area
Retail (Fanita Commons)	1 per 400 SF of gross floor area

1. Outdoor seating may be provided up to 25% of the interior seating area without additional parking required.
2. Uses not listed shall provide parking in accordance with the SMC or pursuant to a City approved TDM Plan.

### 3.2.2 Medium Density Residential (MDR)

#### A. Description

The Medium Density Residential (MDR) land use designation establishes areas for residential uses in a variety of attached, detached and semi-detached building typologies, at densities ranging from 8 to 25 du/ac. The MDR land use designation occurs in the Orchard Village and Vineyard Village near parks and the Village Centers to promote walkability. Homes may be served by public or private streets along the front, private driveways at the rear or in motor courts.



*The Medium Density Residential designation allows for a wide variety of attached and detached building typologies, providing diverse housing choices for a range of income levels, household types and lifestyles.*



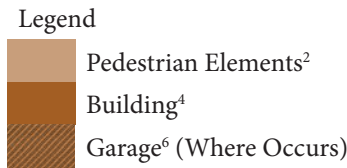
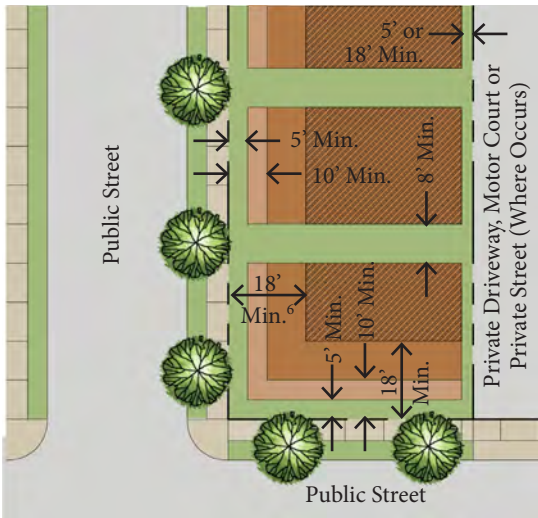
**B. Permitted Uses**

Permitted Uses in MDR Land Use Designation Areas
<b>Residential</b>
Cooperative community
Home occupation
Live-work
Multi-family residential
Single family residential
Age-restricted residential
<b>Public and Quasi-Public Uses</b>
Day care, small family
Day care, large family <sup>1</sup>
Elementary, middle and high school (public, charter or private)
Professionally managed community gardens and community supported agricultural uses
Private community recreation facilities including, but not limited to, clubhouses, pool facilities and similar uses
<b>Other Uses</b>
Accessory uses typically associated with a primary use including, but not limited to, rental offices
HOA maintenance/storage
Temporary uses for model homes, sales offices and similar uses <sup>2</sup>
Water quality features including swales, basins, bio-retention areas and other BMPs

1. Large family day care shall comply with the regulations of SMC Section 13.30.020(H).

2. Temporary uses shall be subject to the applicable criteria and conditions of SMC Section 13.06.070.

**C. Development Standards**



**D. Appropriate Building Typologies**

- Single Family Detached Homes<sup>7</sup>
- Detached Cluster Homes
- Attached/Semi-Detached Homes
- Community Buildings

Lot Standards <sup>1</sup>	
Min. Net Lot Area	None
Density Range (du/gross acre)	8-25
Minimum Lot Depth	None
Minimum Lot Width	None
Maximum Lot Coverage	75%
Maximum Height <sup>5</sup>	45 feet (3-4 Stories) <sup>3</sup>
Minimum Setbacks & Separations <sup>5</sup>	
Building Separation	0 <sup>4</sup> or 8 feet
Primary Building to Public Street Right-of-Way	10 feet
Pedestrian Elements <sup>4</sup> to Public Street Right-of-Way	5 feet
Front-Entry Garage Face to Public Street Right-of-Way	18 feet
Side-Entry Garage to Public Street Right-of-Way <sup>6</sup>	10 feet
Garage to Private Driveway, Motor Court or Private Street (Where Occurs)	5 feet or ≥18 feet

1. Where development standards are not provided herein, those standards will be determined at the Development Review stage.
2. Pedestrian elements include porches, courtyards, patios, stoops, arcades and single story projections that express the architectural style of the building and add human scale.
3. Only attached residential homes may be 4 stories tall and have a maximum height of 55 feet. Variations in massing and height of 4-story buildings are strongly encouraged.
4. Buildings may be fee simple, semi-detached buildings that are joined together by a sheet metal cap at the roof level but are structurally independent, with separate foundations and an airspace of approximately 4 to 8 inches between units. See the row home example in *Section 6.2.3: Attached/Semi Detached Home*.
5. See *Section 3.2.11.1* for projection, encroachment and height exceptions.
6. Side-entry garages shall be limited to lots 55 feet or wider to allow for adequate back-up space.
7. Refer to the diagram in *Section 3.2.3.C: Low Density Residential Development Standards* for front-loaded single-family detached homes.

## E. Parking

Vehicle parking for the MDR land use designation shall be provided in accordance with SMC Section 13.24.040, Parking Requirements, unless otherwise stated herein. Parking should reflect the anticipated household demographic, consider proximity to the Village Center and parks, and seek to promote walkability or alternative modes to single occupancy vehicle use. Off-street parking should be distributed throughout the attached residential development sites to ensure proximity to the units being served and avoid large parking areas. On-street parking may be counted toward fulfilling the required number of guest parking spaces for detached cluster homes and attached/semi-detached homes.

Minimum Number of Required Vehicle Spaces by Use	
Use	Spaces Required
Residential - Detached Cluster Homes and Attached/Semi-Detached Homes	
Studio & 1 bedroom units	1 per unit (enclosed)
2 or more bedroom units	2 per unit (1 enclosed)
Resident Guest <sup>1</sup>	0.25 per unit

1. Guest parking is required for dwellings that do not have full garage driveways. On-street parking may be counted toward meeting the guest parking space requirements.

Bicycle parking is required to encourage bicycling as an alternative to motor vehicle use. Bicycle parking for attached residential development shall be provided as specified by CALGreen.

## F. Open Space

1. A minimum of 100 square feet per residential dwelling unit of private open space shall be provided. Private open space may be in the form of side and rear yards, patios, courtyards, California Rooms, porches, decks and/or balconies.
2. The minimum dimension of any ground-floor private open space shall be 5 feet.
3. The minimum dimension of any above-ground private open space shall be 4 feet.
4. A minimum of 50 square feet per residential dwelling unit of common open space shall be provided for attached residential development.

### 3.2.3 Low Density Residential (LDR)

#### A. Description

The Low Density Residential (LDR) land use designation establishes areas for low density detached residential uses in a variety of lot sizes and configurations, with densities ranging from 4 to 10 du/ac. The Low Density Residential land use designation occurs in Orchard Village and Vineyard Village near parks and trailheads to promote walkability and wellness.



*The Low Density Residential designation allows for a wide range of housing sizes, providing homeownership opportunities for a range of income levels, household types and lifestyles.*

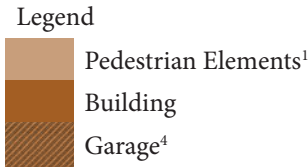
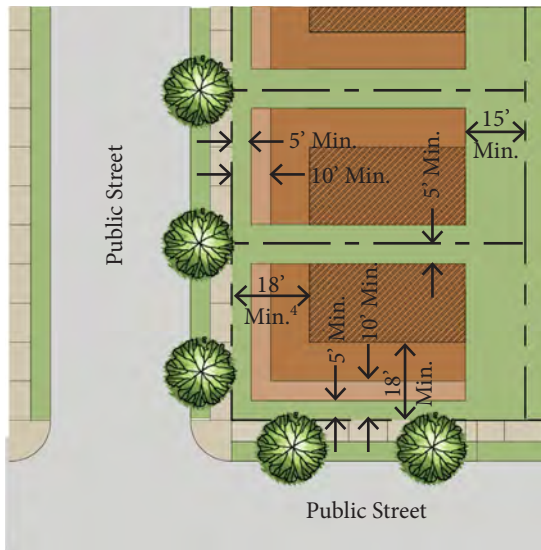
**B. Permitted Uses**

Permitted Uses in LDR Land Use Designation Areas
<b>Residential</b>
Cooperative community
Home occupation
Live-work
Single family residential
<b>Public and Quasi-Public Uses</b>
Day care, small family
Day care, large family <sup>1</sup>
Professionally managed community gardens and community supported agriculture
Private community recreation facilities including, but not limited to, clubhouses, pool facilities and similar uses
<b>Other Uses</b>
Accessory uses typically associated with a primary use including, but not limited to, accessory dwelling units
HOA maintenance/storage
Temporary uses for model homes, sales offices and similar uses <sup>2</sup>
Water quality features including swales, basins, bio-retention areas and other BMPs

1. Large family day care shall comply with the regulations of SMC Section 13.30.020(H).

2. Temporary uses shall be subject to the applicable criteria and conditions of SMC Section 13.06.070.

**C. Development Standards**



**D. Appropriate Building Typologies**

- Single Family Detached Homes<sup>5</sup>
- Detached Cluster Homes<sup>5</sup>
- Community Buildings

Lot Standards	
Min. Net Lot Area	3,750 SF
Density Range (du/gross acre)	4-10
Minimum Lot Depth	75 feet
Minimum Lot Width	50 feet
Maximum Lot Coverage	60%
Maximum Height <sup>3</sup>	45 feet (3 Stories) <sup>2</sup>
Minimum Setbacks & Separations <sup>3</sup>	
Building Separation	10 feet
Building to Public Street Right-of-Way <sup>6</sup>	10 feet
Pedestrian Elements <sup>2</sup> to Public Street Right-of-Way	5 feet
Front-Entry Garage Face to Public Street Right-of-Way	18 feet
Side-Entry Garage to Public Street Right-of-Way <sup>4</sup>	10 feet
Garage to Private Driveway, Motor Court or Private Street (Where Occurs)	5 feet or ≥18 feet
Building to Interior Side Property Line	5 feet
Building to Rear Property Line Not Abutting an Open Space Land Use Designation Area	15 feet
Building to Rear or Side Property Line Located at Edge of a Building Pad Abutting an Open Space Land Use Designation Area	15 feet
Building to Rear or Side Property Line Located on a Slope Abutting Open Space Land Use Designation Area	65 feet <sup>7</sup>

1. Pedestrian elements include porches, courtyards, patios, stoops, arcades and single story projections that express the architectural style of the building and add human scale.
2. Where provided, the third-floor square footage shall not exceed 80% of the second-floor square footage. Three-story buildings may not be located on corner lots.
3. See *Section 3.2.11.1* for projection, encroachment and height exceptions.
4. Side-entry garages shall be limited to lots 55 feet or wider to allow for adequate back-up space.
5. Refer to the diagram in *Section 3.2.2.C* for rear-loaded single-family and detached cluster homes.
6. Additional front setbacks may be needed to accommodate retaining walls located in the front yards.
7. 50 feet of the rear or side setback is defined as FMZ 1B (where required) and FMZ 1C in the Fanita Ranch FPP.

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**F. Parking**

Vehicle parking shall be provided in accordance with SMC Section 13.24.040, Parking Requirements. A minimum of 2 enclosed spaces per residential unit are required within the Low Density Residential neighborhoods, consistent with City's single family parking requirements. Guests parking may be provided on-street or off-street. Bicycle parking can occur in garages or privately fenced setback areas.

**G. Open Space**

1. A minimum of 350 square feet per dwelling unit of private open space shall be provided. Private open space may be in the form of side and rear yards, patios, courtyards, California Rooms, porches, decks and/or balconies.
2. The minimum dimension of any ground-floor private open space shall be 5 feet.
3. The minimum dimension of any above-ground private open space shall be 4 feet.

### 3.2.4 Active Adult (AA)

#### A. Description

The Active Adult land use designation establishes areas for age-restricted residential uses in a variety of building typologies, with densities ranging from 5 to 25 du/ac. The Active Adult land use designation occurs in Fanita Commons near the Village Center, Farm and Community Park to promote walkability.



*The Active Adult designation allows for a wide variety of attached and detached building typologies, providing housing opportunities for a range of income levels and lifestyles.*

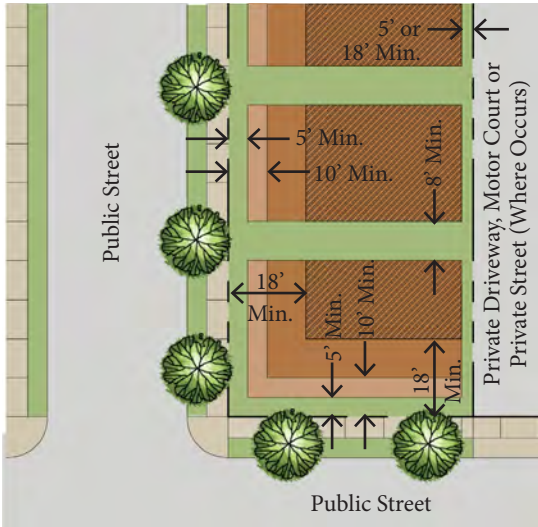


**B. Permitted Uses**

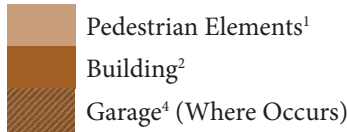
Permitted Uses in AA Land Use Designation Areas
<b>Residential</b>
Cooperative community
Home occupation
Live-work
Multi family residential
Single family residential
<b>Public and Quasi-Public Uses</b>
Professionally managed community gardens and community supported agriculture
Private community recreation facilities including, but not limited to, clubhouses, pool facilities and similar uses
<b>Other Uses</b>
Accessory uses typically associated with a primary use including, but not limited to, rental offices
HOA maintenance/storage
Temporary uses for model homes, sales offices and similar uses <sup>1</sup>
Water quality features including swales, basins, bio-retention areas and other BMPs

1. Temporary uses shall be subject to the applicable criteria and conditions of SMC Section 13.06.070.

**C. Development Standards**



**Legend**



**D. Appropriate Building Typologies**

- Single Family Detached Homes<sup>5</sup>
- Detached Cluster Homes
- Attached/Semi-Detached Homes
- Community Buildings

Lot Standards <sup>7</sup>	
Min. Net Lot Area	None
Density Range (du/gross acre)	5-25
Minimum Lot Depth	None
Minimum Lot Width	None
Maximum Lot Coverage	75%
Maximum Height <sup>3</sup>	55 feet (4 Stories)
Minimum Setbacks & Separations <sup>3</sup>	
Building Separation	0 <sup>2</sup> or 8 feet
Primary Building to Public Street Right-of-Way	10 feet
Pedestrian Elements <sup>1</sup> to Public Street Right-of-Way	5 feet
Garage Face to Public Street Right-of-Way	18 feet
Side-Entry Garage to Public Street Right-of-Way <sup>4</sup>	10 feet
Garage to Private Driveway, Motor Court or Private Street (Where Occurs)	5 feet or ≥18 feet
Building to Rear Property Line Not Abutting an Open Space Land Use Designation Area	15 feet
Building to Rear or Side Property Line Located at Edge of a Building Pad Abutting an Open Space Land Use Designation Area	15 feet
Building to Rear or Side Property Line Located on a Slope Abutting an Open Space Land Use Designation Area	65 feet <sup>6</sup>

1. Pedestrian elements include porches, courtyards, patios, stoops, arcades and single story projections that express the architectural style of the building and add human scale.

2. Buildings may be fee simple, semi-detached units that are joined together by a sheet metal cap at the roof level but are structurally independent, with separate foundations and an airspace of approximately 4 to 8 inches between units. See the row home example in *Section 6.2.3: Attached/Semi-Detached Homes*.

3. See *Section 3.2.11.1* for projection, encroachment and height exceptions.

4. Side-entry garages shall be limited to lots 55' or wider to allow for adequate back-up space.

5. Refer to the diagram in *Section 3.2.3.C* for front-loaded single-family detached homes.

6. 50 feet of the rear or side setback is defined as FMZ 1B (where required) and FMZ 1C in the Fanita Ranch FPP.

7. Where development standards are not provided herein, those standards will be determined at the Development Review stage.

## E. Parking

Vehicle parking requirements for the Active Adult land use designation shall be provided in accordance with SMC Section 13.24.040, Parking Requirements, unless otherwise stated herein. Parking should reflect the anticipated household demographic, consider proximity to the Village Center and the Farm, and seek to promote walkability or alternative modes to single occupancy vehicle use. On-street parking may be counted toward fulfilling the required number of guest parking spaces for detached cluster homes and attached/semi-detached homes.

Minimum Number of Required Vehicle Spaces by Use	
Use	Spaces Required
Residential - Detached Cluster Homes and Attached/Semi-Detached Homes	
Studio & 1 bedroom units	1 per unit (enclosed)
2 or more bedroom units	2 per unit (1 enclosed)
Resident Guest <sup>1</sup>	0.25 per unit

1. Guest parking is required for dwellings that do not have full garage driveways. On-street parking may be counted toward meeting the guest parking space requirements.

Bicycle parking is required to encourage bicycling as an alternative to motor vehicle use. Bicycle parking shall be provided as specified by CALGreen.

## F. Open Space

1. A minimum of 60 square feet per dwelling unit of private open space shall be provided. Private open space may be in the form of side and rear yards, patios, courtyards, California Rooms, porches, decks and/or balconies.
2. The minimum dimension of any ground-floor private open space shall be 5 feet.
3. The minimum dimension of any above-ground private open space shall be 4 feet.
4. A minimum of 50 square feet per residential dwelling unit of common open space shall be provided for attached residential development.

### 3.2.5 School (S) Overlay

#### A. Description

The School (S) overlay reserves a site for a potential K-8 public school or other educational uses. If acquired by the Santee School District, the site can accommodate up to 700 students, including existing Santee students and new students within Fanita Ranch.

#### B. Permitted Uses

Permitted Uses in S Overlay Area
<b>Public and Quasi-Public Uses</b>
Public schools
Charter schools
Private schools
Child care center
Nature centers, cultural and farm education facilities
<b>Other Uses</b>
Temporary uses such as festivals, carnivals, and similar uses <sup>1</sup>
Water quality features including swales, basins, bio-retention areas and other BMPs

1. Temporary uses shall be subject to the applicable criteria and conditions of SMC Section 13.06.070.

#### C. Alternative Residential Uses

The community vision for Fanita Ranch includes a K-8 school site in Fanita Commons. The underlying land use for the S overlay site is MDR. In the event that the school site (S-1 planning area shown in *Exhibit 3.2: Site Utilization Plan*) is not acquired for a public or private school use within two years of filing of the final map for the phase in which the site is located, the underlying MDR land use designation may be implemented and the maximum total number of units permitted in the Specific Plan Area shall be 3,008 units. The additional 59 MDR units have been analyzed in the EIR, and additional units may be transferred from other residential or Village Center planning areas within Fanita Ranch to this site to achieve the required MDR density, subject to the density transfer requirements set forth in *Section 10.7.1: Administrative Amendments (Minor Modifications)*.

#### D. Parking

Parking for vehicles and bicycles in the School overlay area shall be provided per SMC Section 13.24.040.

### 3.2.6 Parks (CP, NP and MP)

#### A. Description

The park designations include Community Parks (CP), Neighborhood Parks (NP) and Mini-Parks (MP) that are distributed throughout the community to provide active and passive recreational opportunities and gathering spaces within walking distance of all homes. Some of the MP designated areas also provide trail access and serve as the primary access point to the trail system in the Habitat Preserve and Open Space land use designation areas. *Chapter 7: Parks, Recreation & Open Space* includes a detailed description, design criteria and a list of anticipated uses for each type of park.

#### B. Permitted Uses

Permitted Uses in CP, NP and MP Land Use Designation Areas <sup>1</sup>
Agriculture including orchards, vineyards, crops
Play structures, play equipment and similar uses typically associated with parks
Cultural and historic monument, public art
Gardens - Community, children's, educational, demonstration, therapy, botanical and similar uses
Community buildings, swimming pools, play fields, sport courts, community aquatic recreation facilities and other recreational uses typically associated with a park and recreational uses as appropriate to the size and scale of the park (See <i>Chapter 7: Parks Recreation &amp; Open Space</i> )
Interpretive signage, trail markers, building identification and other wayfinding and educational signage
Kiosks, benches, shade structures, bike repair stations and similar park amenities
Paseos
Public utilities, associated rights-of way and grading (including photo voltaic)
Restrooms
Trailheads
Walking and biking trails (no equestrian)
Water quality features including swales, basins, bio-retention areas and other BMPs

1. Permitted uses listed above may be expanded based on park plans approved by the City of Santee. Public parks shall be subject to the approval of Conditional Use Permits pursuant to the procedures set forth in SMC Section 13.06.030.

#### C. Permitted Building Typologies

- Community Buildings

**D. Parking Requirements**

Vehicle parking for the Community Park and public neighborhood park (see CP-1 and NP-8 on *Exhibit 3.2, Site Utilization Plan*) shall be provided in accordance with the parking ratios listed herein, Americans with Disabilities Act and California Building Code Title 24 regulations. Parking may be provided by on-site parking facilities, on adjacent streets or a combination thereof. Parking may be shared with the adjacent K-8 school site, subject to a shared parking agreement.

Private neighborhood parks and mini-parks are intended to serve residents who live within walking distance of the parks. The parking needs for private parks will be met through on-street parking on adjacent streets (except as necessary to accommodate accessible and EV parking).

Bicycle parking and EV charging spaces shall be provided as specified by CALGreen.

Minimum Number of Required Vehicle Spaces by Use	
Use	Spaces Required
Community Park and Public Neighborhood Park	
Non-programmed Park Land <sup>1</sup>	5 per acre
Multi-purpose Fields	30 per backstop
Community Center/ Recreation Center	1 per 200 SF of gross floor area
Tennis Courts and Basketball Courts	12 per 6 courts; none if less than 6 courts
Swimming Pool	1 per 175 SF of water surface area

1. Non-programmed park land includes passive recreation and picnic areas that are not scheduled for regular activities. Unusable park land such as steep slopes or natural areas shall not be used in calculating parking space requirements.

### 3.2.7 Open Space (OS)

#### A. Description

The Open Space (OS) designation refers to open space areas outside of the Habitat Preserve within Fanita Ranch, including brush management areas at the edge of development (Fuel Modification Zones 1A, 1B and 2 – see the Fuel Modification Zone cross section exhibits in Fanita Ranch EIR Appendix P1), slopes adjacent to roads and within Villages, detention basins, trailheads and two riparian areas in Fanita Commons. Fire management areas and riparian open space are described in greater detail in *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan*, *Chapter 8: Grading, Utilities & Services* and *Chapter 9: Open Space, Conservation & Sustainability*.

Within the OS land use designation, the open space and basin areas denoted as “OS” and “OS-B” on *Exhibit 3.2: Site Utilization Plan* will be maintained and managed by the Homeowners Association. Areas that contain pump stations and water tanks, shown as “OS-PS” and “OS-WT” on *Exhibit 3.2: Site Utilization Plan*, will be dedicated to and maintained/operated by the Padre Dam Municipal Water District (PDMWD). All OS land use designation areas are subject to the Fanita Ranch Fire Protection Plan (Fanita Ranch EIR Appendix P1).

#### B. Permitted Uses

Permitted Uses in OS Land Use Designation Areas
Agriculture including orchards, vineyards, crops
Apiaries
Cultural and historic monument, public art
Gardens - Community, children's, educational, demonstration, therapy, botanical and similar uses
Habitat enhancement riparian areas
Interpretive signage, trail markers, building identification and other wayfinding and educational signage
Non-combustible kiosks, benches, shade structures, bike repair stations and similar trail amenities
Public utilities, associated rights-of way and grading (including photo voltaic)
Trailheads
Walking and biking trails (no equestrian)
Water quality features including swales, basins, bio-retention areas and other BMPs

### 3.2.8 Agriculture (A) Overlay

#### A. Description

The Agriculture (A) overlay applies to areas reserved for the Farm and other agricultural uses. The Farm in Fanita Commons is the centerpiece of Fanita Ranch and honors Santee’s long tradition of agriculture. The Farm is planned to include a large iconic barn that will set the architectural theme of the community and provide a venue for special events and farm operations. The working farm will also include terraced vegetable fields, pasture lands, limited housing for employees, raised gardens and pastures/facilities for farm animals. The Farm will engage residents through volunteer opportunities, educational experiences, field trips, internships, festivals, a farm stand, Community Supported Agriculture (CSA) programs and more.

The underlying land use for the A overlay planning area is OS. The underlying OS land use designation may be implemented in the A overlay planning areas, in accordance with the provisions set forth in *Section 3.2.7: Open Space*, if uses permitted within the A overlay become infeasible in the A overlay planning areas. Caretaker units and commercial accessory uses are only permitted when the A overlay is applied to these planning areas.

#### B. Permitted Uses

Permitted Uses in A Overlay Areas
<b>Agricultural Uses</b>
Agriculture including orchards, vineyards, crops <sup>7</sup>
Gardens - Children’s, educational, demonstration, therapy, botanics, raised garden beds and similar uses
Pick-your-own operations and sales
Professionally managed community gardens and community supported agriculture
<b>Accessory Uses</b>
Accessory uses typically associated with agricultural uses
Apiaries and commercial animal keeping, husbandry and education programs such as 4H youth organizations (no butchering or slaughtering permitted) <sup>5</sup>
Accessory structures - Greenhouses, barns, post-harvesting facilities and similar structures for housing animals, storing equipment and supporting farm operations <sup>6</sup>
Composting, organic recycling and animal manure management practices <sup>4</sup>
Outdoor and commercial kitchens, amphitheaters and similar facilities associated with farm education and promotion
Commercial recreation, outdoor - including mazes, kiddie rides, pony rides, petting zoos and similar uses
Drying, processing and packing of fruits, nuts, vegetables and other products (outdoors or in permanent, accessory structures)
Offices - Farm administrative offices and other non-profit office space, including non-profit incubators
Outside storage of materials, such as irrigation equipment and farming machinery, stored in conjunction with the Farm



Permitted Uses in A Overlay Areas
Parking lots
Temporary events such as outdoor markets, Certified Farmers' Markets, pumpkin patches, Christmas tree lots, festivals, carnivals, outdoor entertainment, art shows and similar events <sup>1</sup>
Water quality features including swales, basins, bio-retention areas and other BMPs
Up to 6 caretaker units (units to be transferred from elsewhere in the Specific Plan Area)
Accessory Commercial Uses
Community event venues with or without live entertainment, dancing and similar for weddings, conferences and similar events <sup>2</sup>
Farm lab and other educational activities related farming, gardening, food, nutrition and artisanal crafts
Food sales - Farmer's market, farm stands, food halls, specialty food markets, restaurants, delicatessens, cafes, tasting rooms and similar uses (including sale of alcohol for on-site and off-site consumption) <sup>2</sup>
Food related craft industries including, but not limited to, wineries, creameries, micro-breweries, bakeries, micro-distilleries and similar uses <sup>2</sup>
Garden center, nurseries, plant storage or plant propagation
Kennels and boarding facilities for animals
Lodging - farm-stay, bed and breakfast
Non-food related craft industries such as glass blowing, blacksmithing, metal working, jewelry making, pottery, baskets, natural apparel, art production and similar uses
Retail - stores that sell goods and merchandise associated with the Farm
Retail space for sales associated with local cottage and local craft industries (food and non-food)
Studios and galleries - art, music, photography and similar uses
Studios and pavilions for fitness/wellness programs such as yoga and similar uses
Wedding chapels, religious and spiritual assembly space and similar uses <sup>3</sup>

1. Temporary events and uses shall be subject to the applicable criteria and conditions of SMC Section 13.06.070. Special and temporary event attendance shall be limited to a maximum of 300 attendees.
2. See *Section 3.2.11.11 (B): Sale of Alcohol* for applicable regulations.
3. See *Section 3.2.11.11 (C): Places of Worship or Assembly* for applicable regulations.
4. See *Section 3.2.11.11 (A): Agriculture and/or Animal Keeping in Agriculture Overlay Areas* for applicable regulations.
5. Keeping, raising and boarding of large and small 4-legged animals, as defined in SMC, is permitted. The number of 4-legged animals shall not exceed 5 animals per gross acre of the Agriculture overlay areas. Keeping, raising and boarding of fowl such as chickens, roosters, ducks, geese and other similar fowl is also permitted.
6. Accessory structures for animal keeping shall occupy no more than 25% of the property on which they are located.
7. Farm equipment operations shall be limited to 7 a.m. to 7 p.m.

**C. Development Standards**

Lot Standards <sup>4</sup>	
Min. Net Lot Area	None
Max. Caretaker Units	6
Accessory Commercial Uses <sup>2</sup>	Up to 20,000 square feet of floor area
Minimum Lot Depth	None
Minimum Lot Width	None
Maximum Height <sup>3</sup>	35 feet (3 Stories) <sup>1</sup>
Minimum Building Separation	10 feet
Minimum Setbacks <sup>3</sup>	
Public Street Right-of-Way to Any Building	20 feet
From Public Street Right-of-Way to Parking Areas	10 feet

1. Silos, windmills, water tanks and similar iconic auxiliary structures may exceed the 35-foot structure height limit, subject to approval from Federal Aviation Administration.
2. Does not include accessory structures associated with farm operations.
3. See *Section 3.2.11.1* for projection, encroachment and height exceptions.
4. Where development standards are not provided herein, those standards will be determined at the Development Review stage.



**D. Appropriate Building Typologies**

- Detached Cluster Homes
- Attached/Semi-Detached Homes
- Community Buildings



### E. Parking Requirements

Minimum vehicle parking requirements shall be as stated herein. Parking requirements may be refined in the Farm Operations Manual. The minimum number of required vehicle parking spaces for the Agriculture overlay areas is based upon the Farm's relationship to the adjacent Village Center and the overall community, but may be modified to reflect the mix of uses proposed on the site based upon a shared parking scenario. Parking may be shared with the adjacent Village Center subject to a site-specific shared parking agreement.

Bicycle parking shall be provided as specified by CALGreen.

Minimum Number of Required Vehicle Spaces by Use	
Caretaker Units	
Studio & one bedroom units	1 per unit
Two or more bedroom units	2 per unit
Agricultural	1 per employee (not including employees who live on-site)
Accessory Commercial Uses	1 per 250 square feet of floor area
Lodging	1 per key + 2 spaces

### 3.2.9 Special Use (SU)

#### A. Description

The Special Use (SU) land use designation applies to a 31.9-acre site located in the southwestern portion of the Specific Plan Area, west of the existing PDMWD Carlton Hills water reservoir. The SU area was previously graded for a City park during repair of the Oak Hills Landslide in the late 1970s/early 1980s. The site includes multiple relatively level sheet graded pads totaling approximately 24.5 acres. Geotechnical conditions make the site unsuitable for park development. The SU area falls within the Gillespie Air Field notification area and has a 35-foot height limitation.

The Fanita Ranch Specific Plan identifies permitted uses for the SU land use designation area, including water quality basins, the extension of Carlton Hills Boulevard, a solar farm, recreational vehicle (RV) and boat storage and above-ground agriculture. These uses are described below and shown in *Exhibit 3:3: Special Use Area Concept Plan* and *Table 3.3: Special Use Area Permitted Uses and Statistical Summary*. Due to site conditions, no significant grading or introduction of water into the soil is proposed in conjunction with implementation of permitted uses. Retail sales and residential uses, except one caretaker unit, are not permitted within the SU area. Access to the SU area is provided via the extension of Carlton Hills Boulevard. Uses in the SU area are buffered from adjacent existing homes by an OS slope area (a min. 100-foot non-irrigated FMZ) to the west to be managed by the HOA, and a 50-foot buffer along the south and southwest perimeter to be managed by the SU area owner/operator. A 50-foot non-irrigated FMZ is planned adjacent to the Habitat Preserve, to be maintained by the HOA. The SU area will be fenced at the perimeter, as shown in *Exhibit 5.18: Conceptual Fence and Wall Plan*. Security lighting will be provided in the SU area as indicated in *Exhibit 5.19: Conceptual Lighting Plan*.

#### B. Permitted Uses and Statistical Summary

*Exhibit 3:3: Special Use Area Concept Plan* depicts the locations of the following permitted uses within the SU area:

- **Water Quality/Hydromodification Basins**

A series of six water quality hydromodification basins are conceptually located within the SU area. These basins are designed to control and treat run-off from the SU area before conveying flows to the existing public storm drain system.

- **Extension of Carlton Hills Boulevard**

Carlton Hills Boulevard will be improved and extended northerly from its existing terminus into the SU area. The road is proposed as a two-lane road terminating adjacent to the PDMWD Carlton Hills water reservoir. The roadway will provide vehicular access to the reservoir and the proposed mini park, which is planned to include a trail staging and parking area.



**LEGEND**

- Specific Plan Boundary
- Special Use Area
  - ① Solar Farm and RV/Boat Storage
  - ② Above-Ground Agriculture or Solar Farm and RV/Boat Storage
  - ③ Non-Utilized Area
- 50' Managed Buffer
- Basins, Slopes and Easements
- Carlton Hills Boulevard Extension
- Mini-Park\*
- Open Space - 50' Fuel Modification Zone 2 (Non-Irrigated/70% Thinning)
- Open Space - 100' Fuel Modification Zone 2 (Non-Irrigated/70% Thinning)
- Habitat Preserve

\* Parking for the mini-park will be provided along the west side of Carlton Hills Boulevard - see Exhibit 4.12.15: Carlton Hills Boulevard and the Trail Staging Area in Exhibit 7.8: Typical Vista Point and Trailhead Concept Plan.

⊕ not to scale

**Exhibit 3.3: Special Use Area Concept Plan**

*Special Use*

- **Solar Farm and RV/Boat Storage**

Solar farm and RV/boat storage areas are proposed within approximately 18.4 acres designated ① on *Exhibit 3.3: Special Use Area Concept Plan*. These uses would occur on the graded pads located to the west and northwest of Carlton Hills Boulevard. A 50-foot buffer from adjacent existing homes would be provided along the southwestern limits of the SU area. Adjacent to the western edge of the SU area, a slope area would be designated a minimum 100-foot non-irrigated FMZ between existing single-family homes off-site and the SU area. Solar farm and RV/boat storage may also occur on the pad located southeast of Carlton Hills Boulevard within the area designated ②, which is described below.

- **Above-Ground Agriculture**

Above-ground agriculture is proposed within approximately 2.4 acres designated ② on *Exhibit 3.3: Special Use Area Concept Plan*. Above-ground agricultural uses would include water collection and reuse infrastructure that would prevent introduction of water into the soil. Solar farm and/or RV/boat storage may also occur within the area designated ②.

- **Non-Utilized Area**

A non-utilized area, approximately 1.3 acres, is located east of the extension of Carlton Hills Boulevard and is designated ③ on *Exhibit 3.3: Special Use Area Concept Plan*. No use is proposed for the non-utilized area at this time.

Several other land uses are depicted on *Exhibit 3.3: Special Use Area Concept Plan* for context but are not included within the overall 31.9-acre SU area. These land uses include a 1.6-acre mini park located west of Carlton Hills Boulevard which is planned as a trail staging area with parking, and OS designated areas surrounding the SU area which consist of non-irrigated/thinned FMZs as discussed in *Section 8.6.2.1* of the Specific Plan. The mini park and OS acreages are included in their respective land use designations in *Table 3.1: Land Use Plan Statistical Summary* and *Table 3.2: Site Utilization Plan Summary*.

**Table 3.3: Special Use Area Permitted Uses and Statistical Summary**

Area/Use	Acreage
Solar Farm <sup>1</sup> and RV/Boat Storage <sup>2</sup> ①	18.4
Above-Ground Agriculture or Solar Farm and RV/Boat Storage ②	2.4
Non-Utilized Area ③	1.3
50' Buffer, Basins, Slopes and Easements	8.7
Carlton Hills Boulevard Extension	1.1
Caretaker Unit (to be transferred from another planning area)	--
<b>Special Use Area Total</b>	<b>31.9</b>

1. Includes solar farm and associated devices, equipment and infrastructure for solar energy collection, storage and distribution.
2. Recreational vehicle and boat storage hours of operation shall be limited to 7 a.m. to 7 p.m. on Mondays through Saturdays and 10 a.m. to 7 p.m. on Sundays. After hours drop-off and pick-up shall be at a specified location on-site to mitigate potential noise impacts on adjacent residences per the Noise Technical Report (see Fanita Ranch EIR Appendix L), as determined during the Development Review process.

### C. Development Standards

Development standards for the SU land use designation considers the site's relationship to Gillespie Air Field and adjacency to off-site neighbors. Height has been limited to 35 feet in conformance with the Gillespie Air Field Airport Land Use Compatibility Plan (ALUCP). A 50-foot minimum managed buffer is required adjacent to existing homes off-site to preserve neighbor privacy. Planting and irrigation may be subject to the recommendations of a focused geotechnical study.

### D. Landscaping

Landscaping shall be limited and shall be consistent with the requirements of the Fanita Ranch Fire Protection Plan (Fanita Ranch EIR Appendix P1). Landscape plans shall be approved by the Santee Fire Department.

Lot Standards <sup>1</sup>	
Min. Net Lot Area	None
Min. Lot Depth	None
Min. Lot Width	None
Max. Lot Coverage, including all Buildings and Accessory Structures	90%
Maximum Height	35 feet
Minimum Setbacks	
Public Roadway to any Building	20 feet
From adjacent Residential Property Lines <sup>2</sup>	50 feet

1. Where development standards are not provided herein, those standards will be determined at the Development Review stage.
2. Screening treatments may include solid perimeter fencing/walls, berming, architectural screens or similar features to visually screen development from adjacent neighbors. Walls and fencing shall be subject to the requirements of [Section 3.2.11.8](#).

### 3.2.10 Habitat Preserve (HP)

#### A. Description

The Habitat Preserve land use designation applies to open space areas outside the limits of development, as shown in *Exhibit 3.1: Land Use Plan* and *Exhibit 3.2: Site Utilization Plan*. It includes specific revegetated slopes at the edge of the development area. Revegetated slopes will consist of native materials planted to blend back into the existing natural landscape in conformance with a Habitat Restoration Plan. The intent of this land use is to designate areas that will ultimately be included in the City of Santee Subarea Plan, fulfilling the City’s commitment to participate in the San Diego Multiple Species Conservation Program (MSCP).

#### B. Permitted Uses

Permitted uses include trails, fencing (where necessary), interpretive signage, habitat restoration and revegetation, roadways necessary for public access, utilities and other uses consistent with the Natural Community Conservation Planning (NCCP) design guidelines and standards. Wireless telecommunication facilities that generally have minimal onsite maintenance and lighting are permitted, subject to the provisions of the NCCP.





### **3.2.II Regulations Applying to Multiple Land Use Designations**

The Specific Plan Area is located in a Wildland-Urban Interface (WUI) area. As such, planning, design and construction of all buildings within the Specific Plan Area shall comply with the applicable regulations and standards of SMC as may be amended from time to time, California Building Code Chapter 7A and Fanita Ranch Fire Protection Plan.

Unless stated otherwise within this Specific Plan, the following standards shall also apply to all land use designations.

#### **3.2.II.1 Projections, Encroachments and Height Exceptions**

- A. Projections and encroachments into setbacks shall comply with the requirements and limitations of the Fire Protection Plan.
- B. Eaves, roof projections, awnings and similar architectural features, when located at least 8 feet above grade, may project into required setbacks a maximum distance of 3 feet, provided that such feature shall be at least 3 feet from a property line. There shall be no combustible awnings, canopies or similar combustible overhangs within Fuel Modification Zone 1A.
- C. Fireplaces, chimneys, bay windows, balconies, fire escapes, exterior stairs and landings, and similar architectural features may project into the required setback a maximum distance of 2 feet and shall be at least 3 feet from a property line.
- D. Uncovered decks, platforms, uncovered porches and landing places which do not extend above the first floor level of the main building and are not at any point more than 32 inches above grade, may project into any rear or interior side setback up to the property line. Where not extending above the first floor level but where greater than 32 inches above grade, they must be at least 5 feet from all side property lines and 10 feet from the rear property lines.
- E. If a structure is constructed such that it projects over a slope and the structure is visible from a public street, the underside of the structure shall either be enclosed, or landscaping shall be provided to screen the underside of the structure from public view. Projections shall be 1-hour rated and approved by the Santee Fire Department prior to issuance of a building permit. Any landscape screening shall be approved by the Santee Fire Department.
- F. Unless otherwise specified in this Specific Plan, flues, chimneys, antennas, elevators, or other mechanical equipment or utility may exceed the height limit by up to 15 feet, provided such feature shall not be used for habitable space and an appropriate architectural treatment or screening is provided, as determined by the Development Services Director.

- G. Architectural appurtenances such as steeples, towers and similar design elements on commercial structures may exceed the maximum height by up to 10 feet. Additional height may be approved by the Development Services Director through a Development Review permit process if it is determined that architectural compatibility and appropriate building scale are achieved and maintained.

### 3.2.11.2 Accessory Dwelling Units

Accessory dwelling units (ADUs) are permitted within the LDR and MDR land use designation areas to allow for multi-generational households and opportunities for additional rental housing options. An ADU is a residential dwelling unit that is detached from, attached to or located within the living area of a primary dwelling unit and is located on the same lot as the primary dwelling unit. ADUs are subject to California state laws, as they may be amended from time to time.

### 3.2.11.3 Accessory Uses and Structures

Accessory structures, excluding ADUs, include attached and detached structures that are not part of the primary building and require a building permit. Such uses include, but are not limited to, unenclosed patio covers, cabanas, detached garages, carports, play structures and storage sheds. Accessory structures located in Fuel Modification Zone 1A (setback zone, as described in *Section 8.6.2.1: Fuel Modification Zones*) shall be limited to decks, patio covers, gazebos, arbors and other non-habitable structures of non-combustible construction and shall be approved by the Santee Fire Department.

Accessory structures shall be subject to applicable criteria provided in the Fire Protection Plan.

- A. **Interior Side and Rear Setbacks.** Unless otherwise specified in this Specific Plan or the Fire Protection Plan, accessory structures may encroach into a required interior side or rear setback up to 5 feet from the property line, excluding eave overhang.
- B. **Front and Exterior Side Setback.** No attached or detached accessory structure shall occupy any portion of a required front or exterior (corner) side setback.
- C. **Height.** A height limit of 15 feet (one story) shall apply within the required setback area.
- D. **Minimum Separation.** Accessory structures shall maintain a minimum separation of 6 feet from the main structure.
- E. **Size.** Detached accessory structures shall occupy no more than 25% of a rear yard.

- F. **Outdoor Recreation.** Swimming pools, spas, tennis courts, basketball courts or similar paved outdoor recreational courts shall not be located in any required front setback and shall be located no closer than 3 feet from any rear, side or corner side property line.
- G. **Lighting.** Unless otherwise specified in this Specific Plan, outdoor lighting poles and fixtures associated with accessory uses and structures shall not exceed 15 feet in height, unless otherwise approved by the Development Services Director. All lighting shall be designed to project light downward and shall not create glare on adjacent properties.

#### 3.2.11.4 California Rooms

The California Room provides a transition from indoor to outdoor environments and may include options such as built-in fireplaces, pre-wired lighting or fan fixtures for comfort and entertaining. The California Room is typically accessed through sliding or folding doors at the rear or side of the home, and the space acts as a transition to the backyard and the entertaining opportunities there. The area is notched into the main dwelling with a solid roof integral to the home. California Rooms may not be located in Fuel Modification Zone 1A. California Rooms must meet the following requirements, unless approved by the Development Services Director:

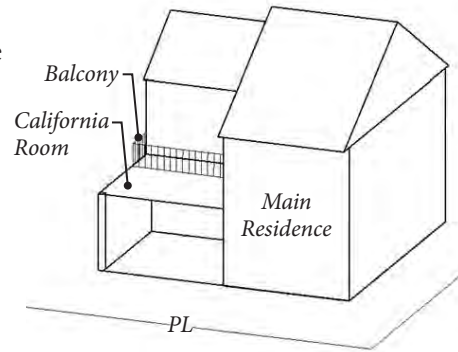


*California Room*

- A. California Rooms must have at least two open sides or have movable, transparent walls/windows that open to the rear and/or side setback;
- B. The rear setback from a California Room may be a minimum of 5 feet, provided the California Room's width does not exceed 50% of the residence's width. California Rooms shall be equipped with automatic residential fire sprinklers. The side setbacks of a California Room shall be subject to the side setback requirements of the primary building.
- C. If the rear setback of the California Room is less than 10 feet, the rear elevation of the California Room must be open.
- D. Second story living areas above the California Rooms shall be subject to the setback requirements of the primary building.

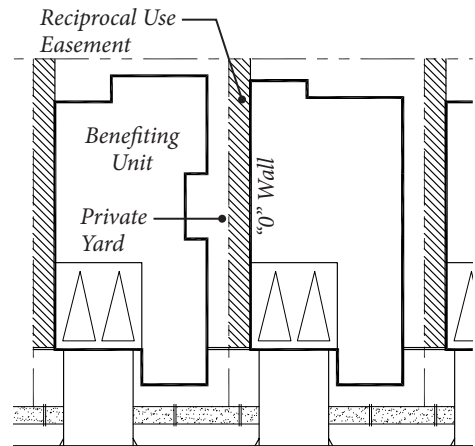
E. Second story balconies above the California Rooms may not extend more than 50% over the California Room and are permitted in the following conditions:

1. Permitted on lots with rear setbacks adjacent to open space unless otherwise prohibited by the Fire Protection Plan.
2. Permitted on any lot with a grade separation of 10 feet or more at the rear lot line.
3. Permitted on interior lots where the California Room is set back 15 feet or more from the rear property line.



### 3.2.11.5 Reciprocal Use Easements

Residential building typologies such as z-lot homes, rear loaded homes and motor court homes may utilize reciprocal use easements, subject to building code requirements. Properties with reciprocal use easements are plotted with conventional setbacks, but the wall is constructed such that the side setbacks of adjacent units are combined into one private yard for the use of one of the units. An easement shall be established through deed restrictions on the property benefiting from the combined yard space to allow maintenance access for the non-benefiting property. The side of the non-benefiting unit forms the “0” wall adjacent to the easement. The easement shall be of sufficient width to allow for maintenance of the “0” wall and to accommodate the overhang of the roof eave and gutter. Eaves along the “0” wall line may project a maximum of 18” over the adjacent property line. The easement shall be kept free of permanent obstructions such as sheds or fences without a gate. The “0” wall shall not have any doors or primary windows on the ground floor that face onto the easement of the benefiting unit’s yard area to preserve privacy.



Example of Reciprocal Use Easement

### 3.2.11.6 Equipment Screening

With the exception of photovoltaic (PV) and solar hot water (SHW) systems, equipment shall be screened from view to the extent permitted by the utility and/or service provider. This requirement applies whether the equipment is located on the roof, on the side of a building or on the ground. The method of screening shall be architecturally integrated with the building design or landscaping in terms of material, color, shape and size. Equipment screening with landscaping shall be approved by the Santee Fire Department.

### 3.2.11.7 Trash Enclosures

All trash enclosures shall be designed to meet the City's trash enclosure standards and the stormwater pollution prevention best management practices (BMPs) in the City's BMP Design Manual. Refuse and recycling material pickups shall be on a regular basis, or more often as needed, to keep collection bins from overflowing. Property owner/operator shall be responsible for the cleanliness and sanitary conditions of the trash enclosure areas. Structural elements of trash enclosures that are subject to damage (such as screens, covers and signs) shall be maintained by the property owner/operator. Maintenance agreements between the City and the owner/operator or maintenance deed restrictions may be required. If required, maintenance agreements or deed restrictions shall be executed by the property owner/operator before improvement plans are approved.

### 3.2.11.8 Fencing, Walls and Landscaping

- A. All required front and street side setbacks and parkways shall be landscaped. For parking lot landscaping requirements, see *Section 3.2.11.9: Parking* of the Specific Plan.
- B. Where feasible, infiltration BMPs shall be integrated into the landscape design to reduce the quantity and velocity of storm water discharging from paved areas.
- C. The visibility of decorative water features, including but not limited to, ponds, decorative fountains, basins, reflective pools and spray/mist fountains should be confined to areas of high visibility and high use. Re-circulating water shall be used for all decorative water features. All such features shall be designed such that they present a positive visual statement when water is not available.
- D. Landscape plans required pursuant to a Development Review Permit shall be prepared and signed by a registered landscape architect unless waived by the Development Services Director. All landscape plans shall be reviewed and approved by the Santee Fire Department.
- E. Property owners and applicable HOAs are responsible for the continual maintenance of their respective landscaped areas. All landscaped areas shall be kept free from weeds and debris and maintained in a healthy, growing condition, and shall receive regular pruning, fertilizing, mowing and trimming. Any damaged, dead, diseased or decaying plant material shall be replaced within 30 days from the date of damage.
- F. Fences and walls located in a required front setback, including courtyard and patio walls, shall not exceed 3.5 feet in height. Retaining walls within the required front setback shall not exceed 4 feet in height.

- G. Fences and walls located in a required exterior side, interior side or rear setback shall not exceed 6 feet in height. Walls required for noise mitigation may exceed this height limit, as determined by an acoustical analysis.
- H. Security fencing up to 6 feet in height located in the front and exterior side setbacks and up to 8 feet in height located in the interior side and rear setbacks may be approved by the Development Services Director. Security fencing located in the front and exterior side setbacks shall be constructed of decorative metal materials and shall be non-view obstructing.
- I. Fencing within the Habitat Preserve land use designation areas shall be provided in accordance with applicable Fanita Ranch EIR, Fanita Ranch FPP, and Habitat Restoration Plan requirements.
- J. All fences and walls shall be kept in good repair and adequately maintained at all times. Any dilapidated, dangerous or unsightly walls or fences shall be removed or repaired. Anti-graffiti surfaces shall be provided where surfaces are visible to the public.
- K. Retaining walls constructed next to public streets shall be constructed with decorative masonry materials. Anti-graffiti surfaces shall be provided. Plantable retaining walls shall be considered where a wall is 10 feet or more in height and visible from public spaces.
- L. A visibility clearance area shall be required on corner lots and at commercial driveway locations in which nothing shall be erected, placed, planted or allowed to grow exceeding 3.5 feet in height. For corner lots, such area shall consist of a triangular area bounded by the curbs of streets bounding the corner lot not less than 20 feet from their point of intersection. Sight distance triangles along streets and roads with 2,000 or more average daily trips (ADT) shall meet the City's current Public Works Standards and will be determined during the development review process and is dependent upon roadway geometry, topography, and anticipated vehicular speeds.
- M. Landscape and irrigation shall comply with the Santee Water Efficient Landscape Ordinance.
- N. All landscaping shall be designed, installed and maintained in conformance with the Fire Protection Plan and shall be approved by the Santee Fire Department.
- O. All fencing shall be designed, constructed and maintained in conformance with the Fire Protection Plan and shall be approved by the Santee Fire Department.

### 3.2.11.9 Parking

#### A. Shared Parking Agreements

Shared parking is encouraged for commercial, residential and/or office off-street parking. Parking facilities may be used jointly with parking facilities for other uses when operations are not normally conducted during the same hours or when peak hours vary. Shared parking agreements are subject to the approval of the Development Services Director and must meet the following conditions:

1. A parking study shall be submitted to the Development Services Director demonstrating that substantial conflict will not exist in the principal hours or periods of peak demand for the uses which the joint use is proposed.
2. Parking facilities designated for joint use should not be located further than ¼ mile from any structure or use served.
3. A shared parking agreement shall be prepared to the satisfaction of the City Attorney and executed by all parties concerned, assuring the continued availability of the number of stalls designated for joint use.

#### B. Parking Design Standards

The parking space requirements for uses in each land use designation area are provided in *Section 3.2.1* to *Section 3.2.10*. The design standards for the parking areas are listed below:

1. **Stall Size.** Each parking space shall consist of a rectangular area not less than 9 feet wide by 19 feet long. The required minimum measurements may not include the exterior walls or supports of any structure. Parallel spaces shall be a minimum of 9 feet wide by 23 feet long. All parking spaces shall have a vertical clearance of not less than 7.5 feet. Parking spaces may overhang adjacent landscape areas up to 2.5 feet, provided the overhang does not extend into any required landscape setback area.
2. **Motorcycle Stall Size.** Those areas designated for use by motorcycles shall consist of a minimum usable area of 54 square feet.
3. **Recreational Vehicles.** Parking, storing or loading of recreational vehicles on public or private streets, other public areas or in driveways for more than 72 hours is prohibited.
4. **Garage Size.**
  - a. One-car garages for residential dwellings shall have a minimum interior dimension of 10 feet in width and 20 feet in depth of unobstructed area provided for parking purposes.

- b. Two-car garages for residential dwellings shall have a minimum interior dimension of 20 feet in width and 20 feet in depth of unobstructed area provided for parking purposes.
  - c. Two-car tandem garages for residential dwellings shall have a minimum interior dimension of 10 feet in width and 40 feet in depth of unobstructed area provided for parking purposes.
  - d. All garages for residential dwellings shall provide a minimum vertical clearance of 7.5 feet.
5. **Driveways.**
- a. Driveways providing access to garages, carports and parking areas serving more than one garage shall be a minimum width of 20 feet. Where feasible, shared driveways shall be used to reduce impermeable area. Where feasible, permeable surfaces, such as permeable concrete or permeable pavers, are encouraged.
  - b. All driveway and access way widths and designs must be approved by the Santee Fire Department for purposes of emergency accessibility.
6. **Paving.** Except in the Agriculture overlay areas, parking and loading facilities shall be surfaced and maintained with asphalt concrete, concrete or other permanent surface material sufficient to prevent mud, dust, loose material and other nuisances from entering the storm drain. Permeable surfaces, such as permeable concrete or permeable pavers, are allowed for parking lots. Crushed aggregate, rock, dirt or similar types of surfacing shall not be used as a permanent parking or loading facility surface but are permitted in Agriculture overlay areas. Unpaved roadways and parking in areas within the Agriculture overlay lands shall be designed to include swales and other BMPs.
7. **Landscaping.** Paved parking lots shall be landscaped according to the following standards:
- a. A minimum of 10% of the total off-street parking area shall be landscaped with appropriate ground cover and at least one 24-inch box tree with root barrier at a ratio of one tree per 5 required parking spaces. Parking lot trees may be clustered and are not required to be spaced at regular intervals. The parking area shall be computed by adding the areas used for access drives, aisles, stalls, maneuvering and landscaping within the portion of the premises that is devoted to vehicular parking and circulation.
  - b. Each unenclosed parking facility shall provide a perimeter landscaped strip at least 5 feet wide (inside dimension) where the facility adjoins a side property line. The perimeter landscaped strip may include any landscaped setback or landscaped area otherwise required and shall be continuous, except for required access to the site or to the parking facility.



8. **Drainage.** All parking and loading facilities shall be graded and provided with permanent storm drainage facilities. Surfacing, curbing and drainage improvements shall be sufficient to preclude free flow of water onto adjacent properties, public streets, private streets or driveways and standing pools of water within the parking facility. Infiltration BMPs shall be integrated into the drainage design to reduce the quantity and velocity of storm water discharging into the storm drain system, consistent with the San Diego Regional Water Quality Control Board (SDRWQCB) requirements.
9. **Lighting.** Lighting within any parking facility or paved area shall be designed to reflect away from residential uses, adjacent properties, the Habitat Preserve, riparian areas and motorists. Light standards shall be a low-profile design and be compatible with the architectural design of adjacent buildings. Light fixtures shall not exceed 15 feet in overall height from the finished grade of the parking facility, except that light fixtures up to 25 feet in height may be permitted if it is determined by the Development Services Director that the size of the parking area and site design warrants a taller light fixture. Lighting shall be consistent with *Section 5.9: Conceptual Lighting Plan*. A photometric analysis shall be prepared demonstrating that the lighting program is consistent with the Fanita Ranch Specific Plan requirements provided herein.
10. **Safety features.** Parking lots, parking structures and loading facilities shall meet the following safety standards:
  - a. Safety barriers, protective bumpers or curbing and directional markers shall be provided to assure pedestrian/vehicular safety, efficient utilization and protection to landscaping, and prevent encroachment onto adjoining public or private property.
  - b. Parking lot circulation shall be designed to ensure visibility of pedestrians, bicyclists and motorists when entering and exiting a parking facility and individual parking spaces.
  - c. Internal circulation patterns, as well as the location and traffic direction of all access drives, shall be designed and maintained in accordance with accepted principles of traffic engineering and traffic safety.
11. **Noise.** Areas used for primary circulation of frequent idling of vehicle engines or for loading activities shall be designed and located to minimize impacts on adjoining properties. These areas shall include screening or sound baffling.
12. **Screening.** Unenclosed off-street parking areas shall be screened from view using one or any combination of the following methods:
  - a. Low profile walls, not exceeding 3.5 feet in height, consisting of stone, brick or similar types of decorative solid masonry materials.

- b. Plant materials consisting of compact evergreen plants with a minimum height of 3.5 feet within 18 months after initial installation or screening as per (a) or (c) shall be installed.
- c. Berms. Earthen berm at least 3.5 feet above grade.
- d. In order to allow law enforcement surveillance into parking lots, the above screening methods shall be designed to provide for view corridors into the site from adjacent streets and properties. Screening and planting materials shall be approved by the Santee Fire Department.

13. **Parking Structures.** The following additional design standards shall apply to parking structures:

- a. Storage lockers, when provided, shall be placed so as not to preclude parking of a vehicle in a stall.
- b. A storage/maintenance room shall be included in the facility.
- c. High efficiency lighting shall be used in conjunction with daylighting for above grade structures.
- d. Elevators and/or stairwells shall be designed to allow complete visibility for persons entering and exiting.
- e. Floor surfaces shall be non-slip surfaces.
- f. Security devices shall be installed, such as surveillance cameras, audio and emergency call buttons.
- g. When mechanical ventilation systems are required, they shall be high efficiency systems and back-up power systems shall be installed.
- h. Points of intersection between pedestrians and vehicles shall be designed for adequate safety of movement; separate paths for the pedestrians from their cars to specific points of destination shall be integrated in the facility.
- i. Wayfinding signs shall be installed.

14. **Electric Vehicle (EV) Chargers.** EV chargers shall be installed in all homes within the Low Density Residential land use designation areas, some homes in the Medium Density Residential, Active Adult and Village Center land use designation areas, as well as within the parking lots of commercial projects in the Village Centers (see Fanita Ranch EIR Appendix H, Greenhouse Gas Analysis).

### 3.2.11.10 Performance Standards

Performance standards for specific uses are provided below to maintain or remedy land use compatibility, security or crime control issues that may result in a nuisance to surrounding residents.

#### A. Agriculture and/or Animal Keeping in Agriculture Overlay Areas

1. All Agriculture overlay lands and associated operations shall be professionally managed to ensure the Farm is well maintained and farming activities do not become a nuisance to neighboring residents.
2. The site and activities on-site shall be designed to minimize noise. The use of mechanical equipment such as tractors, exhaust fans, circulating pumps and/or generators and other exterior noise-generating operations that result in a one-hour average sound level of 50 decibels or more, as measured at the nearest adjacent residential property line, shall be limited to the hours of 7:00 a.m. and 7:00 p.m. Noise barriers shall be installed around any noise generating equipment if necessary to meet the required limitations.
3. All exterior lighting, including spotlights, floodlights, electric reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed and arranged to prevent glare and direct illumination of streets, adjoining properties or the Habitat Preserve.
4. The site and activities on-site shall be designed to minimize offensive odors. An odor is offensive if it can be detected from a nearby residential or commercial use or an adjoining right-of-way. All poultry and animal enclosures shall be maintained in a clean, sanitary condition, free from offensive odors at all times. Evidence of unsanitary conditions includes, but is not limited to, numerous flies, fly larvae in the vicinity of the property, an accumulation of debris, refuse or manure, offensive odors and rat droppings. All composting, refuse, manure and any material conducive to the breeding of flies or which would create any offensive odor, shall be placed in suitable tight containers or bags until entirely removed from the premises or turned under the soil surface where such materials are used as fertilizer.
5. Composting, recycling and animal manure management practices on the Farm and in other Agriculture overlay areas shall be kept not less than 50 feet from any dwelling unit or public right-of-way. Screening may be required. Composting operations on the Farm and in other Agriculture overlay areas shall follow City of Santee, San Diego County and State of California best management practices and regulations as amended from time to time.
6. On-site advertising signs shall be consistent with *Section 3.2.11.11: Signage* of this Specific Plan and comply with all applicable City of Santee signage requirements.

7. All residential, commercial and mixed-use properties within Fanita Ranch shall record a Right-to-Farm covenant to protect the ongoing operation of agricultural uses.
8. All agricultural areas shall be maintained in conformance with the Fire Protection Plan.

### **B. Sale of Alcohol**

All businesses or establishments offering the sale of alcoholic beverages, for consumption both on and off-site, shall be required to obtain and continuously maintain all applicable California Department of Alcohol Beverage Control licenses. All City permits and business licenses related to the property and/or use shall be contingent upon the maintenance of required State licenses.

### **C. Places of Worship or Assembly**

1. All places of worship and assembly shall maintain adequate circulation and access so as not to block or impede public rights-of-way or emergency access. The City shall reserve the right to require a parking and access management plan if the Development Services Director determines that the use, as operated or maintained, results in inadequate access and circulation.
2. The subject use shall be operated in a manner which does not create a public or private nuisance. Any such nuisance must be abated immediately upon notice by the City.
3. The subject use shall be conducted in full compliance with all applicable local and state laws and regulations.
4. The site shall be maintained free of litter, refuse and debris. Cleaning shall include keeping all publicly used areas free of litter, trash, cigarette butts and garbage.
5. The subject use shall meet all requirements of the Santee Fire Department, including, but not limited, to the maximum occupancy of the facility.

### **3.2.11.11 Signage**

A comprehensive community signage program for Fanita Ranch shall be submitted to the Development Services Director for review and approval prior to the issuance of the first building permit(s). All signage in Fanita Ranch shall comply with the applicable provisions of SMC Chapter 13.32, except when the comprehensive community signage program expressly provides any specific new or alternative standards. Temporary real estate wayfinding and identification signs indicating the name, location, use and related information of Fanita Ranch, Villages and model homes shall be addressed in the community signage program.

### 3.2.II.12 Stormwater Low Impact Development Standards

Fanita Ranch utilizes a comprehensive Low Impact Development (LID) design approach with the objectives of maintaining a landscape functionally equivalent to pre-development hydraulic conditions and minimizing the generation of pollutants of concern to protect water quality and associated aquatic habitat. Development projects within Fanita Ranch shall include, but not be limited to, the following measures:

- A. Applicable and feasible LID practices and best management practices (BMPs) consistent with the City of Santee BMP Design Manual, County of San Diego LID Manual and the Fanita Ranch EIR.
- B. Source control and treatment control BMPs that reduce storm water pollutants of concern in urban runoff, including storm drain system stenciling and signage, inlets fitted with State certified trash capture devices, fully enclosed outdoor trash and material storage areas, and efficient irrigation systems.
- C. LID BMPs, where feasible, that minimize disturbances to natural drainages, maximize infiltration, provide retention, slow runoff, minimize impervious footprint, direct runoff from impervious areas into landscaping, minimize soil compaction, and construct impervious surfaces to minimum widths necessary provided that public safety and a walkable environment for pedestrians are not compromised. Examples of Site Design LID BMPs include using permeable pavements, rain gardens, rain barrels, grassy swales, soil amendments and native plants.
- D. Green Street techniques along portions of Fanita Parkway, Cuyamaca Street and Magnolia Avenue that include bio-filtration features to slow, filter and cleanse stormwater runoff from imperious surfaces.
- E. Buffer zones for natural water bodies, where feasible. Where buffer zones are infeasible, other buffers such as trees, access restrictions, etc., shall be implemented where feasible.
- F. For development projects with landscaped or other pervious areas, impervious areas (rooftops, parking lots, sidewalks, walkways, patios, etc.) shall drain into pervious areas prior to discharging to the municipal separate storm sewer systems (MS4s). The amount of runoff from impervious areas to be drained to pervious areas shall correspond with the total capacity of the project's pervious areas to infiltrate or treat runoff, taking into considerations the pervious areas' soil condition, slope, and other pertinent factors.
- G. For development projects with landscaped or other pervious areas, properly design and construct the pervious areas to effectively receive and infiltrate or treat runoff from impervious areas, taking into consideration the pervious areas' soil conditions, slope and other pertinent factors.

- H. For development projects with low-traffic areas and appropriate soil conditions, construct a portion of walkways, trails, overflow parking lots, alleys or other low-traffic areas with permeable surfaces, such as pervious concrete, porous asphalt, unit pavers and granular materials. Additional provisions for parking lot paving, landscaping and drainage are included in *Section 3.2.11.9: Parking*.
- I. All structural post-construction BMPs within the project shall be operated and maintained into perpetuity. Proof of on-going, long-term maintenance of all post-construction BMPs shall be submitted annually to the Development Services Director or designee.
- J. Provide pet waste stations and trash receptacles at parks and along trails, where appropriate, to encourage responsible cleanup by residents.

# Chapter 4: Mobility

## 4.1 Mobility Plan

The Mobility Plan for Fanita Ranch focuses on reducing the number and the length of vehicle trips and providing alternatives to fossil fuel-powered vehicle use. This is achieved through organizing land uses to locate services and goods close to homes, and optimizing circulation systems to create direct, efficient, safe and comfortable routes for a variety of transportation modes. The Specific Plan Area land uses are designed to meet the daily needs of the Fanita Ranch residents to minimize trips outside of the Specific Plan Area. Emphasis is placed on encouraging transportation modes that generate fewer emissions, such as walking, biking, electric vehicles, transit and ride-sharing.

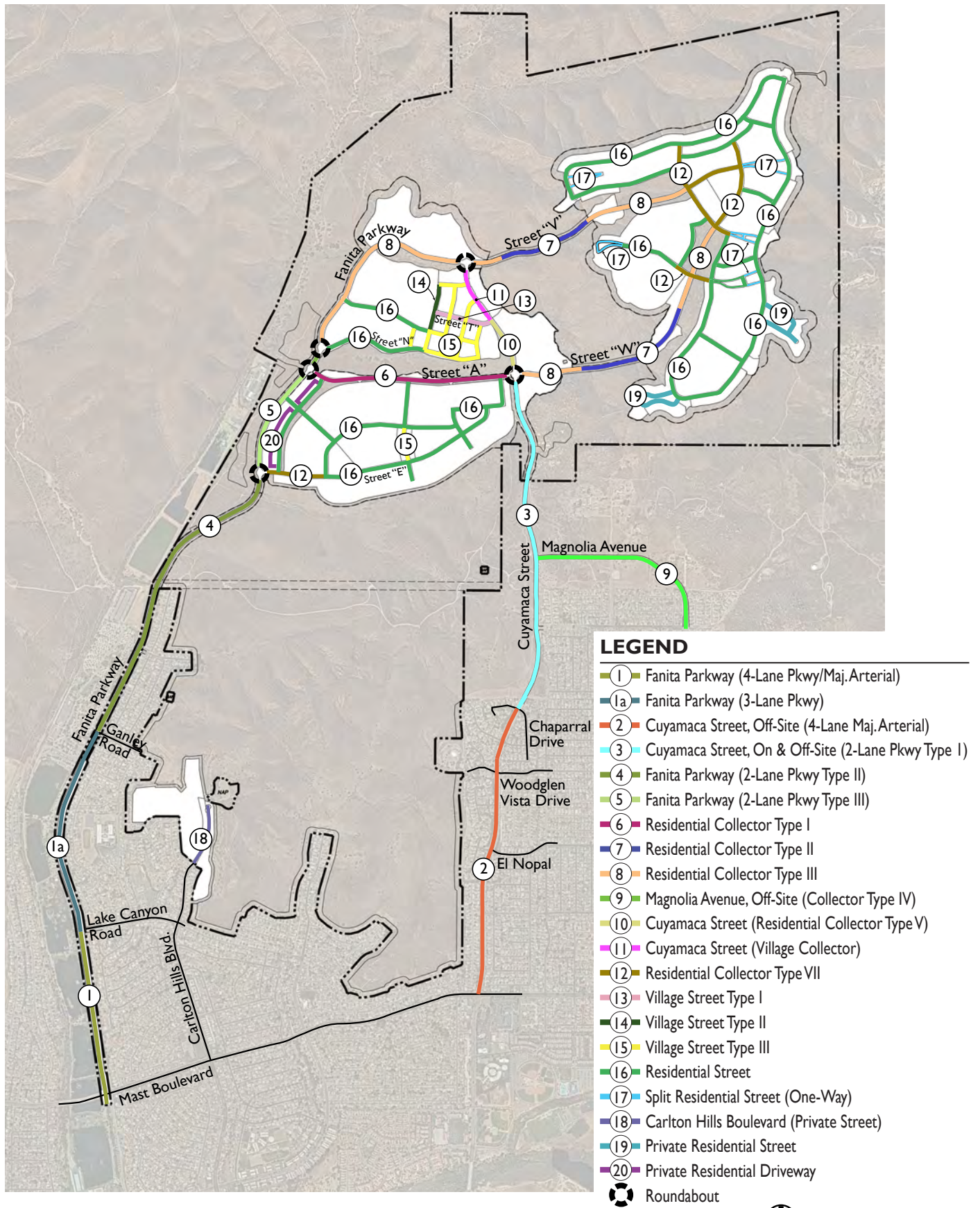
### 4.1.1 Regional Access

Santee is accessible via State Route 52 (SR-52), which connects to Interstate 5 (I-5) and Interstate (I-805) in the west and State Route 67 (SR-67) in the east. SR-67 and State Route 125 (SR-125), which also connects to SR-52, both provide connections to I-8 south of Santee. From SR-52, Fanita Ranch can be accessed directly from Cuyamaca Street, or indirectly via Mast Boulevard to Fanita Parkway or the extension of Magnolia Avenue from the existing terminus at Princess Joann Road to Cuyamaca Street.

### 4.1.2 Complete Streets

Streets within Fanita Ranch, as shown in *Exhibit 4.1: Circulation Plan*, are designed as a system of Complete Streets that safely accommodate and support multiple user types, including motorists, pedestrians, bicycles and transit riders. The benefits of Complete Streets include the following:

- A. Improved safety for multiple user types by providing adequate facilities and reducing traffic speeds.
- B. Balanced transportation systems that provide direct connections, variety of transportation choices, and reduced traffic congestion.
- C. Opportunities for healthier, more active lifestyles that include walking and bicycling.



**Exhibit 4.I: Circulation Plan**

⊕ not to scale



The Fanita Ranch Specific Plan establishes the street designs within the boundaries of the Specific Plan Area. Street improvements associated with development in Fanita Ranch include the extension of existing streets and the construction of a new internal system of public and private streets. The Specific Plan establishes a network of streets of varying design capacities tailored to meet the unique concepts of the three Villages. The Specific Plan street designs address safety, aesthetics and functionality as well as site constraints. The difference between the Specific Plan streets and the City of Santee Public Works Standards (February 1998) related to the street right-of-way (ROW) widths, curb-to-curb dimensions, sidewalk and median configurations are described in *Appendix B: Fanita Ranch Street Design*.

Within the Specific Plan Area, specially designed street sections respond to the physical characteristics of the site, including steep terrain and environmentally sensitive areas, and express the agrarian character through design and landscaping. Streets within Fanita Ranch are intended to provide diversity, uniqueness, and strong neighborhood identity while optimizing efficiency and user safety. Design elements include roundabouts, split streets, landscaped medians and parkways that will be planted with native and edible plant species to complement adjacent open space areas and the Farm. Roadways that pass through open space areas are designed to minimize impacts to habitat, maximize views to natural features and encourage the feasibility of potential wildlife crossings. *Table 4.1: Street Design Criteria* provides the design criteria for the streets within the Specific Plan Area. Street cross sections and landscape treatments are provided in *Section 4.2: Street Corridor & Landscape Standards*. Unless expressly provided otherwise herein, the street design criteria and standards contained in this Specific Plan shall govern over other applicable City street design criteria and standards with respect to Fanita Ranch.

Table 4.I: Street Design Criteria

PROPOSED SECTION – FANITA SPECIFIC PLAN	ADT RANGE (Santee Mobility Element Equivalent)	ESTIMATED ADT	DESIGN SPEED MPH	TRAVEL LANES	BIKE LANE	PARKING	MEDIAN WIDTH (FT)	CURB TO CURB (FT)	ROW (FT)	MAX GRADE % (f)	MAX GRADE % THROUGH INTERSECTION	MAX CENL. INTERSECTION ANGLE (DEG)	MIN. CENL (e) RADIUS (FT) STD. CROWN/FULL SUPER	MIN. TRAFFIC INDEX	STOPPING SIGHT DISTANCE	
NO.	NAME															
1	FANITA PARKWAY 4 LANE PARKWAY	15,000-40,000 4-Lane Parkway/ Major Arterial City Std. Optn. 2	15,460	50 <sup>(d)</sup>	4-12'	CLASS I & II	EMERGENCY, BOTH SIDES	14' <sup>(b)</sup> RAISED	68', 76'	89', 97'	7	5	10	1400/850	8.5	430'
1a	FANITA PARKWAY 3 LANE PARKWAY	15,000-40,000 4-Lane Parkway/ Major Arterial City Std. Optn. 2	15,130	50 <sup>(d)</sup>	2-12' + 1-12'	CLASS I & II	EMERGENCY, BOTH SIDES	14' <sup>(b)</sup> RAISED	57', 65'	89'-97'	7	5	10	1400/850	8.5	430'
2 Offsite	CUYAMACA STREET 4 LANE MAJOR ARTERIAL	15,000-40,000 4-Lane Major Arterial	18,630	50	4-12'	CLASS II	EMERGENCY, BOTH SIDES	14' RAISED	82'	102'	7	5	10	1400/850	8.5	430'
3 On & Offsite	CUYAMACA STREET 2 LANE PARKWAY TYPE I	5,000-15,000 2-Lane Parkway w/ TWLTL	13,920	40 <sup>(d)</sup>	2-12'	CLASS II	EMERGENCY, BOTH SIDES	10' <sup>(b)</sup> RAISED	52', 56'	70', 74'	12	5	10	800/550	8.0	300'
4	FANITA PARKWAY 2 LANE PARKWAY TYPE II	5,000-15,000 2-Lane Parkway w/ TWLTL	12,350	40 <sup>(d)</sup>	2-12'	CLASS I & II	EMERGENCY, BOTH SIDES	14' <sup>(b)</sup> RAISED	48', 56'	69', 77'	12	5	10	800/550	8.0	300'
5	FANITA PARKWAY 2 LANE PARKWAY TYPE III	5,000-15,000 2-Lane Parkway w/ TWLTL	9,730	40 <sup>(d)</sup>	2-12'	CLASS I & II	YES ONE SIDE, EMERGENCY ONE SIDE	10' RAISED	57'	83'	10	5	10	800/550	8.0	300'
6	RESIDENTIAL COLLECTOR TYPE I	4,000-10,000 Residential Collector/ 2-Lane Parkway	7,400	35 <sup>(d)</sup>	2-12'	CLASS II	YES ONE SIDE	10' PAINTED	53'	59', 69'	13	5	10	610/400	7.5	250'
7	RESIDENTIAL COLLECTOR TYPE II	4,000-10,000 Residential Collector/ 2-Lane Parkway	6,480	35 <sup>(d)</sup>	2-12'	CLASS II	EMERGENCY, BOTH SIDES	6' RAISED	48'	62'	15	5	10	610/400	7.5	250'
8	RESIDENTIAL COLLECTOR TYPE III	4,000-10,000 Residential Collector/ 2-Lane Parkway	6,480	35 <sup>(d)</sup>	2-12'	CLASS II	EMERGENCY, BOTH SIDES	14' RAISED	56'	78', 83'	12 <sup>(a)</sup>	5	10	610/400	7.5	250'
9 Offsite	MAGNOLIA AVENUE COLLECTOR TYPE IV	4,000-10,000 Collector/ 2-Lane Parkway	6,310	35 <sup>(d)(i)</sup>	2-13'	CLASS II	YES, BOTH SIDES	12' PAINTED	52'	67'	12	5	10	610/400	7.5	250'
10	CUYAMACA STREET RESIDENTIAL COLLECTOR TYPE V	4,000-10,000 Residential Collector/ 2-Lane Parkway	6,180	35 <sup>(d)(b)</sup>	2-12'	CLASS II	EMERGENCY, BOTH SIDES	10' RAISED	52'	75'	15 <sup>(a)</sup>	5	10	610/400	7.5	250'
11	VILLAGE COLLECTOR	4,000-10,000 Residential Collector/ 2-Lane Parkway	6,180	35 <sup>(d)</sup>	2-12.5'	N/A	YES, BOTH SIDES <sup>(c)</sup>	N/A	64'	88'	10	5	10	610/400	7.5	250'
12	RESIDENTIAL COLLECTOR TYPE VII	4,000-10,000 Residential Collector/ 2-Lane Parkway	4,300	25 <sup>(d)</sup>	2-12'	N/A	YES, BOTH SIDES	N/A	40'	62', 63'	12 <sup>(a)</sup>	5	10	200	7.5	160'
13	VILLAGE STREET TYPE I	2,200 (LOCAL)		25	2-12'	N/A	YES, BOTH SIDES	20' RAISED	60'	80'	12	5	10	200	5.0	160'
14	VILLAGE STREET TYPE II	2,200 (LOCAL)		25	1-12.5' + 1-10'	N/A	YES, BOTH SIDES	N/A	50'	70'	12	5	10	200	5.0	160'
15	VILLAGE STREET TYPE III	2,200 (LOCAL)		25	2-10'	N/A	YES, BOTH SIDES	N/A	36'	56'	12	5	10	200	5.0	160'
16	RESIDENTIAL STREET	2,200 (LOCAL)		25	2-10'	N/A	YES, BOTH SIDES <sup>(c)</sup>	N/A	36'	57', 58', 62'	15 <sup>(a)</sup>	5	10	200	5.0	160'
17	RESIDENTIAL STREET	2,200 (LOCAL)		25	2-10'	N/A	YES, BOTH SIDES <sup>(c)</sup>	N/A	42'	VARIES PER PLAN	15 <sup>(a)</sup>	5	10	200	5.0	160'
18	PRIVATE RESIDENTIAL STREET	2,200 (LOCAL)		25	2-12'	N/A	YES, ONE SIDE	N/A	32'	70' <sup>(b)</sup>	12	5	10	200	5.0	160'
19	PRIVATE RESIDENTIAL STREET	1,100 (PRIVATE)		15	2	N/A	SEE PLAN	N/A	VARIES PER PLAN	VARIES PER PLAN	12	5	10	35	5.0	100'
20	PRIVATE RESIDENTIAL DRIVEWAY	1,100 (PRIVATE)		15	2	N/A	N/A	N/A	VARIES PER PLAN	VARIES PER PLAN	12	5	10	35	5.0	100'

NOTES:

- A. THE STREETS WITH A GRADIENT EXCEEDING 12% SHALL BE PCC IN ACCORDANCE WITH PUBLIC WORKS STANDARDS, CITY OF SANTEE.
- B. MEDIAN WIDTH MAY BE REDUCED TO 6' IN THE VICINITY OF WETLAND AND/OR BIOLOGICAL IMPACTS PROVIDED THE REQUIRED TURN POCKETS FUNCTION PROPERLY. PARKWAY AND MEDIAN MAY HAVE UP TO A 4:1 SLOPE WHERE SHOWN ON PLANS.
- C. PARKING MAY BE ELIMINATED ON ONE SIDE WHERE SHOWN ON PLANS.
- D. ENTRY DESIGN SPEED OF A ROUNDABOUT SHALL BE 20 MPH.
- E. CURVE RADII SHOWN ARE PER CALTRANS TABLE 202.2 ASSUMING STANDARD CROWN SECTION. MINIMUM CENTERLINE RADIUS ON SUPER ELEVATED STREETS SHALL BE PER CITY OF SANTEE PUBLIC WORKS STANDARDS TABLE A.
- F. LIGHTED SAG VERTICAL CURVES CALCULATED AS  $L=0.0215AV^3$  MAY BE USED ON ANY STREET PROVIDED THAT STREET LIGHTS ARE INSTALLED TO THE SATISFACTION OF THE DIRECTOR OF DEVELOPMENT SERVICES.
- G. PARKWAY – PARKWAY IS DEFINED BY THE CITY OF SANTEE MOBILITY ELEMENT AS “ROADWAYS REQUIRING UNIQUE DESIGN APPLICATIONS WHERE STANDARD DESIGNS CANNOT BE UTILIZED BECAUSE OF STEEP TERRAIN, RIGHT-OF-WAY CONSTRAINTS, SPECIAL DEVELOPMENT NEEDS AND/OR OTHER SPECIAL CONDITIONS. DUE TO SIGNIFICANT VARIATION ALONG PARKWAY CROSS-SECTIONS, A TYPICAL CROSS-SECTION IS NOT PROVIDED.”
- H. THE FANITA RANCH SPECIFIC PLAN USES CALTRANS STANDARDS FOR HORIZONTAL AND VERTICAL DESIGN GEOMETRY BASED ON THE ASSIGNED DESIGN SPEED FOR EACH ROADWAY TYPE. UNLESS OTHERWISE NOTED STREET DESIGN SHALL CONFORM TO CITY OF SANTEE STANDARDS.
- I. EXISTING 70' ROADWAY EASEMENT.
- J. THE DESIGN SPEED OF MAGNOLIA AVENUE BETWEEN PRINCESS JOANN ROAD AND CUYAMACA STREET IS 40 MPH; HOWEVER, THE VERTICAL GRADE DOES NOT MEET THE 40 MPH DESIGN SPEED DUE TO CONDITIONS (TERRAIN CONSTRAINTS) FOR WHICH A DESIGN VARIANCE IS PROVIDED ON THE VESTING TENTATIVE MAP.

### 4.1.3 Traffic Calming Plan

The purpose of the Fanita Ranch Traffic Calming Plan is to lower the vehicle speeds on neighborhood streets without restricting access. This Traffic Calming Plan includes a set of street designs that slow and reduce traffic speeds while encouraging walkers and cyclists to share the street. The intent in implementing traffic calming measures throughout Fanita Ranch is to create streets that are valuable public spaces shared equally by all users.

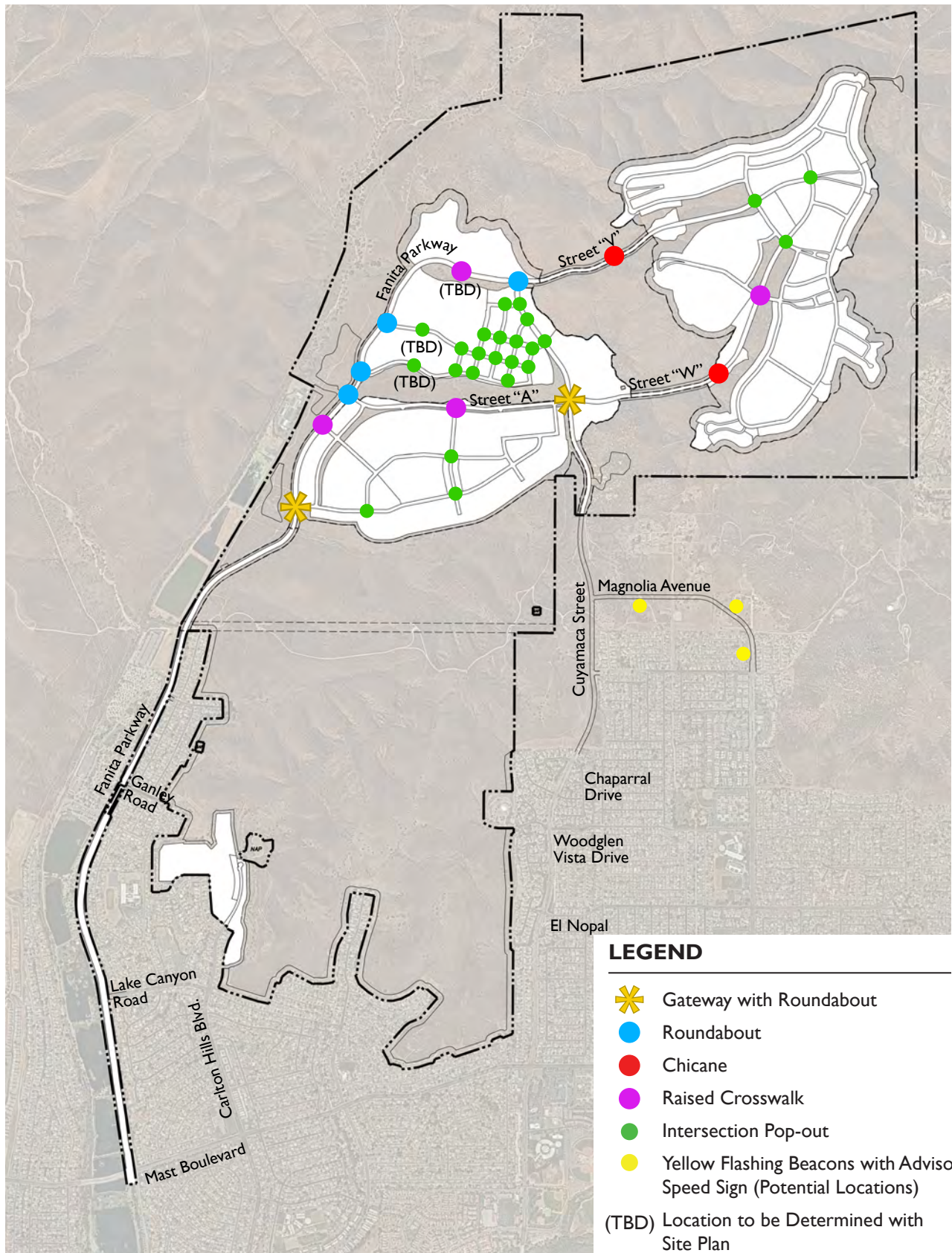
The overall goals of the Traffic Calming Plan are to:

- Improve the quality of life for residents;
- Reduce impacts of motor vehicles on local and collector streets;
- Create safe and attractive streets; and
- Create a friendly environment for pedestrians and bicyclists.

The objectives of the Traffic Calming Plan are to:

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

Traffic calming measures are designed to physically force drivers to slow down to avoid an uncomfortable driving experience. Traffic calming measures can also be designed to achieve a desired speed limit which drivers are physically compelled to meet. Design considerations include safety, maintenance, emergency vehicle access, self-enforcement and drainage. There are a variety of traffic calming measures that are widely used throughout the United States. The Fanita Ranch Traffic Calming Plan includes the traffic calming measures described in *Table 4.2: Traffic Calming Measures* and identified in *Exhibit 4.2: Conceptual Traffic Calming Plan*. The traffic calming measures are depicted in *Exhibits 4.3.1 to 4.3.6. Exhibit 4.2: Conceptual Traffic Calming Plan* depicts the conceptual locations of proposed traffic calming measures. The final locations of these measures will be determined during final engineering.



Conceptual traffic calming measure locations only; final locations to be determined during final engineering.

**Exhibit 4.2: Conceptual Traffic Calming Plan**

⊕ not to scale

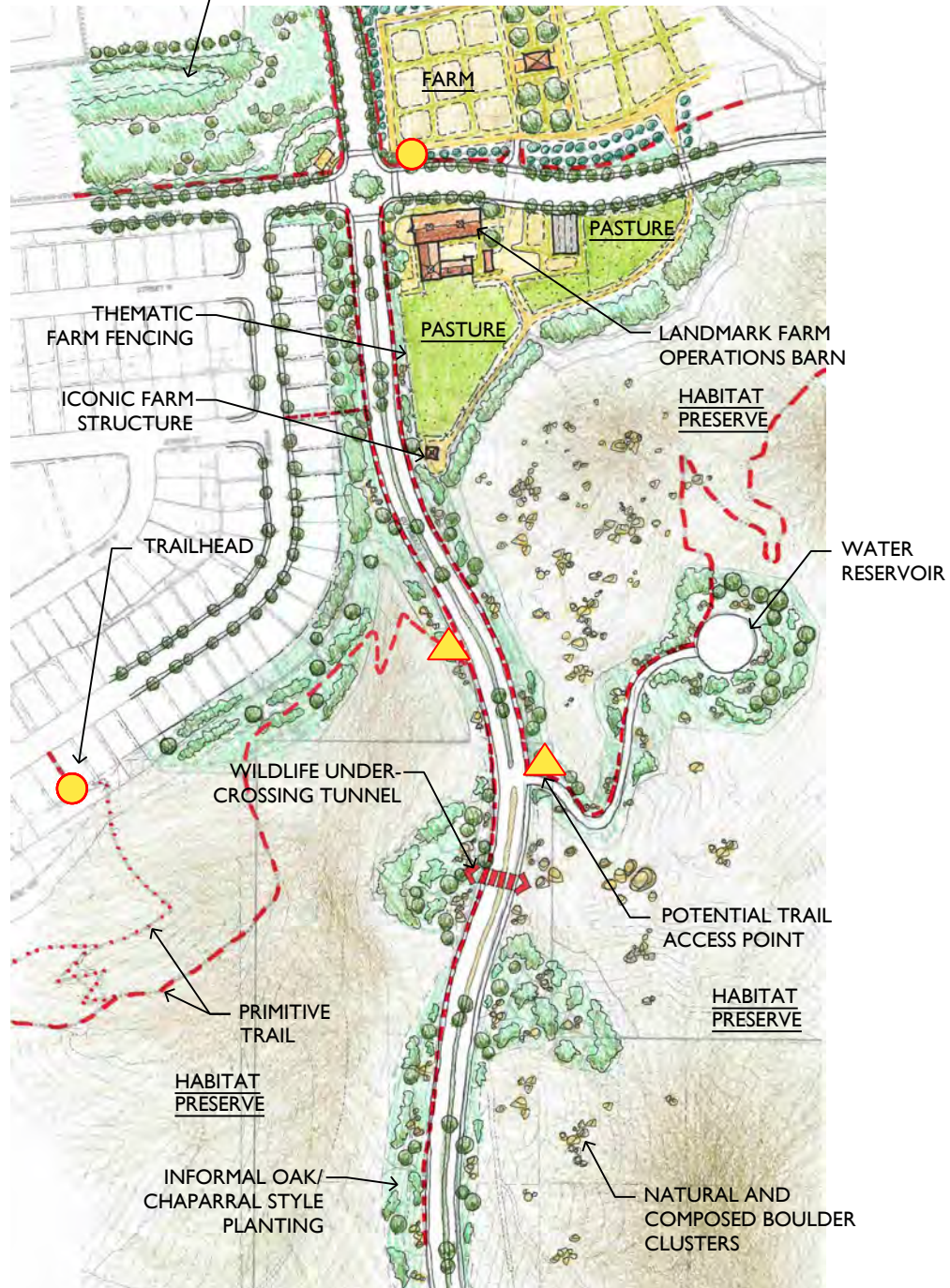
**Table 4.2: Traffic Calming Measures**

Traffic Calming Measure	Description	Benefit/Target
Gateways	Treatments include the use of signs, landscaping, special paving, and community identity monuments placed at the entrances to a neighborhood or community announcing to motorists that they are entering a community where there is a significant change in the driving environment.	<ul style="list-style-type: none"> <li>• Reduces Speed</li> <li>• Improves Safety</li> <li>• Enhances Community Aesthetics</li> </ul>
Roundabouts	Roundabouts include a raised center landscaped island, special paving, splitter islands, accessible pedestrian crossings and pedestrian/bike refuge islands	<ul style="list-style-type: none"> <li>• Reduces Speed</li> <li>• Improves Safety</li> <li>• Provides Multi-Modal Accommodations</li> <li>• Improves traffic movement</li> <li>• Replaces traffic stops/signals</li> </ul>
Chicanes	A chicane is a channelization that causes a single or series of tight turns in opposite directions on an otherwise straight section of a street. The combination of narrowed street width, a wider raised median and the serpentine path of travel slows traffic.	<ul style="list-style-type: none"> <li>• Reduces Speed</li> <li>• Improves Safety</li> </ul>
Raised Medians / Split Street	Includes raised plantable median areas at the center of a street and split streets with park or open space areas in the center.	<ul style="list-style-type: none"> <li>• Reduces Speed</li> <li>• Reduces Cut-through Volume</li> <li>• Improves Safety</li> <li>• Multi-Modal Accommodations</li> </ul>
Intersection Pop-Outs	Intersection pop-outs are curb extensions that narrow the street at intersections by widening the sidewalks at the point of crossing. They are used to make pedestrian crossings shorter and reduce the visual width of a long street. Pop-outs can also be used at intersections to create a street gateway effect, visually announcing an entrance to a neighborhood.	<ul style="list-style-type: none"> <li>• Reduces Speed</li> <li>• Improves Pedestrian Safety</li> <li>• Provides Multi-Modal Accommodations</li> </ul>
Raised Crosswalk	A raised crosswalk is essentially a speed table and is typically approximately 3.5 inches high and 22 feet long in the direction of travel with 6-foot ramps at the ends and a 10-foot field top. Final dimensions to be determined during final engineering	<ul style="list-style-type: none"> <li>• Reduces Speed</li> <li>• Enhances Pedestrian Safety</li> </ul>

**Table 4.2: Traffic Calming Measures (cont.)**


Traffic Calming Measure	Description	Benefit/Target
Lane Narrowing	Travel lanes are narrowed by reducing the paving width from standards and may include pavement markings	<ul style="list-style-type: none"> <li>• Reduces Speed</li> <li>• Improves Safety</li> <li>• Provides Multi-Modal Accommodations</li> </ul>
On-Street Bicycle Facilities	Bicycle lanes are designated through the use of signage and pavement markings identifying separate travel lanes for bicycles	<ul style="list-style-type: none"> <li>• Reduces Speed</li> <li>• Improves Safety</li> <li>• Provides Multi-Modal Accommodations</li> </ul>
On-Street Parking	Striped diagonal parking or parallel parking along one or both sides of a street	<ul style="list-style-type: none"> <li>• Reduces Speed</li> <li>• Improves Safety</li> </ul>
Yellow Flashing Beacons with Advisory Speed Signs	Yellow flashing beacons with advisory speed signs that alert drivers of steep roadway grades and to reduce speed on Magnolia Avenue	<ul style="list-style-type: none"> <li>• Reduces Speed</li> <li>• Improves Safety</li> </ul>

RIPARIAN ENHANCEMENT AND PRESERVATION AREA

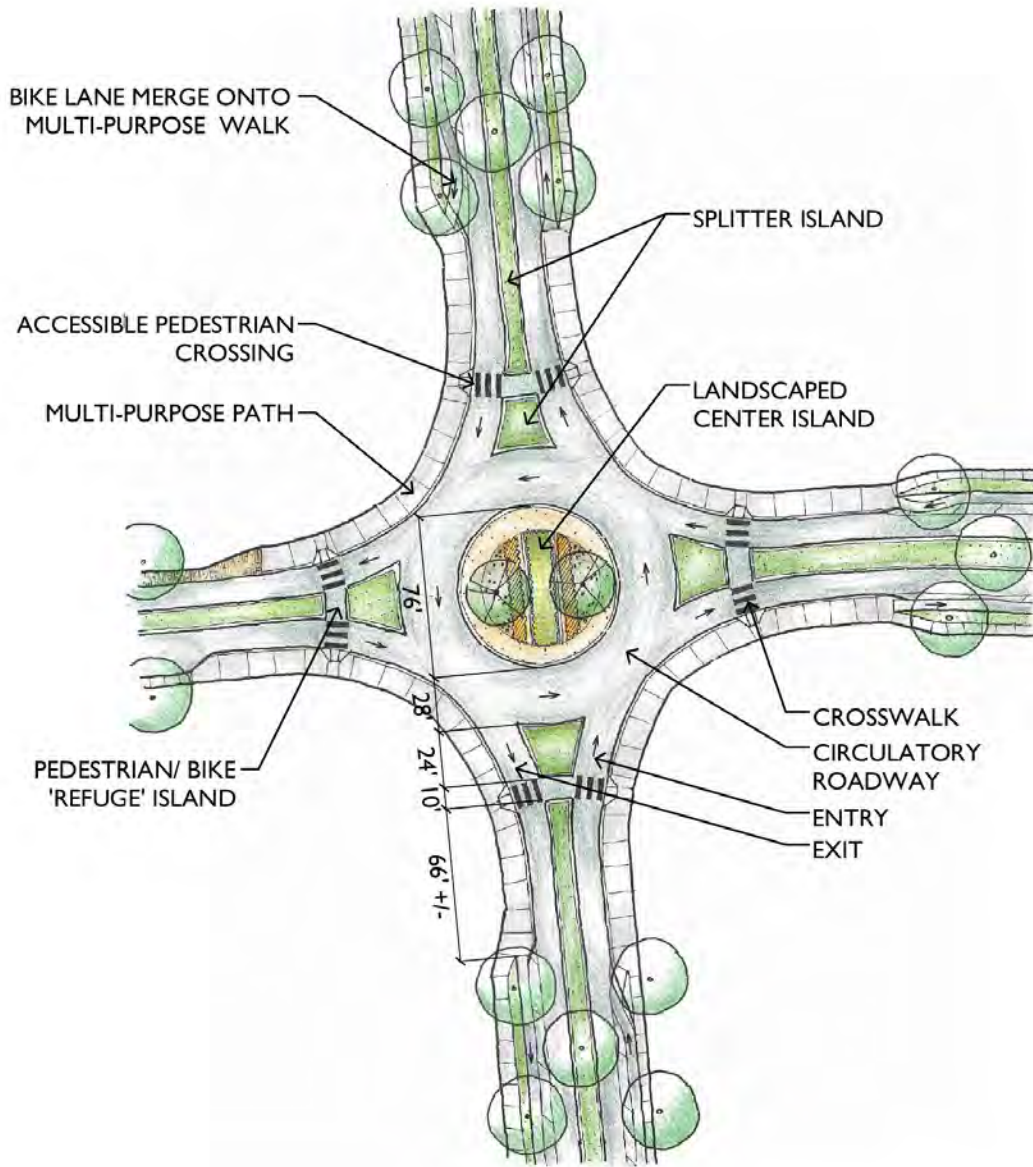


Note: Refer to Exhibit 4.13: Trails Map for detail regarding trail types and widths.

For illustrative purposes only; final design may vary.


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### Exhibit 4.3.I: Conceptual Traffic Calming Gateway Design

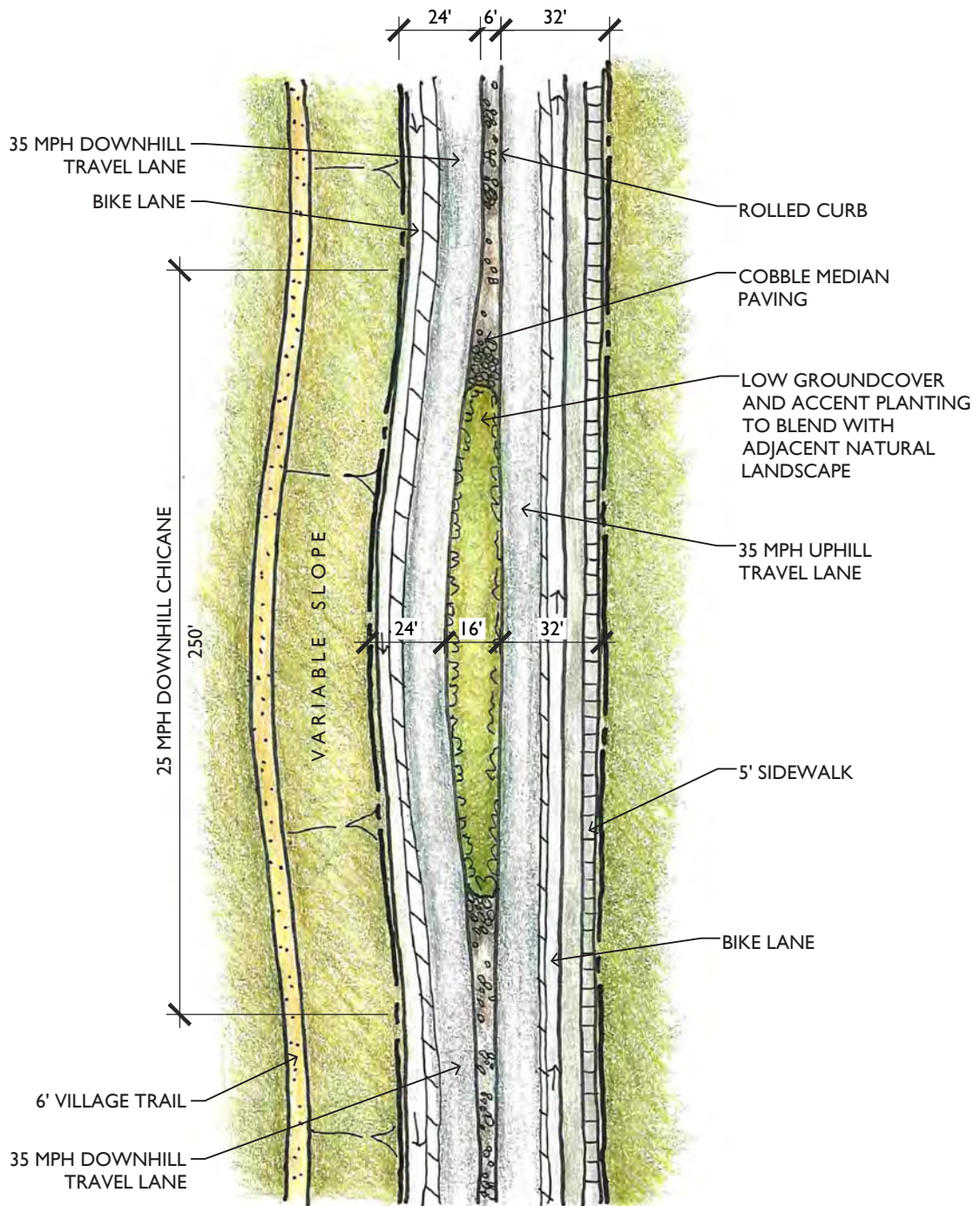


For illustrative purposes only; final design may vary.


### Exhibit 4.3.2: Conceptual Roundabout Design

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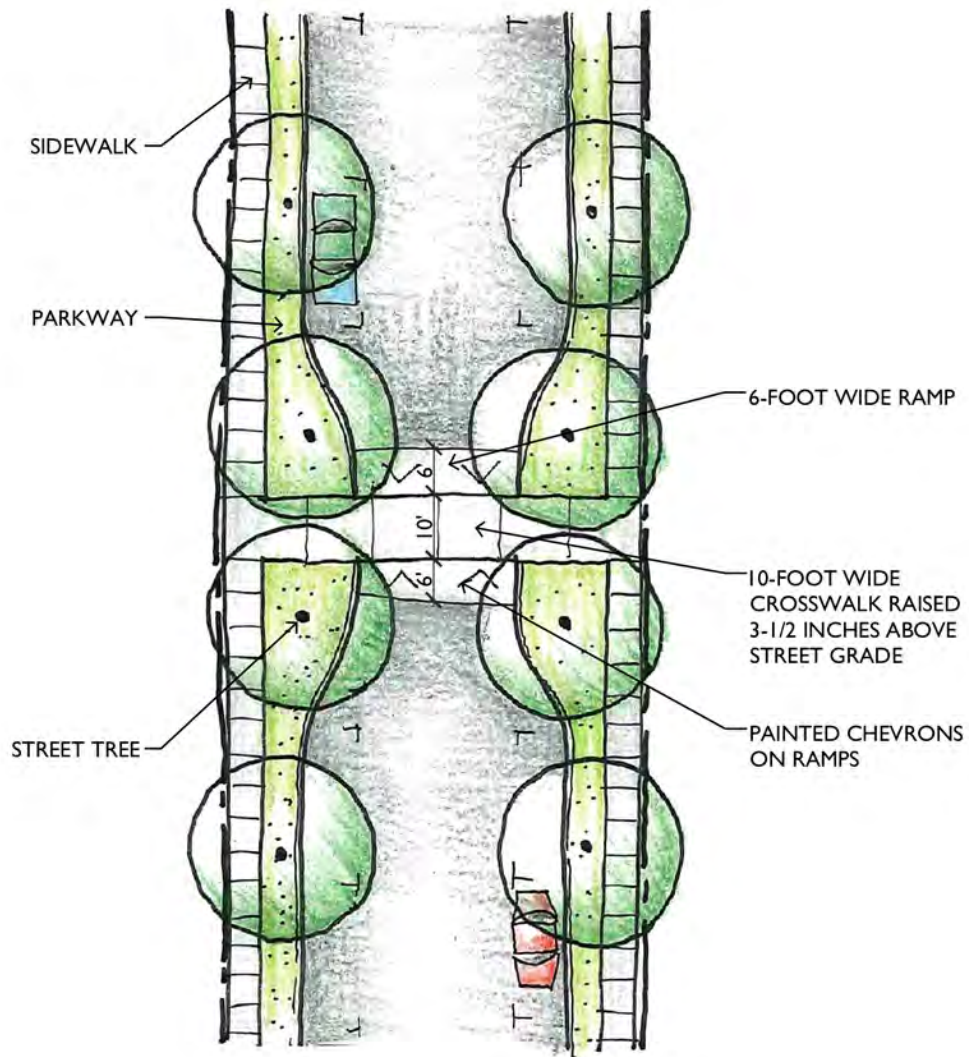




*For illustrative purposes only; final design may vary.*


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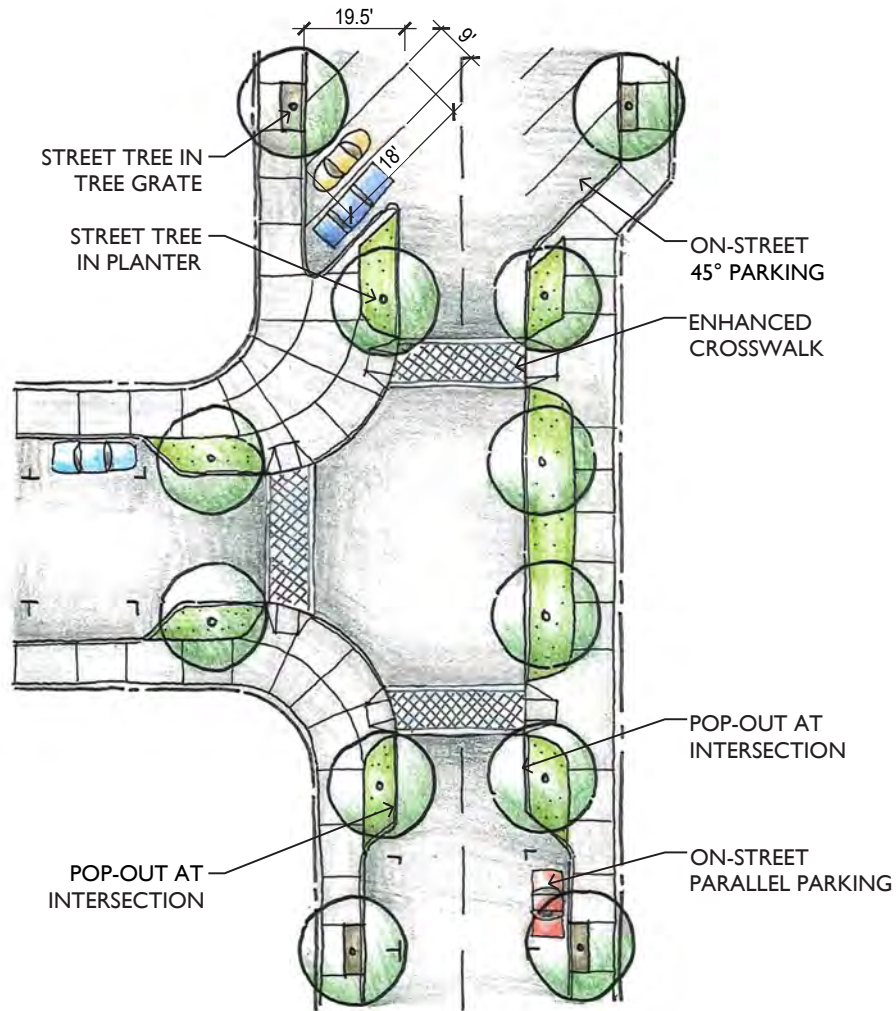
### Exhibit 4.3.3: Conceptual Chicane Design



For illustrative purposes only; final design may vary.

### Exhibit 4.3.4: Conceptual Raised Crosswalk

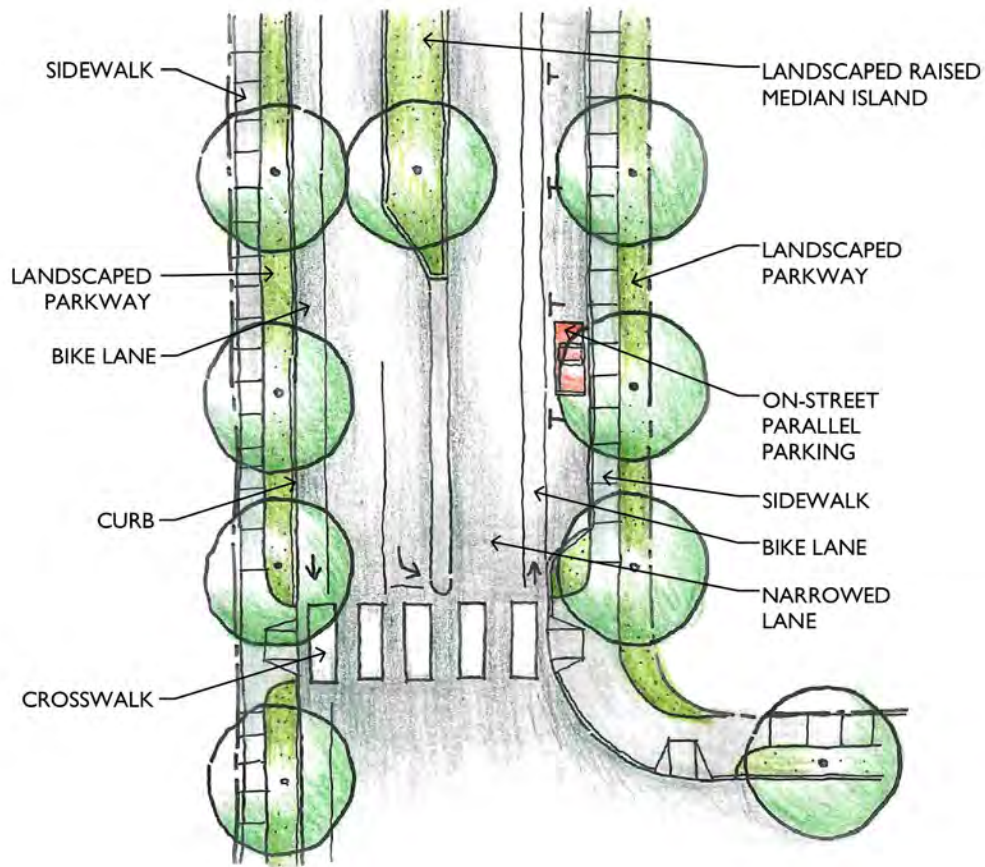
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*For illustrative purposes only; final design may vary.*

### Exhibit 4.3.5: Conceptual Intersection Pop-outs & On-Street Parking



*For illustrative purposes only; final design may vary.*

**Exhibit 4.3.6: Other Conceptual Traffic Calming Devices**

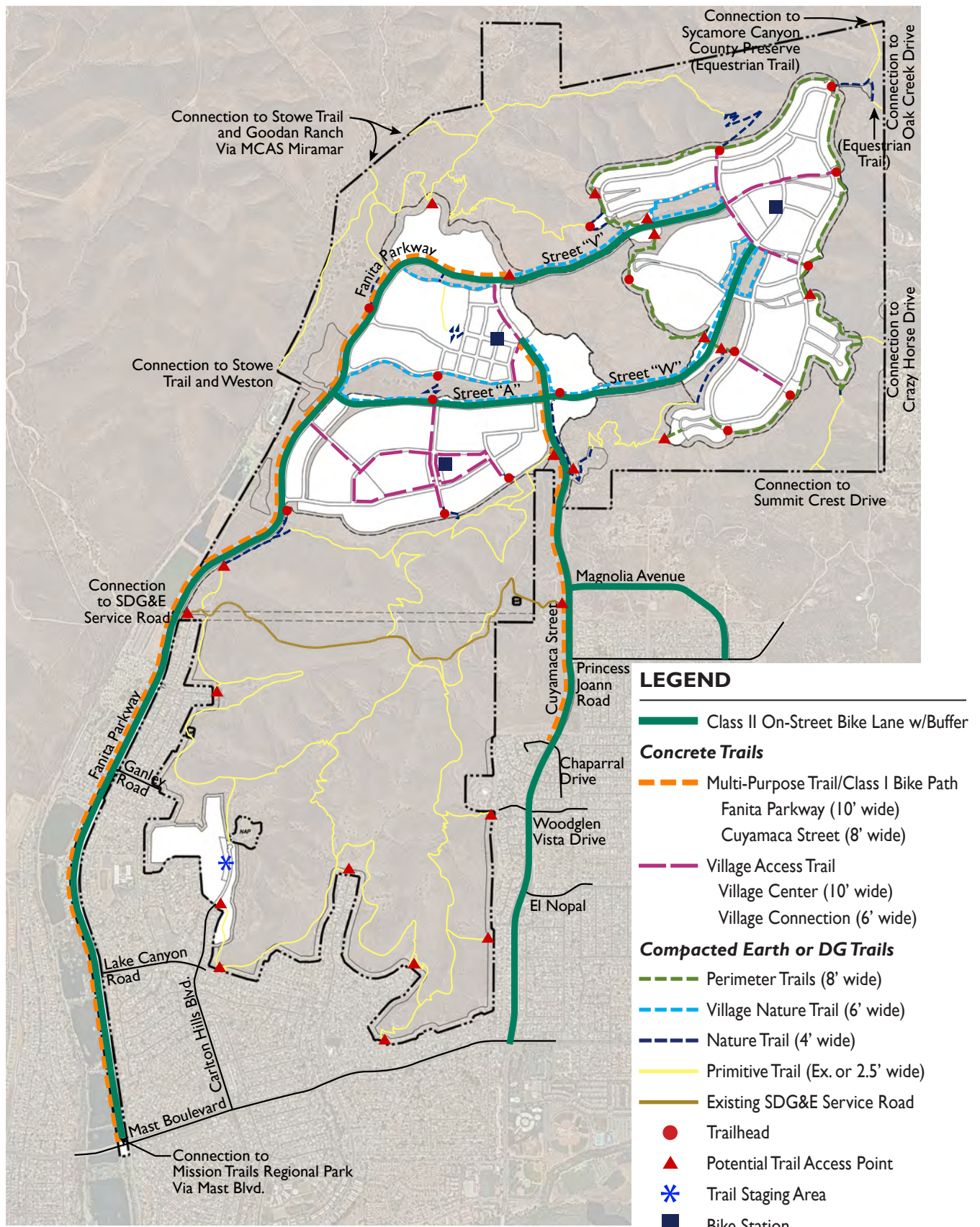
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#### 4.1.4 Bicycle Circulation

Bicycle circulation throughout the community is provided through a combination of on-street bike lanes and off-street multi-purpose trails as illustrated in *Exhibit 4.4: Bicycle Circulation Plan*. The Habitat Preserve offers mountain biking trails and uses existing trail routes to the extent feasible to avoid sensitive habitat areas. Bicycle trails are designed for both recreation and to provide direct access between the Villages.


To further promote bicycling within Fanita Ranch, each Village is envisioned to provide a bike station within the Village Centers where riders have access to water and air, electric bike charging stations and a bicycle sharing system. Bicycle parking will be provided at the school site, the Farm, the Village Centers, the community park and neighborhood parks, and within all multi-family neighborhoods to further support bicycling as a viable alternative to vehicle use.





For illustrative purposes only; final design may vary.

**Exhibit 4.4: Bicycle Circulation Plan**

 not to scale

### 4.1.5 Pedestrian Circulation

Pedestrian circulation throughout the Specific Plan Area is provided through a network of sidewalks, multi-purpose trails and hiking trails as shown in *Exhibit 4.5: Pedestrian Circulation Plan*. The key to a successful pedestrian circulation system is to provide safety, connectivity and comfort.

#### A. Safety

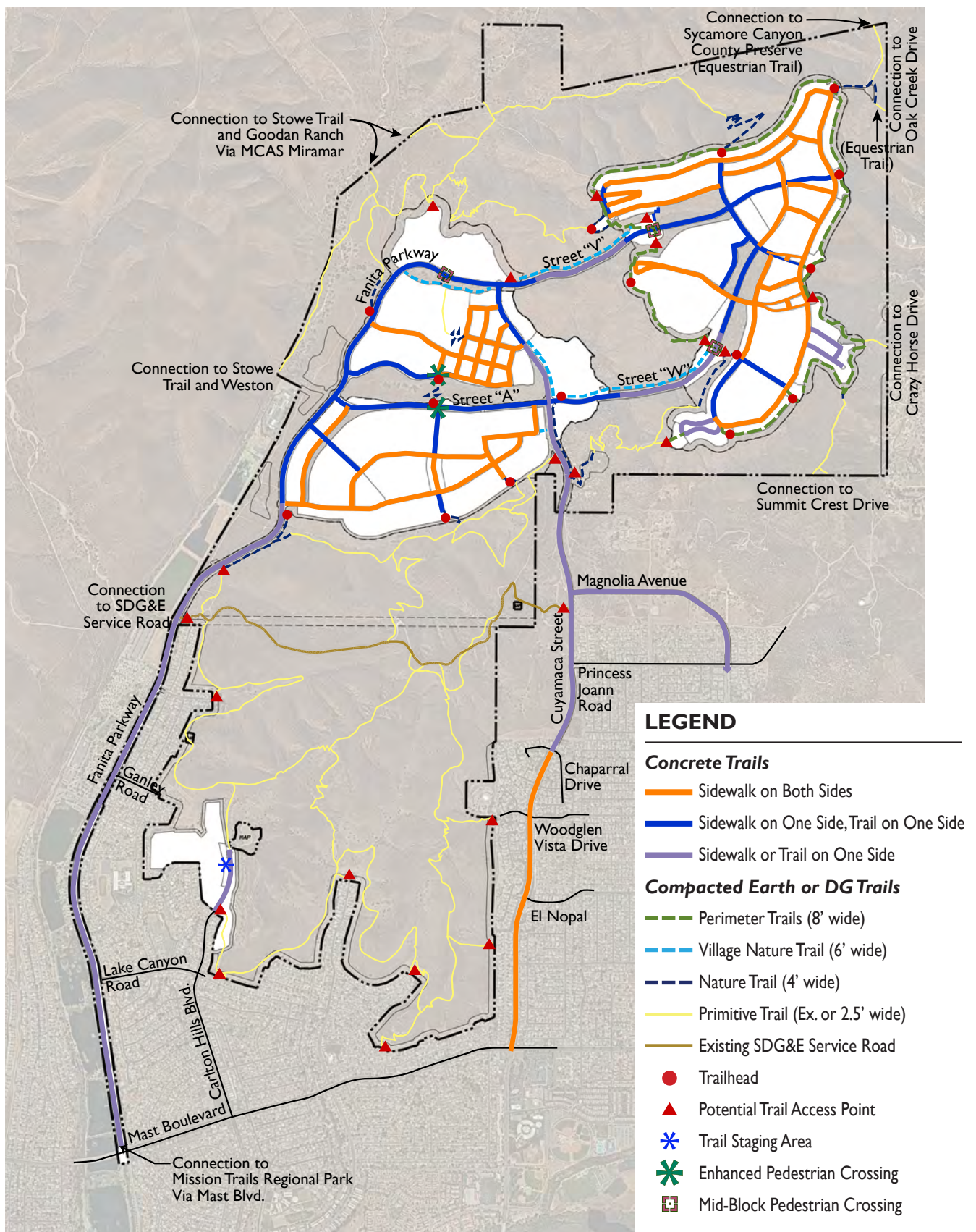
There are several features designed into the mobility plan to calm traffic, promote pedestrian safety, and provide safe routes to the school. Traffic calming measures utilized in the Specific Plan Area are discussed in *Section 4.1.3: Traffic Calming Plan*. Additional measures and advanced technologies for traffic calming may be used as part of future designs, particularly when considering pedestrian routes between the Farm and other key areas such as the school site, Village Centers and Active Adult neighborhood.

In addition to the traffic calming measures listed in *Section 4.1.3: Traffic Calming Plan*, the following pedestrian safety features are incorporated into the street designs within the community:

1. **Enhanced Pedestrian Crossings:** At intersections within Fanita Commons where significant pedestrian crossing is anticipated, crosswalks are enhanced with striping and landscape features designed to heighten the driver's awareness and indicate the presence of pedestrians, as illustrated by *Exhibit 4.6: Enhanced Pedestrian Crossings*. In Fanita Commons, curb pop-outs at intersections will be added to narrow the streets to slow traffic down and provide a shorter crossing route for pedestrians.
2. **Buffers:** Sidewalks throughout the Specific Plan Area are buffered by landscaped parkways and/or on-street parking.
3. **Mid-Block Crossings:** Where the Vineyard Village perimeter trail crosses the Residential Collectors near the Habitat Preserve, pavement texture and pedestrian-activated crosswalk warning systems will be utilized for additional pedestrian safety.

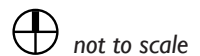
#### B. Connectivity

Walking is encouraged by providing direct connections to multiple destinations that shorten the routes and allow walking to be an efficient and viable method of travel. This is achieved by providing a variety of routes and multiple intersections offering pedestrians a wide range of options. The Fanita Ranch Pedestrian Circulation Plan provides an extensive system of interconnected sidewalks and trails that connect the Villages and destinations within the Villages.

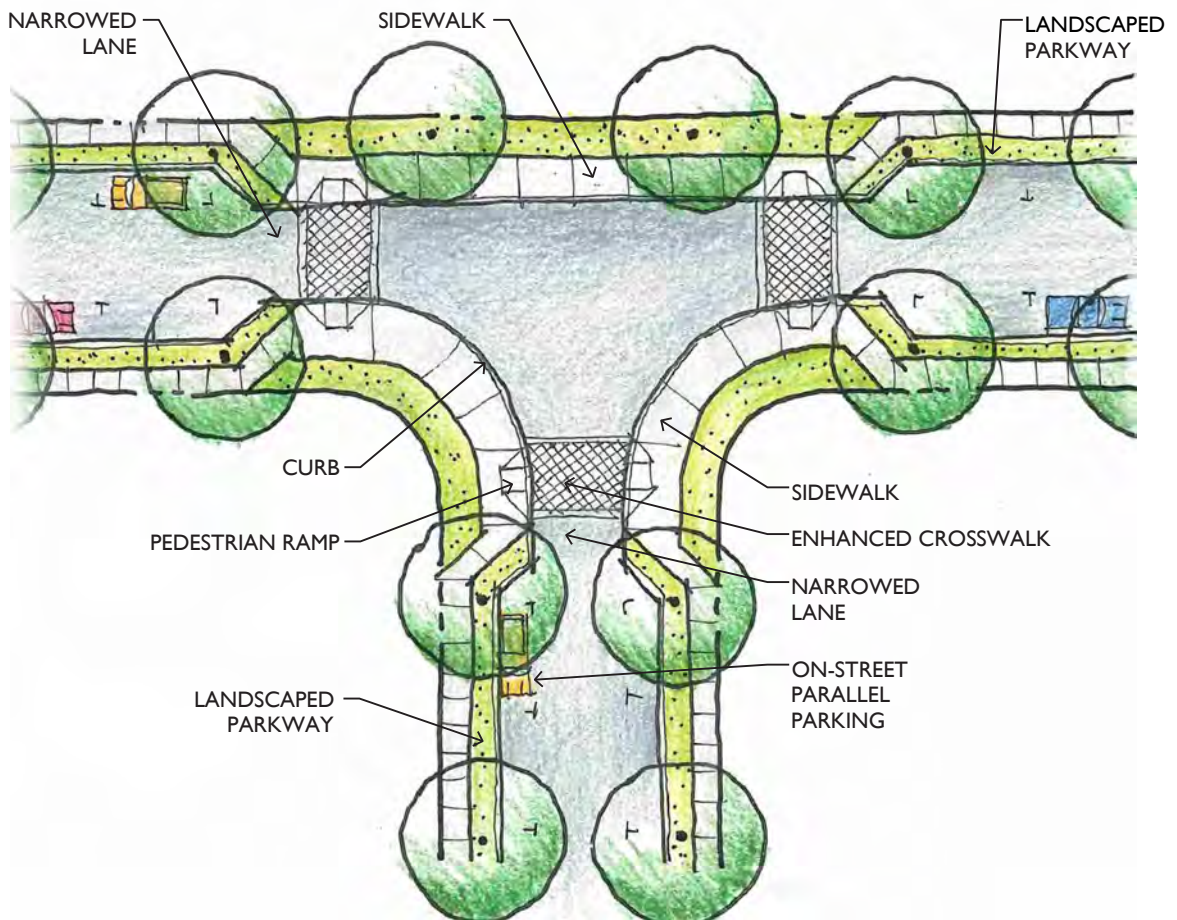


For illustrative purposes only; final design may vary.

**Exhibit 4.5: Pedestrian Circulation Plan**







*For illustrative purposes only; final design may vary.*

### Exhibit 4.6: Enhanced Pedestrian Crossings

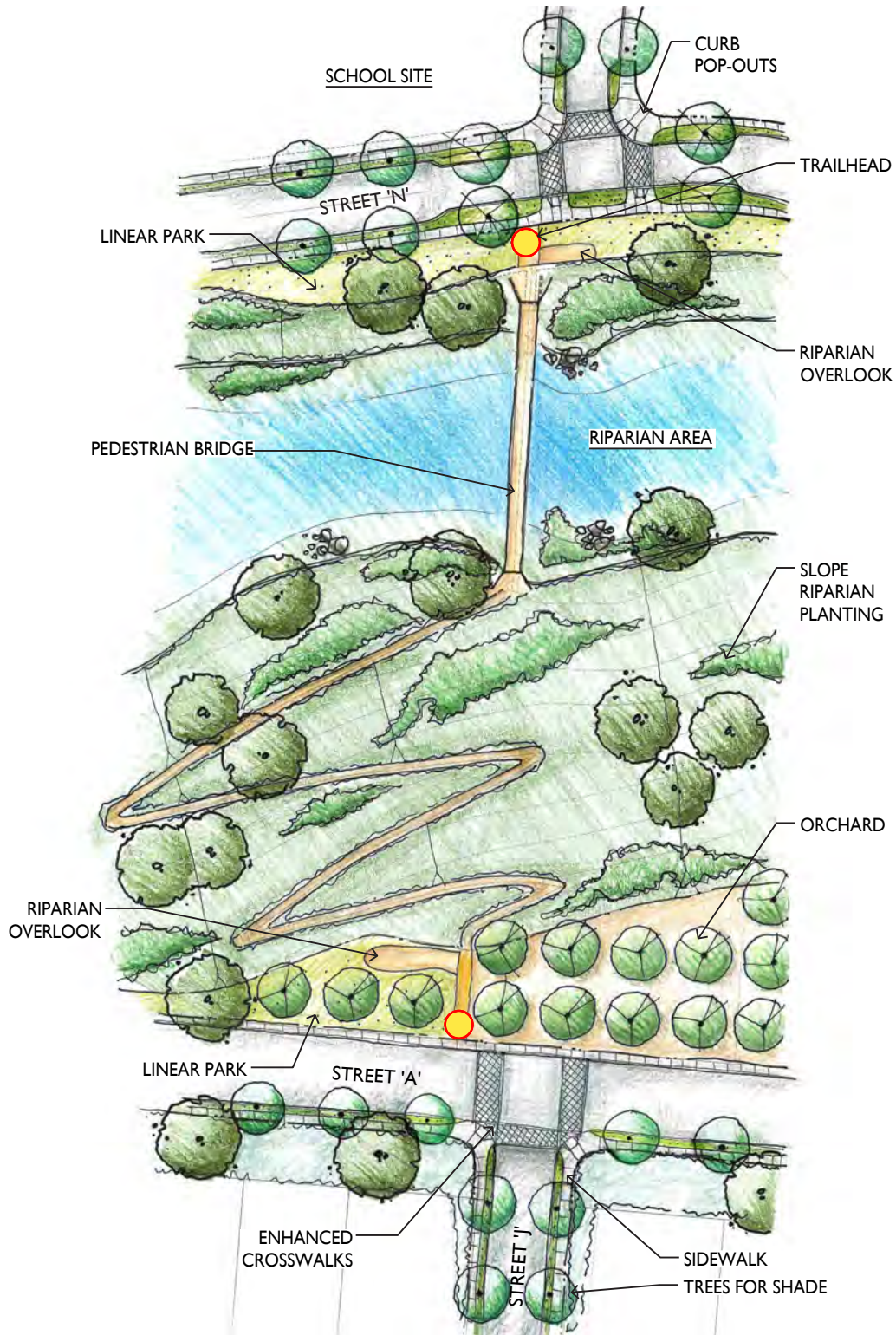
Every street within Fanita Ranch includes a sidewalk and/or multi-purpose trail to accommodate pedestrian travel. Trails along the northerly and southerly drainages also offer pedestrian connections between the school, the Farm, and the Active Adult neighborhood with minimal interruptions from vehicular traffic.

Two pedestrian bridges are envisioned to provide direct connections across the two drainages in Fanita Commons to significantly shorten the walking distance. The bridge that traverses the northerly drainage provides convenient access between the Active Adult neighborhood and the Community Park. The bridge traversing the southerly drainage connects the Orchard Village to the school, Community Park and Fanita Commons. As illustrated in *Exhibit 4.7: Southerly Bridge Crossing Detail*, the southerly bridge and its associated landing areas provide a viewing platform for observing the riparian habitat.




Trails within open space areas provide connectivity between the Villages. In addition to linking the community, the trails are also excellent locations for residents to explore the outdoors and improve their health, to learn about the natural surroundings, and to learn about and experience farming and food production. Trails within open space areas are designed to achieve the following:

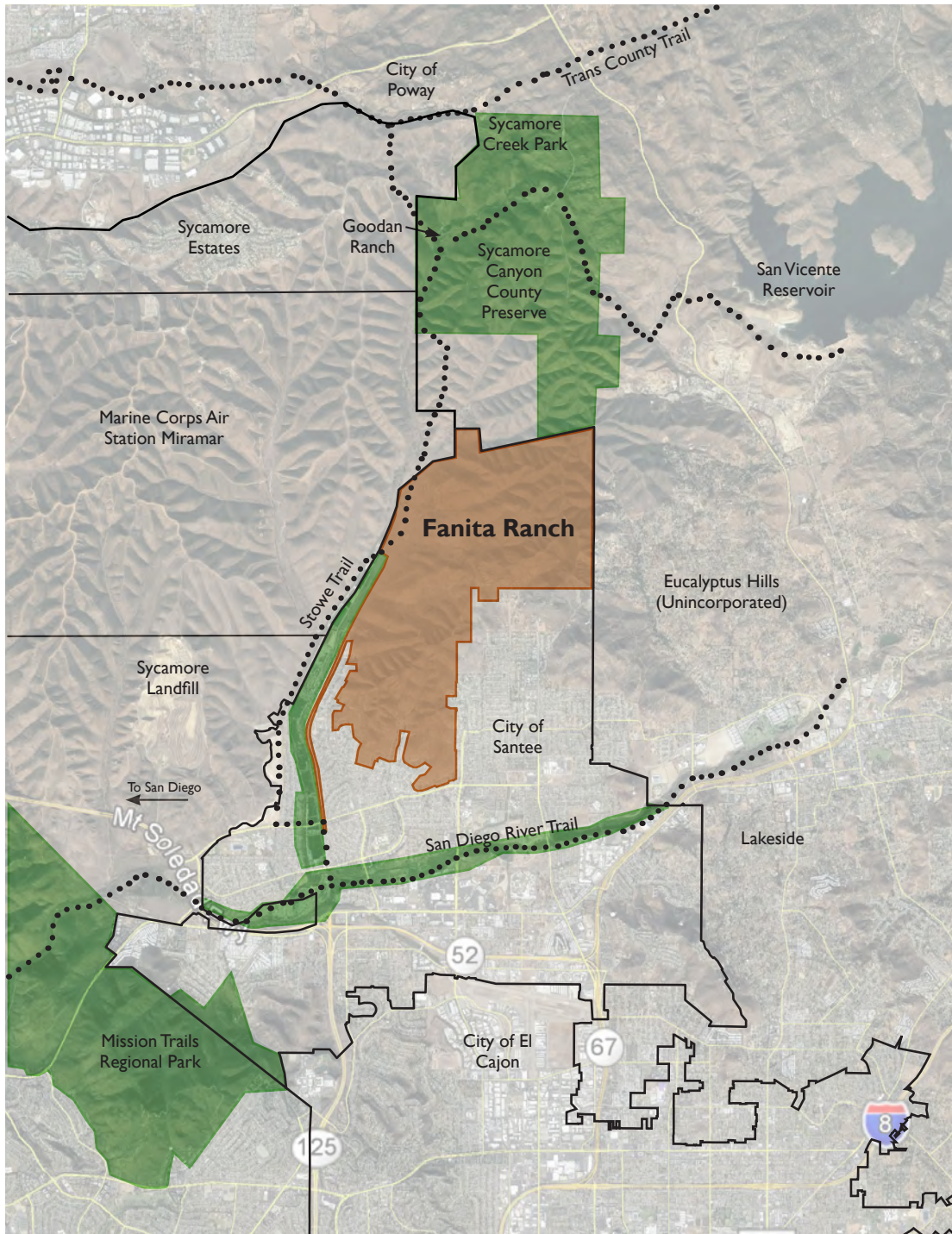
1. Connect trails within Fanita Ranch to the adjacent regional trails and open space, which are described below and shown on *Exhibit 4.8: Regional Trail Context*. Fanita Ranch is a critical link to the regional trail system. Important regional trail connections are depicted in *Exhibit 4.5: Pedestrian Circulation Plan* and *Exhibit 4.13, Trails Map*.
  - a. Stowe Trail: This historic trail follows the western boundary of the Specific Plan Area from the north end of the Padre Dam Municipal Water District (PDMWD) property to the northwestern corner of the Specific Plan Area. The trail connects to the Goodan Ranch / Sycamore Canyon County Preserve.
  - b. San Diego River Park Trail/Santee River Park: An existing river park trailhead is located on Carlton Hills Boulevard, approximately ½-mile south of the south terminus of the proposed Fanita Parkway multi-purpose trail (Mast Park West trail). The trailhead can be reached by proposed sidewalks and bike lanes on Fanita Parkway, Carlton Oaks Drive and Carlton Hills Boulevard. The river park trails can also be reached on Cuyamaca Street by the sidewalk and bike lanes approximately one mile south of the southern terminus of Cuyamaca Street multi-purpose trail.



*For illustrative purposes only; final design may vary.*

### **Exhibit 4.7: Southerly Bridge Crossing Detail**

 *not to scale*



**LEGEND**

- Fanita Ranch
- Regional Parks and Preserves (Boundaries are approximate)
- Regional Trail
- Municipal Boundaries

**Exhibit 4.8: Regional Trail Context**

not to scale

- c. Goodan Ranch / Sycamore Canyon County Preserve: In the northeastern corner of the Specific Plan Area, a connection is made to an existing equestrian trail that leads northwards to the Goodan Ranch / Sycamore Canyon County Preserve.
  - d. Mission Trails Regional Park: The East Fortuna Staging Area of the park is located approximately 1 ½ miles west of the intersection of Fanita Parkway and Mast Boulevard, at the western terminus of Mast Boulevard. This staging area provides parking, picnicking and access to more than 60 miles of trails within the park.
2. Provide for public access to existing primitive trails within the Habitat Preserve.
  3. Carefully coordinate trail locations to minimize conflicts with sensitive habitat areas by utilizing existing trails and dirt roads, and providing signage, well-defined trail markers, fencing and community education to protect habitat areas.
  4. Establish a community-wide hiking, biking, walking, educational and recreational trail system, called “AgMeander” (see *Section 7.3.5: AgMeander* of the Specific Plan), that connects agricultural and/or environmental locations throughout the community.

### **C. Comfort**

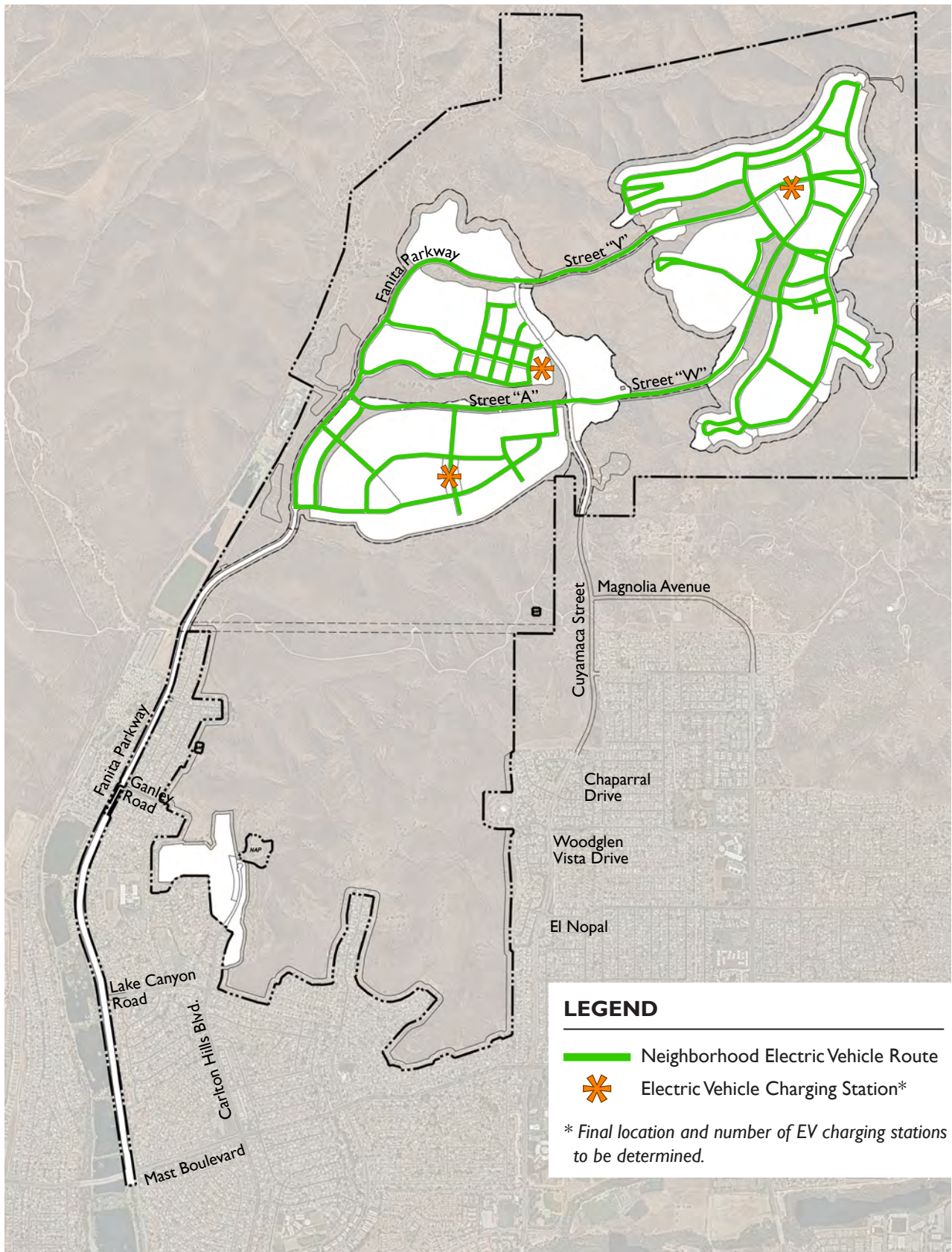
Pedestrian comfort requires more than just safety. It requires creating a comfortable and enjoyable walking experience to encourage walking as a preferred means of mobility. Design guidelines contained in *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* and *Chapter 6: Architectural Design Guidelines* focus on creating comfortable, convenient and safe pedestrian pathways through architectural and landscape design. Such strategies include careful placement of parking to reduce visual impacts to streets, building placement and design that define street edges and create pedestrian scale, and landscaping and street furniture that support pedestrian comfort. Street trees are planted along all streets to provide shaded sidewalks and roadways, as well as reduce glare from parked cars.

### 4.1.6 Alternative Vehicles & Ride-sharing

Neighborhood Electric Vehicles (NEVs) are small, vehicles typically designed to travel at speeds of more than 20 miles per hour and not more than 25 miles per hour. NEVs are built to specific federal vehicle standards by licensed manufacturers and carry a Federal Certification Safety label. According to the California Vehicle Code, NEVs may be operated on public streets where the speed limit is 35 miles per hour or less. In Fanita Ranch, this includes the roadways within and between the Villages that are indicated in *Exhibit 4.9: Alternative Vehicle Circulation Plan*. Tractors and all-terrain vehicles associated with the operation and maintenance of the agriculture areas are also permitted on these low-speed roadways.

Car-sharing and electric vehicle (EV) use will be supported and encouraged through the provision of passenger loading areas, charging stations and dedicated preferred parking locations in each Village Center. EV chargers will be installed in all homes within the Low Density Residential land use designation areas, some homes in the Medium Density Residential, Active Adult and Village Center land use designation areas, as well as within the parking lots of commercial projects in the Village Centers (see Fanita Ranch EIR Appendix H, Greenhouse Gas Analysis). As technologies evolve, additional community-wide features may be incorporated into the Specific Plan Area in support of the Sustainable Santee Plan.





For illustrative purposes only; final design may vary.

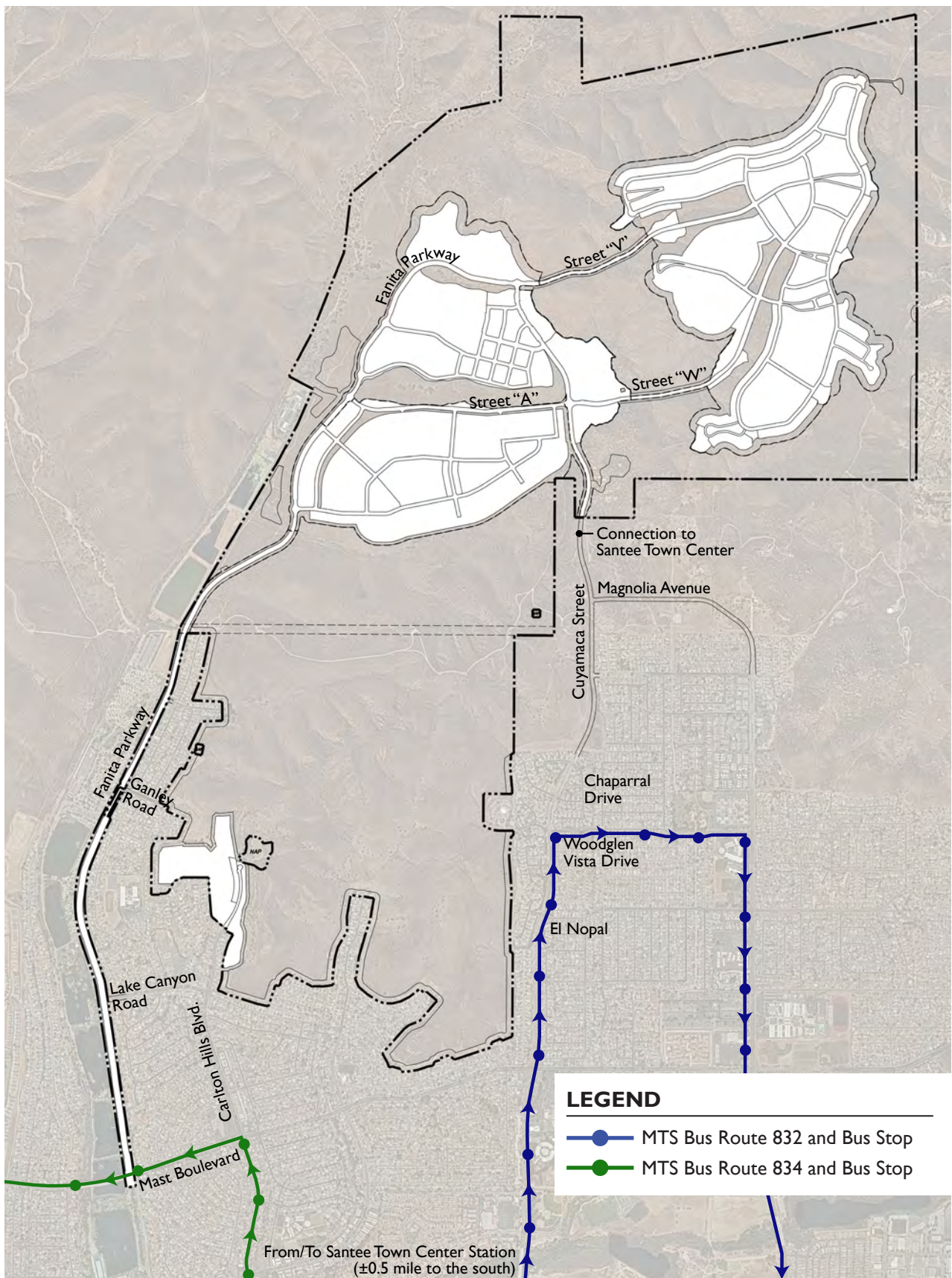
⊕ not to scale

**Exhibit 4.9: Alternative Vehicle Circulation Plan**

### **4.1.7 Transit**

The Metropolitan Transit System (MTS) provides transit services within the City of Santee. MTS operates two local bus routes in the vicinity of Fanita Ranch. Existing MTS Route 832 operates on Cuyamaca Street, Woodglen Vista Drive and Magnolia Avenue, and existing MTS Route 834 operates on Mast Boulevard and Carlton Hills Boulevard. Both existing local bus routes connect to the Sycuan Green Trolley Line at a transit station located in the Santee Town Center. MTS does not have plans to extend local bus services to Fanita Ranch; however, if MTS expands local bus service into Fanita Ranch in the future, local bus stops could be accommodated within the Village Centers. See *Exhibit 4.10, Conceptual Transit Plan* for the location of existing MTS local bus routes.





**Exhibit 4.10: Conceptual Transit Plan**

⊕ not to scale

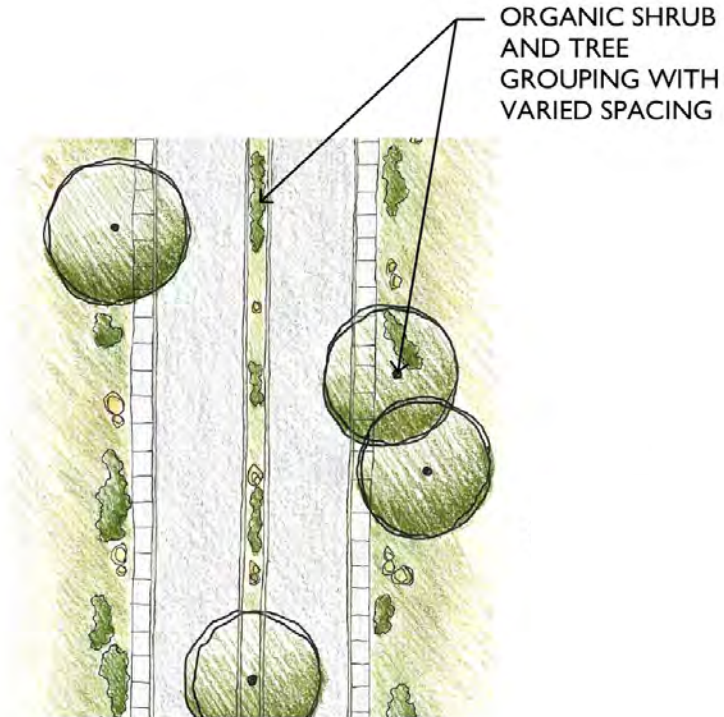
## 4.2 Street Corridor & Landscape Standards

Thoughtful planning and design of the street corridors and their landscape treatments is essential to creating community and Village identity. The Fanita Ranch street corridor and landscape treatments are designed in either informal or formal styles as illustrated in *Exhibit 4.11, Planting Styles*.

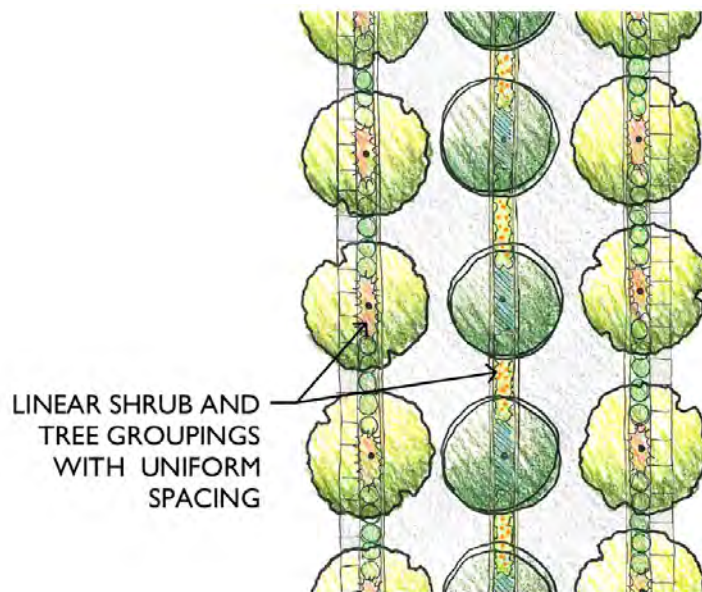
Informal planting is characterized by varied tree and shrub spacing and organic or naturalistic plant grouping shapes. Informal landscape treatment is utilized where the street is either in or adjacent to the Habitat Preserve or other informal landscape areas. Informal planting schemes will be implemented on Fanita Parkway and Gateway, Cuyamaca Street and Gateway, Street “A” along the southerly side of the southerly riparian area and portions of Streets “W” and “V” where they cross the Habitat Preserve and at the basins.

The formal planting style is characterized by uniform plant spacing and linear or geometric shaped plant groupings. Formal landscape planting is utilized for the off-site extension of Magnolia Avenue, streets in Fanita Commons, interior residential streets and private residential driveways.

The Fanita Ranch community-wide street sections and corresponding landscape treatments are depicted in *Exhibits 4.12.1 through 4.12.8, 4.12.10, 4.12.11 and 4.12.13. Exhibits 4.12.12, 4.12.14 and 4.12.16 through 4.12.21* represent Village-specific streets. Their plant palettes are described in detail in *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan*.



Informal Planting Style



Formal Planting Style

*For illustrative purposes only; final design may vary.*

**Exhibit 4.11: Planting Styles**

### 4.2.1 Fanita Parkway - 4-Lane Parkway/ Major Arterial (Mast Boulevard to Lake Canyon Road)

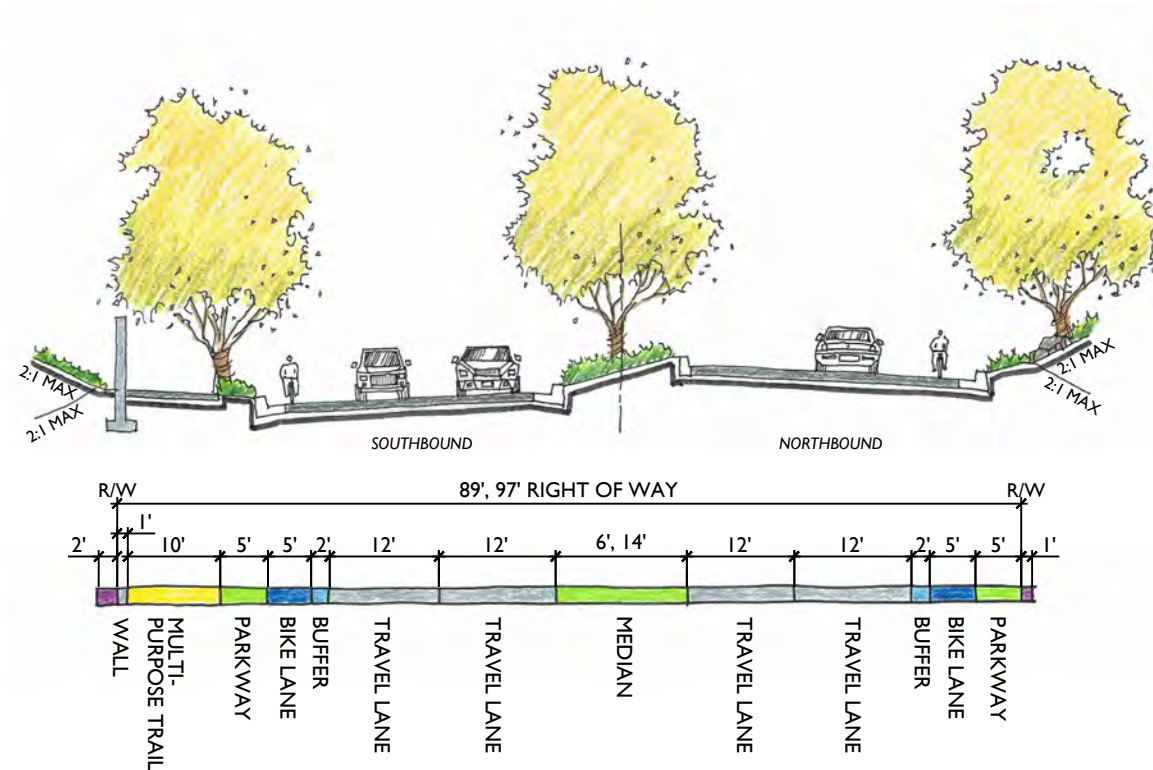
Between Mast Boulevard and Lake Canyon Road, Fanita Parkway will be widened from a 2-lane road with no median to a 4-lane divided road with a landscaped median as illustrated in *Exhibit 4.12.1: Fanita Parkway - 4-Lane Parkway/Major Arterial (Mast Boulevard to Lake Canyon Road)*. This roadway section includes bike lanes on both sides and a multi-purpose trail on the west side of the street. Parking is limited to emergency vehicles.



**Key Map**  
not to scale

Design Standards <sup>1</sup>	
Volume	15,000 - 40,000 Average Daily Trips
Design Speed	50 mph
Modes	<ul style="list-style-type: none"> <li>• Vehicles</li> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>
Dimensions	
Right-of-Way Width	97 feet (89 feet where median width is reduced)
Curb-to-Curb Width	31 feet in each direction
Median	6 feet, 14 feet wide (width varies <sup>2</sup> ), raised and landscaped
Landscape Scheme	
Style	Informal “Riparian” parkway and median planting
Tree Spacing	40 - 500 feet on center
Roadside FMZ	50 feet both sides

1. For full engineering street design criteria, refer to *Table 4.1: Street Design Criteria*. (Tentative Map Street Section No. 1)  
 2. Median width may be reduced to 6’ in the vicinity of wetland and/or biological impacts, provided the required turn pockets function properly. Parkway and median may have up to a 4:1 slope where shown on plans.



## Landscape Palette:

### Trees

- PLATANUS RACEMOSA - California Sycamore
- KOELREUTERIA BIPINNATA - Chinese Flame Tree
- ARBUTUS X 'MARINA' - Arbutus

### Shrubs / Perennials

- CEANOTHUS SP. - California Lilac
- CISTUS SP. - Rockrose
- PHORMIUM TENAX - New Zealand Flax

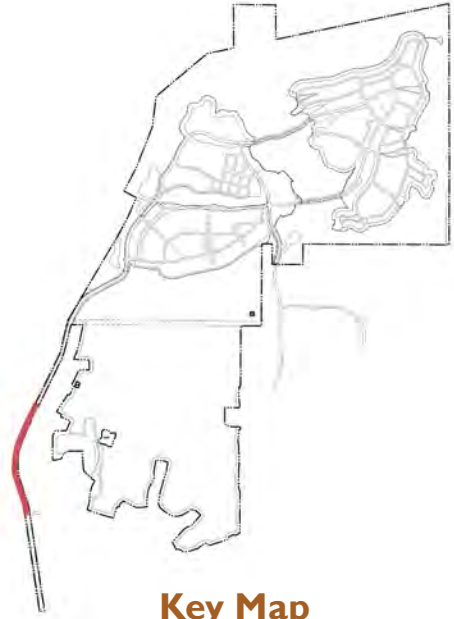
### Groundcovers

- CEANOTHUS G. HORIZONTALIS - Carmel Creeper
- LANTANA MONTEVIDENSIS - Trailing Lantana
- MYOPORUM PARVIFOLIUM 'PINK' - Pink Myoporum

## Exhibit 4.12.1: Fanita Parkway - 4-Lane Parkway/Major Arterial (Mast Boulevard to Lake Canyon Road)

### 4.2.2 Fanita Parkway - 3-Lane Parkway (Lake Canyon Road to Ganley Road)

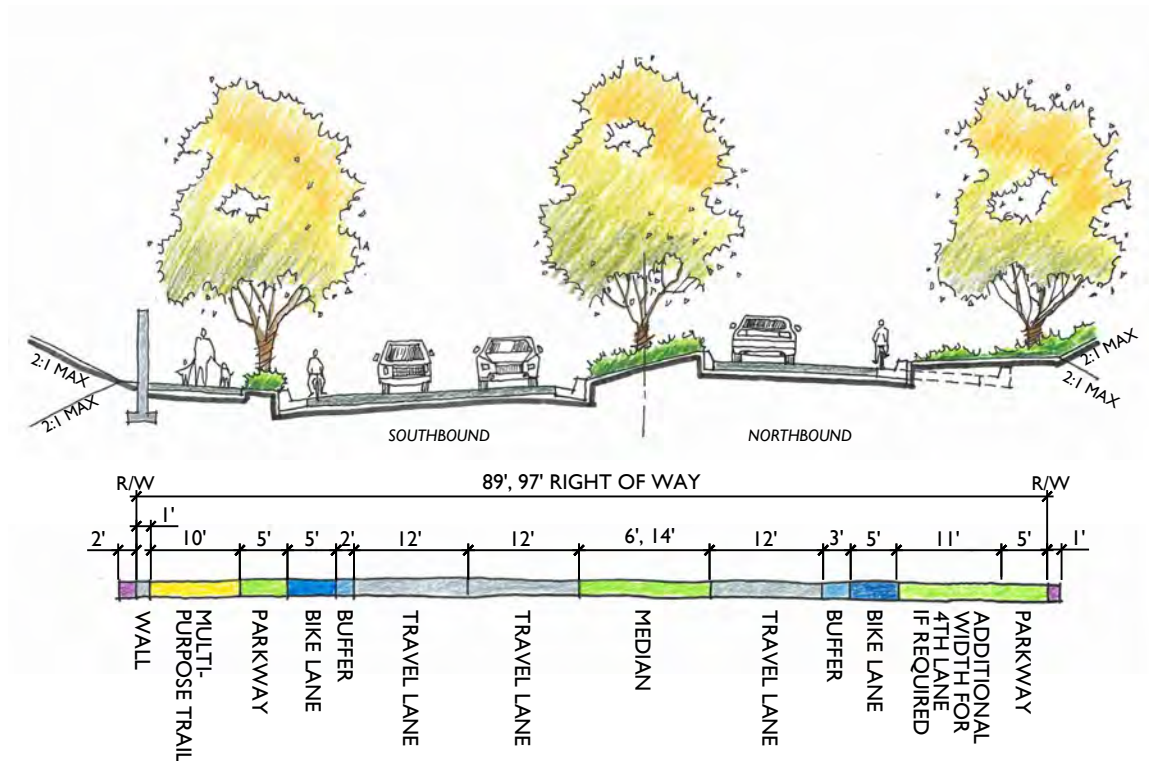
Fanita Parkway transitions to a 3-lane parkway between Lake Canyon Road and Ganley Road. The west (southbound) side of the roadway maintains two travel lanes, while the east (northbound) side consists of one travel lane. A landscaped median divides both sides of the road as shown in *Exhibit 4.12.2: Fanita Parkway - 3-Lane Parkway (Lake Canyon Road to Ganley Road)*. This roadway section includes bike lanes on both sides and a multi-purpose trail on the west side of the street.



**Key Map**  
not to scale

Design Standards <sup>1</sup>	
Volume	15,000 - 40,000 Average Daily Trips
Design Speed	50 mph
Modes	<ul style="list-style-type: none"> <li>• Vehicles</li> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>
Dimensions	
Right-of-Way Width	97 feet (89 feet where median width is reduced)
Curb-to-Curb Width	<ul style="list-style-type: none"> <li>• West side (southbound): 31 feet</li> <li>• East side (northbound): 20 feet</li> </ul>
Median	6 feet, 14 feet wide (width varies <sup>2</sup> ), raised and landscaped
Landscape Scheme	
Style	Informal “Riparian” parkway and median planting
Tree Spacing	40 - 500 feet on center
Roadside FMZ	50 feet both sides

1. For full engineering street design criteria, refer to *Table 4.1: Street Design Criteria*. (Tentative Map Street Section No. 1a)  
 2. Median width may be reduced to 6’ in the vicinity of wetland and/or biological impacts, provided the required turn pockets function properly. Parkway and median may have up to a 4:1 slope where shown on plans.



## Landscape Palette:

### Trees

- PLATANUS RACEMOSA - California Sycamore
- KOELREUTERIA BIPINNATA - Chinese Flame Tree
- ARBUTUS X 'MARINA' - Arbutus

### Shrubs / Perennials

- CEANOTHUS SP. - California Lilac
- CISTUS SP. - Rockrose
- PHORMIUM TENAX - New Zealand Flax

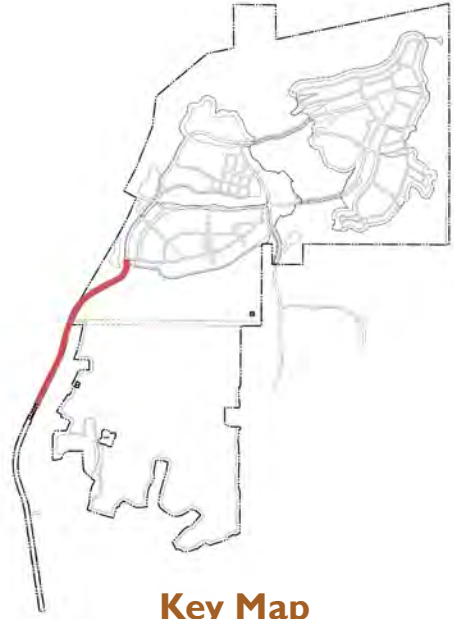
### Groundcovers

- CEANOTHUS G. HORIZONTALIS - Carmel Creeper
- LANTANA MONTEVIDENSIS - Trailing Lantana
- MYOPORUM PARVIFOLIUM 'PINK' - Pink Myoporum

## Exhibit 4.12.2: Fanita Parkway - 3-Lane Parkway (Lake Canyon Road to Ganley Road)

### 4.2.3 Fanita Parkway - 2-Lane Parkway Type II (Ganley Road to Street “E”)

Fanita Parkway transitions to a 2-lane road with a median from Ganley Road to Street “E” in Orchard Village. The road section includes one 12-foot travel lane, 5-foot bike lanes, and a 3- to 5-foot bike lane buffer in each direction. The 10-foot multi-purpose trail continues along the west side of the street and is separated from the road by a 6-foot landscaped parkway. A 5-foot landscape area and no sidewalk are proposed on the east side, as illustrated in *Exhibit 4.12.3: Fanita Parkway - 2-Lane Parkway Type II (Ganley Road to Street “E”)*.

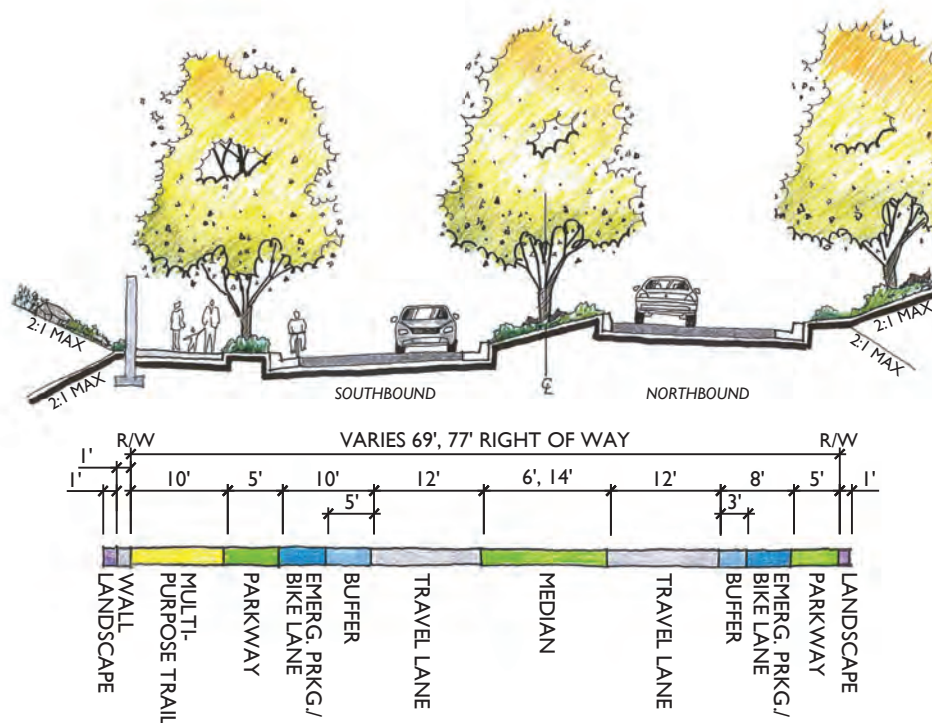


**Key Map**  
not to scale

Design Standards <sup>1</sup>	
Volume	5,000 - 15,000 Average Daily Trips
Design Speed	40 mph
Modes	<ul style="list-style-type: none"> <li>• Vehicles</li> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>
Dimensions	
Right-of-Way Width	77 feet (69 feet where median width is reduced)
Curb-to-Curb Width	<ul style="list-style-type: none"> <li>• West side (southbound): 22 feet</li> <li>• East side (northbound): 20 feet</li> </ul>
Median	6 feet, 14 feet wide (width varies <sup>2</sup> ), raised and landscaped
Landscape Scheme	
Style	Informal “Riparian” parkway and median planting
Tree Spacing	40 - 500 feet on center
Roadside FMZ	50 feet both sides

1. For full engineering street design criteria, refer to *Table 4.1: Street Design Criteria*. (Tentative Map Street Section No. 4)  
 2. Median width may be reduced to 6’ in the vicinity of wetland and/or biological impacts, provided the required turn pockets function properly. Parkway and median may have up to a 4:1 slope where shown on plans.





## Landscape Palette:

### Trees

- PLATANUS RACEMOSA - California Sycamore
- KOELREUTERIA BIPINNATA - Chinese Flame Tree
- ARBUTUS X 'MARINA' - Arbutus

### Shrubs / Perennials

- CEANOTHUS SP. - California Lilac
- CISTUS SP. - Rockrose
- PHORMIUM TENAX - New Zealand Flax

### Groundcovers

- CEANOTHUS G. HORIZONTALIS - Carmel Creeper
- LANTANA MONTEVIDENSIS - Trailing Lantana
- MYOPORUM PARVIFOLIUM 'PINK' - Pink Myoporum

## Exhibit 4.12.3: Fanita Parkway - 2-Lane Parkway Type II (Ganley Road to Street "E")

### 4.2.4 Fanita Parkway - 2-Lane Parkway Type III (Street “E” to Street “N”)

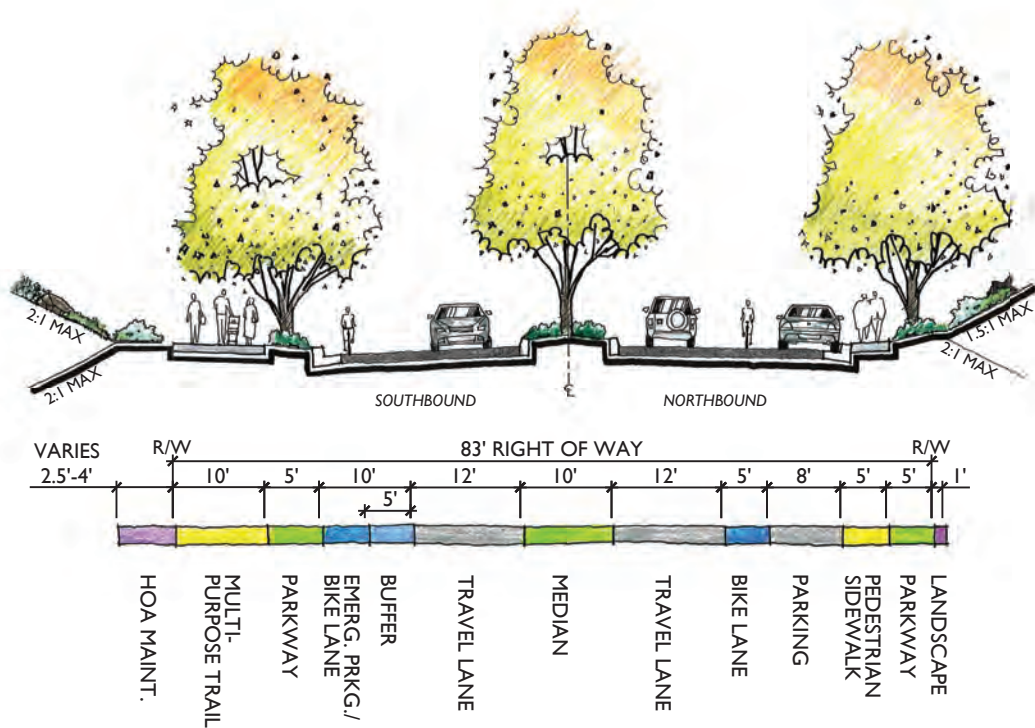
Fanita Parkway intersects with Street “E” in Orchard Village, continues northward across the southerly drainage and intersects with Street “N” in Fanita Commons. This 83-foot wide section consists of a 2-lane road divided by a 10-foot raised median. The 10-foot multi-purpose trail continues along the west side of the street. On-street parallel parking occurs on the east side of the street and bike lanes are provided on both sides of the street, as illustrated in *Exhibit 4.12.4: Fanita Parkway - 2-Lane Parkway Type III (Street “E” to Street “N”)*.



**Key Map**  
not to scale

Design Standards <sup>1</sup>	
Volume	5,000 - 15,000 Average Daily Trips
Design Speed	40 mph (20 mph in vicinity of roundabout)
Modes	<ul style="list-style-type: none"> <li>• Vehicles</li> <li>• NEVs</li> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>
Dimensions	
Right-of-Way Width	83 feet
Curb-to-Curb Width	<ul style="list-style-type: none"> <li>• West side (southbound): 22 feet</li> <li>• East side (northbound): 25 feet</li> </ul>
Median	10 feet wide, raised and landscaped
Landscape Scheme	
Style	Informal “Riparian” parkway and median planting
Tree Spacing	40 - 500 feet on center
Roadside FMZ	50 feet both sides

1. For full engineering street design criteria, refer to *Table 4.1: Street Design Criteria*. (Tentative Map Street Section No. 5)



## Landscape Palette:

### Trees

- PLATANUS RACEMOSA - California Sycamore
- KOELREUTERIA BIPINNATA - Chinese Flame Tree
- ARBUTUS X 'MARINA' - Arbutus

### Shrubs / Perennials

- CEANOTHUS SP. - California Lilac
- CISTUS SP. - Rockrose
- PHORMIUM TENAX - New Zealand Flax

### Groundcovers

- CEANOTHUS G. HORIZONTALIS - Carmel Creeper
- LANTANA MONTEVIDENSIS - Trailing Lantana
- MYOPORUM PARVIFOLIUM 'PINK' - Pink Myoporum

**Exhibit 4.12.4: Fanita Parkway - 2-Lane Parkway Type III**  
(Street "E" to Street "N")

### 4.2.5 Cuyamaca Street, Off-Site - 4-Lane Major Arterial (Mast Boulevard to Chaparral Drive)

Cuyamaca Street provides the primary entrance into Fanita Ranch. North of Mast Boulevard, existing segments of the roadway will be improved to match the street section illustrated in *Exhibit 4.12.5: Cuyamaca Street, Off-Site - 4-Lane Major Arterial (Mast Boulevard to Chaparral Drive)*.

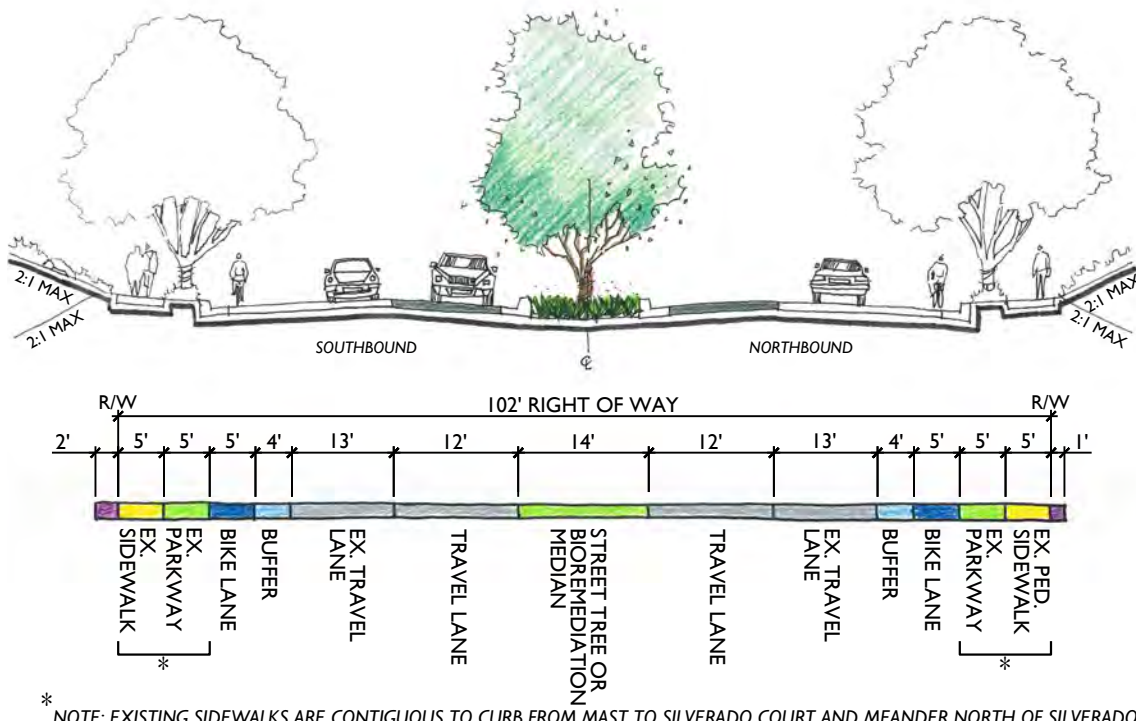
This street section consists of a 4-lane divided road with 2 travel lanes in each direction, as well as bike lanes and existing sidewalks on both sides. Sidewalks are separated from the street by a landscaped parkway on portions of the street north of Silverado Court. The median will also be landscaped.



**Key Map**  
not to scale

Design Standards <sup>1</sup>	
Volume	15,000 - 40,000 Average Daily Trips
Design Speed	50 mph
Modes	<ul style="list-style-type: none"> <li>• Vehicles</li> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>
Dimensions	
Right-of-Way Width	102 feet
Curb-to-Curb Width	34 feet in each direction
Median	14 feet wide, raised and landscaped
Landscape Scheme	
Style	Informal median planting
Tree Spacing	35 - 70 feet on center
Roadside FMZ	None

1. For full engineering street design criteria, refer to Table 4.1: Street Design Criteria. (Tentative Map Street Section No. 2)



## Landscape Palette:

### Trees

- QUERCUS ILEX - Holly Oak
- CHILOPSIS LINEARIS CULT. - Desert Willow Cultivars
- CERCIDIUM 'DESERT MUSEUM' - Palo Verde \*Photo: Star Nursery

### Shrubs / Perennials

- GREVILLEA SP. - Grevillea
- LAVANDULA DENTATA - French Lavender
- AGAVE ATTENUATA - Agave

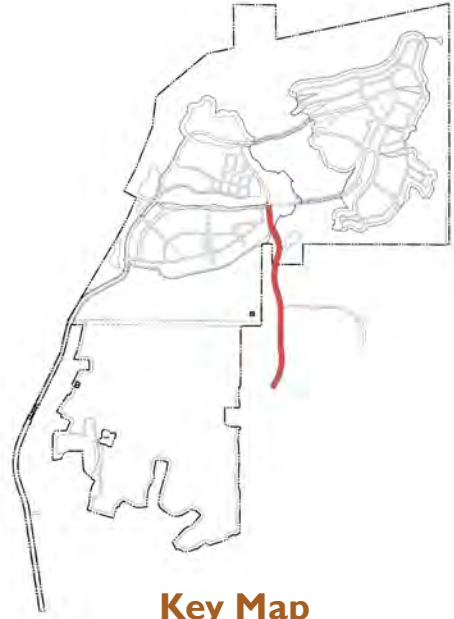
### Groundcovers

- LANTANA X 'NEW GOLD' - New Gold Lantana
- SENECIO SP. - Blue Chalksticks

## Exhibit 4.12.5: Cuyamaca Street, Off-Site - 4-Lane Major Arterial (Mast Boulevard to Chaparral Drive)

### 4.2.6 Cuyamaca Street, On & Off-Site - 2-Lane Parkway Type I (Chaparral Drive to Street “A”/Street “W”)

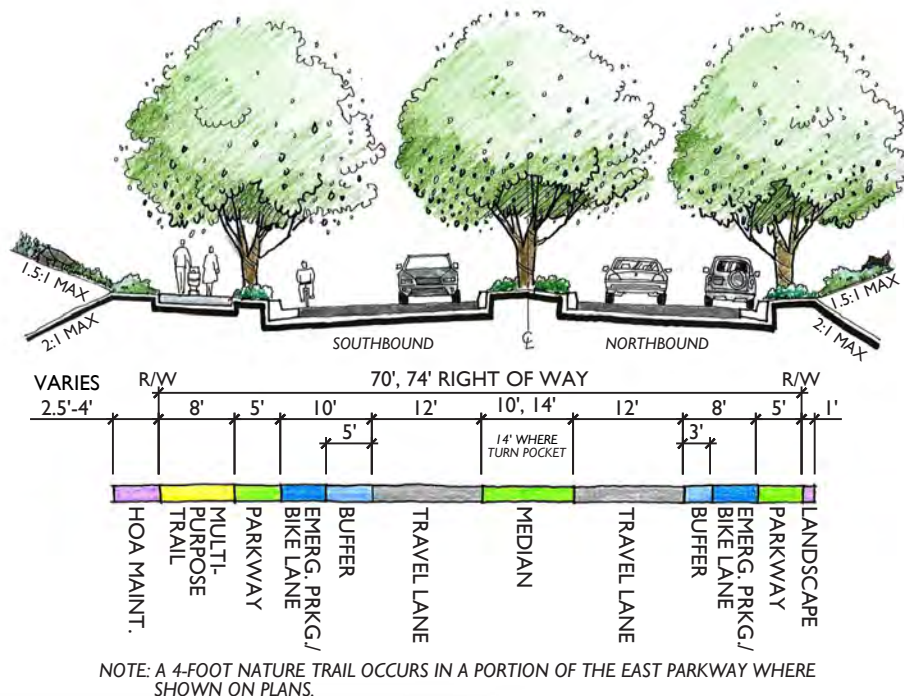
Cuyamaca Street will be extended beyond Chaparral Drive, as illustrated in *Exhibit 4.12.6: Cuyamaca Street, On & Off-Site - 2-Lane Parkway Type I (Chaparral Drive to Street “A”/Street “W”)*. This street section consists of a 2-lane divided road with bike lanes in each direction and an 8-foot multi-purpose trail on the west side of the street. A 4-foot wide nature trail on the east side of Cuyamaca Street will connect an existing primitive trail at the reservoir access road to the village nature trail at the first roundabout at Streets “A”/“W”. The width of this street section has been minimized and the alignment carefully planned to decrease grading while providing full mobility and emergency access. This section of roadway seeks to preserve the scenic character of the rock outcroppings and topography as a gateway experience as described in *Section 5.2.1: Cuyamaca Street Gateway*.



**Key Map**  
not to scale

Design Standards <sup>1</sup>	
Volume	5,000-15,000 Average Daily Trips
Design Speed	40 mph (20 mph in vicinity of roundabout)
Modes	<ul style="list-style-type: none"> <li>• Vehicles</li> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>
Dimensions	
Right-of-Way Width	70 feet, 74 feet at turn pockets
Curb-to-Curb Width	<ul style="list-style-type: none"> <li>• West side (southbound): 22 feet</li> <li>• East side (northbound): 20 feet</li> </ul>
Median	10 feet wide (increases to 14 feet wide at turn pockets), raised and landscaped
Modes	
Landscape Scheme	
Style	Informal “Chaparral” parkway and median planting
Tree Spacing	75 - 500 feet on center
Roadside FMZ	50 feet both sides

1. For full engineering street design criteria, refer to *Table 4.1: Street Design Criteria*. (Tentative Map Street Section No. 3)



## Landscape Palette:

### Trees

- QUERCUS AGRIFOLIA - Coast Live Oak
- QUERCUS ILEX - Holly Oak
- CHILOPSIS LINEARIS CULT. - Desert Willow Cultivars

### Shrubs / Perennials

- RHAMNUS CALIFORNICA - California Coffeeberry
- AGAVE WEBERI - Weber's Agave
- OPUNTIA FICUS-INDICA - Prickly Pear or Nopales

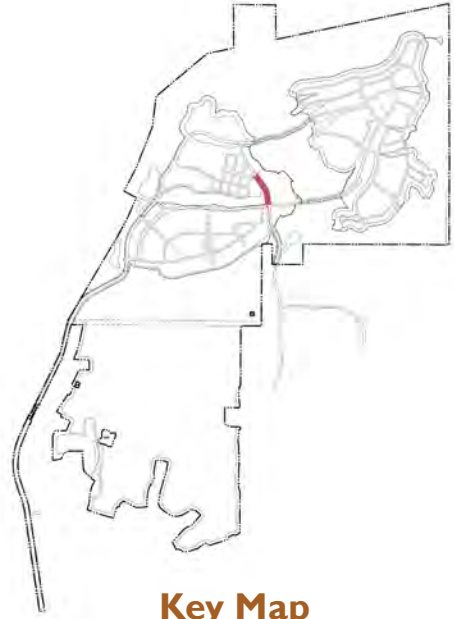
### Groundcovers

- BACCHARIS P. 'PILULARIS' - Dwarf Coyote Bush
- COTONEASTER DAMMERI 'LOWFAST' - Lowfast Bearberry Cotoneaster
- ACHILLEA 'MILLEFOLIUM' - Yarrow

## Exhibit 4.12.6: Cuyamaca Street, On & Off-Site - 2-Lane Parkway Type I (Chaparral Drive to Street "A"/Street "W")

### 4.2.7 Cuyamaca Street - Residential Collector Type V (Street “A”/Street “W” to Street “T”)

From Street “A”/Street “W” northward to Street “T” in Fanita Commons, Cuyamaca Street transitions to the cross section illustrated in *Exhibit 4.12.7: Cuyamaca Street - Residential Collector Type V (Street “A”/Street “W” to Street “T”)*. This street section consists of a 2-lane divided road with bike lanes in each direction, an 8-foot multi-purpose trail on the west side of the street and a 6-foot Village Nature Trail adjacent to the Farm on the east side of the street. This section of road slopes down toward the Fanita Commons Village Center, offering views of the Farm and hills north of the Village, reflecting the agrarian character of Fanita Ranch.

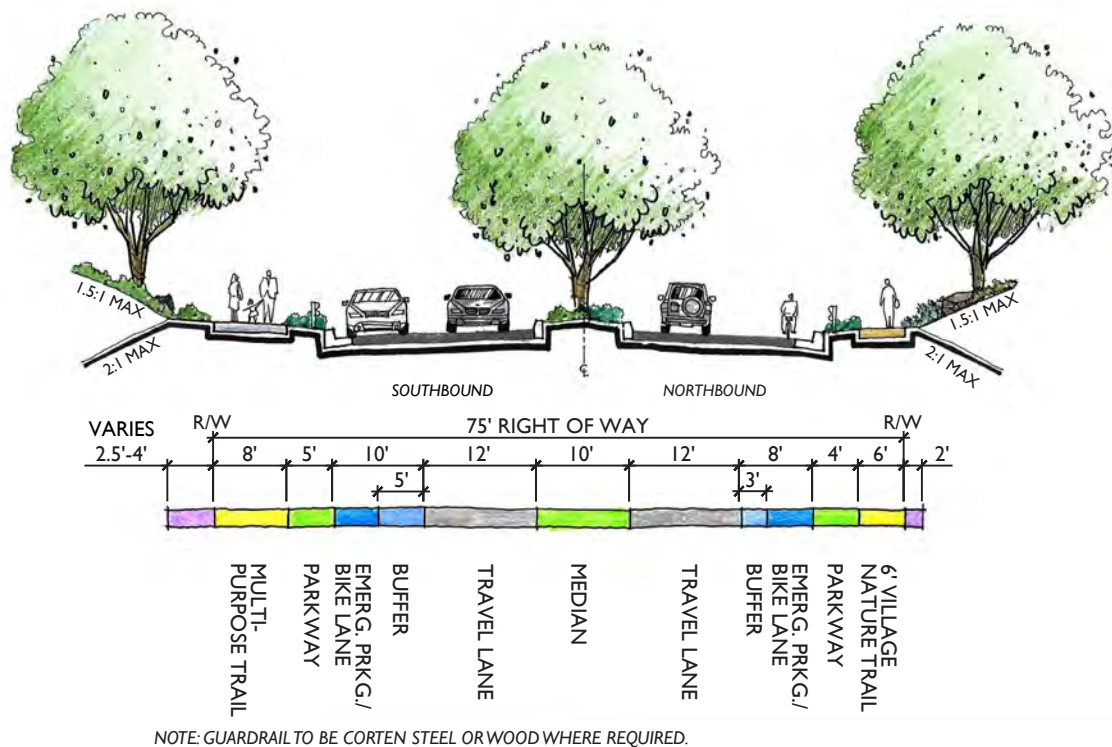


**Key Map**  
not to scale

Design Standards <sup>1</sup>	
Volume	4,000 - 10,000 Average Daily Trips
Design Speed	35 mph (20 mph in vicinity of roundabout)
Modes	<ul style="list-style-type: none"> <li>• Vehicles</li> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>
Dimensions	
Right-of-Way Width	75 feet
Curb-to-Curb Width	<ul style="list-style-type: none"> <li>• West side (southbound): 22 feet</li> <li>• East side (northbound): 20 feet</li> </ul>
Median	10 feet wide, raised and landscaped
Landscape Scheme	
Style	Informal “Chaparral” parkway and median planting
Tree Spacing	75 - 500 feet on center
Roadside FMZ	50 feet west side

1. For full engineering street design criteria, refer to *Table 4.1: Street Design Criteria. (Tentative Map Street Section No. 10)*





## Landscape Palette:

### Trees

- QUERCUS AGRIFOLIA - Coast Live Oak
- QUERCUS ILEX - Holly Oak
- CHILOPSIS LINEARIS CULT. - Desert Willow Cultivars

### Shrubs / Perennials

- RHAMNUS CALIFORNICA - California Coffeeberry
- AGAVE WEBERI - Weber's Agave
- OPUNTIA FICUS-INDICA - Prickly Pear or Nopales

### Groundcovers

- BACCHARIS P. 'PIGEON POINT' - Dwarf Coyote Bush
- COTONEASTER DAMMERI 'LOWFAST' - Lowfast Bearberry Cotoneaster
- ACHILLEA 'MOONSHINE' - Moonshine Yarrow

## Exhibit 4.12.7: Cuyamaca Street - Residential Collector Type V (Street "A"/Street "W" to Street "T")

### 4.2.8 Cuyamaca Street - Village Collector (Street “T” to Fanita Parkway)

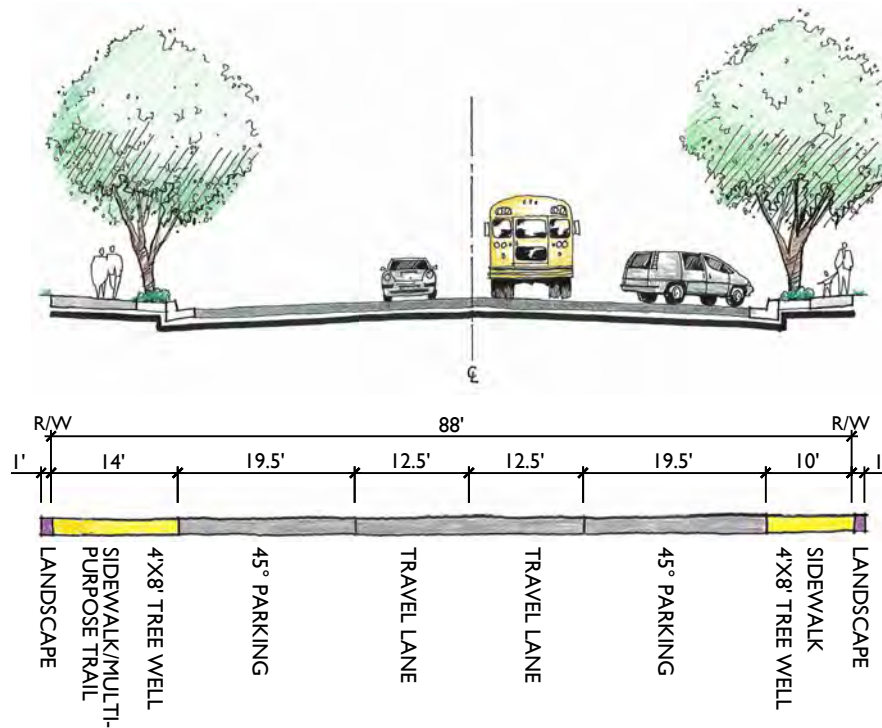
From Street “T” to Fanita Parkway, Cuyamaca Street transitions to the cross section illustrated in *Exhibit 4.12.8: Cuyamaca Street – Village Collector (Street “T” to Fanita Parkway)*. This street section consists of a 2-lane road with 45 degree angled parking in each direction, a 14-foot sidewalk/ multi-purpose trail on the west side of the street and a 10-foot sidewalk on the east side of the street. Landscape pockets are located intermittently between angled parking stalls.



**Key Map**  
not to scale

Design Standards <sup>1</sup>	
Volume	4,000 - 10,000 Average Daily Trips
Design Speed	35 mph (20 mph in vicinity of roundabout)
Modes	<ul style="list-style-type: none"> <li>• Vehicles</li> <li>• NEVs</li> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>
Dimensions	
Right-of-Way Width	88 feet
Curb-to-Curb Width	64 feet
Median	None
Landscape Scheme	
Style	Formal parkway
Tree Spacing	30 - 50 feet on center
Roadside FMZ	None

1. For full engineering street design criteria, refer to *Table 4.1: Street Design Criteria*. (Tentative Map Street Section No. 11)



## Landscape Palette:

### Trees

- CERCIS C. 'FOREST PANSY' - Forest Pansy Redbut
- GEIJERA PARVIFLORA - Australian Willow
- KOELREUTERIA PANICULATA - Golden Rain Tree

### Shrubs / Perennials

- AGAVE 'BLUE GLOW' – Blue Glow Agave
- RHAPHIOLEPIS SP. – Indian Hawthorn

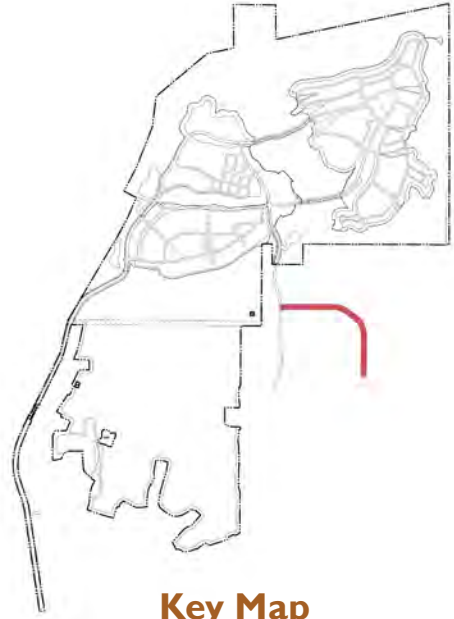
### Groundcovers

- CRASSULA MULTICAVA – Fairy Crassula
- FRAGARIA CHILOENSIS – Ornamental Strawberry
- MYOPORUM P. 'PINK' - Pink Myoporum

**Exhibit 4.12.8: Cuyamaca Street - Village Collector**  
(Street "T" to Fanita Parkway)

### 4.2.9 Magnolia Avenue, Off-Site - Collector Type IV (Existing Terminus to Cuyamaca Street)

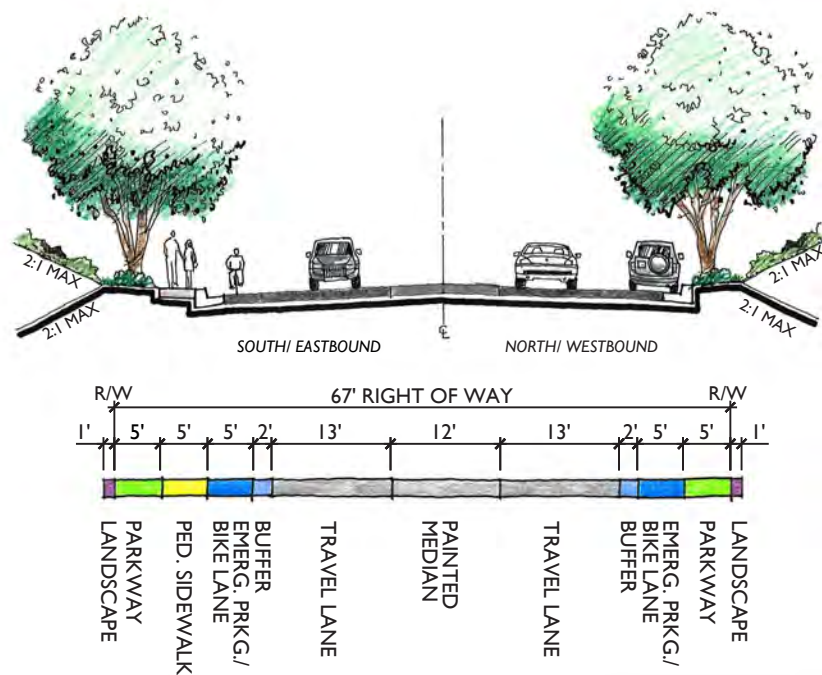
Magnolia Avenue will be extended from its current terminus and curve to the west to intersect with Cuyamaca Street outside the Specific Plan Area boundary. *Exhibit 4.12.9: Magnolia Avenue, Off-Site – Collector Type IV (Existing Terminus to Cuyamaca Street)* illustrates the proposed street section for this new segment of roadway, which provides additional access to Fanita Ranch via Cuyamaca Street. This street section consists of 2 travel lanes, a painted center median, bike lanes/emergency parking on both sides, a landscaped parkway on one side and a continuous sidewalk on the other side.



**Key Map**  
not to scale

Design Standards <sup>1</sup>	
Volume	4,000 - 10,000 Average Daily Trips
Design Speed	35 mph
Modes	<ul style="list-style-type: none"> <li>• Vehicles</li> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>
Dimensions	
Right-of-Way Width	67 feet
Curb-to-Curb Width	52 feet
Median	12 feet wide, painted
Modes	
Landscape Scheme	
Style	Formal parkway planting
Tree Spacing	50 feet on center
Roadside FMZ	50 feet both sides

1. For full engineering street design criteria, refer to *Table 4.1: Street Design Criteria*. (Tentative Map Street Section No. 9)



## Landscape Palette:

### Trees

- MAGNOLIA GRANDIFLORA 'MAJESTIC BEAUTY' - Southern Magnolia
- LOPHOSTEMON CONFERTUS - Brisbane Box
- HYMENOSPORUM FLAVUM - Sweetshade

### Shrubs / Perennials

- CEANOTHUS SP. - California Lilac
- CISTUS SP. - Rockrose
- HEMEROCALLIS SP. - Daylily

### Groundcovers

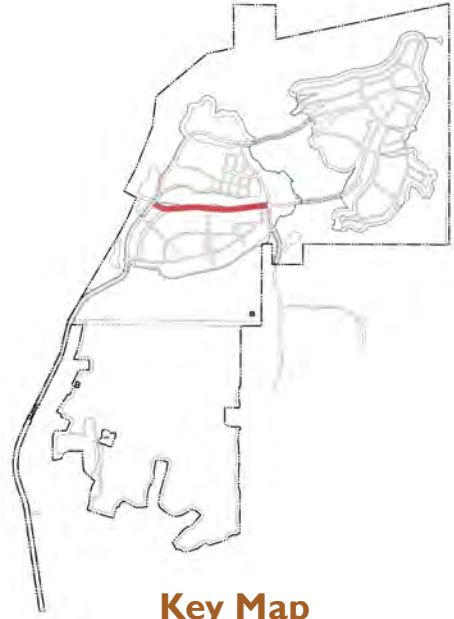
- BACCHARIS P. 'PIGEON POINT' - Dwarf Coyote Bush
- ERIGERON KARVINSKIANUS - Santa Barbara Daisy
- CISTUS SKANBERGII - Pink Rock Rose

## Exhibit 4.12.9: Magnolia Avenue, Off-Site - Collector Type IV (Existing Terminus to Cuyamaca Street)

### 4.2.10 Residential Collector Type I

#### (Fanita Parkway to Cuyamaca Street)

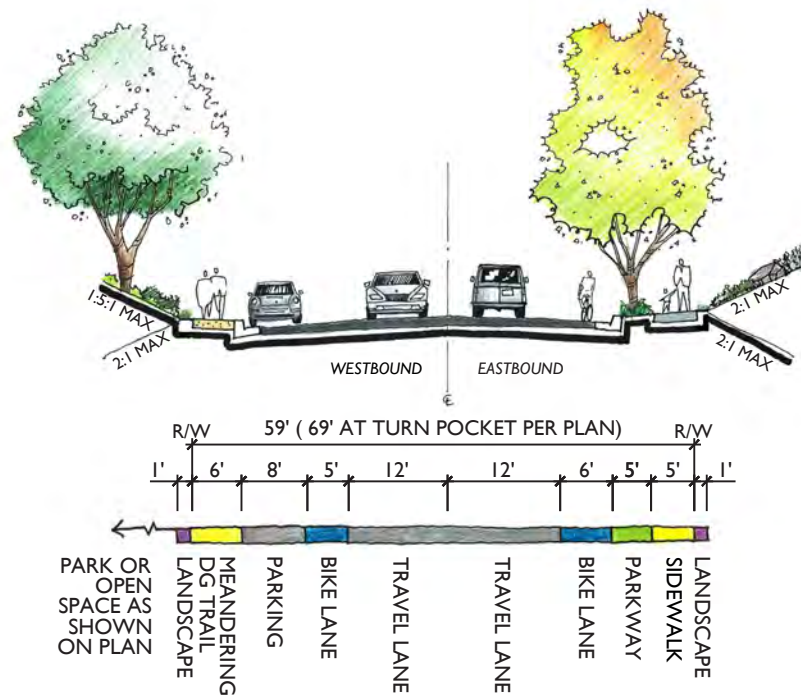
Exhibit 4.12.10: Residential Collector Type I (Fanita Parkway to Cuyamaca Street) illustrates the residential collector street located adjacent to the south drainage connecting Fanita Parkway and Cuyamaca Street. This roadway is adjacent to the southerly bank of the drainage and is elevated above Fanita Commons offering significant views of the main Village Center below. A neighborhood park and 6-foot trail along the drainage provide recreational opportunities, as well as a pedestrian connection via a pedestrian bridge to the school site and the Village Center.



**Key Map**  
not to scale

Design Standards <sup>1</sup>	
Volume	4,000 - 10,000 Average Daily Trips
Design Speed	35 mph
Modes	<ul style="list-style-type: none"> <li>• Vehicles</li> <li>• NEVs</li> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>
Dimensions	
Right-of-Way Width	59 feet, 69 feet at turn pockets
Curb-to-Curb Width	43 - 53 feet
Median	10 feet wide painted at left turn pockets
Landscape Scheme	
Style	Informal “Riparian” parkway planting
Tree Spacing	75 - 500 feet on center
Roadside FMZ	30 feet on north side

1. For full engineering street design criteria, refer to Table 4.1: Street Design Criteria. (Tentative Map Street Section No. 6)



## Landscape Palette:

### Trees

- QUERCUS AGRIFOLIA - Coast Live Oak
- CHILOPSIS LINEARIS CULT. - Desert Willow Cultivars
- QUERCUS ILEX - Holly Oak

### Shrubs / Perennials

- IVA HAYESIANA - San Diego Poverty Weed
- AGAVE PARRYI - Parry Agave
- FESTUCA MAIREI - Atlas Fescue

### Groundcovers

- MYOPROUM X 'PACIFICA' - Trailing Myoporum
- CEANOOTHUS G. HORIZONTALIS - Carmel Creeper
- CRASSULA MULTICAVA - Fairy Crassula

**Exhibit 4.12.10: Residential Collector Type I**  
(Fanita Parkway to Cuyamaca Street)

### 4.2.II Residential Collector Type II (Through Habitat Preserve - Streets “V” and “W”)

Where the Residential Collector Type II crosses the Habitat Preserve, a special street section has been designed to accommodate wildlife crossing and minimize disturbance of the Habitat Preserve. As illustrated in *Exhibit 4.12.11: Residential Collector Type II (Through Habitat Preserve - Streets “V” and “W”)*, the street section is narrow to minimize grading and the crossing distance for wildlife. The 6-foot median is specially designed to minimize barriers perceived by wildlife. Paving through this segment of roadway may consist of colored pavement that mimics the natural terrain. Because these street segments are major fire evacuation routes, landscaping will be permanently irrigated and limited to low growing, fire-resistive shrubs and ground covers with a few trees.

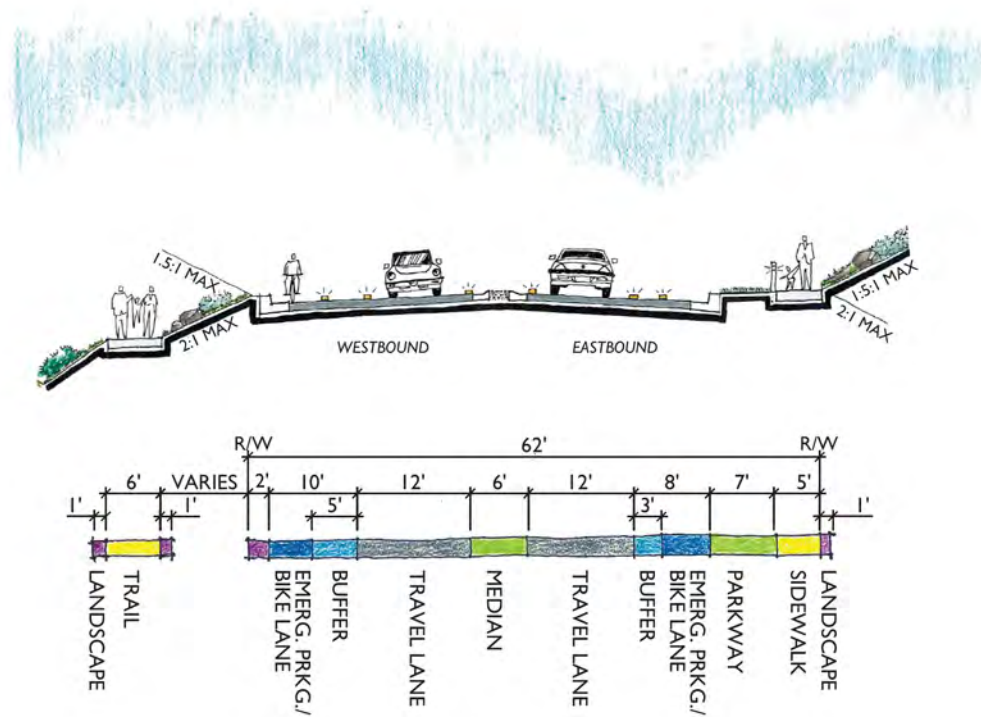


**Key Map**  
not to scale

Design Standards <sup>1</sup>	
Volume	4,000 - 10,000 Average Daily Trips
Design Speed	35 mph
Modes	<ul style="list-style-type: none"> <li>• Vehicles</li> <li>• NEVs</li> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>
Dimensions	
Right-of-Way Width	62 feet
Curb-to-Curb Width	48 feet
Median	6-foot wide median with rolled curb, no landscaping
Landscape Scheme	
Style	Informal planting of fire-resistive ground covers, shrubs and a few trees
Paving	Special colored concrete to blend with natural surroundings
Roadside FMZ	50 feet on both sides

1. For full engineering street design criteria, refer to *Table 4.1: Street Design Criteria*. (Tentative Map Street Section No. 7)  
 2. See *Section 5.9: Conceptual Lighting Plan* for lighting details.





## Landscape Palette:

### Trees

- QUERCUS AGRIFOLIA - Coast Live Oak
- QUERCUS ILEX - Holly Oak
- CHILOPSIS LINEARIS CULT. - Desert Willow Cultivars

### Shrubs / Perennials

- GALVEZIA SPECIOSA - Island Bush Snapdragon
- IVA HAYESIANA - Hayes Ivy
- RHAMNUS CROCEA - Red Coffeeberry

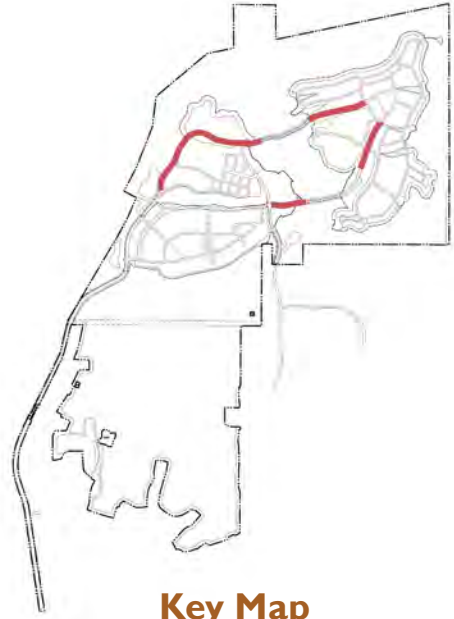
### Groundcovers

- BACCHARIS P. 'PILULARIS' - Dwarf Coyote Bush
- CISTUS SP. - Rockrose
- MYOPORUM P. 'PINK' - Pink Myoporum

## Exhibit 4.12.11: Residential Collector Type II (Through Habitat Preserve - Streets "V" and "W")

### 4.2.12 Residential Collector Type III

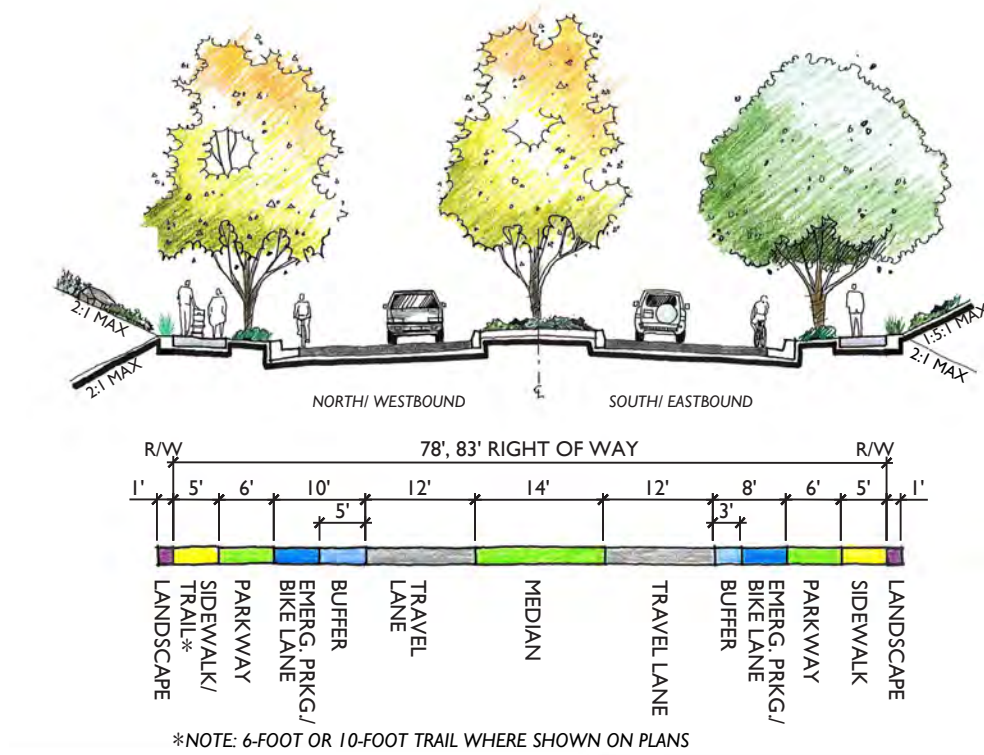
The Residential Collector Type III street section applies to a variety of internal roadway segments, including portions of Fanita Parkway and Street “A” that traverse various Villages. The section, as illustrated *Exhibit 4.12.12: Residential Collector Type III*, consists of a 2-lane divided road with bike lanes on both sides and a 14-foot raised and landscaped median. In some locations, the section provides 5-foot sidewalks on both sides. In other locations, the sidewalk on one side of the street is replaced by a 6-foot or 10-foot trail to provide continuous trail connectivity, based upon location within the community. Landscape palette and style vary by Village.



**Key Map**  
not to scale

Design Standards <sup>1</sup>	
Volume	4,000 - 10,000 Average Daily Trips
Design Speed	35 mph
Modes	<ul style="list-style-type: none"> <li>• Vehicles</li> <li>• NEVs</li> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>
Dimensions	
Right-of-Way Width	78 feet, 83 feet
Curb-to-Curb Width	22 feet on the west/north side, 20 feet on the east/south side
Median	14 feet wide, raised and landscaped
Landscape Scheme	
Style	Informal “Chaparral” or “Riparian” parkway planting by Village
Tree Spacing	75 - 500 feet on center
Roadside FMZ	No FMZ, or 30 feet or 50 feet per Tentative Map; varies

1. For full engineering street design criteria, refer to *Table 4.1: Street Design Criteria*. (Tentative Map Street Section No. 8)



Refer to *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* for specific plant palettes by Village.



**Exhibit 4.12.12: Residential Collector Type III**

### 4.2.13 Residential Collector Type VII

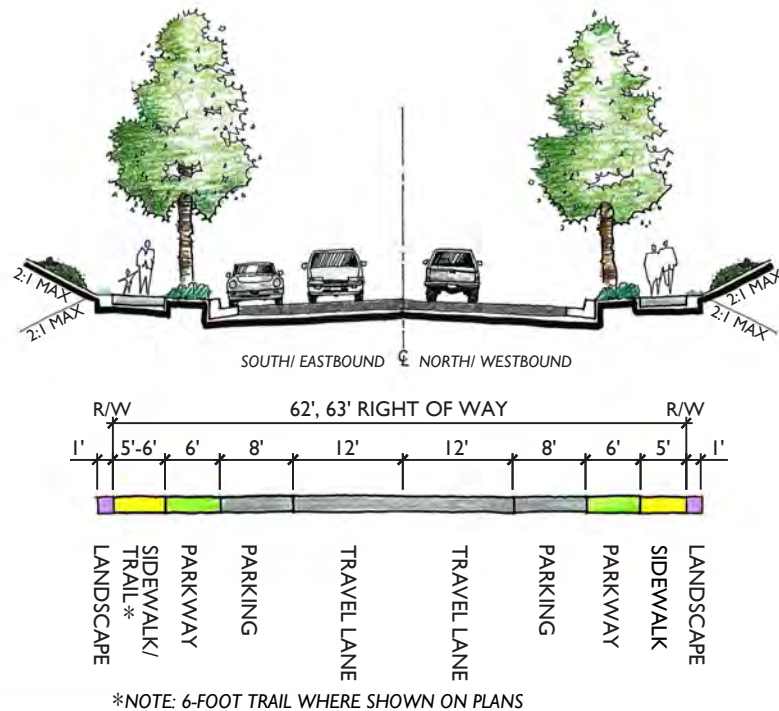
This Residential Collector Type VII section, as illustrated in *Exhibit 4.12.13: Residential Collector Type VII*, occurs in Orchard and Vineyard Villages. This street section consists of a 2-lane road with parking, parkways and sidewalks on both sides.



**Key Map**  
not to scale

Design Standards <sup>1</sup>	
Volume	4,000 - 10,000 Average Daily Trips
Design Speed	25 mph
Modes	<ul style="list-style-type: none"> <li>• Vehicles</li> <li>• NEVs</li> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>
Dimensions	
Right-of-Way Width	62 feet (63 feet with 6-foot trail option)
Curb-to-Curb Width	40 feet
Median	None
Landscape Scheme	
Style	Formal parkway and median planting
Tree Spacing	50 feet on center
Roadside FMZ	None

1. For full engineering street design criteria, refer to *Table 4.1: Street Design Criteria*. (Tentative Map Street Section No. 12)



## Landscape Palette:

### Trees

- LOPHOSTEMON CONFERTUS - Brisbane Box
- Liquidambar styraciflua - Sweetgum
- MAGNOLIA GRANDIFLORA 'MAJESTIC BEAUTY' - Southern Magnolia

### Shrubs / Perennials

- DIETES SP. - Fortnight Lily
- ESCALLONIA 'NEWPORT DWARF' - Escallonia 'Newport Dwarf'
- PITTOSPORUM T. 'WHEELER'S DWARF' - Dwarf Mock Orange

### Groundcovers

- AECHILLEA 'MOONSHINE' - Moonshine Yarrow
- FESTUCA MAIREI - Atlas Fescue
- HEMEROCALLIS SP. - Daylily

## Exhibit 4.12.13: Residential Collector Type VII

### 4.2.14 Residential Street

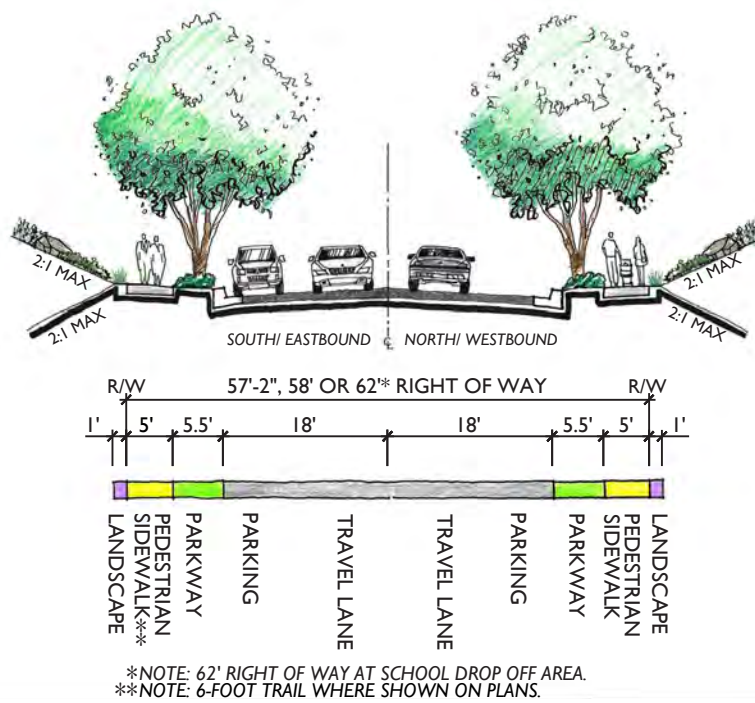
Residential streets include conventional 2-way streets with parallel parking on both sides, as illustrated in *Exhibit 4.12.14: Residential Street*. Street trees provide shade for pavement and parked cars to reduce heat island effect. Sidewalks are provided on both sides. In select locations the sidewalk on one side is replaced with a 6-foot trail. Plant palette varies by Village. This street is modified along the school site to accommodate pedestrian circulation and drop-off. The final design will be coordinated with the Santee School District during school site design.



**Key Map**  
not to scale

Design Standards <sup>1</sup>	
Volume	2,200 Average Daily Trips
Design Speed	25 mph
Modes	<ul style="list-style-type: none"> <li>• Vehicles</li> <li>• NEVs</li> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>
Dimensions	
Right-of-Way Width	57 feet (58 feet with 6-foot trail option; 62 feet at school drop-off)
Curb-to-Curb Width	36 feet (41 feet at school drop-off)
Median	None
Landscape Scheme	
Style	Formal parkway planting
Tree Spacing	50 feet on center
Roadside FMZ	50 feet on south side of Street “N” only per Tentative Map

1. For full engineering street design criteria, refer to *Table 4.1: Street Design Criteria*. (Tentative Map Street Section No. 16)



Refer to *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* for specific plant palettes by Village.



**Exhibit 4.12.14: Residential Street**

### 4.2.15 Carlton Hills Boulevard (Private Street)

Carlton Hills Boulevard is an existing dead-end street that provides access to the Special Use Area, a Padre Dam Municipal Water District reservoir and a mini park that includes a trail staging area. The existing asphalt curbs will be replaced with concrete curb and gutter and a sidewalk will be added to the west side of the street (see *Exhibit 4.12.15: Carlton Hills Boulevard - Private Street*). Due to existing geologic conditions, permanent irrigation is not allowed. Plantings will be limited to a non-irrigated hydroseed mix of hardy native grasses, forbs, perennials and a few shrubs as required for implementation of BMPs within the 4' x 8' areas. The hydroseed mix will be applied in the winter to maximize establishment. This portion of Carlton Hills Boulevard may be designed as a public street during final engineering.

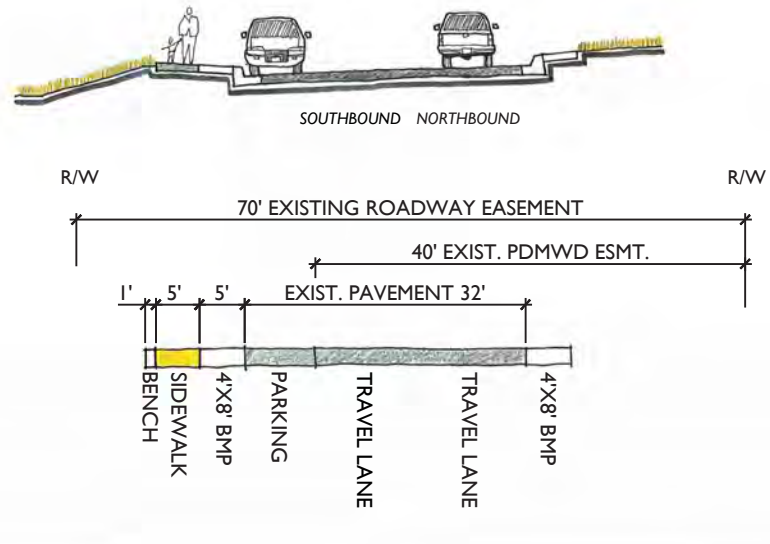


**Key Map**  
not to scale

Design Standards <sup>1</sup>	
Volume	2,200 Average Daily Trips
Design Speed	25 mph
Modes	<ul style="list-style-type: none"> <li>• Vehicles</li> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>
Dimensions	
Right-of-Way Width	70 feet (existing roadway easement)
Curb-to-Curb Width	32 feet
Median	None
Landscape Scheme	
Style	Informal “Chaparral” planting
Tree Spacing	Not applicable
Roadside FMZ	None

1. For full engineering street design criteria, refer to *Table 4.1: Street Design Criteria*. (Tentative Map Street Section No. 18)



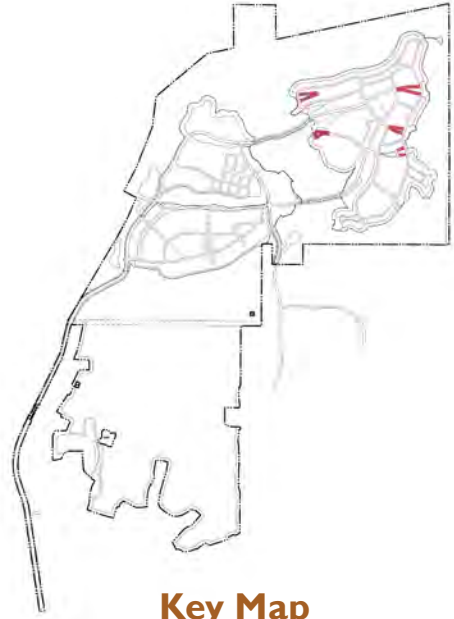


Plantings will be limited to a non-irrigated hydroseed mix of hardy native grasses, forbs, perennials and a few shrubs as required for implementation of BMPs within the 4' x 8' areas.

**Exhibit 4.12.15: Carlton Hills Boulevard - Private Street**

### 4.2.16 Split Residential Street (One-Way)

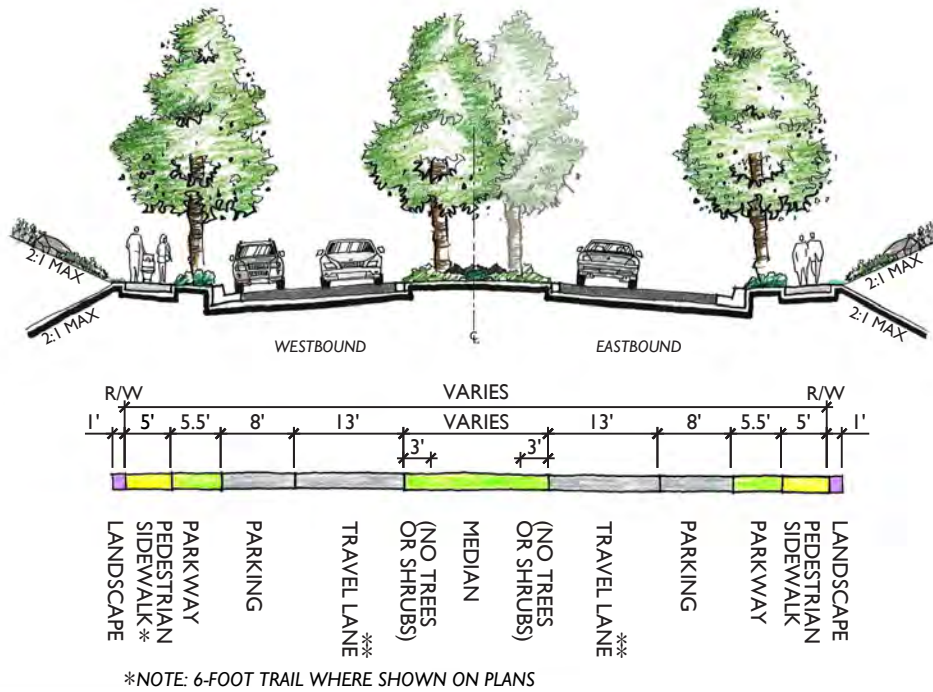
Split residential streets are one-way streets that are separated by a median or park. The width of the median or park varies as illustrated in *Exhibit 4.12.16: Split Residential Street (One-Way)*. These unique streets establish neighborhood character. Parallel parking and sidewalks are provided on both sides. In select locations, the sidewalk on one side is replaced with a 6-foot trail. Plant palette varies by Village.



**Key Map**  
not to scale

Design Standards <sup>1</sup>	
Volume	2,200 Average Daily Trips
Design Speed	25 mph
Modes	<ul style="list-style-type: none"> <li>• Vehicles</li> <li>• NEVs</li> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>
Dimensions	
Right-of-Way Width	Varies
Curb-to-Curb Width	21 feet in each direction
Median	Varies
Landscape Scheme	
Style	Formal parkway planting
Tree Spacing	50 feet on center
Roadside FMZ	None

1. For full engineering street design criteria, refer to *Table 4.1: Street Design Criteria*. (Tentative Map Street Section No. 17)



Refer to *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* for specific plant palettes by Village.



**Exhibit 4.12.16: Split Residential Street (One-Way)**

### 4.2.17 Private Residential Street

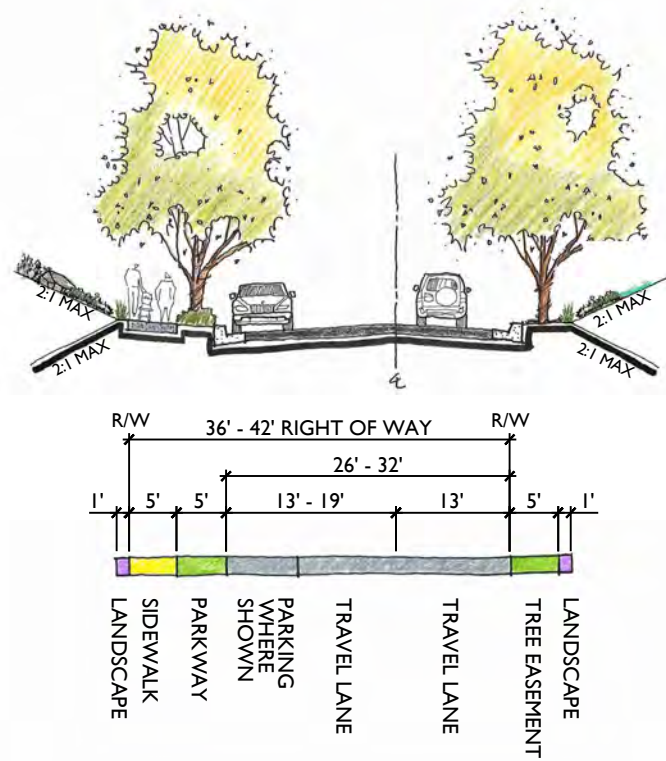
Private residential streets are local 2-way streets with parallel parking on one side and a street tree easement on the other side, as shown in *Exhibit 4.12.17: Private Residential Street*. These streets provide local access within a neighborhood creating an enclave-type feel. Street trees provide shade for pavement and parked cars to reduce heat island effect and for the comfort of pedestrians. A sidewalk is provided on one side of the street.



**Key Map**  
not to scale

Design Standards <sup>1</sup>	
Volume	1,100 Average Daily Trips
Design Speed	25 mph
Modes	<ul style="list-style-type: none"> <li>• Vehicles</li> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>
Dimensions	
Right-of-Way Width	36 - 42 feet
Curb-to-Curb Width	26 - 32 feet
Median	None
Landscape Scheme	
Style	Formal parkway planting
Tree Spacing	50 feet on center
Roadside FMZ	None

1. For full engineering street design criteria, refer to *Table 4.1: Street Design Criteria*. (Tentative Map Street Section No. 19)

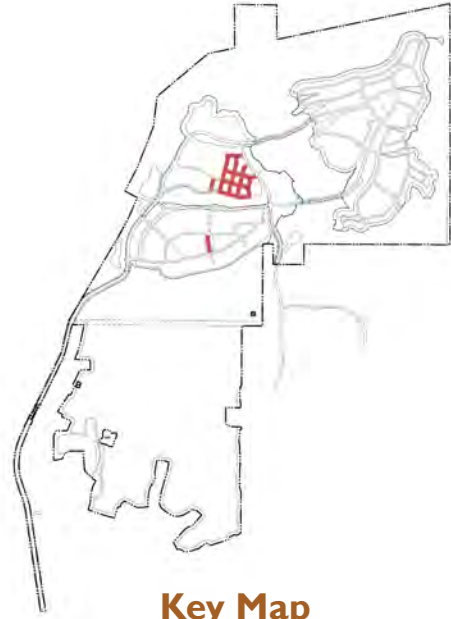


Refer to *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* for specific plant palettes by Village.

**Exhibit 4.12.17: Private Residential Street**

### 4.2.18 Village Streets

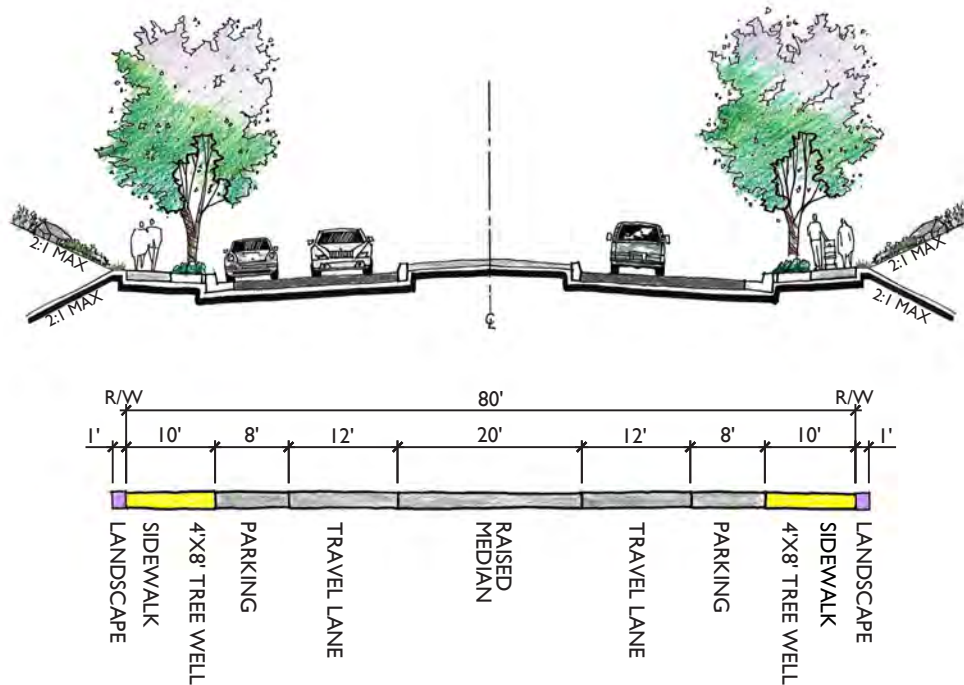
Within each Village Center, a variety of street sections are possible. This variety is intended to provide options in creating diversity in streetscapes that are consistent with the vision for walkable, “main street” style Village Centers. Each Village Street is designed to provide on-street parking in parallel or angled parking configurations. Each Village Street also includes a 10-foot sidewalk on each side, with tree wells located within the sidewalk approximately every 50 feet on center. Trees provide shade for pavement and parked cars to reduce heat island effect. Refer to *Exhibits 4.12.18 through 4.12.20*.



**Key Map**  
not to scale

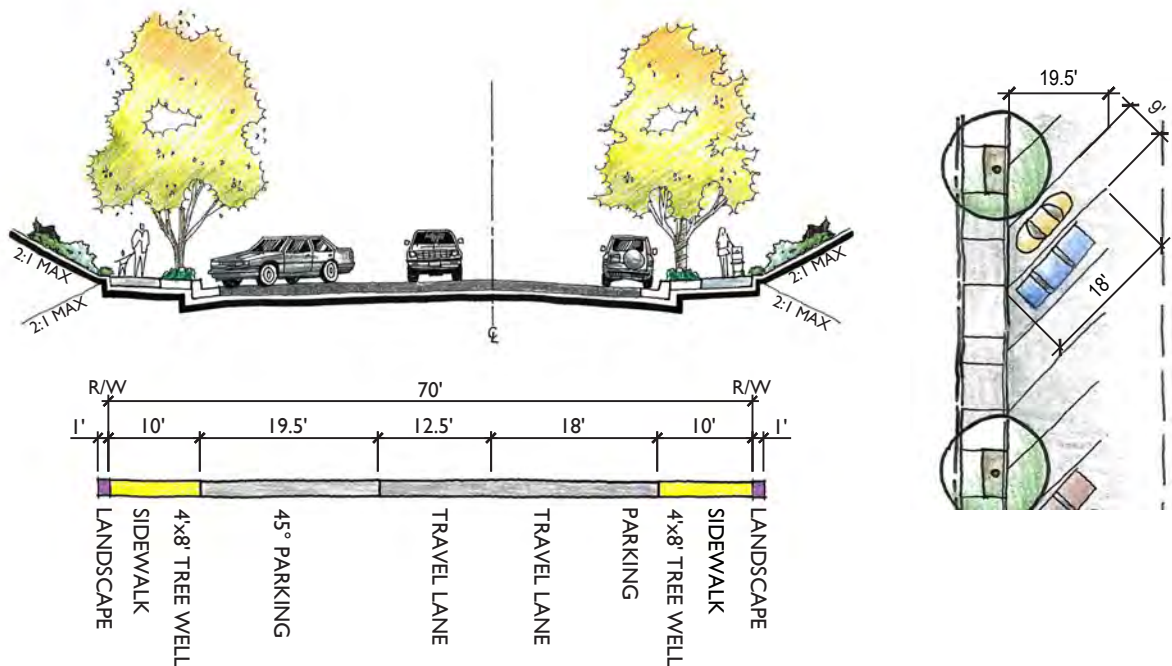
Design Standards <sup>1</sup>	
Volume	2,200 Average Daily Trips
Design Speed	25 mph
Modes	<ul style="list-style-type: none"> <li>• Vehicles</li> <li>• NEVs</li> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>
Dimensions	
Right-of-Way Width	56 - 80 feet (depending upon section)
Curb-to-Curb Width	36 - 60 feet (depending upon section)
Median	Depends on section
Landscape Scheme	
Style	Formal parkway
Tree Spacing	50 feet on center
Roadside FMZ	30 feet for a portion of Street P per Tentative Map

1. For full engineering street design criteria, refer to *Table 4.1: Street Design Criteria*. (Tentative Map Street Sections No. 13, 14 and 15)



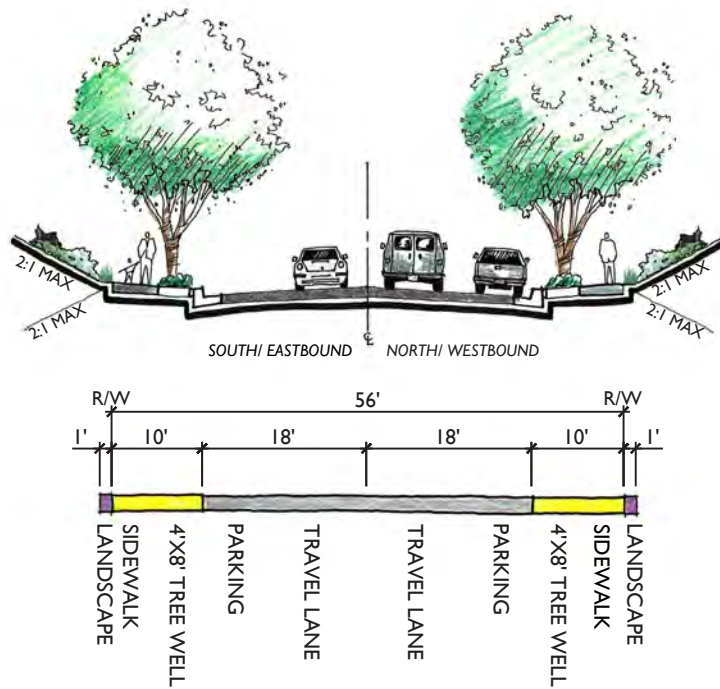
Refer to *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* for specific plant palettes by Village. (Tentative Map Street Section No. 13)

**Exhibit 4.12.18: Village Street Type I**



Refer to *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* for specific plant palettes by Village. (Tentative Map Street Section No. 14)

**Exhibit 4.12.19: Village Street Type II**



Refer to *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* for specific plant palettes by Village. (Tentative Map Street Section No. 15)

### Exhibit 4.12.20: Village Street Type III



### 4.2.19 Private Residential Driveway

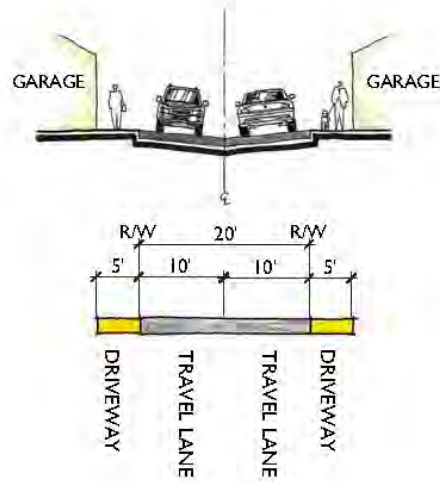
Private residential driveways provide access to garages located at the back of the buildings and are used to eliminate garage doors from the street to improve the street scene. Private residential driveways are located in Planning Area M-9 shown in *Exhibit 3.2: Site Utilization Plan* in Orchard Village and are also anticipated in residential areas within the Village Centers. As shown in *Exhibit 4.12.21: Private Residential Driveway*, these narrow travelways are intended for vehicle use and are designed for local access only. Because private residential driveways provide primary vehicular access to rear-loaded garages, they should be treated with landscaping, architectural articulation and lighting to create a pleasant and safe driving experience for the residents. To allow for landscaping, buildings shall be set back a minimum of 4 feet from the edge of the private residential driveway. Garage setbacks from the adjacent private residential driveway shall be 5 feet where no full garage driveway is provided for individual units or a minimum of 18 feet where full garage driveways are provided. Parking is prohibited along the private residential driveways.



**Key Map**  
not to scale

Design Standards <sup>1</sup>	
Volume	Less than 1,000 Average Daily Trips
Design Speed	15 mph
Modes	Vehicles
Dimensions	
Right-of-Way Width	20 feet
Curb-to-Curb Width	10 feet in each direction
Median	None
Landscape Scheme	
Style	Small trees, vines and shrubs
Tree Spacing	Not applicable
Roadside FMZ	None

1. For full engineering street design criteria, refer to *Table 4.1: Street Design Criteria. (Tentative Map Street Section No. 20)*



Refer to *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* for specific plant palettes by Village.



**Exhibit 4.12.21: Private Residential Driveway**

### 4.3 Trail Corridor & Landscape Standards

Thoughtful planning and design of trails is essential to encouraging their use for both transportation and recreation. In conformance with the Santee General Plan Trails Element, Fanita Ranch includes plans for more than 35 miles of trails. Trails are planned to provide safe, multi-modal paths that allow access for pedestrians and bicyclists throughout the community and to regional trails. An existing equestrian trail in the northeast corner of the Specific Plan Area will be maintained to connect Sycamore Canyon County Preserve to the north with the Oak Creek Drive area (in the County of San Diego) to the east. To ensure the long-term quality and viability of the trail system, trail maintenance will be provided by the entity that is responsible for the areas in which the trails are located, as shown in *Exhibit 10.2: Operation & Maintenance Responsibility Areas*.

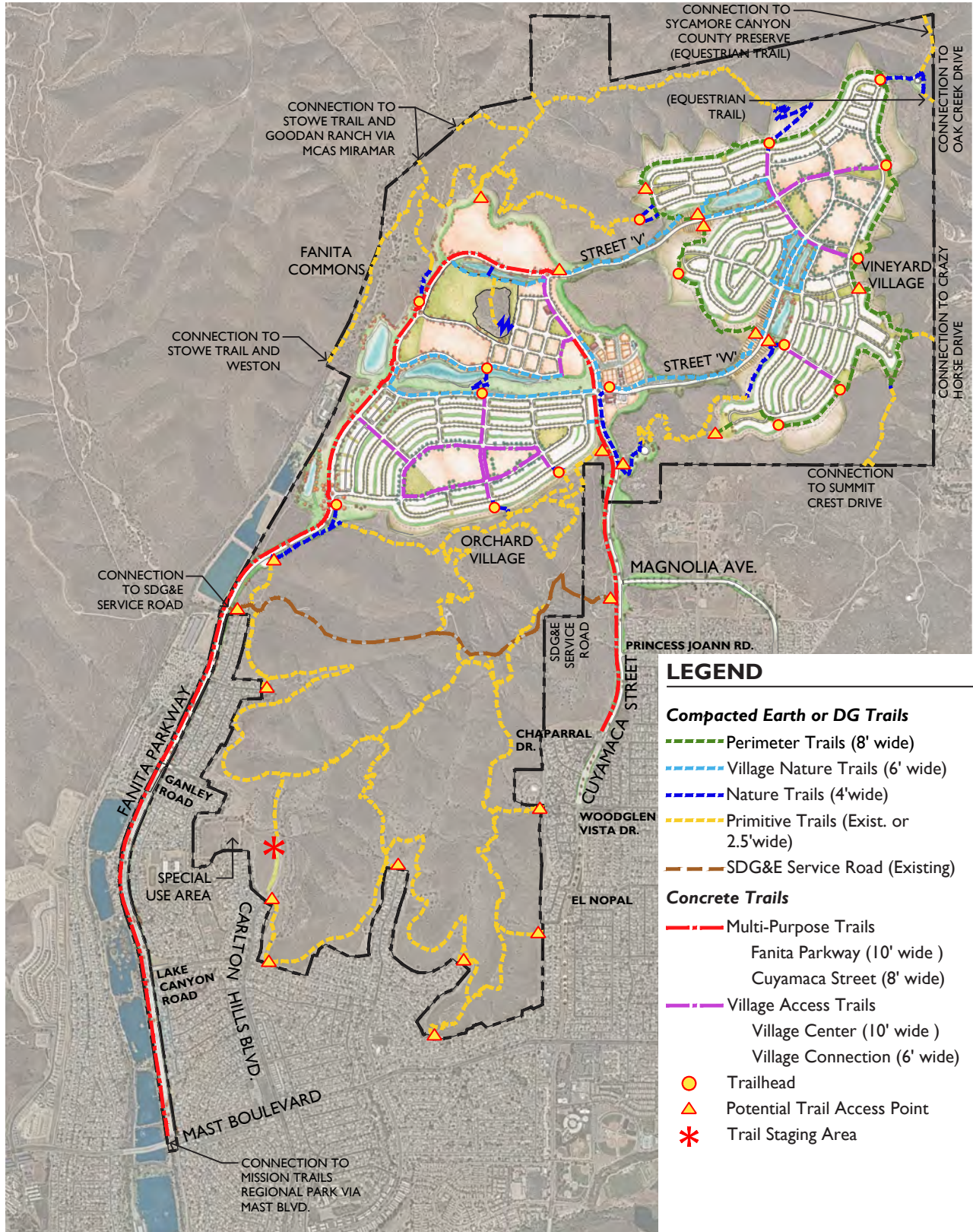
Trail surface type, width, grades, and vertical and horizontal clearances from vegetation and fixed objects will be designed in accordance with recognized standards as depicted in *Table 4.3: Trail Design*. Site amenities, such as trail maps, seating, shade and drinking fountains, will be sited at appropriate locations. Amenities in the Habitat Preserve shall be provided in accordance with the Public Access Plan (Fanita Ranch EIR Appendix D, Biological Resources Technical Report, Appendix T) requirements. Cable and post or post and rail fencing will be used where appropriate for user safety and the protection of surrounding habitat. Landscaping styles will be determined by adjacent landscapes such as the Habitat Preserve, riparian corridors or village themes, and will conform to the approved Fire Protection Plan and preserve management and restoration plans. *Exhibit 4.13: Trails Map* depict the Fanita Ranch trail system and *Exhibits 4.14.1 through 4.14.7* depict the standard trail sections.

**Table 4.3: Trail Design**

Trails Design Matrix					
Trail Type	Width	Surface	Grade <sup>1</sup>	Vertical Clearance	Horizontal Clearance
Multi-Purpose	10' - Fanita Parkway 8' - Cuyamaca Street	Concrete	≤12%	10'	2'
Village Access	10' Village Centers 6' to Village Center	Concrete	≤12%	10'	2'
Perimeter	8'	Earth or DG	≤15%	10'	2'
Village Nature	6'	Earth or DG	≤15%	10'	1'
Nature	4'	Earth or DG	≤20%	10'	1'
Primitive - Existing	Existing	Native Earth	Existing	10'	To Edge
Primitive - New <sup>2</sup>	2.5'	Native Earth	≤20%	10'	To Edge
SDG&E Service Road	Existing	Native Earth	Existing	Per SDG&E	To Edge

Notes:

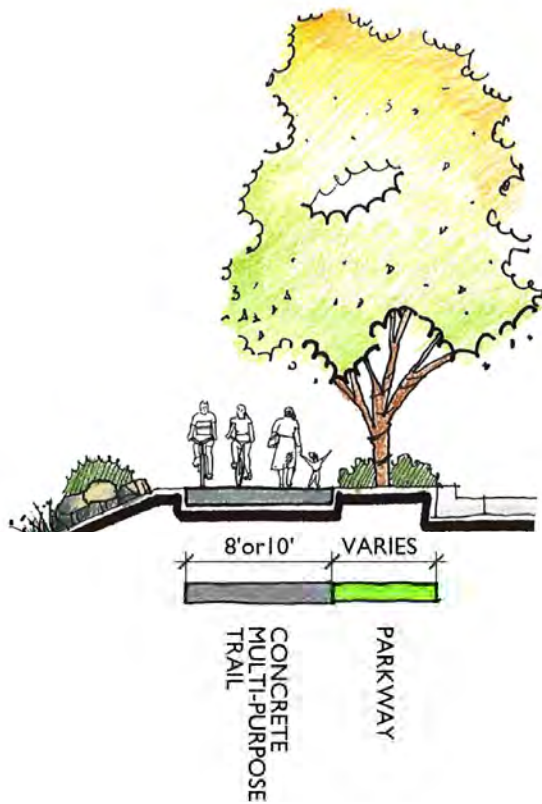
1. These are optimum grade ranges. Actual grades will vary due to topography, existing conditions and environmental constraints.



For illustrative purposes only; final design may vary.

**Exhibit 4.13: Trails Map**

not to scale



Multi-Purpose Trails are broad, all-weather, high user volume, concrete paved paths along Fanita Parkway and Cuyamaca Street that connect Fanita Ranch to Santee Lakes and greater Santee. Multi-Purpose Trails are separated from the roadways with a landscaped parkway strip that varies in width.

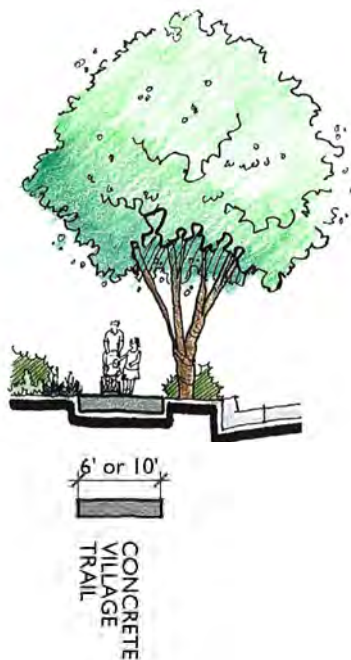
**Design Standards**

Width	10 feet - Fanita Parkway 8 feet - Cuyamaca Street
Surface	Concrete
Modes	<ul style="list-style-type: none"> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>

Refer to *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* for specific plant palettes by Village.

**Exhibit 4.14.1: Multi-Purpose Trail**

Village Access Trails are broad, all-weather, high user volume, concrete paved paths that connect Village Centers to the community-wide trail system.

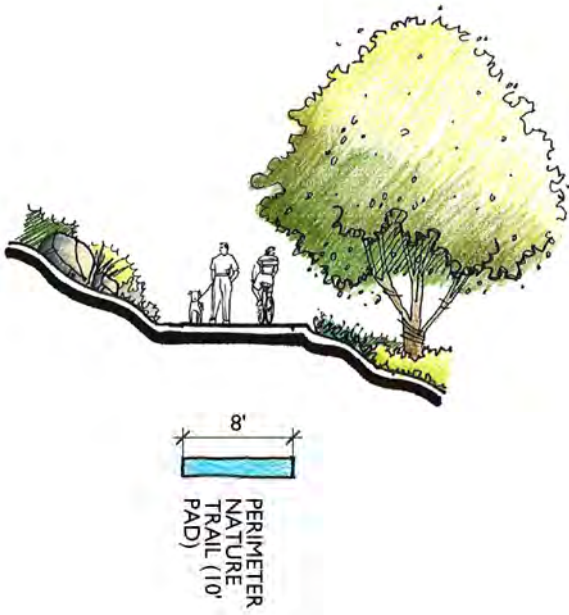


**Design Standards**

Width	10 feet wide and adjacent to curbs in Village Centers 6 feet elsewhere
Surface	Concrete
Modes	<ul style="list-style-type: none"> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>

Refer to *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* for specific plant palettes by Village.

**Exhibit 4.14.2: Village Access Trail**

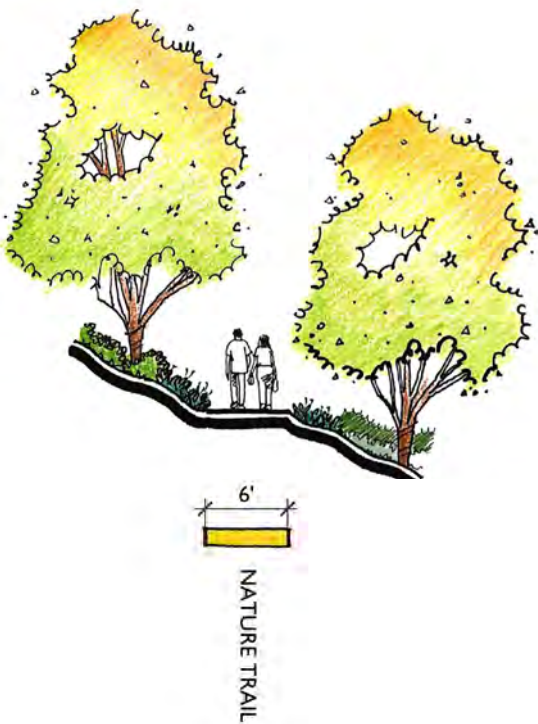


Perimeter Trails are 8-foot wide native earth or DG paths that loop around the Vineyard Village and are intended for recreational use and fire access. These trails also serve as maintenance access to the fuel modification zones. Neighborhood parks and mini-parks provide trail and maintenance access points.

Design Standards	
Width	8 feet (10-foot bench)
Surface	Native Earth or DG
Modes	<ul style="list-style-type: none"> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>

Refer to *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* for specific plant palettes by Village.

### Exhibit 4.14.3: Perimeter Trail

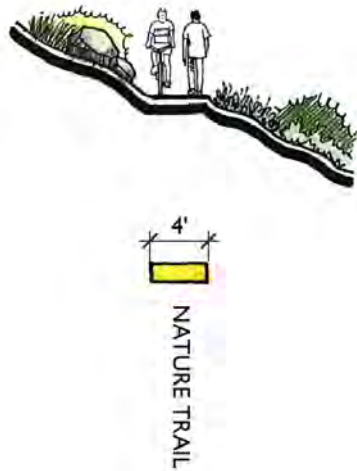


Village Nature Trails are 6-foot wide native earth or DG paths for maintenance vehicles and recreation uses. These trails connect Vineyard Village to Fanita Commons and the Farm through the Habitat Preserve, and provide access to the riparian areas and basins from Fanita Commons and Orchard and Vineyard Villages.

Design Standards	
Width	6 feet
Surface	Native Earth or DG
Modes	<ul style="list-style-type: none"> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>

Refer to *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* for specific plant palettes by Village.

### Exhibit 4.14.4: Village Nature Trail



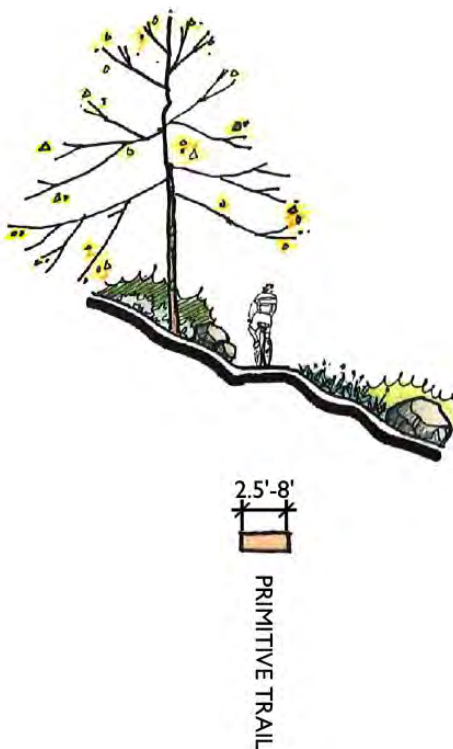
Nature Trails are 4-foot wide native earth or DG recreational trails that provide access from the developed area to the existing Primitive Trails in the Habitat Preserve. The final design of any Nature Trails in the Habitat Preserve shall be in accordance with MSCP Subarea Plan design standards.

**Design Standards**

Width	4 feet
Surface	Native Earth or DG
Modes	<ul style="list-style-type: none"> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>

Refer to *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* for specific plant palettes by Village.

**Exhibit 4.14.5: Nature Trail**



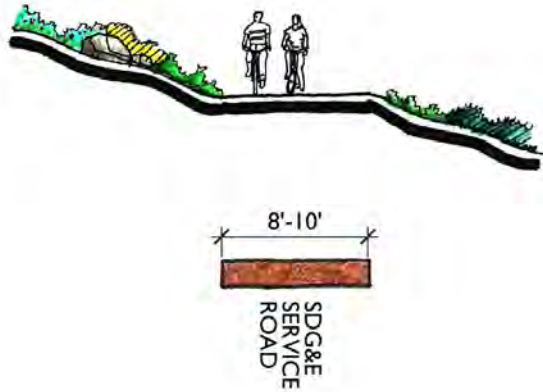
Primitive Trails are existing and new native earth recreational trails of varying widths located in the Habitat Preserve. Where existing trails have been identified as negatively impacting sensitive habitat, the trails will be removed, the impacted habitat restored, and new Primitive Trails constructed around the sensitive habitat in accordance with MSCP Subarea Plan design standards.

**Design Standards**

Width	Existing varies, new trails 2.5 feet
Surface	Native Earth
Modes	<ul style="list-style-type: none"> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>

Refer to *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* for specific plant palettes by Village.

**Exhibit 4.14.6: Primitive Trail**



The SDG&E Service Road is an existing native earth road of varying widths crossing through the southern Habitat Preserve utilized by SDG&E to access the existing power lines and towers. The road is also suitable for recreational use by pedestrians and bicyclists.

**Design Standards**

Width	Existing
Surface	Native Earth
Modes	<ul style="list-style-type: none"> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>

Refer to *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* for specific plant palettes by Village.

**Exhibit 4.14.7: SDG&E Service Road**



# Chapter 5:

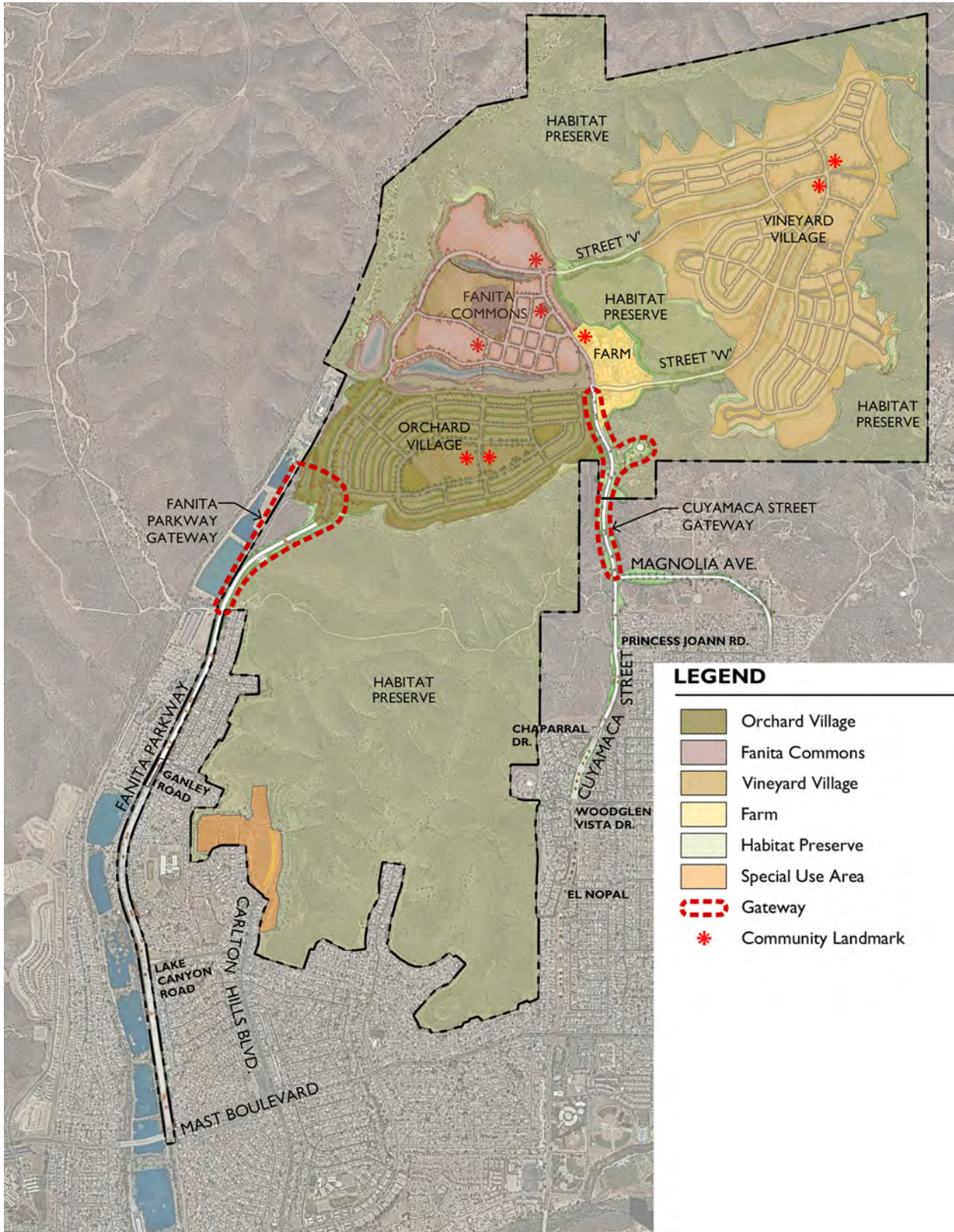
## Landscape Architecture, Community Design & Outdoor Lighting Design Plan

### 5.1 Community Organization and Landscape Theme

The design theme for Fanita Ranch reflects Santee’s unique heritage and is represented in many forms, from farm-themed Villages to a celebration of the site’s ecological resources outside of the Villages. The community has been organized to provide a transition from naturalized open space areas to neighborhoods within an agricultural setting, giving the impression of a small community that has emerged from an agrarian heritage. The community is organized by a series of experiences, as illustrated in *Exhibit 5.1: Community Organization*, including the following organizational elements:

- Gateways
- Landmarks
- Villages
- Habitat Preserve
- Farm

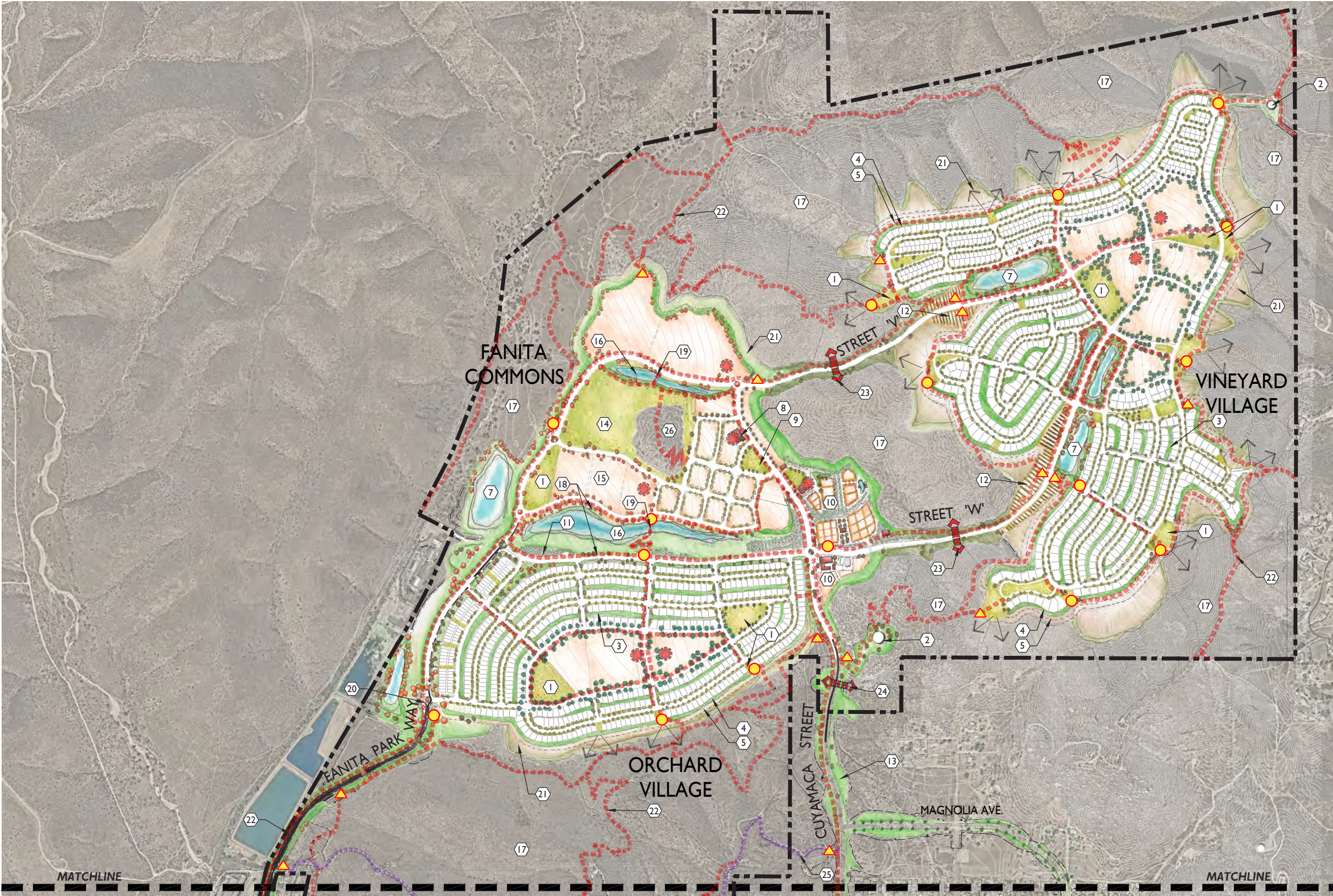
*Exhibit 5.2: Fanita Ranch Illustrative Plan*, depicts Fanita Ranch’s organization and landscape theme, its connections to the larger Santee community and hundreds of acres of preserved natural open space. The City of Santee is designated a Tree City USA by the Arbor Day Foundation in partnership with the United States Forest Service and the National Association of State Foresters. In support of this designation, Fanita Ranch includes a robust tree planting program that will be implemented throughout the community. Gateways and landmarks within open space areas take advantage of existing landforms, natural features, and scenic vistas to provide natural orientation and wayfinding. At the gateways to Fanita Ranch, the naturalistic landscape gradually transitions, giving way to authentic working agricultural fields and orchards. The Farm, at the center of the community, remains a focal point, and each Village reflects the importance of the Farm through a unique agricultural theme. Beyond the fields and orchards, neighborhoods include an eclectic mix of architecture, reflective of typical California farm communities. The emphasis is on an Americana-style of architecture that reinforces the farm design theme. For a more detailed description of the proposed community-wide landscape palette, refer to *Section 5.5: Landscape Palette*.



For illustrative purposes only; final design may vary.

**Exhibit 5.I: Community Organization**

not to scale



- LEGEND**
- ① Neighborhood and Mini Parks
  - ② Water Reservoir
  - ③ Interior Slope Erosion Control Planting
  - ④ FMZ Zone 1 Planting
  - ⑤ FMZ Zone 2
  - ⑥ *Item Intentionally Deleted*
  - ⑦ Water Quality Basin (Typ.)
  - ⑧ Fire Station Site
  - ⑨ Village Green
  - ⑩ Farm
  - ⑪ Orchard (Typ.)
  - ⑫ Vineyard (Typ.)
  - ⑬ Cuyamaca Gateway w/ Informal Oak/ Chaparral Style Planting
  - ⑭ Community Park
  - ⑮ School Site
  - ⑯ Riparian Enhancement and Preserve Area
  - ⑰ Habitat Preserve
  - ⑱ Linear Park
  - ⑲ Pedestrian Bridge
  - ⑳ Fanita Gateway with Informal Riparian Style Planting
  - ㉑ Preserve Revegetation Area
  - ㉒ Trail
  - ㉓ At-grade Wildlife Crossing
  - ㉔ Below Grade Wildlife Crossing
  - ㉕ SDG&E Service Road
  - ㉖ Community Park Passive Area
- Community Landmark
  - View Point
  - Trail
  - SDG&E Service Road
  - Trailhead
  - Potential Trail Access Point
  - Wildlife Crossing

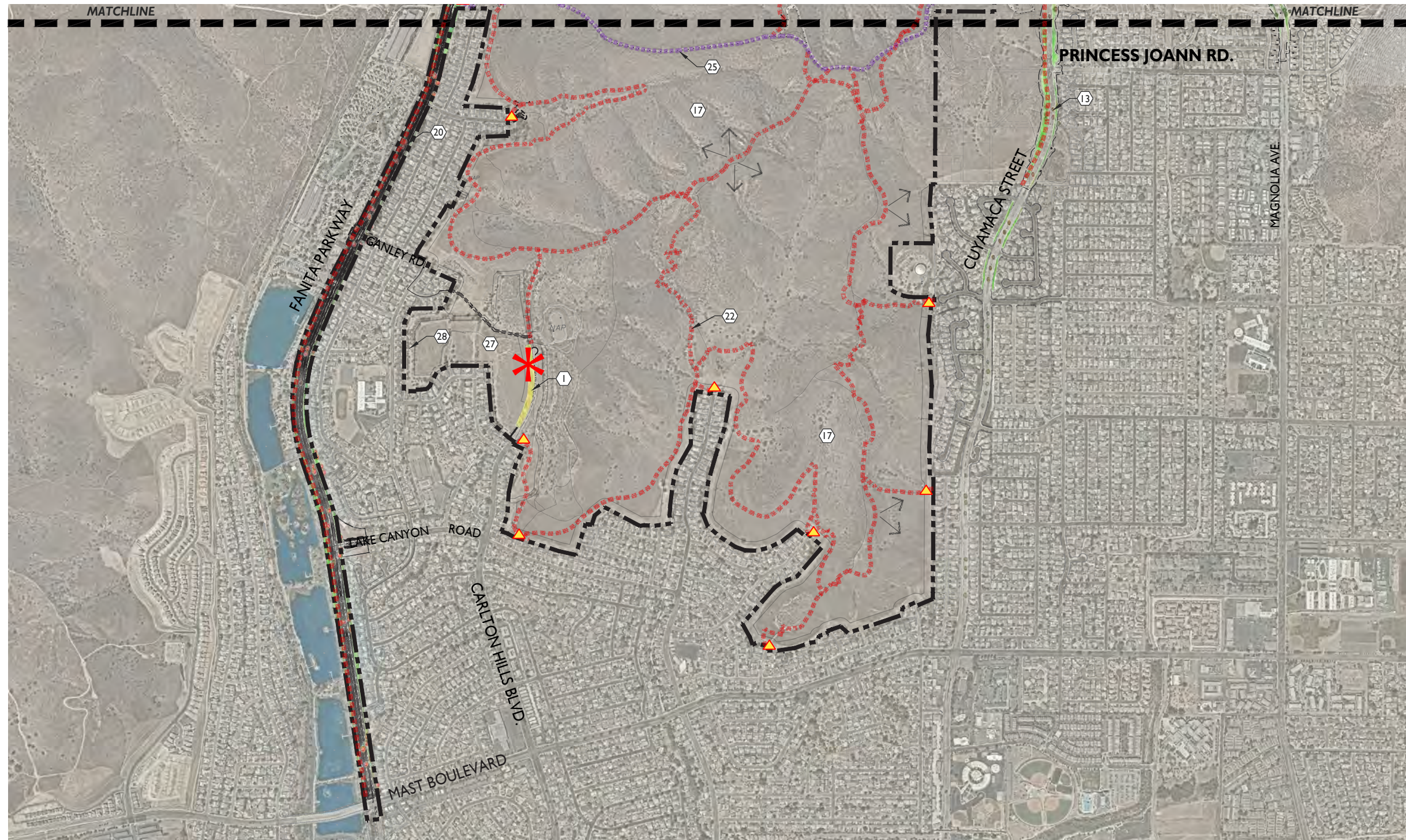
Note: For clarity, not all uses and elements are shown or labeled.

Match Line: See Exhibit 5.2b

not to scale For illustrative purposes only; final design may vary.

**Exhibit 5.2a: Fanita Ranch Illustrative Plan (North)**

Match Line: See Exhibit 5.2a



**LEGEND**

- ① Neighborhood and Mini Parks
- ⑬ Cuyamaca Gateway w/ Informal Oak/Chaparral Style Planting
- ⑰ Habitat Preserve
- ⑳ Fanita Gateway with Informal Riparian Style Planting
- ㉒ Trail
- ㉕ SDG&E Service Road
- ㉗ Special Use Area
- ㉘ Special Use Area Screening Landscape
- Trail
- SDG&E Service Road
- Trailhead
- ▲ Potential Trail Access Point
- \* Trail Staging Area

Note: For clarity, not all uses and elements are shown or labeled.

**Exhibit 5.2b: Fanita Ranch Illustrative Plan (South)**

For illustrative purposes only; final design may vary. ⊕ not to scale

## 5.2 Gateways

Gateways announce entry into Fanita Ranch, with a gateway sequence at two main entries as described in the following sections. Rather than traditional architectural and signage statements for gateways, entry to Fanita Ranch pays homage to the rural, agrarian heritage of the land through the use of the native and agrarian landscape.

### 5.2.1 Cuyamaca Street Gateway

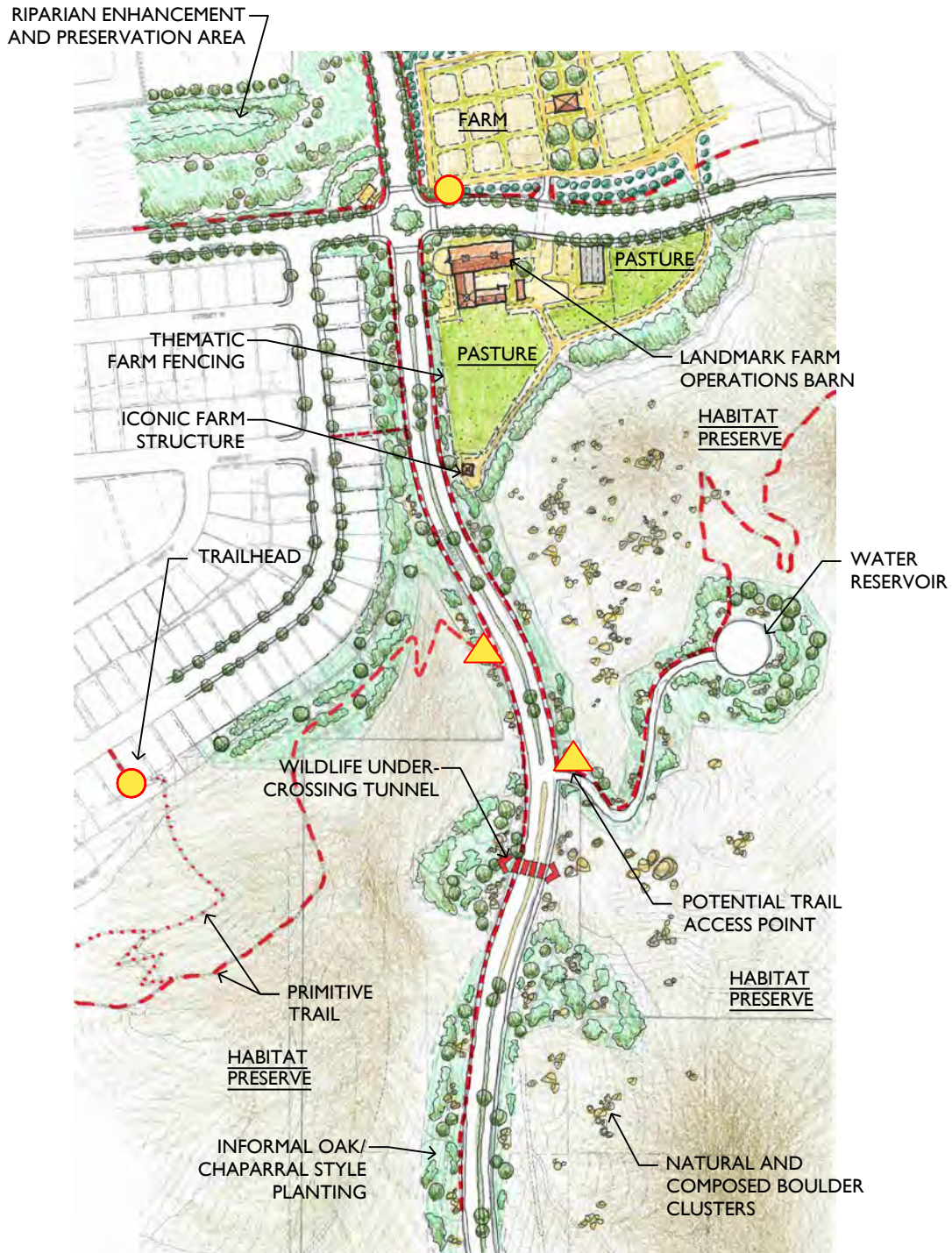
Cuyamaca Street provides access into the Specific Plan Area. *Exhibit 5.3: Cuyamaca Street Gateway Concept* depicts the visitors' first impressions of the Fanita Ranch community. Upon entering the community, the roadway is designed to preserve and enhance the natural hillsides and rock outcroppings. The roadway passes through the natural terrain to respect slopes and landforms to the greatest extent possible.



Landscaping along roadway edges is designed to reflect the natural setting and preserve views toward significant landforms through limited and informal planting

patterns that harmonize with the natural vegetation. Just beyond the most significant rock formation, the roadway begins to slope downward and gives way to views of the Farm in the distance. The roadway landscaping begins to transition to post and rail fencing indicative of an agricultural landscape. Orchard landscaping begins to replace native vegetation and a barn structure announces the Farm and entry into the community.


Community signage will be incorporated into the landscape as rock-outcropping or farm-themed signage. A roundabout with thematic landscaping in its center will define the first intersection and subtle farm-themed wayfinding signage will direct visitors to one of three Villages. The rear elevation of some homes in Orchard Village will be visible from Cuyamaca Gateway and will be enhanced with additional elevation treatments, view fencing and orchard-themed landscaping as appropriate.



Note: Refer to Exhibit 4.13: Trails Map for detail regarding trail types and widths.

For illustrative purposes only; final design may vary.

### Exhibit 5.3: Cuyamaca Street Gateway Concept

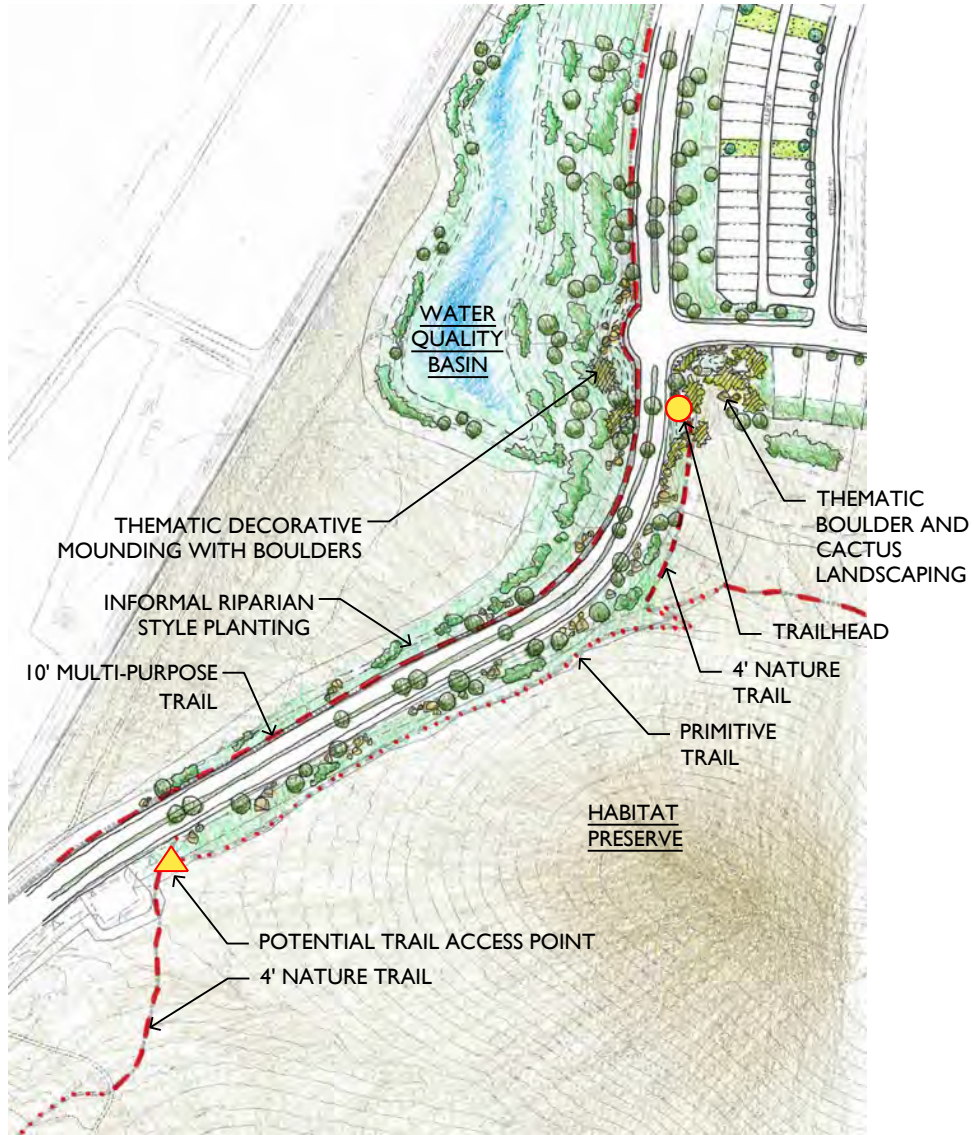
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## 5.2.2 Fanita Parkway Gateway

Fanita Parkway also provides access into the Specific Plan Area. *Exhibit 5.4: Fanita Parkway Gateway Concept* maintains the existing roadways rural character by limiting new landscaping and creating informal clusters of trees to preserve views to Santee Lakes. Selected plant species focus on enhancing the existing landscape and views of adjacent existing neighbors. Beyond the existing neighborhoods, plantings of native species recreate the natural habitats that occur within the Specific Plan Area to celebrate the natural resources in the area.



At the southwest edge of the Orchard Village, roadway landscaping transitions to stacked stone walls, post and rail fencing and orchard trees. Community signage is incorporated into the landscape, such as a rock-outcropping or farm-themed signage. A roundabout at Street “A” featuring one or more large specimen trees and subtle farm-themed wayfinding signage will direct visitors to one of three Villages. The rear elevations of homes in Orchard Village visible from Fanita Parkway will be enhanced with additional elevation treatments, view fencing, and orchard-themed landscape as appropriate.



Note: Refer to Exhibit 4.13: Trails Map for detail regarding trail types and widths.

For illustrative purposes only; final design may vary.

### Exhibit 5.4: Fanita Parkway Gateway Concept

 not to scale



## 5.3 Landmarks

Landmarks assist in orientation within the community, particularly at key intersections and nodes to help people identify where they are within the community. *Exhibit 5.1: Community Organization* identifies the location of proposed landmarks within the community. Landmarks may consist of iconic buildings, building tower elements, thematic structures or significant landscape features that are consistent with the farm theme. Examples of appropriate landmarks are provided in *Exhibit 5.5: Conceptual Landmark Imagery*.

## 5.4 Villages

Villages represent the developed portions of the Fanita Ranch community and are designed to provide a unique, individual theme consistent with the overall agrarian design theme. Within each Village, the landscape palette, street furniture and architecture support the Village design theme. *Exhibit 5.1: Community Organization* identifies the three Villages, which are named according to their intended design theme and are described in the following sections.





**Exhibit 5.5: Conceptual Landmark Imagery**

### 5.4.1 Fanita Commons

Fanita Commons serves as the main “common village” for all of Fanita Ranch. With the Farm as its focal point, orchards, vineyards, fields, and a large event barn serve as defining elements of this Village. A Village Green, located across from the Farm, provides the main community gathering space. This public gathering space will serve as an extension of the Farm, allowing farm activities such as farmers’ markets and harvest festivals to spill into the Village Center. *Exhibit 5.2: Fanita Ranch Illustrative Plan, Exhibit 5.6: Fanita Commons Illustrative Plan and Exhibit 5.7: Fanita Commons Imagery* illustrate some of the key landscape and site design concepts for Fanita Commons including the following:







- Create a Village Green with landscaping materials and street furniture consistent with the farm design theme. The Village Green is designed and sized to include open areas and flexible spaces that support community events such as farmers’ markets, harvest festivals, outdoor movies and more.
- Maintain strong visual connection between the Village Green and the passive portion of the Community Park.
- Promote walkability in Fanita Commons by providing shade and other pedestrian amenities such as water fountains, benches, and street furniture that are consistent with the farm design theme.
- Install edible landscapes along trails and sidewalks, where appropriate, to create an “AgMeander” that connects the Farm to other areas of Fanita Commons including the school site, Community Park, Active Adult neighborhood and Village Green.
- Use iconic structures to serve as landmarks and assist with wayfinding.
- Provide a pedestrian bridge across the southerly drainage to connect Fanita Commons with Orchard Village.



Note: Refer to Exhibit 4.13: Trails Map for detail regarding trail types and widths.

**LEGEND**

-  Community Landmark
-  Trailhead
-  Potential Trail Access Point
-  Trail

For illustrative purposes only; final design may vary.

**Exhibit 5.6: Fanita Commons Illustrative Plan**

 not to scale



**Exhibit 5.7: Fanita Commons Imagery**

In support of a consistent Village theme, the Fanita Commons plant palette provides a unified list of trees, shrubs, succulents, and ground covers. *Exhibit 5.8: Fanita Commons Plant Palette* identifies specified plants that can be selected for use in public or publicly viewable spaces.

## **FANITA COMMONS PLANT PALETTE**

**SCIENTIFIC NAME / Common Name**

*(\*) Denotes a native cultivar that shall not be used adjacent to Habitat Preserve.*

### **General Landscape Trees**

GEIJERA PARVIFLORA / Australian Willow

JACARANDA MIMOSIFOLIA / Jacaranda

RHUS LANCEA / African Sumac

### **Street Trees - Residential Collector**

GEIJERA PARVIFLORA / Australian Willow

JACARANDA MIMOSIFOLIA / Jacaranda

KOELREUTERIA BIPINNATA / Chinese Flame Tree

### **Street Trees - Village Collector and Streets**

CASSIA SPLENDIDA 'GOLDEN' / Golden Wonder Cassia

CERCIS CANADENSIS 'FOREST PANSY' / Forest Pansy Eastern Redbud

KOELREUTERIA PANICULATA / Golden Rain Tree

### **Street Trees - Residential Streets**

LIQUIDAMBER STYRACIFLUA / Sweet Gum

CASSIA SPLENDIDA 'GOLDEN' / Golden Wonder Cassia

CERCIS CANADENSIS 'FOREST PANSY' / Forest Pansy Eastern Redbud

### **Park and Village Green Trees**

ALMUS RHOMBIFOLIA / White Alder

CERCIS CANADENSIS 'FOREST PANSY' / Forest Pansy Eastern Redbud

CINNAMOMUM CAMPHORA / Camphor Tree

FRAXINUS UDHEI/Shamel Ash

JACARANDA MIMOSIFOLIA / Jacaranda

KOELREUTERIA PANICULATA / Golden Rain Tree

LIQUIDAMBAR STYRACIFLUA / Sweet Gum

PLATANUS RACEMOSA / California Sycamore

## **Exhibit 5.8: Fanita Commons Plant Palette**

## FANITA COMMONS PLANT PALETTE (CONT.)

### SCIENTIFIC NAME / Common Name

*(\*) Denotes a native cultivar that shall not be used adjacent to Habitat Preserve.*

#### School Site Trees

CASSIA SPLENDIDA 'GOLDEN' / Golden Wonder Cassia  
PLATANUS ACERIFOLIA / London Plane  
JACARANDA MIMOSIFOLIA / Jacaranda  
MAGNOLIA GRANDIFLORA / Southern Magnolia  
ULMUS PARVIFOLIA / Chinese Elm

#### Active Adult Residential Site Trees

GEIJERA PARVIFLORA / Australian Willow  
CERCIS CANADENSIS 'FOREST PANSY' / Forest Pansy Eastern Redbud  
MAGNOLIA GRANDIFLORA / Southern Magnolia  
ULMUS PARVIFOLIA / Chinese Elm

#### Succulents and Cacti

AGAVE AMERICANA / Century Plant  
AGAVE X 'BLUE GLOW' / Blue Glow Agave  
ALOE ARBORESCENS / Torch Aloe  
DASYLIRION WHEELERII / Grey Desert Spoon  
HESPERALOE PARVIFLORA / Red Yucca

#### Screening Shrubs

CEANOETHUS X 'CONCHA' / Concha California Lilac\*  
HETEROMELES ARBUTIFOLIA / Toyon  
PITTOSPORUM TENUIFOLIUM 'SILVER SHEEN' / Tawhiwhi  
PRUNUS CAROLINIANA 'BRIGHT 'N TIGHT' / Carolina Laurel

#### Ornamental Shrubs and Perennials

ABELIA X GRANDIFLORA 'SHERWOODII' / Dwarf Abelia  
BOUGAINVILLEA SP. / Bougainvillea (To be maintained per Fire Protection Plan)  
CEANOETHUS G. 'ANCHOR BAY' / Anchor Bay Ceanothus\*  
CISTUS SP. / Rockrose

### Exhibit 5.8: Fanita Commons Plant Palette (cont.)

## FANITA COMMONS PLANT PALETTE (CONT.)

SCIENTIFIC NAME / Common Name

*(\*) Denotes a native cultivar that shall not be used adjacent to Habitat Preserve.*

### Ornamental Shrubs and Perennials (Cont.)

GALVEZIA SPECIOSA / Island Bush Snapdragon

LANTANA SP. / Lantana

LAVANDULA STOECHAS / Spanish Lavender

LEUCOPHYLLUM SP. / Texas Ranger

MYRTUS COMMUNIS 'COMPACTA' / Dwarf Myrtle

RHAPHIOLEPIS SP. / Indian Hawthorn

### Ornamental Grasses or Grass-like Plants

ARMERIA MARITIMA / Common Thrift

BULBINE FRUTESCENS / Stalked Bulbine

CHONDROPETALUM TECTORUM / Small Cape Rush

DIANELLA CAERULEA 'CASSA BLUE' / Cassa Blue Flax Lily

FESTUCA GLAUCA / Blue Fescue

PHORMIUM TENAX VAR. / New Zealand Flax

### Groundcovers

CEANOTHUS 'CENTENNIAL' / Centennial Lilac\*

CRASSULA MULTICAVA / Fairy Crassula

DYMONDIA MARGARETAE / Dymondia

FRAGARIA CHILOENSIS / Ornamental Strawberry

GREVILLEA LANIGERA 'MT. TAMBORITHA' / Mt. Tamboritha Grevillea

LANTANA X 'NEW GOLD' / New Gold Lantana

MYOPORUM PARVIFOLIUM 'PINK' / Pink Myoporum

### Vines

DISTICTUS SP. / Trumpet Vine

JASMINUM SP. / Jasmine

WISTERIA SINENSIS / Wisteria

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## Exhibit 5.8: Fanita Commons Plant Palette (cont.)



## FANITA COMMONS PLANT PALETTE (CONT.)

SCIENTIFIC NAME / Common Name

*(\*) Denotes a native cultivar that shall not be used adjacent to Habitat Preserve.*

### Shade Tolerant Plants

COPROSMA REPENS / Mirror Plant

MAHONIA EURYBRACTEATA 'SOFT CARESS' / Soft Caress Mahonia

PHILODENDRON SP. / Philodendron

POLYSTICHUM MUNITUM / Western Sword Fern

RIBES VIBURNIFOLIUM / Catalina Current

SANSEVIERIA TRIFASCIATA / Mother-in-Law's Tongue

### Notes:

1. Proposed plant palettes are intended to convey a consistent theme throughout a Village or planning area. They are not all encompassing and may be adjusted to conform to final design style and site conditions.
2. Refer to *Exhibit 5.15: Community Streets Plant Palette* for the Fanita Parkway landscape palette.
3. Refer to *Exhibit 5.17: Edible/Medicinal Plant Palette* for "AgMeander" and edible landscapes palette.
4. Landscaping adjacent to Wildland Urban Interface areas must be fire resistant and be consistent with the Fire Protection Plan.

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## Exhibit 5.8: Fanita Commons Plant Palette (cont.)

### 5.4.2 Orchard Village

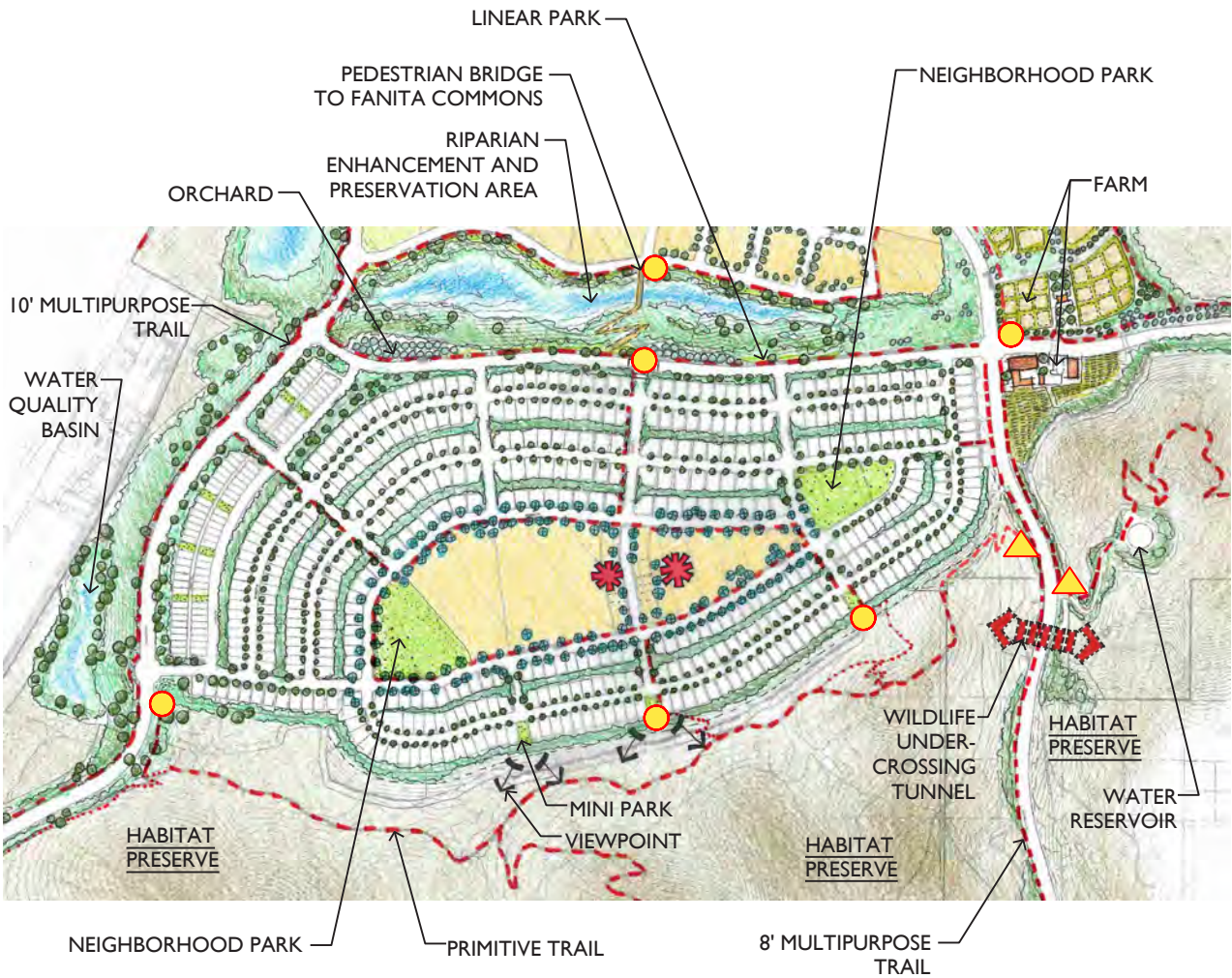
Orchard Village, located south of Fanita Commons, includes orchards that extend from the Farm as its defining design element. Orchard Village is geographically and topographically separated from Fanita Commons, but will be physically connected by roadways, trails and a pedestrian bridge. *Exhibit 5.9: Orchard Village Illustrative Plan* and *Exhibit 5.10: Orchard Village Imagery* illustrate some of the key landscape elements for Orchard Village including the following:



- Extend orchards from the Farm to the southerly side of the southerly riparian area and along roadways within Orchard Village.
- Design orchard plantings north of the riparian areas to be visible from Fanita Commons and establish the orchard design theme.
- Promote walkability in Orchard Village by providing shade and other pedestrian amenities such as benches and water fountains consistent with a farm design theme.
- Install orchard trees and edible landscaping along trails and sidewalks, where appropriate, to extend the “AgMeander” educational and recreational trail from the Farm and Fanita Commons. Refer to *Section 7.3.5: AgMeander* for additional information.
- Use iconic structures typically associated with orchards to serve as landmarks and assist with wayfinding.
- Provide access for tractors and other orchard maintenance equipment to ensure orchards are authentic, well maintained and sustainable.









Refer to *Exhibit 5.11: Orchard Village Plant Palette* for a comprehensive listing of plants for this Village.




Note: Refer to Exhibit 4.13: Trails Map for detail regarding trail types and widths.

**LEGEND**

-  Community Landmark
-  Trailhead
-  Potential Trail Access Point
-  Trail
-  Viewpoint
-  Wildlife Crossing

*For illustrative purposes only; final design may vary.*

 not to scale

**Exhibit 5.9: Orchard Village Illustrative Plan**



**Exhibit 5.10: Orchard Village Imagery**

## ORCHARD VILLAGE PLANT PALETTE

### SCIENTIFIC NAME / Common Name

*(\*) Denotes a native cultivar that shall not be used adjacent to Habitat Preserve.*

### General Landscape Trees

ARBUTUS X 'MARINA' / Marina Strawberry Tree  
CUPANIOPSIS ANACARDIOIDES / Carrotwood  
LAGERSTROEMIA HYBRID / Crepe Myrtle  
PLATANUS RACEMOSA / California Sycamore

### Street Trees - Residential Collector

ARBUTUS X 'MARINA' / Marina Strawberry Tree  
CUPANIOPSIS ANACARDIOIDES / Carrotwood  
GEIJERA PARVIFLORA / Australian Willow  
PLATANUS RACEMOSA / California Sycamore

### Street Trees - Residential Street

ARBUTUS X 'MARINA' / Marina Strawberry Tree  
GEIJERA PARVIFLORA / Australian Willow  
HANDROANTHUS IMPETIGINOSUS / Pink Trumpet Tree

### Street Tree - Village Street

HYMENOSPORUM FLAVUM / Sweetshade  
PLATANUS ACERIFOLIA CULT. / London Plane Tree Cultivars  
ZELKOVA SERRATA 'VILLAGE GREEN' / Sawleaf Zelkova

### Street Tree - Private Residential Driveway

BUXUS SEMPERVIRENS 'GREEN TOWER' / Green Tower Boxwood  
EUGENIA MYRTIFOLIA 'ORANGE TWIST' / Bush Cherry  
ILEX VOMITORIA 'WILL FLEMING' / Yaupon  
RHAPHIOLEPIS INDICA 'MAJESTIC BEAUTY' / Indian Hawthorn

### Interior Slopes Trees

ARBUTUS X 'MARINA' / Marina Strawberry Tree  
CERCIS OCCIDENTALIS / Western Redbud  
ERYOBOTRYA DEFLEXA / Bronze Loquat  
RHUS LANCEA / African Sumac

## Exhibit 5.11: Orchard Village Plant Palette

## ORCHARD VILLAGE PLANT PALETTE (CONT.)

### SCIENTIFIC NAME / Common Name

*(\*) Denotes a native cultivar that shall not be used adjacent to Habitat Preserve.*

### Neighborhood and Mini Park Trees

ALBIZIA JULIBRISSIN / Mimosa Tree  
ERYOBOTRYA DEFLEXA / Bronze Loquat  
HANDROANTHUS IMPETIGINOSUS / Pink Trumpet Tree  
LAGERSTROEMIA HYBRID / Crepe Myrtle  
PISTACIA CHINENSIS / Chinese Pistache  
PLATANUS RACEMOSA / California Sycamore  
QUERCUS AGRIFOLIA / Coast Live Oak  
ZELKOVA SERRATA 'VILLAGE GREEN' / Sawleaf Zelkova

### Linear Park Trees

ALNUS RHOMBIFOLIA / White Alder  
CERCIS OCCIDENTALIS / Western Redbud  
PLATANUS RACEMOSA / California Sycamore  
POPULUS FREMONTII / Fremont Cottonwood  
QUERCUS AGRIFOLIA / Coast Live Oak  
SALIX GOODDINGII / Black Willow  
SALIX LASIOLEPIS / Arroyo Willow

### Succulents and Cacti

AEONIUM CANARIENSE / Giant Velvet Rose  
ALOE MACULATA / Soap Aloe  
ALOE X 'BLUE ELF' / Blue Elf Aloe  
CRASSULA OVATA / Jade Plant  
CYLINDROPUNTIA PROLIFERA / Coastal Cholla  
OPUNTIA LITTORALIS / Coastal Prickly Pear  
OPUNTIA ORICOLA / Chaparral Prickly Pear

### Screening Shrubs

PODOCARPUS M. 'MAKI' / Shrubby Yew Plant (To be maintained per FPP)  
PRUNUS CAROLINIANA 'BRIGHT 'N TIGHT' TM / Carolina Laurel  
RHAMNUS CALIFORNICA 'EVE CASE' / California Coffeeberry\*

## Exhibit 5.11: Orchard Village Plant Palette (cont.)

## ORCHARD VILLAGE PLANT PALETTE (CONT.)

### SCIENTIFIC NAME / Common Name

*(\*) Denotes a native cultivar that shall not be used adjacent to Habitat Preserve.*

### Ornamental Shrubs and Perennials

ABULITON SP. / Flowering Maple  
BUDDLEJA SP. / Butterfly Bush  
BUXUS MICROPHYLLA / Littleleaf Boxwood  
IVA HAYESIANA / San Diego Poverty Weed  
NANDINA SP. / Heavenly Bamboo  
PITTIOSPORUM T. 'WHEELER'S DWARF' / Wheeler's Dwarf Mock Orange  
PRUNUS CAROLINIANA 'BRIGHT 'N TIGHT' / Carolina Laurel  
RHAPHIOLEPIS / Indian Hawthorn  
RUSSELIA EQUISETIFORMIS / Coral Fountain  
VERBENA SP. / Verbena

### Ornamental Grasses or Grass-like Plants

DIANELLA REVOLUTA 'LITTLE REV' / Little Rev Flax Lily  
DIETES 'LEMON DROP' / Lemon Drop Fortnight Lily  
HELICOTRICHON SEMPERVIRENS / Blue Oat Grass  
IRIS DOUGLASIANA / Douglas Iris  
JUNCUS PATENS / California Gray Rush  
LOMANDRA LONGIFOLIA 'SEA BREEZE' / Dwarf Mat Rush  
TULBAGHIA SP. / Society Garlic

### Groundcovers

BACCHARIS P. 'PIGEON POINT' / Dwarf Coyote Bush\*  
COPROSMA 'KIRKII' / Creeping Mirror Plant  
FRAGARIA CHILOENSIS / Ornamental Strawberry  
LANTANA MONTEVIDENSIS / Purple Trailing lantana  
MYOPORUM PARVIFOLIUM 'PINK' / Pink Myoporum  
SENECIO SP. / Blue Chalk Sticks

## Exhibit 5.11: Orchard Village Plant Palette (cont.)

## ORCHARD VILLAGE PLANT PALETTE (CONT.)

SCIENTIFIC NAME / Common Name

*(\*) Denotes a native cultivar that shall not be used adjacent to Habitat Preserve.*

### Vines

CLEMATIS ARMANDII / Evergreen Clematis

LONICERA SP. / Honeysuckle

MACFADYENA UNGUIS-CATI / Cat's Claw Vine

### Shade Tolerant Plants

BUXUS X 'CHICAGOLAND GREEN' / Glencoe Boxwood

CYRTOMIUM FALCATUM / Holly Fern

FATSIA JAPONICA / Japanese Aralia

NANDINA DOMESTICA VARIETIES / Heavenly Bamboo

PITTOSPORUM CRASSIFOLIUM / Karo Mock Orange

POLYSTICHUM MUNITUM / Western Sword Fern

Notes:

1. Proposed plant palettes are intended to convey a consistent theme throughout a Village or planning area. They are not all encompassing and may be adjusted to conform to final design style and site conditions.
2. Refer to *Exhibit 5.15: Community Streets Plant Palette* for the Fanita Parkway and Cuyamaca Street landscape palettes.
3. Refer to *Exhibit 5.17: Edible/Medicinal Plant Palette* for "AgMeander" and edible landscapes palette.
4. Landscaping adjacent to Wildland Urban Interface Areas must be fire resistant and be consistent with the Fire Protection Plan.

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## Exhibit 5.11: Orchard Village Plant Palette (cont.)



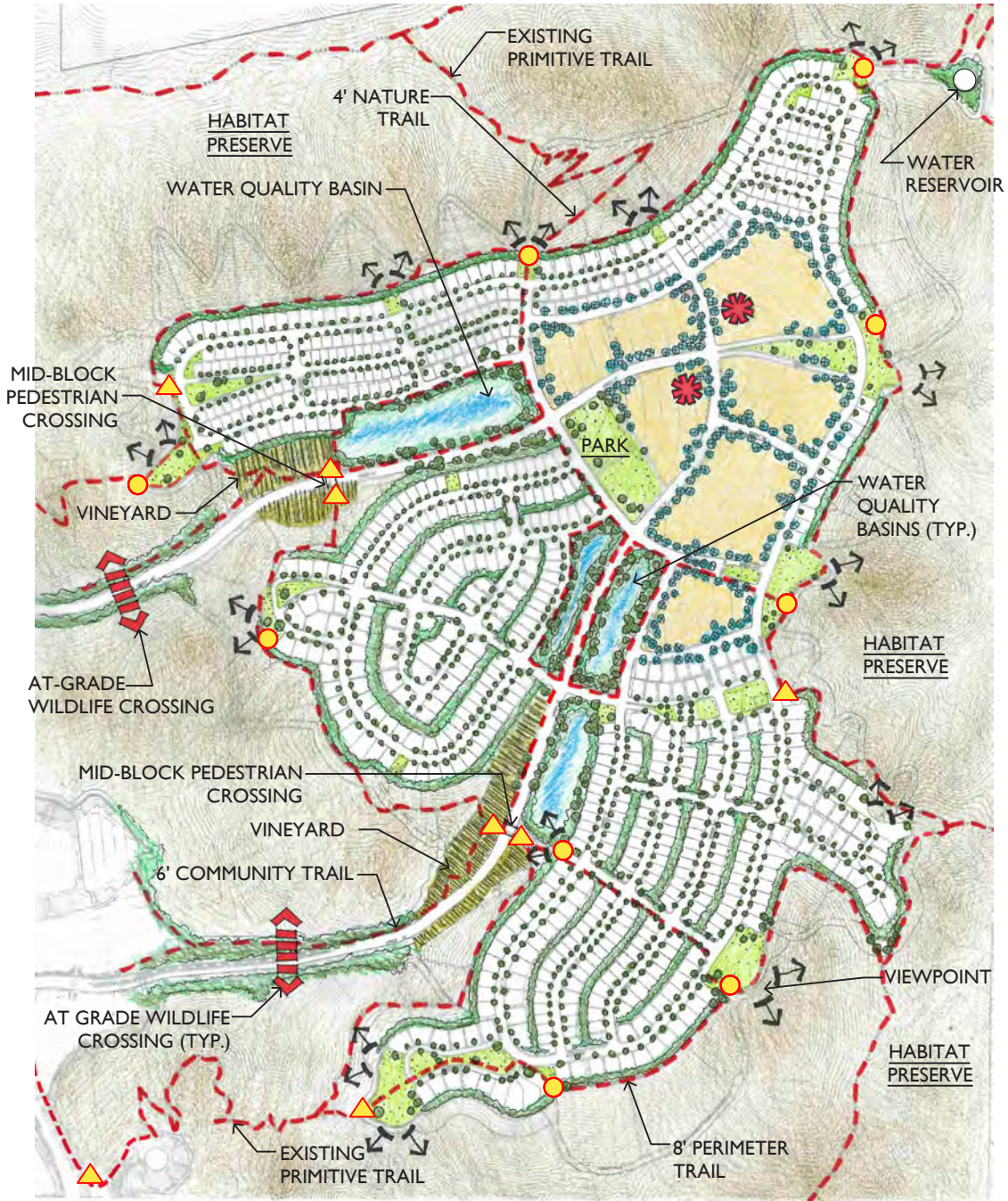
### 5.4.3 Vineyard Village

Vineyard Village, located east of Fanita Commons and the Farm, includes vineyards that extend from the edge of the Habitat Preserve up the slopes along the Village access roads. The rising vineyards will highlight the topographical change from Fanita Commons to the top of Vineyard Village. *Exhibit 5.12: Vineyard Village Illustrative Plan* and *Exhibit 5.13: Vineyard Village Imagery* illustrate some of the key landscape elements for Vineyard Village, including the following:

- Extend vineyards from the street entry up the open space slopes.
- Promote walkability of the Vineyard Village by providing a network of trails, paths and walks, including an 8-foot wide trail around the perimeter of the Village.
- Allow community paths and trails to pass through and alongside the vineyards as a part of the AgMeander.
- Use iconic structures, materials and equipment to serve as landmarks and assist with wayfinding.
- Provide access for trucks, tractors and other farm equipment to ensure that the vineyards are viable and sustainable.

Refer to *Exhibit 5.14: Vineyard Village Plant Palette* for a listing of plants for public or publicly viewable spaces in this Village.





Note: Refer to Exhibit 4.13: Trails Map for detail regarding trail types and widths.

**LEGEND**

- Community Landmark
- Trailhead
- Potential Trail Access Point
- Trail
- Viewpoint
- Wildlife Crossing

For illustrative purposes only; final design may vary.

**Exhibit 5.12: Vineyard Village Illustrative Plan**

not to scale



**Exhibit 5.13: Vineyard Village Imagery**

## VINEYARD VILLAGE PLANT PALETTE

### SCIENTIFIC NAME / Common Name

*(\*) Denotes a native cultivar that shall not be used adjacent to Habitat Preserve.*

### General Landscape Trees

CERCIDIUM X 'DESERT MUSEUM' / Palo Verde

CHILOPSIS LINEARIS CULT. / Desert Willow Cultivars

PODOCARPUS GRACILIOR / Fern Pine (To be maintained per Fire Protection Plan)

### Street Trees - Residential Collectors (Street "X" and portions of Streets "V" and "W")

LIQUIDAMBAR STYRACIFLUA / Sweet Gum

LOPHOSTEMON CONFERTUS / Brisbane Box

MAGNOLIA GRANDIFLORA 'RUSSET' / Russet Southern Magnolia

### Street Trees - Residential Streets

BRACHYCHITON POPULNEUS / Bottle Tree

LIQUIDAMBAR STYRACIFLUA / Sweet Gum

ULMUS PARVIFOLIA 'TRUE GREEN' / True Green Elm

### Street Trees - Split Residential Streets

LOPHOSTEMON CONFERTUS / Brisbane Box

MAGNOLIA GRANDIFLORA 'MAJESTIC BEAUTY' / Southern Magnolia

ULMUS PARVIFOLIA 'TRUE GREEN' / True Green Elm

### Interior Slopes Trees

CHILOPSIS LINEARIS CULT. / Desert Willow Cultivars

X CHITALPA TASHKENTENSIS / Chitalpa

QUERCUS ILEX / Holly Oak

### Neighborhood and Mini Parks Trees

BRACHYCHITON POPULNEUS / Bottle Tree

FRAXINUS UHDEI / Shamel Ash

CERCIDIUM X 'DESERT MUSEUM' / Palo Verde

CERCIS OCCIDENTALIS / Western Redbud

CHILOPSIS LINEARIS CULT. / Desert Willow Cultivars

CUPANIOPSIS ANACARDIOIDES / Carrotwood

## Exhibit 5.14: Vineyard Village Plant Palette

## VINEYARD VILLAGE PLANT PALETTE (CONT.)

### SCIENTIFIC NAME / Common Name

*(\*) Denotes a native cultivar that shall not be used adjacent to Habitat Preserve.*

### Neighborhood and Mini Park Trees (cont.)

MAGNOLIA GRANDIFLORA / Southern Magnolia

PISTACIA CHINENSIS / Chinese Pistache

QUERCUS ILEX / Holly Oak

QUERCUS SUBER / Cork Oak

TIPUANA TIPU / Tipu Tree

X CHITALPA TASHKENTENSIS / Chitalpa

### Succulents and Cacti

AGAVE ATTENUATA / Foxtail Agave

AGAVE PARRYI / Parry's Agave

AGAVE WEBERI / Weber's Agave

ALOE NOBILIS / Gold Tooth Aloe

ALOE PLICATILIS / Fan Aloe

ALOE VERA / Medicinal Aloe

EUPHORBIA TIRUCALLI / Sticks on Fire

OPUNTIA VIOLACEA 'SANTA RITA' / Purple Prickly Pear\*

### Screening Shrubs

CEANOTHUS X 'CONCHA' / Concha California Lilac\*

PITTOSPORUM TENUIFOLIUM 'SILVER SHEEN' / Tawhiwhi

RHAMNUS CALIFORNICA 'EVE CASE' / California Coffeeberry\*

### Ornamental Shrubs and Perennials

CALLIANDRA CALIFORNICA / Baja Fairy Duster

CEANOTHUS CYANEUS (SCARIFIED) / NCN

CISTUS LADANIFER / Crimson-Spot Rockrose

EREMOPHILA MACULATA 'VALENTINE' / Valentine Emu Bush

ESCALLONIA SP. / Escallonia Varieties

LAVANDULA DENTATA / French Lavender

PITTOSPORUM TOBIRA / Mock Orange

ROSA SP. / Rose

WESTRINGIA FRUTICOSA / Coast Rosemary

## Exhibit 5.14: Vineyard Village Plant Palette (cont.)

## VINEYARD VILLAGE PLANT PALETTE (CONT.)

### SCIENTIFIC NAME / Common Name

*(\*) Denotes a native cultivar that shall not be used adjacent to Habitat Preserve.*

### Ornamental Grasses or Grass-like Plants

ANIGOZANTHOS SP. / Kangaroo Paw  
ARISTIDA PURPUREA / Purple Threeawn  
DIANELLA TASMANICA `VARIEGATA` / Flax Lily  
FESTUCA MAIREI / Atlas Fescue  
HEMEROCALLIS SP. / Daylily  
KNIPHOFIA UVARIA / Red Hot Poker

### Groundcovers

ACHILLEA `MOONSHINE` / Moonshine Yarrow\*  
CEANOTHUS G. HORIZONTALIS / Carmel Creeper  
CISTUS SP. / Rockrose  
COTONEASTER DAMMERI `LOWFAST` / Lowfast Bearberry  
ERIGERON KARVINSKIANUS / Santa Barbara Daisy  
GREVILLEA LANIGERA `COASTAL GEM` / Coastal Gem Grevillea  
MYOPROUM X `PACIFICA` / Trailing Myoporum  
THYMUS SP. / Thyme

### Vines

PANDOREA JASMINOIDES / Bower Vine  
TRACHELOSPERMUM JASMINOIDES / Star Jasmine  
VITIS CALIFORNICA `WALKER RIDGE` / California Wild Grape\*

### Shade Tolerant Plants

DIANELLA CULTIVARS / Flax Lily Cultivars  
DIETES / Fortnight Lily  
FRAGARIA CHILOENSIS / Ornamental Strawberry  
HEUCHERA SP. / Coral Bells  
MYRICA CALIFORNICA / Pacific Wax Myrtle  
RHAMNUS CALIFORNICA `MOUND SAN BRUNO` / California Coffeeberry\*  
SYMPHORICARPOS ALBA / Snowberry

## Exhibit 5.14: Vineyard Village Plant Palette (cont.)

Notes:

1. Proposed plant palettes are intended to convey a consistent theme throughout a Village or planning area. They are not all encompassing and may be adjusted to conform to final design style and site conditions.
2. Refer to *Exhibit 5.15: Community Streets Plant Palette* for the Fanita Parkway landscape palette.
3. Refer to *Exhibit 5.17: Edible/Medicinal Plant Palette* for “AgMeander” and edible landscapes palette.
4. Landscaping adjacent to Wildland Urban Interface Area to be fire resistant and be consistent with the Fire Protection Plan.



**Exhibit 5.14: Vineyard Village Plant Palette (cont.)**

## 5.5 Community-Wide Street Landscape Palette

The community-wide plant palettes developed for Fanita Ranch, as depicted in *Exhibits 5.15 through 5.17*, offer a unique and diversified range of materials. While respecting the existing native landscape and addressing fire management requirements, the plant palette includes water-wise ornamental plants, agricultural plants, edible ornamental plants, native plants, and interesting accent plants. Careful attention has been given to develop a palette that is drought tolerant and non-invasive, complements the natural surroundings and provides a rich aesthetic quality to the various Villages. Landscape and irrigation in Fanita Ranch shall comply with the applicable provisions of the Guidelines for Implementation of the City of Santee Water Efficient Landscape Ordinance.

Certain areas within Fanita Ranch require special attention to landscaping to address site-specific conditions. These conditions include fuel modification zones, riparian habitat areas, the protected Habitat Preserve and revegetation areas. Planting techniques and palettes for these areas shall comply with the requirements of the Fanita Ranch Fire Protection Plan (FPP) and Preserve Management Plan.

Village-specific plant palettes are discussed in the previous sections. The following plant palettes have been provided for the remaining areas of the Specific Plan to establish the intended design character for roadways, public spaces, common areas, exterior slopes within Fuel Modification Zones 1 and 2 and areas within the development area that will be restored as part of the Habitat Restoration Plan. All proposed plant materials must comply with the FPP.

Additional plant materials that are complementary to the following palettes may be permitted, provided they are non-invasive, have received a recommendation of approval from the Master Developer and have been approved by Santee Fire Department. Following are representative plant palettes for streets, street fuel modification zone landscaping, exterior slope fuel modification zone landscaping and edible landscaping.





## COMMUNITY STREETS PLANT PALETTE

SCIENTIFIC NAME / Common Name

*(\*) Denotes a native cultivar that shall not be used adjacent to Habitat Preserve.*

### **FANITA PARKWAY**

#### **Median Trees**

ARBUTUS X 'MARINA' / Marina Strawberry Tree  
KOELREUTERIA BIPINNATA / Chinese Flame Tree  
PLATANUS RACEMOSA / California Sycamore

#### **Roadside Fuel Modification Zones and Median Trees**

ARBUTUS X 'MARINA' / Marina Strawberry Tree  
CASSIA SPLENDIDA 'GOLDEN' / Golden Wonder Cassia  
JACARANDA MIMOSIFOLIA / Jacaranda  
KOELREUTERIA PANICULATA / Golden Rain Tree  
PLATANUS ACERIFOLIA CULTIVARS / London Plane Tree

#### **Roadside Fuel Modification Zones and Median Shrubs**

AEONIUM CANARIENSE / Giant Velvet Rose  
ALOE X 'BLUE ELF' / Blue Elf Aloe  
ARMERIA MARITIMA / Common Thrift  
BULBINE FRUTESCENS / Stalked Bulbine  
CEANOETHUS G. 'ANCHOR BAY' / Anchor Bay California Lilac\*  
CISTUS SP. / Rockrose  
LANTANA SP. / Lantana  
LAVANDULA STOECHAS / Spanish Lavender  
LEUCOPHYLLUM SP. / Texas Ranger  
PHORMIUM TENAX VAR. / New Zealand Flax  
ROSA SP. / Rose

#### **Roadside Fuel Modification Zones and Median Groundcovers**

ACHILLEA 'MOONSHINE' / Moonshine Yarrow\*  
ARTEMESIA 'CANYON GRAY' / Canyon Gray Sagebrush  
CEANOETHUS G. HORIZONTALIS / Carmel Creeper  
CISTUS SP. / Rockrose  
DYMONDIA MARGARETAE / Dymondia  
FRAGARIA CHILOENSIS / Ornamental Strawberry

### **Exhibit 5.15: Community Streets Plant Palette**

## COMMUNITY STREETS PLANT PALETTE (CONT.)

SCIENTIFIC NAME / Common Name

*(\*) Denotes a native cultivar that shall not be used adjacent to Habitat Preserve.*

### Roadside Fuel Modification Zones and Median Groundcovers (cont.)

LANTANA MONTEVIDENSIS / Purple Trailing Lantana

MYOPORUM PARVIFOLIUM 'PINK' / Pink Myoporum

## CUYAMACA STREET

### Street Trees

ERCIDIUM X 'DESERT MUSEUM' / Desert Museum Palo Verde

CHILOPSIS LINEARIS CULT. / Desert Willow Cultivars

QUERCUS ILEX / Holly Oak

RHUS LANCEA / African Sumac

X CHITALPA TASHKENTENSIS / Chitalpa

### Roadside Fuel Modification Zones and Median Trees

CERCIDIUM X 'DESERT MUSEUM' / Palo Verde

CHILOPSIS LINEARIS CULT. / Desert Willow Cultivars

QUERCUS ILEX / Holly Oak

RHUS LANCEA / African Sumac

X CHITALPA TASHKENTENSIS / Chitalpa

### Roadside Fuel Modification Zones and Median Shrubs, Succulents and Cacti

AGAVE ATTENUATA / Foxtail Agave

CISTANTHE GRANDIFLORA / Rock Purslane

DIANELLA REVOLUTA 'LITTLE REV' / Little Rev Flax Lily

GREVILLEA CULTIVARS / Grevillea Cultivars

IVA HAYESIANA / San Diego Poverty Weed

LAVANDULA DENTATA / French Lavender

TULBAGHIA SP. / Society Garlic

VERBENA SP. / Verbena

### Roadside Fuel Modification Zones and Median Groundcovers

ACHILLEA MILLEFOLIUM / Common Yarrow

BACCHARIS PILULARIS PILULARIS / Dwarf Coyote Bush

## Exhibit 5.15: Community Streets Plant Palette (cont.)

## COMMUNITY STREETS PLANT PALETTE (CONT.)

SCIENTIFIC NAME / Common Name

*(\*) Denotes a native cultivar that shall not be used adjacent to Habitat Preserve.*

### Roadside Fuel Modification Zones and Median Groundcovers (cont.)

COPROSMA 'KIRKII' / Creeping Mirror Plant  
LANTANA X 'NEW GOLD' / New Gold Lantana  
MYOPORUM X 'PACIFICA' / Trailing Myoporum  
SENECIO SP. / Blue Chalk Sticks

### MAGNOLIA AVENUE

#### Street Trees

HYMENOSPORUM FLAVUM / Sweetshade  
MAGNOLIA GRANDIFLORA 'RUSSET' / Russet Southern Magnolia

#### Roadside Fuel Modification Zones and Median Shrubs

CISTUS SP. / Rockrose  
HEMEROCALLIS SP. / Daylily  
IRIS DOUGLASIANA / Douglas Iris  
LOMANDRA LONGIFOLIA 'SEA BREEZE' / Dwarf Mat Rush

#### Roadside Fuel Modification Zones and Median Groundcovers

BACCHARIS PILULARIS 'TWIN PEAKS NO.2' / Dwarf Coyote Bush  
COTONEASTER DAMMERI 'LOWFAST' / Lowfast Bearberry  
ERIGERON KARVINSKIANUS / Santa Barbara Daisy  
THYMUS SP. / Thyme

### RESIDENTIAL COLLECTOR - STREETS "V" & "W" FROM CUYAMACA STREET TO STREET "X"

#### Street Trees

QUERCUS AGRIFOLIA / Coast Live Oak  
QUERCUS ILEX / Holly Oak  
QUERCUS SUBER / Cork Oak

## Exhibit 5.15: Community Streets Plant Palette (cont.)

## COMMUNITY STREETS PLANT PALETTE (CONT.)

SCIENTIFIC NAME / Common Name

*(\*) Denotes a native cultivar that shall not be used adjacent to Habitat Preserve.*

### Roadside Fuel Modification Zones and Median Trees

CHILOPSIS LINEARIS CULT. / Desert Willow Cultivars

QUERCUS AGRIFOLIA / Coast Live Oak

QUERCUS ILEX / Holly Oak

QUERCUS SUBER / Cork Oak

### Roadside Fuel Modification Zones and Median Shrubs, Succulents and Cacti

CISTUS LADANIFER / Crimson-Spot Rockrose

CYLINDROPUNTIA PROLIFERA / Coastal Cholla

EREMOPHILA MACULATA 'VALENTINE' / Valentine Emu Bush

FESTUCA MAIREI / Atlas Fescue

HERSPERALOE PARVIFLORA / Red Yucca

OPUNTIA LITTORALIS / Coastal Prickly Pear

OPUNTIA ORICOLA / Chaparral Prickly Pear

### Roadside Fuel Modification Zones and Median Groundcovers

BACCHARIS PILULARIS PILULARIS / Dwarf Coyote Bush

CEANOETHUS G. HORIZONTALIS / Carmel Creeper

CRASSULA MULTICAVA / Fairy Crassula

#### Notes:

1. Proposed plant palettes are intended to convey a consistent theme throughout Fanita Ranch. They are not all encompassing and may be adjusted to conform to final design style and site conditions.
2. Landscaping adjacent to Wildland Urban Interface Area shall be fire resistant and be consistent with the Fire Protection Plan.

## Exhibit 5.15: Community Streets Plant Palette (cont.)

## EXTERIOR SLOPES PLANT PALETTE

SCIENTIFIC NAME / Common Name

*(\*) Denotes a native cultivar that shall not be used adjacent to Habitat Preserve.*

### Fuel Management Zone I - Trees

ARBUTUS UNEDO / Strawberry Tree  
ARBUTUS X 'MARINA' / Marina Arbutus  
CHILOPSIS LINEARIS CULT. / Desert Willow Cultivars  
QUERCUS AGRIFOLIA / Coast Live Oak  
QUERCUS ENGELMANNII / Englemann Oak  
QUERCUS ILEX / Holly Oak  
QUERCUS SUBER / Cork Oak

### Fuel Management Zone I - Shrubs/Perennials

ACHILLEA MILLEFOLIUM / Common Yarrow  
CEANOTHUS CYANEUS / Big Pod Ceanothus  
CEANOTHUS G. HORIZONTALIS / Carmel Creeper  
CEANOTHUS MEGACARPUS / Coast Ceanothus  
CEANOTHUS RAMULOSUS 'RODEO LAGOON' / Rodeo Lagoon Ceanothus\*  
CEANOTHUS TOMENTOSUS / Woolly-Leaf Ceanothus  
PRUNUS ILICIFOLIA / Hollyleaf Cherry  
RHAMNUS CALIFORNICA / California Coffeeberry  
RHAMNUS CROCEA / Redberry  
RHAMNUS CROCEA ILICIFOLIA / Hollyleaf Redberry  
RHUS INTEGRIFOLIA / Lemonade Berry  
RHUS LANCEA / African Sumac  
RIBES INDECORUM / White-Flowered Current  
RIBES SPECIOSUM / Fuchsia-Flowering Gooseberry  
RIBES VIBURNIFOLIUM / Evergreen Current  
SAMBUCUS MEXICANA / Mexican Elderberry

### Fuel Management Zone I - Groundcovers

BACCHARIS PILULARIS PILULARIS / Dwarf Coyote Bush  
CEANOTHUS G. HORIZONTALIS/ Ceanothus  
COPROSMA 'KIRKII' / Creeping Mirror Plant  
MYOPORUM PARVIFOLIUM 'PINK' / Pink Myoporum

## Exhibit 5.16: Exterior Slopes Plant Palette

## EXTERIOR SLOPES PLANT PALETTE (CONT.)

SCIENTIFIC NAME / Common Name

*(\*) Denotes a native cultivar that shall not be used adjacent to Habitat Preserve.*

### Fuel Management Zone I - Succulents/Cacti

CYLINDROPUNTIA PROLIFERA / Coast Cholla

DUDLEYA SP. / Dudleya

OPUNTIA LITTORALIS / Coast Prickly Pear

OPUNTIA ORICOLA / Chaparral Prickly Pear

### Herbaceous Plants in Fuel Modification Zones

ELYMUS CONDENSATUS / Giant Wild Rye

ERIOPHYLLUM CONFERTIFOLIUM / Golden Yarrow

ESCHSCHOLZIA CALIFORNICA / California Poppy

GNAPHALIUM CALIFORNICUM / California Everlasting

HELIANTHEMUM SCOPARIUM / Rushrose

LASTHENIA CALIFORNICA / Coast Goldfields

LUPINUS SUCCULENTUS / Arroyo Lupine

NEMOPHILA MENZIESII / Baby Blue Eyes

PLANTAGO ERECTA / Dot-Seed Plantain

STIPA PULCHRA / Purple Needle Grass

Notes:

1. Proposed plant palettes are intended to convey a consistent theme throughout Fanita Ranch. They are not all encompassing and may be adjusted to conform to final design style and site conditions.
2. Landscaping adjacent to Wildland Urban Interface areas must be fire resistant and be consistent with the Fire Protection Plan.



## Exhibit 5.16: Exterior Slopes Plant Palette (cont.)

## EDIBLE / MEDICINAL PLANT PALETTE

### SCIENTIFIC NAME / Common Name

#### Trees

ANACARDIUM OCCIDENTALE / Cashew  
ARBUTUS UNEDO / Strawberry Tree  
CERATONIA SILIQUA / Carob  
CITRUS 'IMPROVED MEYER' / Meyer Lemon  
CITRUS KUMQUAT 'MEIWA' / Meiwa Kumquat  
CITRUS RETICULATA 'GOLD NUGGET' / Gold Nugget Mandarin Orange  
CITRUS X AURANTIIFOLIA 'BEARSS SEEDLESS' / Bearass Seedless Lime  
CITRUS X SINENSIS CULT. / Orange Cultivars  
CITRUS X TANGELO 'MINNEOLA' / Honeybell Tangelo  
DIOSPYROS KAKI 'FUYU' / Fuyu Persimmon  
ERIOBOTRYA JAPONICA / Loquat  
FEIJOA SELLOWIANA / Pineapple Guava  
FICUS CARICA 'MISSION' / Mission Fig  
JUGLANS CALIFORNICA / California Walnut  
LAURUS NOBILIS / Sweet Bay  
MACADAMIA INTERFRIFOLIA / Macadamia Nut  
MALUS DOMESTICA 'HONEYCRISP' / Honeycrisp Apple  
OLEA EUROPAEA VAR. / European Olive (To be maintained per FPP)  
PERSEA AMERICANA 'HASS' / Avocado (To be maintained per FPP)  
PISTACIA VERA / Pistacio  
PRUNUS MARITIMA / Beach Plum  
PUNICA GRANATUM 'WONDERFUL' / Pomegranite  
PYRUS SP. / Pear  
VITEX AGNUS-CASTUS / Chaste Tree

#### Shrubs / Perennials / Succulents

ABELIA GRANDIFLORA VARIETIES / Glossy Abelia  
ALLIUM SP. / Chives  
ALOE VERA / Medicinal Aloe  
ALOYSIA TRIPHYLLA / Lemon Verbena  
ARBUTUS UNEDO 'COMPACTA' / Dwarf Strawberry Tree  
CAMELLIA SINENSIS / Green Tea

### Exhibit 5.17: Edible / Medicinal Plant Palette

## **EDIBLE / MEDICINAL PLANT PALETTE (CONT.)**

SCIENTIFIC NAME / Common Name

### **Shrubs / Perennials / Succulents (cont.)**

CYMBOPOGON CITRATUS / Lemon Grass  
HAMAMELIS VIRGINIANA / Witch Hazel  
SIMMONDSIA CHINENSIS / Jojoba

### **Shrubs / Perennials / Succulents (Cont.)**

LAVANDULA DENTATA / French Lavender  
LAVANDULA STOECHAS / Spanish Lavender  
LYCIUM BARBARUM / Firecracker Gojiberry  
OPUNTIA FICUS-INDICA / Prickly Pear of Nopales  
RIBES RUBRUM 'RED LAKE' / Red Lake Current  
ROSA DAMASCENA / Otto Rose  
SALVIA ELEGANS / Pineapple Sage  
SALVIA OFFICINALIS CULT. / Sage  
SAMBUCUS CANADENSIS 'ADAMS' / Adams Elderberry  
SAMBUCUS NIGRA / Common Elderberry  
THYMUS VULGARIS / English Thyme  
VACCINIUM CORYMBOSUM VAR. / Blueberry

### **Groundcovers**

ACHILLEA MILLEFOLIUM / Yarrow  
ARNICA CHAMISSONIS / Meadow Arnica  
CENTELLA ASIATICA / Gotu Kola  
CHAMAEMELUM NOBILE / Roman Chamomile  
FRAGARIA X ANANASSA VAR. / Strawberry  
HELICHRYSUM ITALICUM / Curry Plant  
MENTHA PIPERITA / Peppermint  
ORIGANUM VULGARE / Italian Oregano  
TARAXACUM OFFICINALE / Dandelion  
THYMUS SERPYLLUM 'MAGIC CARPET' / Magic Carpet Creeping Thyme  
THYMUS X CITRIODORUS 'AUREUS' / Golden Lemon Thyme

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## **Exhibit 5.17: Edible / Medicinal Plant Palette (cont.)**



## **EDIBLE / MEDICINAL PLANT PALETTE (CONT.)**

**SCIENTIFIC NAME / Common Name**

### **Vines**

PASSIFLORA SP. / Passion Flower

RUBUS SP. / Raspberry Varieties

VITIS CALIFORNICA / California Grape

VITIS SP. / GRAPE Varieties

WISTERIA SINESIS / Wisteria

### Notes:

1. Proposed plant palettes are intended to convey a consistent theme throughout Fanita Ranch. They are not all encompassing and may be adjusted to conform to final design style and site conditions.
2. Landscaping adjacent to Wildland Urban Interface Area shall be fire resistant and be consistent with the Fire Protection Plan.

## **Exhibit 5.17: Edible / Medicinal Plant Palette (cont.)**

## 5.6 Brush Management/Fuel Modification

Characteristic of most communities in Southern California, wildfires within natural open space areas are highly probable events. Community planning, landscaping and maintenance must be planned and designed to minimize loss of life and property when a fire does occur. All landscaping within Fanita Ranch must comply with the Fanita Ranch FPP. All plants within Fanita Ranch shall be selected from the FPP approved plant list. New and existing plants within the designated fire protection zones and street side fuel modification zones shall be planted and maintained in accordance with the FPP. Plants on the FPP prohibited plant list shall not be planted, and existing plants within the development areas that are on the FPP prohibited plant list shall be removed. Refer to *Section 8.6.2.1: Fuel Modification Zones* and Fanita Ranch EIR Appendix P1 for additional detail.

## 5.7 Habitat Restoration Program

The Fanita Ranch project will implement a habitat restoration and enhancement program that will offset impacts to existing biological resources located within the development footprint and generally increase the integrity of ecological systems across the property. Restoration activities will occur in upland and wetland-riparian areas that increase and improve native habitat coverage, which will benefit wildlife in general, and potentially sensitive species such as California gnatcatcher, cactus wren, Quino checkerspot and Hermes copper butterflies, and San Diego fairy shrimp. To accomplish these goals, the program will address issues associated with vernal pools, southern willow scrub, mule fat scrub, and a variety of native upland vegetation communities. Manufactured slopes on the exterior of the development footprint and Fuel Modification Zones will primarily be revegetated with coastal sage scrub, chaparral and cactus species to blend with the adjacent native vegetation and provide additional habitat for key sensitive species.

Moreover, native habitat in the Habitat Preserve will be managed in perpetuity through implementation of a Preserve Management Plan (PMP). The PMP will direct long-term management of preserved biological resources through the enhancement, restoration and maintenance of native vegetation communities, sensitive species, and the local ecosystem for the betterment of the environment and to enhance the quality of life for residents of Santee.

As with all landscaping within the Fanita Ranch community, the design, installation and maintenance of the habitat restoration program will comply with the Fanita Ranch FPP. Proper plant species selection and spacing will restore native habitat while reducing the effects of potential future fire events.

## 5.8 Walls and Fencing

*Exhibit 5.18: Conceptual Wall and Fencing Plan* depicts the location of project-wide theme walls and fences that will reflect the community’s farm theme, provide privacy, and enhance the safety of the residents. The walls and fences shown below are generally representative of the proposed design character; however, wall and fence materials, colors and details may vary by Village but will be complimentary and consistent with the Fanita Ranch agrarian theme. Final wall and fencing specifications to be determined during preparation of detailed Landscape Improvement Plans.

The Fanita Ranch FPP requires the following:

*“Fencing within all lots that are directly adjacent to open space or naturally vegetated areas would be constructed with non-combustible materials (e.g., stone, block), fire rated wood, treated fire-rated vinyl, or SFD [Santee Fire Department] approved materials. In no case would the fence return (closest five feet of fencing to a structure) be constructed of combustible materials.”*

Following are the wall and fence types that occur at Fanita Ranch:

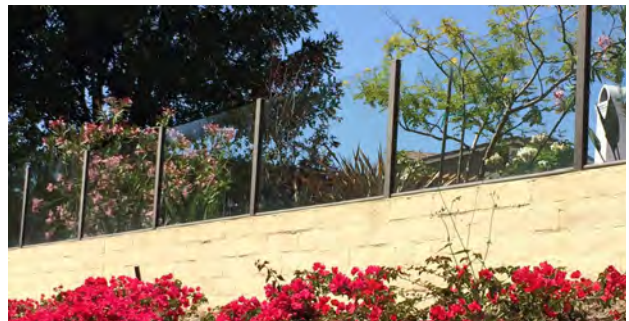
- **Masonry Community Walls:** Reduce noise and provide privacy for residences adjacent to primary streets. Community walls consist of 6-foot high slump block walls and slump block pilasters. Landscaping in front of the wall softens the mass of the wall. Masonry sound walls shall be constructed at the perimeter of the pump stations to provide noise attenuation.
- **View Fences:** Tubular steel or masonry and Plexiglas view fences define the boundary between public and private spaces while allowing visual access to the views from many of the residential lots. Decorative tubular steel fencing 6-foot high is utilized for most conditions. Where sound attenuation or open space fire mitigation is required, a short slump block masonry wall finished to match the community wall, topped with a tempered glass or Plexiglas view screen, is appropriate. Tubular street fences secure stormwater basins as well.



Masonry Community Wall



Tubular Steel View Fence



View Fence

- **Tubular Steel View Fence in Fuel Modification Zones:** Perimeter lots in the Orchard and Vineyard Villages that abut the Habitat Preserve have exceptional views. To keep these views completely open, the 6-foot high view fence will be moved down the slope into the FMZs.

- **Privacy Fencing:** 5-foot 6-inch high wood fencing provides privacy between adjacent residences and from the street. A medium-body stain treatment provides a finished appearance and reduces sun and water bleaching of the wood. All fencing in lots adjacent to native open space shall be constructed of non-combustible materials (fire-rated wood referred to as FRX exterior treated rated wood product (Hoover brand or equivalent)). For interior lots, fencing within 5 feet of a structure must be non-combustible or meet the same fire rating as the structure wall. See the Fanita Ranch FPP Section 6.1.1.1 and Section 6.4.1 for additional details.



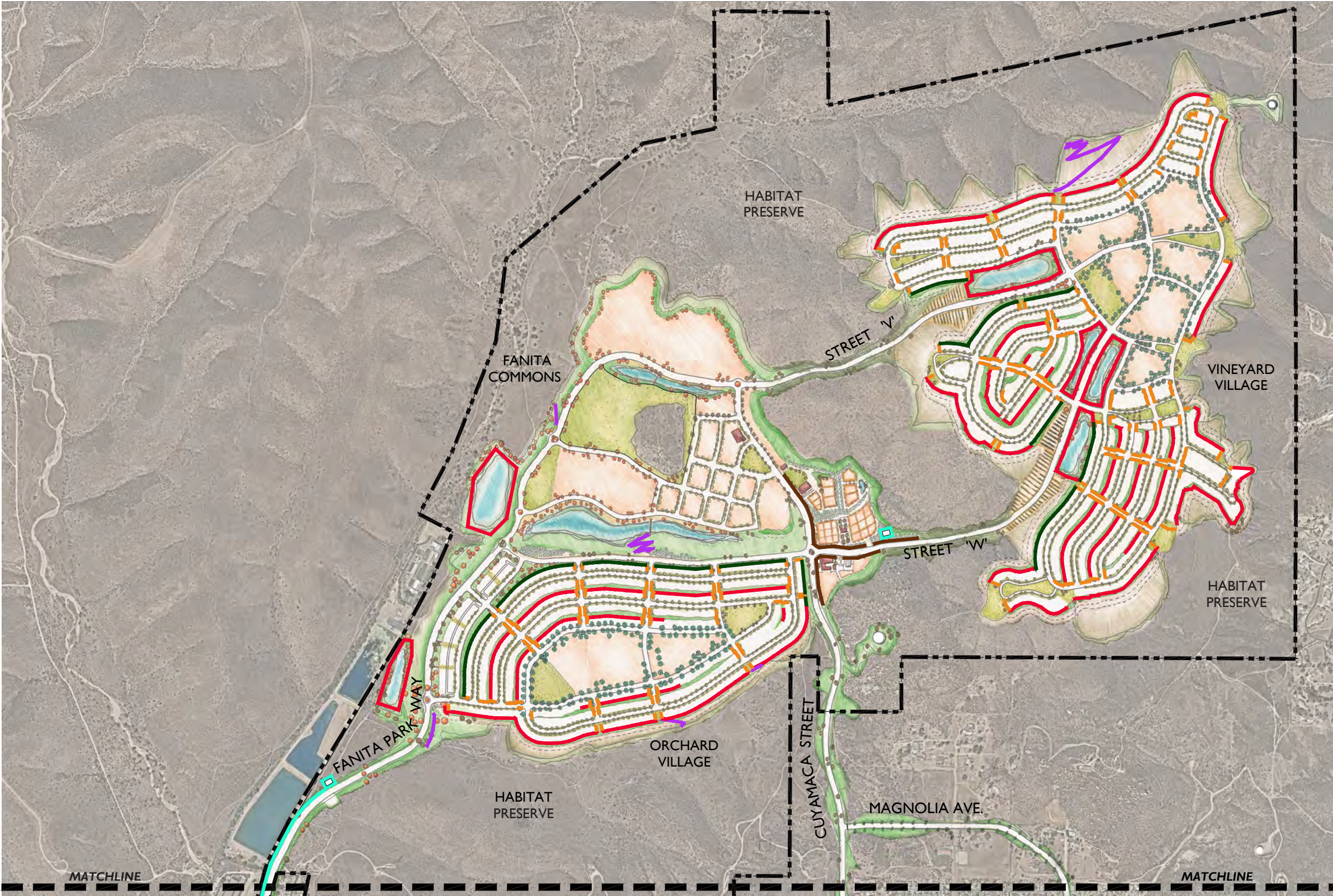
Privacy Fencing

- **Open Space and Trail Fencing:** Peeler log post and rail fencing keeps trail users safe and on approved trails. The 4.5-foot high natural wood fence is treated to resist insects and decay. Wood-look precast concrete split rail fencing is an appropriate option. Open space and trail fencing will be located as needed and only portions are shown on *Exhibit 5.18: Conceptual Wall and Fencing Plan*.



Post and Rail Trail Fencing

- **Special Use Area Security Fencing:** A 6-foot high tubular steel, masonry wall or similar will surround and secure the Special Use area. The wall will help visually blend into the surrounding landscape and provide visual screening.



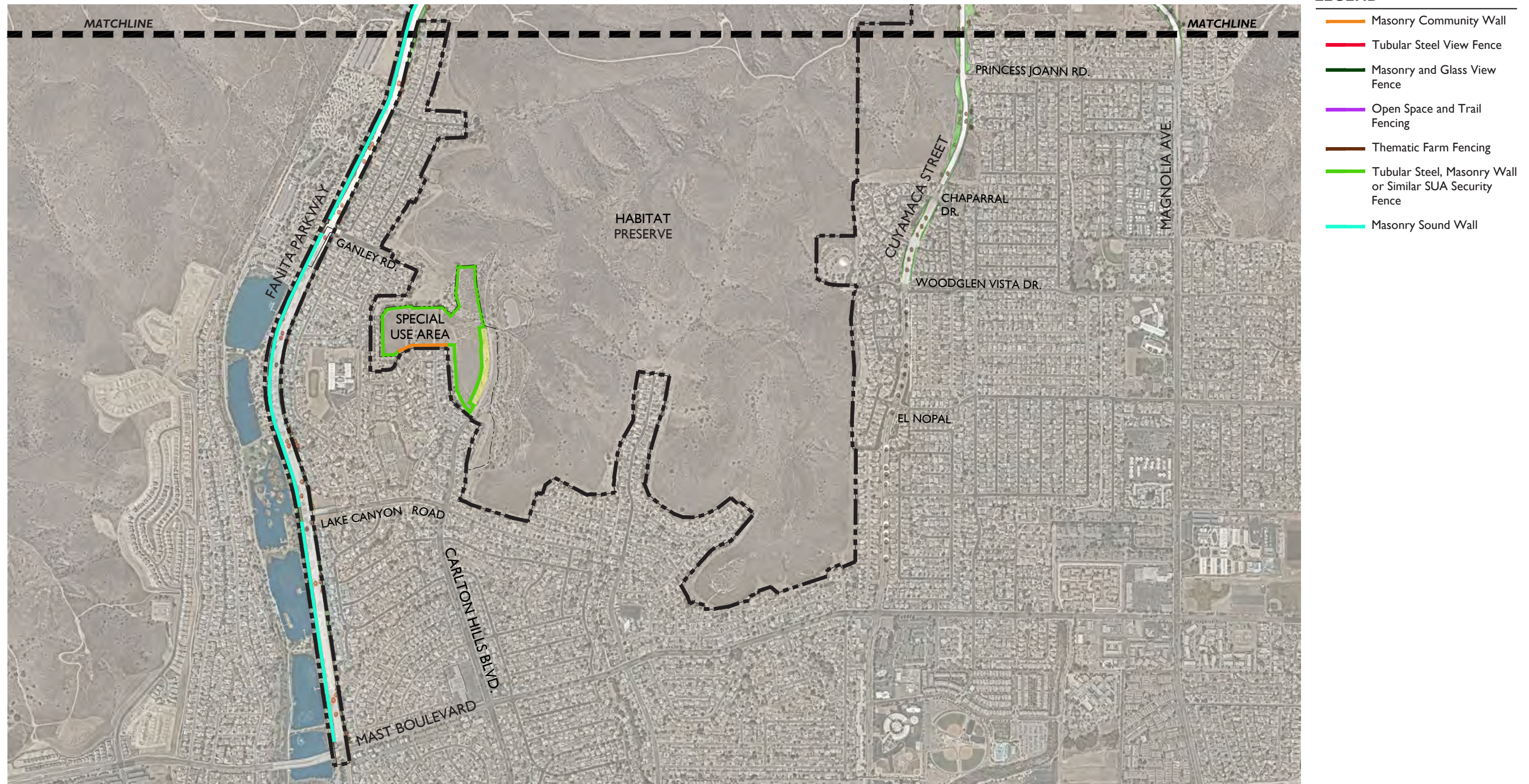
- LEGEND**
- Masonry Community Wall
  - Tubular Steel View Fence
  - Masonry and Glass View Fence
  - Open Space and Trail Fencing
  - Thematic Farm Fencing
  - Masonry Sound Wall

Match Line: See Exhibit 5.18b

⊕ not to scale For illustrative purposes only; final design may vary.

**Exhibit 5.18a: Conceptual Wall and Fencing Plan (North)**

Match Line: See Exhibit 5.18a



**Exhibit 5.18b: Conceptual Wall and Fencing Plan (South)**

For illustrative purposes only; final design may vary.  not to scale

## 5.9 Conceptual Lighting Plan

Outdoor lighting, when implemented in a consistent manner, plays a large role in the visual unification of a community. The Fanita Ranch Conceptual Lighting Plan provides general lighting design guidance for streets, pathways, common open space, recreation areas, buildings, special accent lighting and sign illumination, as conceptually depicted on *Exhibit 5.19: Conceptual Lighting Plan*. Five guiding principles were considered during preparation of this Community Lighting Plan:

1. Provide streets with a safe and desirable level of illumination for motorists and pedestrians without intruding into adjacent residential, riparian and Habitat Preserve areas.
2. Reduce or eliminate light pollution by utilizing low glare and full cutoff light fixtures, lower wattage luminaires and lighting controls to create a “Dark Sky” friendly community.
3. Relate lighting fixtures to the human scale, especially in pedestrian areas.
4. Choose fixtures and luminaires to complement the design and character of the environment in which they are placed.
5. Coordinate with the City of Santee to implement the use of energy efficient fixtures and appropriate technologies.

### Lighting Design Theme

Thematic and special accent lighting design will enhance the architectural and landscape theme within Fanita Ranch, primarily within the Village Centers. Enhanced lighting will vary based upon lighting location and application within each Village Center. Village Center streets should be well lit to encourage evening use and pedestrian activity. Thematic walkway lighting, parking lot lighting and building accent lighting will be utilized to reinforce the community agrarian theme. Lighting may be utilized to create unique landmarks and enhance community gateways. Light fixture images provided herein are for illustrative purposes only. Final fixtures will be selected during the Development Review process.



## Dark Sky

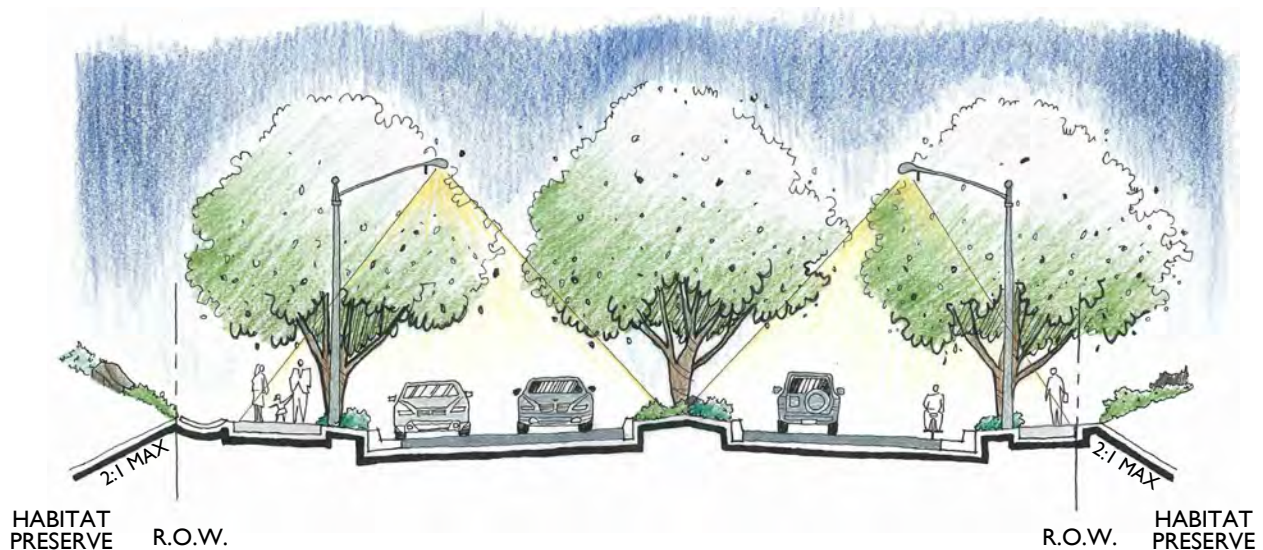
One of the defining characteristics of a community is the visibility of stars in the night sky. Excessive outdoor lighting can brighten the night sky and adversely impact community character, views of the night sky, ecosystems and energy resources. The “Dark Sky” concept will be implemented in Fanita Ranch to minimize light pollution caused by the effects of sky glow, glare and light trespass onto adjacent properties, streets and environmentally sensitive areas, conserve energy use and maintain nighttime safety and security. This will be achieved by: 1) designing lighting according to use; 2) prohibiting certain types of light sources; 3) using appropriate shielding and direction of lighting sources; and 4) enforcing lighting curfews for certain uses.

## General Lighting Guidelines

The Community Lighting Plan provides a conceptual design framework that reinforces the overall visual character of the community and establishes lighting design criteria consistent with the “Dark Sky” concept and lighting guidelines provided herein. Outdoor lighting angle and intensity will be planned for night-time mobility and safety. In general, light fixtures will be designed, spaced and placed to efficiently direct light downward, particularly lighting for streets and parking areas. All outdoor lighting shall be shielded to confine light within the site and prevent glare onto adjacent properties, Habitat Preserve lands, riparian areas and streets.

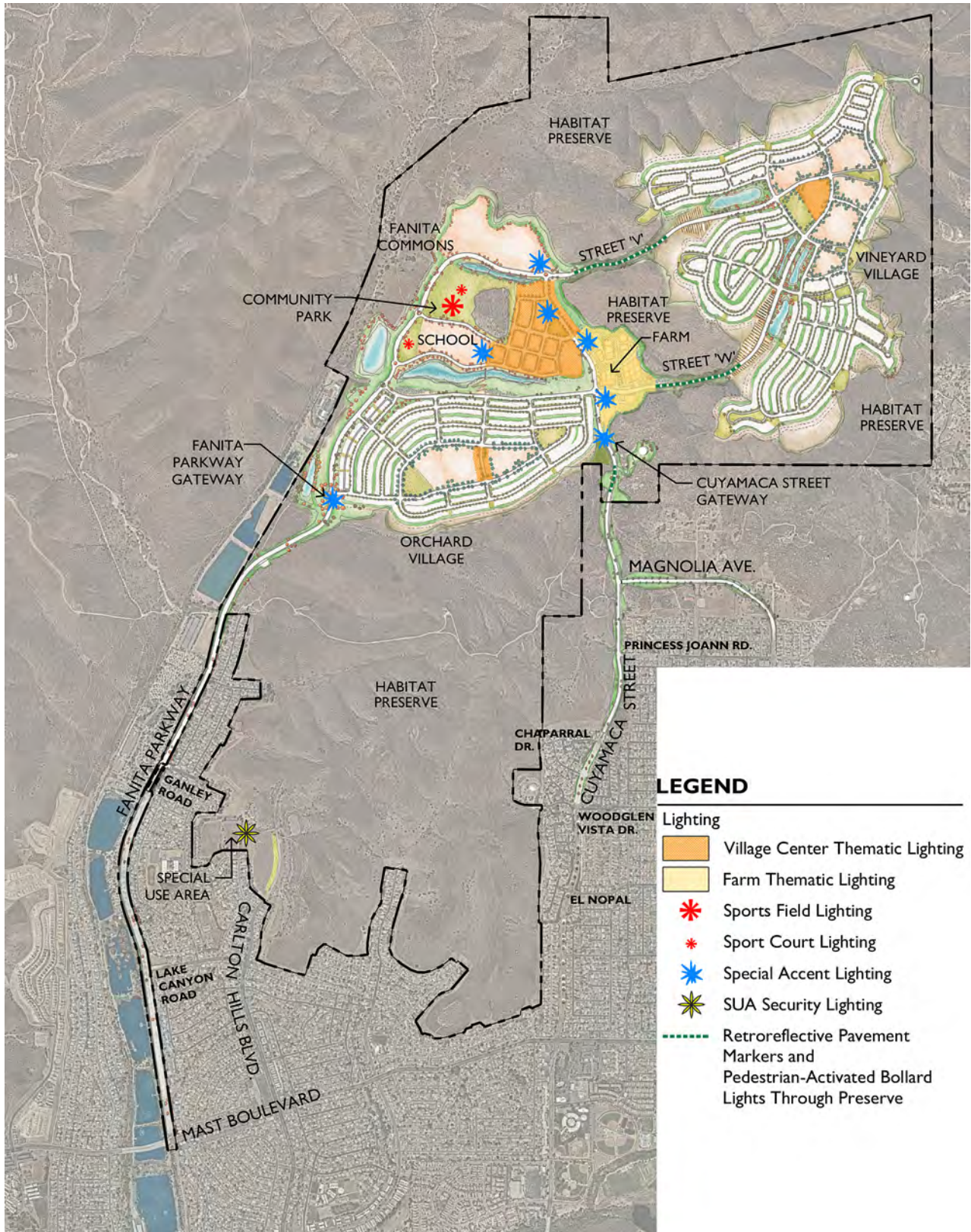
Site-specific lighting shall meet the following requirements:

1. All light fixtures shall conform to the requirements of Title 24 of the California Code of Regulations.
2. Direct lighting shall be shielded from adjacent residential properties, Habitat Preserve lands, riparian areas and other light sensitive receptors.



*For illustrative purposes only; final design may vary.*





**LEGEND**

- Lighting
- Village Center Thematic Lighting
  - Farm Thematic Lighting
  - \* Sports Field Lighting
  - \* Sport Court Lighting
  - \* Special Accent Lighting
  - \* SUA Security Lighting
  - Retroreflective Pavement Markers and Pedestrian-Activated Bollard Lights Through Preserve

*For illustrative purposes only; final design may vary.*

not to scale

**Exhibit 5.19: Conceptual Lighting Plan**

3. Lighting shall be directed to the specific location intended for illumination (e.g., roads, parking areas, walkways and recreation areas).
4. Non-essential lighting and stray light spillover shall be minimized.
5. Low-intensity lamps shall be used except where high-intensity illumination is needed or required.
6. Street light design and spacing shall be consistent with the City of Santee Public Works Standards (1982), as may be amended.

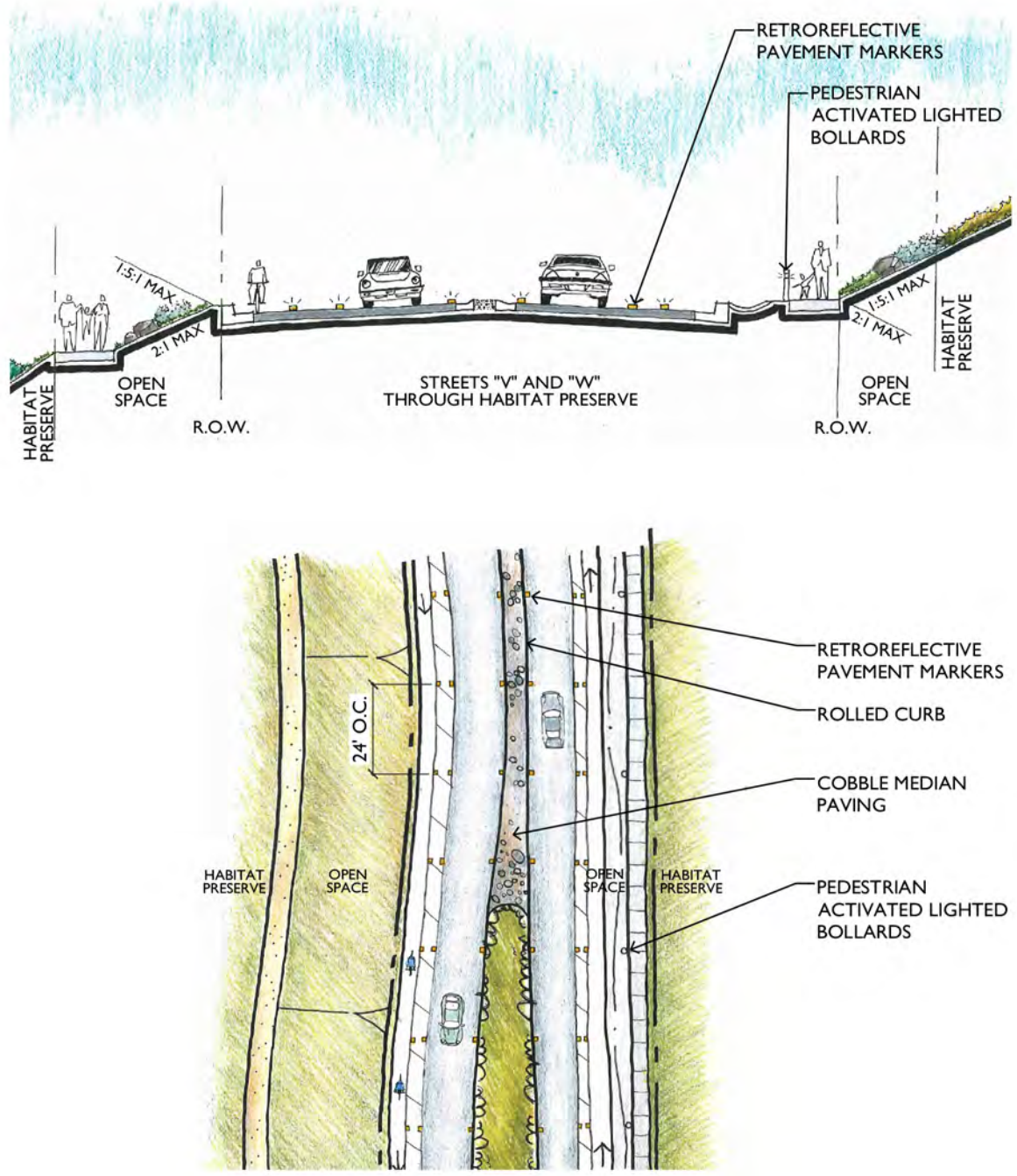
### ***Lighting Within or Adjacent to Habitat Preserve and Other Environmentally Sensitive Areas***

The Community Lighting Plan for Fanita Ranch:

- Eliminates lighting in or adjacent to conserved habitat, except where essential for roadway use, facility use, safety, or security purposes;
- Uses low-pressure sodium illumination sources or other similar technology;
- Does not use low-voltage outdoor or trail lighting, spotlights or bug lights; and
- Shields light sources adjacent to conserved habitat so that the lighting is focused downward.

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

Streets “V” and “W” connect Fanita Commons and Orchard Village with the Vineyard Village. Portions of these roadways cross the Habitat Preserve at certain locations and are designed to include wildlife crossings. In order to create a safe corridor for automobiles and pedestrians, as well as accommodate nocturnal wildlife movement and enhance the viability of planned wildlife crossings, portions of these roads would be marked with highly reflective pavement markers instead of standard roadside City street lights and include a pedestrian-activated, low-level bollard lighting system. It has been demonstrated that, from an animal’s perspective, the pavement markers mimic a small rock in the landscape and would not negatively impact wildlife movement. Retroreflective Pavement Markers (pursuant to the State of California Department of Transportation specifications) will be spaced 24’ on center on these segments. The following exhibits show an example of how the reflective pavement markers will be incorporated in portions of Streets “V” and “W”.



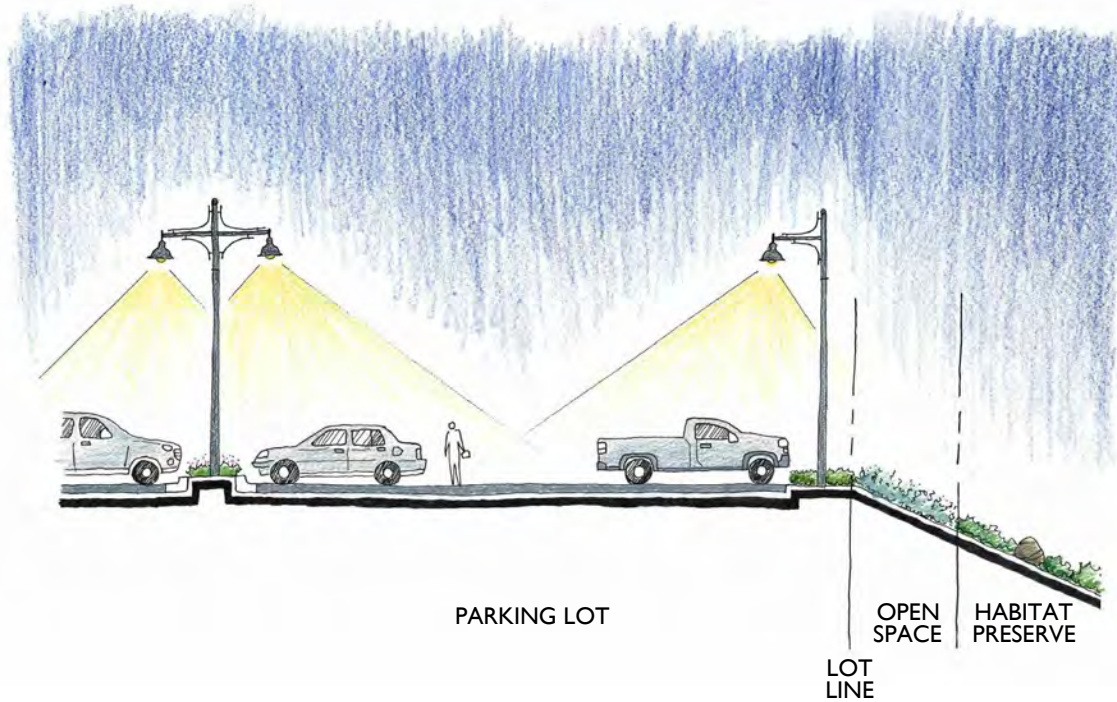
*For illustrative purposes only; final design may vary.*

### Street Lighting

The Fanita Ranch Conceptual Community Lighting Plan complies with the City of Santee Public Works Standards (1982) for street light standards, except as otherwise stated herein. Street lights will be spaced and placed to efficiently direct light downward. Timers or photocell sensors will be incorporated into the light fixtures to reduce energy use. Retroreflective pavement markers, rather than street lights, and a pedestrian-activated bollard lighting system will be used on street segments where wildlife crossings are planned to minimize light impacts on the adjacent Habitat Preserve areas, as previously described herein.

### Common Area and Parking/Loading Area Lighting

Lighting will only be used to provide illumination for the security and safety of on-site areas such as entries, pathways and parking and loading areas. Low intensity fixtures shall be utilized to illuminate walkways and trails to enhance pedestrian safety and comfort. Where appropriate, the lighting pattern and intensity may become more intense at path intersections and vehicular crossings. Parking and service area lighting shall be contained within the area boundaries/enclosure. The design of light fixtures must be architecturally compatible with the main structures.



*For illustrative purposes only; final design may vary.*

### **Park Lighting**

Lighting within community, neighborhood and mini-parks is anticipated. To accommodate night-time use of the Community Park and promote safety and security, lighting within sports fields, sport courts, parking lots and walkways, as well as building security and accent lighting, plaza lighting and signage lighting will be provided. Neighborhood parks and mini-parks are planned for day-time use only. Lighting within these facilities may be limited to walkway and building security lighting. Where playing fields and other recreational areas are to be illuminated to accommodate night-time use, lighting fixtures shall be designed, mounted and directed so that the light beams fall within the playing areas. Direct illumination shall be confined to within the property line of the recreational use. Illumination of the sports fields and other ball fields shall be designed to conform to the recommended practice by the Illuminating Engineering Society of North America (IESNA) for recreational ball fields. Any non-security lighting within the Community Park and other ball fields shall be turned off by 11 p.m. or 30 minutes past the event (whichever is later). Detailed lighting plans and photometric analysis will be required at the improvements site plan level. Specific lighting fixtures and lamps will be determined during the Development Review process.



### **Building Exterior Lighting**

Building exterior lighting shall be designed to minimize glare and light spill. Light fixtures must be consistent with the architectural style of the building. Indirect wall lighting, wall “washing” from concealed fixtures and landscape lighting are encouraged, provided they are subtle and not overly bright. Where appropriate and feasible, motion sensors or timers should be incorporated on exterior fixtures to reduce energy usage.



### **Implementation**

Outdoor lighting will be considered during Development Review and shall be consistent with this Community Lighting Plan. Light fixture specifications, fixture placement and a photometric analysis shall be submitted as part of a Development Review application or in conjunction with street or other improvement plans proposed within or adjacent to Habitat Preserve areas. All community facility and recreation area lighting that may illuminate a residential area between the hours of 11 p.m. and sunrise shall be clearly identified on the site plan.

# Chapter 6:

## Architectural Design Guidelines

The following architectural guidelines provide a general framework for building design to express the desired character of Fanita Ranch, ensure a consistent level of quality and support green building practices. The guidelines are not intended to limit innovative design, but rather provide direction and design criteria that support the vision of a high quality, sustainable community. While not every guideline may be applicable to each building style, building type or site conditions, future builders and architectural designers should attempt to meet the desired intent of these guidelines.

### 6.1 Architectural Styles

Fanita Ranch will incorporate a mix of architectural styles to promote visual interest and diversity and establish a distinct sense of place. Architecture in Fanita Ranch takes its inspiration from the small farm towns found throughout rural areas of California. These small towns evolved over time and include an eclectic mix of architectural styles that respond to the local climate and design trends of the various periods of development throughout California. Below is a list of the appropriate architectural styles for Fanita Ranch:

- Americana - National
- Americana - Traditional
- Americana - Victorian
- Americana - Ranch
- Arts & Crafts - Craftsman
- Arts & Crafts - Foursquare
- Arts & Crafts - Prairie
- Early California - Hacienda
- Early California - Monterey
- Mediterranean Countryside - Andalusian
- Modern - Mid-Century Modern
- Contemporary - Transitional

Because market conditions and homeowner preferences are constantly evolving, additional architectural styles not specifically identified in this Specific Plan are permitted within Fanita Ranch. Site plans, building elevations and a colors and materials palette for residential products shall be reviewed in accordance with the procedures set forth in *Section 10.6.5: Development Review* to ensure that quality design is commensurate with the standards contained in this Specific Plan.

## Americana - National

The National style emerged shortly after the railroads expanded west and allowed for the transport of bulkier and heavier items such as lumber. The National style was the first to implement light balloon or braced farming techniques in lieu of traditional log and sod construction. Homes still maintained simple, rectilinear forms with side-gables roofs or square forms with pyramidal roofs. Rectilinear wings were often added at right angles to the side of the primary building, resulting in the gabled-front-and-wing style commonly found throughout the United States. Frontages include simple stoops or broad covered porches. National style homes are typically covered by wood sheathing and remain simple and utilitarian in style with few adornments. Accents are usually limited to candle sconces and light fixtures that reinforce the rustic theme. Windows are simple and left bare to take advantage of unfiltered natural light. Roofs include metal seam, flat concrete tile or architectural grade composition tile.





## Americana - National Design Elements

Form and Massing	<ul style="list-style-type: none"> <li>• One and two story massing</li> <li>• Simple, rectilinear or square forms</li> <li>• Secondary wings at right angles to primary massing</li> </ul>
Roofs	<ul style="list-style-type: none"> <li>• Simple, gable primary roof forms</li> <li>• Shed roof forms may be located at first floor and porch</li> <li>• 6:12 to 8:12 primary roof pitch</li> <li>• 12” to 24” overhangs</li> <li>• Flat concrete tiles or architectural composition shingles; optional standing seam metal roof</li> </ul>
Exterior Wall Materials	<ul style="list-style-type: none"> <li>• Lap siding or a blend of lap siding and stucco on front elevations, and stucco on other elevations, with board and batten siding accents on gable ends</li> </ul>
Entries	<ul style="list-style-type: none"> <li>• Simple stoop or covered porch</li> <li>• Simple square porch posts or tapered columns</li> <li>• Front door simply detailed with surrounds</li> </ul>
Windows	<ul style="list-style-type: none"> <li>• Simple, rectilinear window forms and patterns</li> <li>• Wood or stucco window trims on front elevation and other highly visible elevations</li> </ul>
Accents and Trims	<ul style="list-style-type: none"> <li>• Simple, rustic door and window trims</li> <li>• Stucco or simulated wood eave details</li> </ul>

## Americana - Traditional

The Traditional style evolved from the National style and continues to maintain the rectilinear massing with gable roof forms, with greater articulation in wall planes and variety in massing. Frontages are similar and include covered stoops or broad covered porches (with porches being more common). Exterior wall materials can include stucco, stone, brick, plank siding, or a combination of these. Details include simple columns or columns with brackets supporting the porch, corbels, additional trim details around windows and doors, and accent features.



## Americana - Traditional Design Elements

Form and Massing	<ul style="list-style-type: none"> <li>• Rectilinear form with vertical and horizontal massing breaks</li> </ul>
Roofs	<ul style="list-style-type: none"> <li>• Front to back gable or hip roof with intersecting hip or gable roofs</li> <li>• 6:12 to 12:12 primary roof pitch</li> <li>• 12" to 24" overhangs</li> <li>• Flat shingle-textured concrete tiles or architectural composition shingles</li> </ul>
Exterior Wall Materials	<ul style="list-style-type: none"> <li>• Blended stucco and siding, with brick and stone accents</li> </ul>
Entries	<ul style="list-style-type: none"> <li>• Simple stoop or covered porch</li> <li>• Simple square porch posts or tapered columns</li> <li>• Front door detailed with simple trim</li> </ul>
Windows	<ul style="list-style-type: none"> <li>• Simple, rectilinear window shapes</li> <li>• Windows often grouped in two or three</li> </ul>
Accents and Trims	<ul style="list-style-type: none"> <li>• White or off-white detailing trim</li> <li>• Decorative accent windows</li> </ul>

## Americana - Victorian

Popular in the second half of the 19th century, the Victorian style evolved from the National style and continues to maintain the rectilinear massing with gable roof forms with greater articulation in wall planes and variety in massing. Frontages are similar and include covered stoops or broad covered porches. Exterior wall materials can include plank siding, stucco, stone, brick, or a combination of these. Details include decorative posts with detailed brackets supporting the porch, spindle-work, decorative gable end detailing, and trim details around windows and doors.



## Americana - Victorian Design Elements

Form and Massing	<ul style="list-style-type: none"> <li>• Asymmetrical one and two story massing</li> </ul>
Roofs	<ul style="list-style-type: none"> <li>• Steeply pitched roofs of irregular shapes, usually with dominant front facing gable</li> <li>• 5:12 to 8:12 primary roof pitch</li> <li>• 12" to 24" overhangs</li> <li>• Flat concrete tiles or architectural composition shingles</li> </ul>
Exterior Wall Materials	<ul style="list-style-type: none"> <li>• Blended lap siding and stucco</li> <li>• Textured shingles</li> </ul>
Entries	<ul style="list-style-type: none"> <li>• Covered porches</li> </ul>
Windows	<ul style="list-style-type: none"> <li>• Rectilinear windows with divided lights</li> <li>• Windows often grouped in pairs</li> </ul>
Accents and Trims	<ul style="list-style-type: none"> <li>• Spindle-work, patterned masonry, and other classical design elements</li> <li>• Bay windows, patterned shingles, and other enhancements may be used to avoid smooth-walled appearance</li> <li>• Decorative porch posts with detailed brackets</li> <li>• Decorative gable end detailing; fascia at rafter tails</li> <li>• White or off-white window and door trims</li> </ul>

## Americana - Ranch

First built in the 1930s in California, the Ranch style became popular in the United States after World War II. The earliest Ranch style homes reflect a relaxed, casual western lifestyle. The typical Ranch home is a single-story building with a primary gable roof. This style is noted for its long, close-to-the-ground profile, and minimal use of exterior and interior decoration. Although Ranch style homes are traditionally one-story, Raised Ranch and Split-Level Ranch homes have several levels of living space. Contemporary Ranch style homes are often accented with details borrowed from Mediterranean or Colonial styles.



## Americana - Ranch Design Elements

Form and Massing	<ul style="list-style-type: none"> <li>• Informal, asymmetrical, horizontal building form</li> </ul>
Roofs	<ul style="list-style-type: none"> <li>• Predominately gable or shed roofs, or a blend of both; limited use of hip roofs</li> <li>• 4:12 to 6:12 primary roof pitch</li> <li>• 12” to 24” overhangs</li> <li>• Shake-textured flat concrete tiles or architectural composition shingles</li> </ul>
Exterior Wall Materials	<ul style="list-style-type: none"> <li>• Stucco with horizontal lap or board and batten siding elements</li> <li>• Brick or stone accents</li> </ul>
Entries	<ul style="list-style-type: none"> <li>• Covered porches with substantial width</li> </ul>
Windows	<ul style="list-style-type: none"> <li>• Rectilinear or square window shapes with divided lights</li> <li>• Grouped windows</li> </ul>
Accents and Trims	<ul style="list-style-type: none"> <li>• Simple, square wooden posts</li> <li>• Decorative porch railing</li> <li>• Closed eaves and fascias</li> <li>• Simple knee braces</li> <li>• Extended gable ridge over face of home</li> <li>• Window surrounds or shutters</li> </ul>

## Arts & Crafts - Craftsman

The Craftsman style dominated the first part of the 20th Century. Inspired by the American and English Arts and Crafts Movement that were popular during this time, the style focused on simplicity of form and the use of natural materials that blend with and complement the surrounding natural landscape. Typical features include horizontal massing; broad eaves with exposed rafter tails and brackets; multi-paned windows and doors; and wide porches with timber posts and heavy bases. Materials are varied and include stucco, plank siding, stone, shingle, and brick.





## Arts and Crafts - Craftsman Design Elements

Form and Massing	<ul style="list-style-type: none"> <li>• Simple one and two story massing with vertical and horizontal breaks</li> </ul>
Roofs	<ul style="list-style-type: none"> <li>• Front gable, cross gable or side gable roofs with broad overhangs</li> <li>• 4:12 to 5:12 primary roof pitch</li> <li>• 12” to 36” overhangs</li> <li>• Shingle-textured flat concrete ties or architectural composition shingles</li> </ul>
Exterior Wall Materials	<ul style="list-style-type: none"> <li>• Blended siding and stucco</li> <li>• Stone or brick accents</li> </ul>
Entries	<ul style="list-style-type: none"> <li>• Full or partial width porches, with square posts or tapered columns on solid stone or brick piers</li> </ul>
Windows	<ul style="list-style-type: none"> <li>• Vertically proportioned, upper mullioned double hung windows at front elevation and in high visibility areas</li> <li>• Windows often grouped in two or three</li> </ul>
Accents and Trims	<ul style="list-style-type: none"> <li>• Exposed rafter tails and beams or simple knee braces under deep eaves</li> <li>• Partially glass-paned front door</li> <li>• Window and door trim surrounds</li> <li>• Transom section sometimes above lower level windows</li> </ul>

## Arts & Crafts - Foursquare

The Foursquare style includes many of the same features of Craftsman and Prairie style homes. Also, inspired by the Arts and Crafts Movement, the style focused on simplicity of form and quality handcrafted workmanship. Massing is square and boxy, and typically one and two stories in height. Roofs are usually hipped with broad eaves and a front facing dormer. Additional dormers are sometimes provided on side and rear elevations. Large, raised porches supported by simple columns and heavy bases provide access to front doors. Materials include stucco and siding, with brick or stone accents.



## Arts and Crafts - Foursquare Design Elements

Form and Massing	<ul style="list-style-type: none"> <li>• One and two story massing, square and boxy form</li> </ul>
Roofs	<ul style="list-style-type: none"> <li>• Hip roofs with broad eaves and front-facing central dormers</li> <li>• 4:12 to 6:12 primary roof pitch</li> <li>• 12" to 24" overhangs</li> <li>• Shingle-textured flat concrete tiles or architectural composition shingles</li> </ul>
Exterior Wall Materials	<ul style="list-style-type: none"> <li>• Blended siding and stucco</li> <li>• Brick or stone accents</li> </ul>
Entries	<ul style="list-style-type: none"> <li>• Large, raised porches supported by simple columns and heavy bases</li> </ul>
Windows	<ul style="list-style-type: none"> <li>• Vertically proportioned windows with wood or stucco surrounds at front elevation and in high visibility areas</li> <li>• Dormer windows</li> </ul>
Accents and Details	<ul style="list-style-type: none"> <li>• Window and door surrounds</li> <li>• Exposed rafter tails and beams or simple knee braces under deep eaves</li> </ul>

## Arts & Crafts - Prairie

Also popular during the early 20th Century, the Prairie style of architecture is characterized by low-lying roofs and strong, horizontal lines. Prairie homes are commonly found in the Midwest and promoted by Frank Lloyd Wright as “organic architecture” that grew from the ground. Prairie homes are typically two stories tall, with single story elements and gently sloping hipped roof forms. Overhangs are broad and windows are repeated in linear, horizontal bands to enhance the horizontal massing of the building. Materials include stucco with stone or brick accents. Architectural detailing is used to convey craftsmanship.



## Arts and Crafts - Prairie Design Elements

Form and Massing	<ul style="list-style-type: none"> <li>• One or two story massing, with strong, horizontal form</li> </ul>
Roofs	<ul style="list-style-type: none"> <li>• Hip roofs</li> <li>• 3.5:12 to 5:12 primary roof pitch</li> <li>• 12" to 36" overhangs</li> <li>• Flat concrete tiles or architectural composition shingles</li> </ul>
Exterior Wall Materials	<ul style="list-style-type: none"> <li>• Blended siding and stucco</li> <li>• Brick and stone accents</li> </ul>
Entries	<ul style="list-style-type: none"> <li>• Covered entry</li> <li>• Stucco or wood columns on stone or brick bases</li> </ul>
Windows	<ul style="list-style-type: none"> <li>• Vertically proportioned windows grouped in horizontal bands</li> </ul>
Accents and Details	<ul style="list-style-type: none"> <li>• Contrasting wall materials or trim emphasizing horizontality</li> <li>• Boxed stucco soffits</li> <li>• Wide, square porch columns</li> </ul>

## Early California - Hacienda

The Hacienda style reflects California's Mexican heritage, when California was still under Mexican rule. Mexican haciendas reflect the landscape and temperate climate of Mexico and Southern California with a strong focus on indoor-outdoor relationships and passive cooling and heating. The Hacienda style is characterized by courtyards, covered arcades, tile roofs, and rich colors found in nature. Arched windows, doors, and porticos are also typical features of this architectural style. Homes typically have stucco exterior walls, with detailing that includes iron, tile, timber and stone.



## Early California - Hacienda Design Elements

Form and Massing	<ul style="list-style-type: none"> <li>• Two story massing with strong one story element</li> </ul>
Roofs	<ul style="list-style-type: none"> <li>• Simple hip or gable roof with intersecting gables</li> <li>• 4:12 to 5:12 primary roof pitch</li> <li>• 12” to 18” overhangs</li> <li>• Barrel or “S” shape concrete tiles</li> </ul>
Exterior Wall Materials	<ul style="list-style-type: none"> <li>• Stucco</li> </ul>
Entries	<ul style="list-style-type: none"> <li>• Arched stucco column porches</li> </ul>
Windows	<ul style="list-style-type: none"> <li>• Vertically proportioned, paned windows at front elevation and high visibility areas</li> <li>• Often grouped in two or three</li> <li>• Recessed or trimmed with header/sills or surrounds</li> </ul>
Accents and Trims	<ul style="list-style-type: none"> <li>• Stucco over foam window and door trims</li> <li>• White tone body with bright or dark brown accent trims</li> <li>• Stucco or simulated wood eave details</li> <li>• Metal, stone, timber, tile accents</li> <li>• Window shutters</li> </ul>

## Early California - Monterey

The Monterey style originated from California during the mid-1800s, while California was under Mexican rule. It fuses local Spanish/Mission influences with Colonial designs from the east coast. The massing of this style is generally box-like, with a simple front-to-back gable roof. The dominant feature of the Monterey style is the long, second story balcony that extends horizontally across the front of the home. Other elements of the Monterey architectural style include stucco wall materials with iron and wood details, window shutters and “S” tile roofs. Roof form is typically a gable end or cross gable roof.





## Early California - Monterey Design Elements

Form and Massing	<ul style="list-style-type: none"> <li>• Simple boxy plan form and two story massing</li> </ul>
Roofs	<ul style="list-style-type: none"> <li>• Predominantly front or front-to-back gable roofs; limited use of shed roofs</li> <li>• 4:12 to 6:12 primary roof pitch</li> <li>• 12” to 24” overhangs</li> <li>• Barrel or S” shape concrete tiles, flat concrete tiles or shake-textured concrete tiles</li> </ul>
Exterior Wall Materials	<ul style="list-style-type: none"> <li>• Stucco</li> <li>• Brick or siding accents</li> </ul>
Entries	<ul style="list-style-type: none"> <li>• Covered porches</li> </ul>
Windows	<ul style="list-style-type: none"> <li>• Square or rectilinear window shapes</li> </ul>
Accents and Trims	<ul style="list-style-type: none"> <li>• Simplified colonial style window and door trim</li> <li>• Projecting second story balcony with wooden posts and railing</li> <li>• Ornate chimney top trim</li> <li>• Rafter tails and beams</li> <li>• Window shutters</li> <li>• Metal railings</li> </ul>

## Mediterranean Countryside - Andalusian

Andalusian architecture was found throughout parts of Spain and Portugal and was influenced by the Moorish architecture that dominated this region between 711 and 1493. This style is characterized by rich features such as horseshoe arches and variety of other decorative arches, domes, intricate patterned screens and tiles, and courtyards. Massing forms are usually asymmetrical and horizontal with towers or vertical massing elements. Roofs are hipped but can include secondary gable roof forms.



## Mediterranean Countryside - Andalusian Design Elements

Form and Massing	<ul style="list-style-type: none"> <li>• Simple two or three story massing</li> </ul>
Roofs	<ul style="list-style-type: none"> <li>• Primary gable or hip roofs with secondary gable, hip or shed roofs</li> <li>• 4:12 to 6:12 primary roof pitch</li> <li>• 0” to 12” overhangs</li> <li>• Clay colored barrel or “S” shape concrete tiles</li> </ul>
Exterior Wall Materials	<ul style="list-style-type: none"> <li>• Stucco</li> <li>• Optional tile accents and/or brick on visible elevations</li> </ul>
Entries	<ul style="list-style-type: none"> <li>• Covered porches, recessed entry</li> </ul>
Windows	<ul style="list-style-type: none"> <li>• Primary recessed arch window on front elevation</li> <li>• Vertically proportioned windows</li> </ul>
Accents and Trims	<ul style="list-style-type: none"> <li>• Eaves include stucco details or wood corbeled rafter tails</li> <li>• Wrought iron elements such as decorative grille, awnings, or sculpted arches or walls</li> <li>• Spanish tile accents</li> <li>• Plank shutters</li> <li>• Pre-cast stucco wall ornamentation</li> </ul>

## Modern - Mid-Century Modern

The Mid-Century Modern style reflects the mid-20th century modernist movement in design, architecture, and urban development from approximately 1935 to 1975. This style was a further development of Frank Lloyd Wright's principles of organic architecture, combined with many elements reflected in the International movement. Function was as important as form. Simplicity and minimalist design approach worked together to create comfortable and elegant homes that connect people with nature. Large, expansive windows and open floor plans are key features of the Mid-Century Modern style, with the intention of opening up interior spaces and bringing the outdoors in. Many Mid-Century Modern houses utilized post and beam design to eliminate bulky support walls in favor of walls that appear to be made of mostly glass. Other key characteristics of this style included clean, geometric lines, varying depths in elevations, integration of natural materials, and pitched and/or flat roofs.



## Modern - Mid-Century Modern Design Elements

Form and Massing	<ul style="list-style-type: none"> <li>• Simple one, two or three-story massing</li> </ul>
Roofs	<ul style="list-style-type: none"> <li>• Low, overhanging pitched roof and/or flat roof</li> <li>• 3.5:12 to 5:12 primary roof pitch or flat</li> <li>• 0" to 24" overhangs</li> <li>• Architectural composition shingles or standing seam metal</li> </ul>
Exterior Wall Materials	<ul style="list-style-type: none"> <li>• Stucco, in combination with siding</li> <li>• Brick or stone accent</li> </ul>
Entries	<ul style="list-style-type: none"> <li>• Recessed entry</li> </ul>
Windows	<ul style="list-style-type: none"> <li>• Vertically proportioned windows</li> <li>• Large picture windows</li> </ul>
Accents and Trims	<ul style="list-style-type: none"> <li>• Natural accent materials such as wood, stone or brick</li> <li>• Bright, strong accent color on front door</li> <li>• Concrete block screen</li> <li>• Minimal façade ornamentation</li> </ul>

## Contemporary - Transitional

The Transitional style refers to an updated traditional style with a contemporary twist, incorporating features that are less ornate than traditional designs, but not as severely basic as modern styles. In addition to bridging traditional and modern aesthetics, Transitional style homes also could blend influences from various architectural styles to create a classic, clean and balanced look. This evolving style allows for adaptable and functional designs that incorporate sustainable and advanced technology features associated with modern living. Key characteristics of the Transitional style include clean-lined form and mass, simple, asymmetrical façades with multiple layers of texture and color, and minimal accents exhibiting a sense of simplicity and sophistication.



## Contemporary - Transitional Design Elements

Form and Massing	<ul style="list-style-type: none"> <li>• Simple one, two or three-story massing</li> <li>• Clean lines and geometric shapes</li> </ul>
Roofs	<ul style="list-style-type: none"> <li>• Flat and/or pitched roofs (gable, hip or shed)</li> <li>• 3.5:12 to 6:12 primary roof pitch or flat</li> <li>• 0" to 12" overhangs</li> <li>• Flat concrete tiles or architectural composition shingles; standing seam metal</li> </ul>
Exterior Wall Materials	<ul style="list-style-type: none"> <li>• Stucco, siding, brick, stone, metal, and architectural paneling systems</li> </ul>
Entries	<ul style="list-style-type: none"> <li>• Recessed entry</li> </ul>
Windows	<ul style="list-style-type: none"> <li>• Rectilinear or square window shapes</li> <li>• Large glass windows or corner windows</li> </ul>
Accents and Trims	<ul style="list-style-type: none"> <li>• Siding, stone or brick accent materials</li> <li>• Metal accents such as corrugated metal siding and metal railings</li> <li>• Horizontal awnings</li> <li>• Simple trims and details and multiple layers of textures and colors to enhance elevation</li> </ul>

## 6.2 Building Typologies

A variety of building typologies are described in this section to provide future builders with guidance regarding the types of buildings envisioned within the Specific Plan Area. *Table 6.1: Appropriate Building Typologies by Land Use*, indicates building typologies appropriate for each land use designation. An appropriate mix of building typologies should be incorporated into each Village to ensure diverse and interesting streetscenes. The Development Services Director may allow additional building typologies than those contained herein when they are consistent with the intent of the Specific Plan.



**Table 6.1: Appropriate Building Typologies by Land Use Designation**

Building Typology <sup>1</sup>	Village Land Use Designations					
	VC	LDR	MDR	AA	A	S
<b>Single Family Detached Homes</b>		X	X		X	
<ul style="list-style-type: none"> <li>• Conventional Homes</li> <li>• Rear Loaded Homes</li> <li>• Z-Lot Homes</li> </ul>						
<b>Detached Clusters Homes</b>	X	X	X	X	X	
<ul style="list-style-type: none"> <li>• Cottages</li> <li>• Green Court Homes</li> <li>• Motor Court Homes</li> </ul>						
<b>Attached/Semi-Detached Homes</b>	X		X	X	X	
<ul style="list-style-type: none"> <li>• Duplexes/Duets</li> <li>• Row Homes</li> <li>• Townhouse</li> <li>• Green Court Buildings</li> <li>• Motor Court Buildings</li> <li>• Stacked Units</li> <li>• Live/Work Buildings</li> </ul>						
<b>Attached Buildings</b>	X					
<ul style="list-style-type: none"> <li>• Wrap Buildings</li> <li>• Podium Buildings</li> <li>• Shopkeeper Buildings</li> <li>• Liner Buildings</li> </ul>						
<b>Community Buildings</b>	X	X	X	X	X	X

1. Additional building typologies that enhance diversity in streetscenes and housing types are permitted, provided that they are consistent with the intent of the Fanita Ranch Specific Plan, are compatible with the surrounding neighborhoods and meet the land use regulations contained in *Chapter 3* of the Specific Plan.

## 6.2.1 Single Family Detached Homes

Single family detached homes come in a wide range of sizes. Regardless of the size, these homes are all plotted on a single lot with front doors that take access directly from the street. There are three primary types of single family detached homes: Conventional, rear loaded and z-lot homes, as illustrated and described on the following page. Other types of single family detached homes are encouraged to provide diversity in housing types, provided they meet the development standards of the designated land use designations as well as the following standards:

### A. Plotting

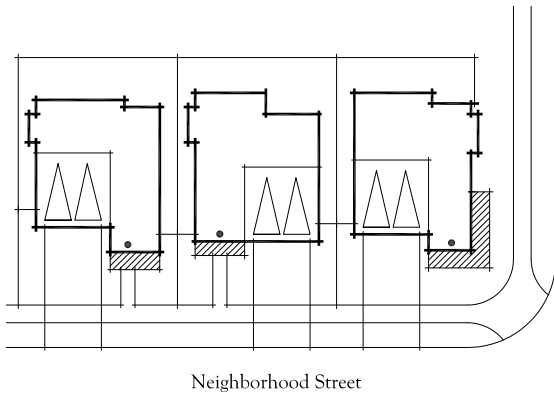
1. Front doors shall be covered and oriented toward a public or private street frontage.
2. At least one pedestrian feature shall be provided on each home. Pedestrian features include stoops, porches, courtyards, feature windows or similar design elements that enhance the streetscene and create pedestrian scale.
3. Porches shall have a minimum dimension of 6 feet in any direction.
4. Stoops shall have a minimum dimension of 42 inches in any direction.
5. Fences and walls within the front yard shall not exceed 3.5 feet in height.<sup>1</sup>
6. See *Chapter 3: Land Use & Development Regulations* of the Specific Plan for setbacks and development standards.

### B. Parking Placement

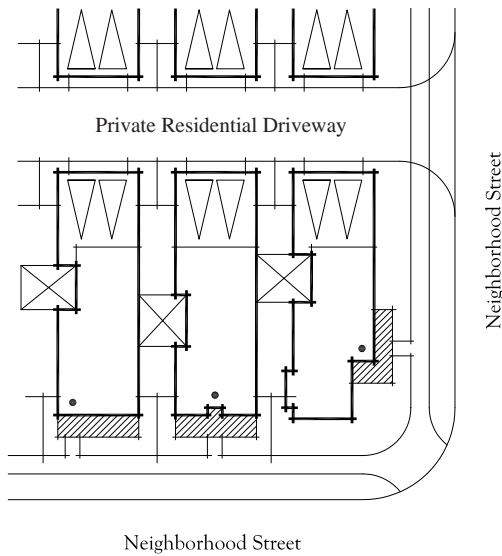
1. Garage access may be taken from the street or a rear private residential driveway. In flag lot conditions, garage access may be taken from a shared drive.
2. Garage driveways taking access from a public street shall provide a minimum depth of 18 feet, measured from the back of sidewalk to the face of the garage door.
3. Garages shall be setback a minimum of 5 feet from the porch or front living area.
4. Private residential driveways shall be a minimum of 20 feet in width, subject to review and approval of the Santee Fire Department. Driveway aprons adjacent to the private residential driveways shall be 5 feet in depth. Alternatively, full garage driveways with a minimum depth of 18 feet may be provided. The distance between garage doors across the private residential driveway shall be a minimum of 30 feet.
5. Private residential driveways shall be enhanced with landscaping, lighting and/or hardscape features.
6. See *Chapter 3: Land Use & Development Regulations* of the Specific Plan for parking requirements.

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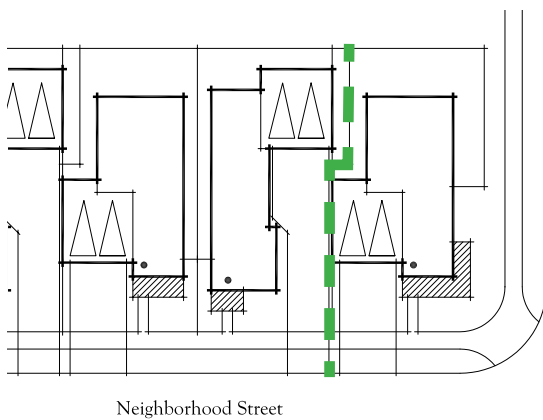
1. Retaining walls within the front setback shall not exceed 4 feet in height.



**Conventional Homes** are located on a variety of lot sizes and configurations. Access to front entries and garages are taken from the street.



**Rear Loaded Homes** are designed to take garage access from a shared private residential driveway behind the home. Private yard space is provide behind the house between a detached garage and the home, behind the house adjacent to the home, or in a side yard. Reciprocal use easements may be used to maximize side yard areas.



**Z-Lot Homes** are designed to fit together along a shared lot line by providing one home with a deeply recessed garage. Reciprocal use easements are provided to maximize side yard areas.

*Note: The above diagrams and photos are for illustrative purposes only. Actual plotting and floor plans may vary. Additional building typologies may be permitted as described in Section 6.2.*

## 6.2.2 Detached Cluster Homes

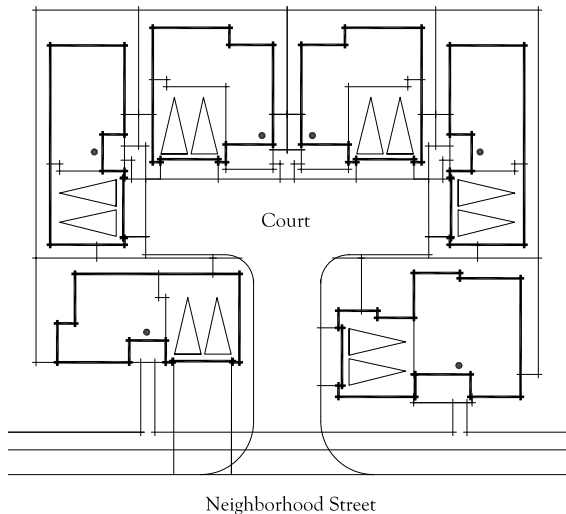
Detached cluster homes refer to a group of detached homes centered around a common feature such as a shared driveway or open space area. Detached cluster homes can be large or small in size, and are designed to provide a variety of alternatives to conventional single family homes. Depending upon the size and design, detached cluster homes can achieve the following:

- Offer single-family detached living opportunities at more attainable costs.
- Create smaller enclaves within the larger village setting creating opportunities for residents to share resources, spaces and engage as a community.
- Diversify the streetscene and the housing types within single-family neighborhoods.
- Improve the streetscene by removing garages from the street.
- Provide a small-lot single family home with a private yard area.

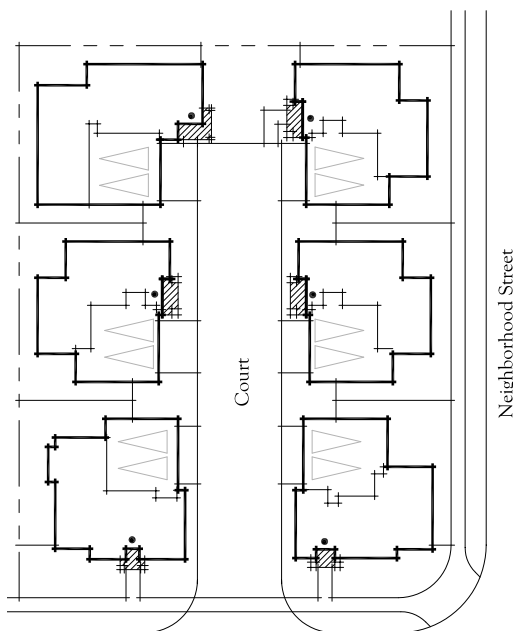
There are currently three primary types of detached cluster homes; however, new configurations are encouraged to provide diversity in lifestyle and housing type. The three primary types of detached cluster homes include cottages, green courts and motor courts. Depending upon their size and design, detached cluster homes can occur in either multi-family neighborhoods or single-family neighborhoods, provided they meet the development standards of the designated land use designations. All detached cluster homes shall also meet the following standards:

### A. Plotting

1. All setbacks not facing a public street shall be considered “interior side” setbacks, except when adjacent to the rear yard of a single family detached home. Where adjacent to the rear yard of a single family detached home, the minimum setback shall be the same as the required rear yard setback of the adjacent single family detached home to ensure privacy.
2. For homes fronting or siding on a public street, front door access shall be oriented to the public street and shall include at least one pedestrian feature such as a stoop, porch, feature window or similar design element that enhances the public streetscene and create pedestrian scale.
3. For homes fronting on a private residential driveway, front doors shall feature an architectural element designed to provide overhead cover or other elements designed to enhance and emphasize the front door.



Neighborhood Street



Neighborhood Street



**Motor Court Homes** are detached dwellings clustered around a motor court. The cluster group typically includes four to eight units. Primary entries face either the motor court or the street. Private outdoor living space can occur in side and/or rear yards. Automobile access is via private motor courts or streets. Resident parking spaces are provided in garages and guest parking is provided on local streets or designated on-site parking spaces. The motor court may be linear or “T-shaped.” Reciprocal use easements may be used to maximize side yard areas.

*Note: The above diagrams and photos are for illustrative purposes only. Actual plotting and floor plans may vary. Additional building typologies may be permitted as described in Section 6.2.*

4. Porches shall have a minimum dimension of 6 feet in any direction.
5. Stoops shall have a minimum dimension of 42 inches in any direction.
6. Fences and walls within the front yard of units facing the public street shall not exceed 3.5 feet in height.<sup>1</sup>
7. The minimum building separation for all detached cluster homes shall be 8 feet.
8. Detached cluster homes may use reciprocal use easements to maximize private yard areas.
9. See *Chapter 3: Land Use & Development Regulations* of the Specific Plan for setbacks and development standards.

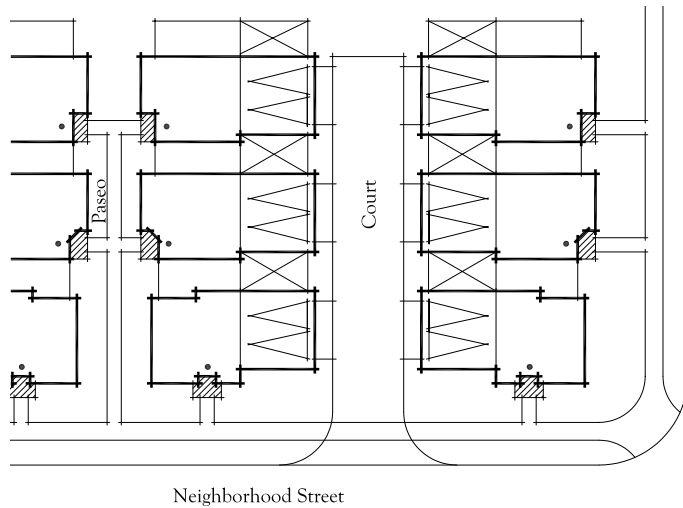
## **B. Parking Placement**

1. Garage access may be taken from the street, rear private residential driveway or motor court.
2. When garage access is taken from the street, a minimum driveway depth of 18 feet, measured from the back of sidewalk to the face of the garage door, shall be provided.
3. Private residential driveways and motor courts shall be a minimum of 20 feet in width, subject to review and approval of the City of Santee Fire Department. Driveway aprons adjacent to the private residential driveways and motor courts shall be 5 feet in depth. Alternatively, full garage driveways with a minimum depth of 18 feet may be provided. The distance between garage doors across the private residential driveway and motor court shall be a minimum of 30 feet.
4. Motor courts and private residential driveways shall be enhanced with landscaping, lighting and/or hardscape features.
5. See *Chapter 3: Land Use & Development Regulations* of the Specific Plan for parking requirements.

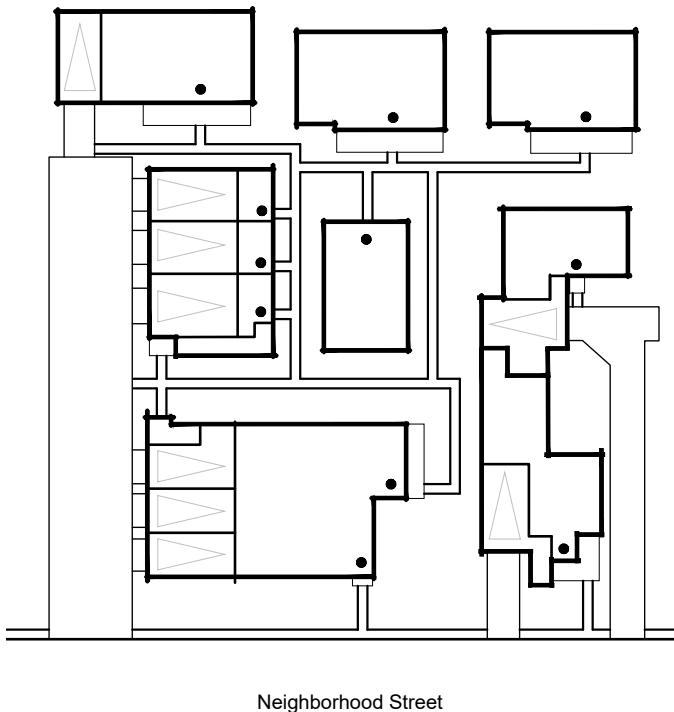
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1. Retaining walls within the front setback shall not exceed 4 feet in height.

Detached Cluster Homes



**Green Court Homes** are detached dwellings surrounding a green court or open space. Primary entries and walks face either the green court, open space or street. Reciprocal use easements may extend along private spaces on sides of buildings. Automobile access is via a private residential driveway or street. Resident parking spaces are provided in garages and guest parking is provided on local streets or designated on-site parking spaces. Green courts can be linear or square in configuration.



**Cottages** are homes arranged around a common open space area. Front doors are accessed from the street or common walkways within the cluster. Some homes may have attached garages but most have detached garages that are grouped together and remotely accessed. Guest parking spaces are provided in common driveways or on local streets.

*Note: The above diagrams and photos are for illustrative purposes only. Actual plotting and floor plans may vary. Additional building typologies may be permitted as described in Section 6.2.*

### 6.2.3 Attached/Semi-Detached Homes

Attached or semi-detached homes refer to two or more homes that share a common wall or are separated by approximately 4 to 8 inches of air space with no shared common walls or foundations. There are a variety of possible configurations within this category of homes, ranging from duplexes to live/work buildings. Some examples are provided on the following pages, but new configurations of attached or semi-detached homes are encouraged to provide diversity and a variety of housing choices, provided that they meet the development standards of the designated land use designations.

#### A. Plotting

1. At least one pedestrian feature shall be provided on each home. Pedestrian features include stoops, porches, patios, courtyards, feature windows or similar design elements that enhance the public street scene and create pedestrian scale.
2. Porches shall have a minimum dimension of 6 feet in any direction.
3. Stoops shall have a minimum dimension of 42 inches in any direction.
4. Fences and walls within the front yard shall not exceed 3.5 feet in height.<sup>1</sup>
5. See *Chapter 3: Land Use & Development Regulations* of the Specific Plan for setbacks and development standards.

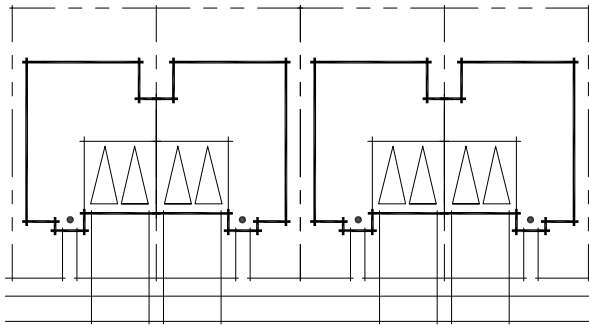
#### B. Parking Placement

1. Garage access may be taken from the street, a rear private residential driveway or a motor court.
2. Driveways taking access from a public street shall provide a minimum depth of 18 feet, measured from the back of sidewalk to the face of the garage door.
3. Private residential driveways and motor courts shall be a minimum of 20 feet in width, subject to review and approval of the City of Santee Fire Department. Driveway aprons adjacent to the private residential driveways and motor courts shall be 5 feet in depth. Alternatively, full garage driveways with a minimum depth of 18 feet may be provided. The distance between garage doors across the private residential driveway and motor court shall be a minimum of 30 feet.
4. Private residential driveways and motor courts shall be enhanced with landscaping, lighting and/or hardscape features.
5. See *Chapter 3: Land Use & Development Regulations* of the Specific Plan for parking requirements.

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1. Retaining walls within the front setback shall not exceed 4 feet in height.

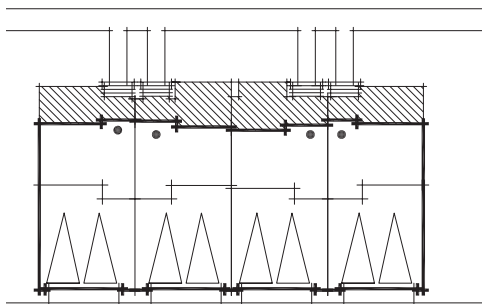




Neighborhood Street



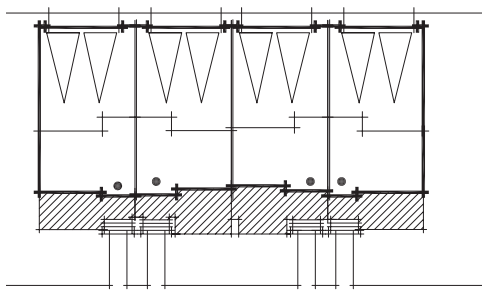
**Duplexes or Duets** are two individual dwelling units that may be attached (condominiums) on the same lot or detached by minimum 6 inches of air space (fee simple) on individual lots. Primary entries face the street. Private open space is provided in yards, patios, courtyards or upper floor balconies.



Private Residential Driveway

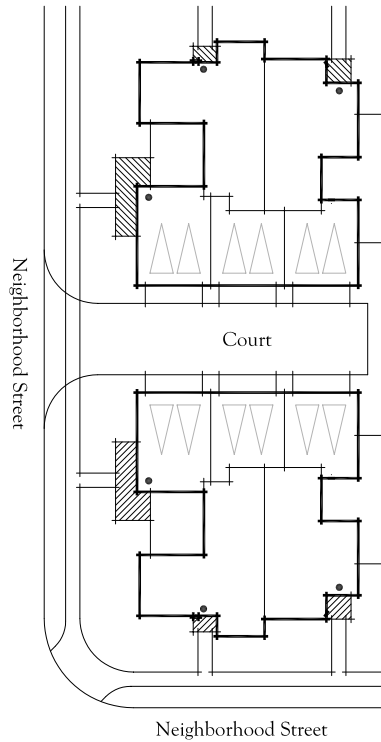


**Row Homes** are homes on individual lots that are aligned in a row and are separated by minimum 6 inches of air space (fee simple) along a common property line. Garage access is typically provided via a rear private residential driveway but can be provided directly from the street as well. Primary entries face the street or a common paseo. Private open space is provided in patios, courtyard or upper floor balconies.

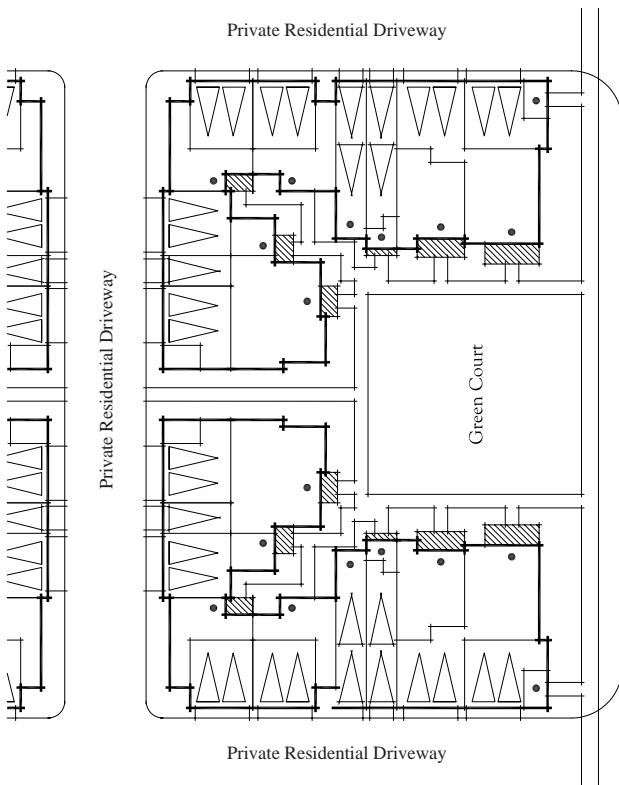


Neighborhood Street

*Note: The above diagrams and photos are for illustrative purposes only. Actual plotting and floor plans may vary. Additional building typologies may be permitted as described in Section 6.2.*

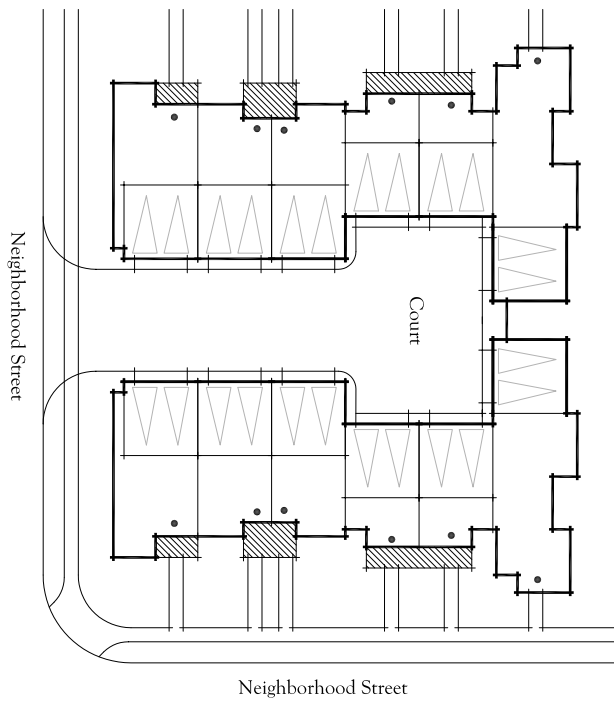


**Town Houses** are a collection of attached (condominium) single family homes. Garage access is typically provided via a rear private residential driveway or shared driveway. Primary entries face the street or a common paseo. Private open space is provided in patios, courtyard or upper floor balconies.

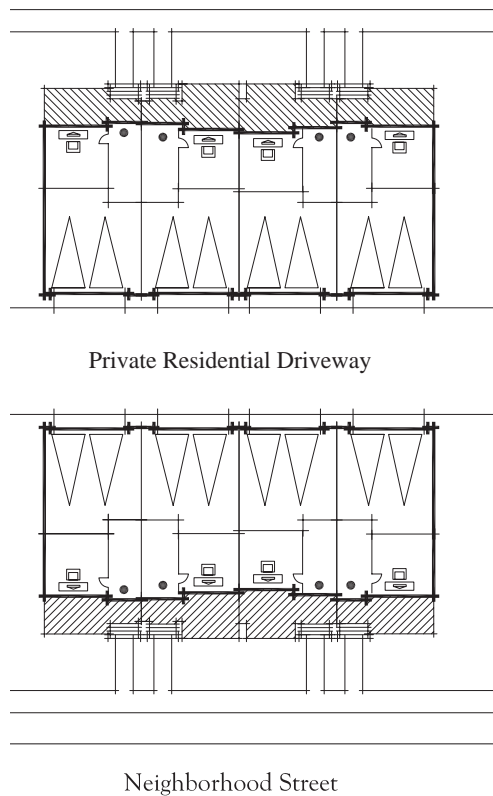


**Green Court Buildings** are organized around a green court open space or paseos. Front doors face the street, a green court or a paseo, and garage access is from a private residential driveway in the rear or side. The units have private outdoor living space in the form of patios or balconies. Resident parking spaces are provided in garages, and guest parking spaces are provided on local streets or in designated parking areas.

*Note: The above diagrams and photos are for illustrative purposes only. Actual plotting and floor plans may vary. Additional building typologies may be permitted as described in Section 6.2.*

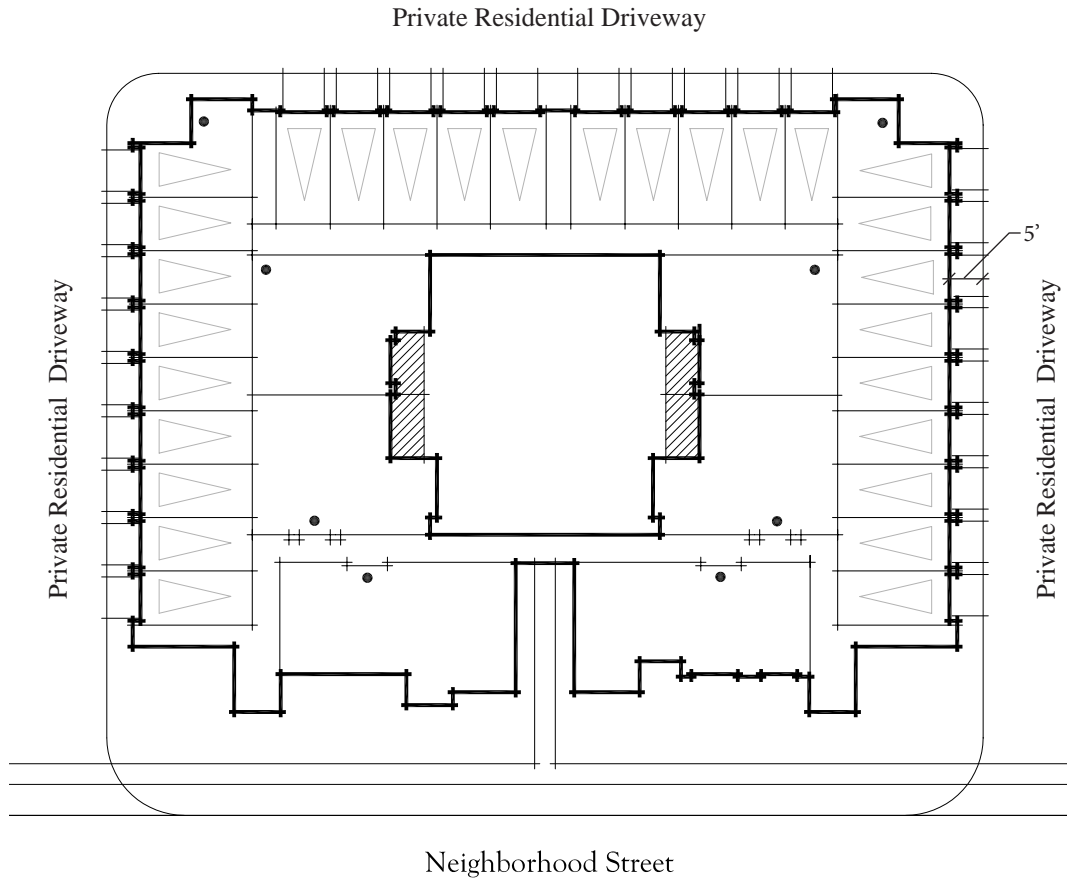


**Motor Court Buildings** are organized around a motor court. Garages are accessed from the motor court, and front doors are accessed from the street or a paseo. Each unit has a private outdoor living space in the form of a patio or balcony. Resident parking spaces are provided in garages, and guest parking spaces are provided on local streets or in designated parking areas.



**Live/Work Buildings** are residential homes with a dedicated work space. The work space is designed to provide spatial, but not necessarily physical, separation and visitors, between the living area and the work space so that clients visiting the work space do not need to enter the living area.

*Note: The above diagrams and photos are for illustrative purposes only. Actual plotting and floor plans may vary. Additional building typologies may be permitted as described in Section 6.2.*



**Stacked Units** are attached multifamily homes with entries accessed from interior hallways or courtyards. Automobile access is via a private residential driveway. Resident parking spaces are provided in individual garages or designated on-site parking spaces, and guest parking spaces are provided on local streets or in designated parking areas.

*Note: The above diagram and photos are for illustrative purposes only. Actual plotting and floor plans may vary. Additional building typologies may be permitted as described in Section 6.2.*

## 6.2.4 Attached Buildings

Attached buildings refers to large buildings that can contain multiple residential units, offices, and/or one or more commercial units. These buildings can be single use or mixed-use and are generally only found in the Village Centers and Medium Density Residential neighborhoods.

### A. Plotting

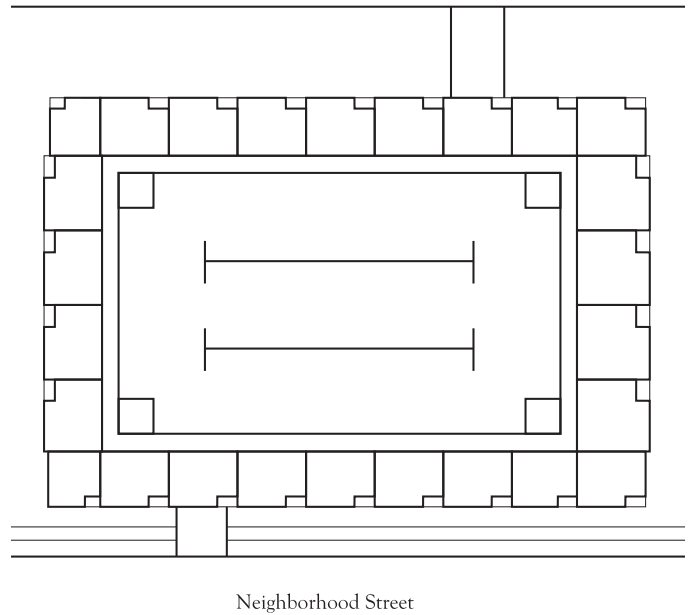
1. Primary building entries shall be oriented toward a public street frontage.
2. At least one pedestrian feature shall be provided on each Building. Pedestrian features include stoops, arcades, porticoes, courtyards, feature windows or similar design elements that enhance the public street scene and create pedestrian scale.
3. Stoops shall have a minimum dimension of 42 inches in any direction.
4. Courtyard walls within the front yards shall not exceed 3.5 feet in height.
5. See *Chapter 3: Land Use & Development Regulations* of the Specific Plan for setbacks and development standards.

### B. Parking Placement

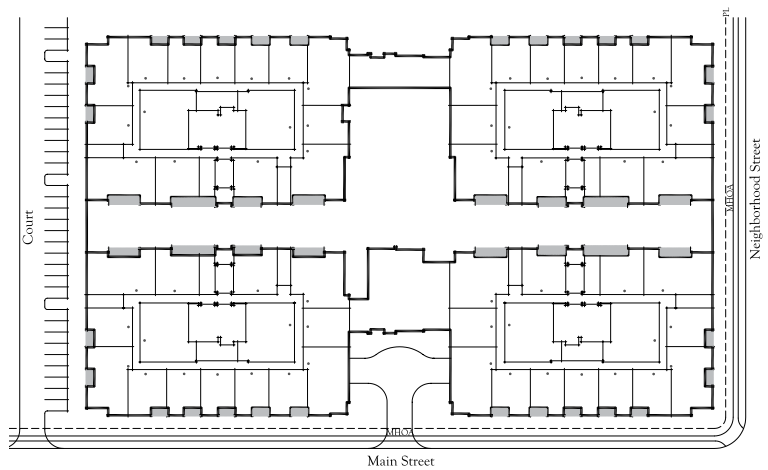
1. Garage access may be taken from the street or a rear private residential driveway.
2. Private residential driveways shall be a minimum of 20 feet in width, subject to review and approval of the Santee Fire Department. Driveway aprons adjacent to the private residential driveways shall be 5 feet in depth. The distance between garage doors across the private residential driveway shall be a minimum of 30 feet.
3. Private residential driveways shall be enhanced with landscaping, lighting and/or hardscape features.
4. See *Chapter 3: Land Use & Development Regulations* of the Specific Plan for parking requirements.

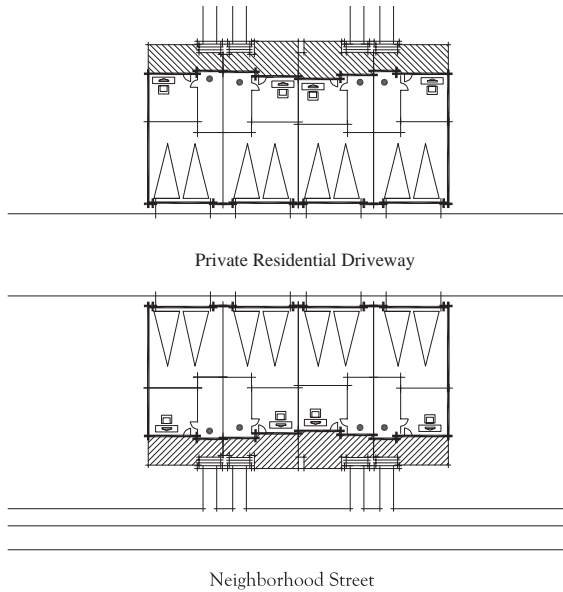


**Wrap Buildings** are multi-story buildings that wrap around structured parking. Buildings face the street and individual units are typically accessed from internal corridors. The parking structure is typically accessed via one or two access points that connect to a street or private residential driveway. Wrap buildings are typically commercial, high-density residential or mixed-use.

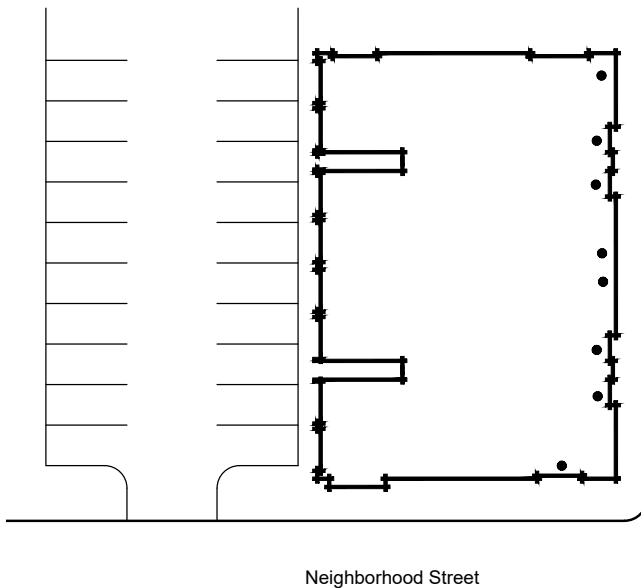


**Podium Buildings** are multi-story buildings that sit on top of structured parking. Buildings face the street and individual units are typically accessed from internal corridors. The parking structure is typically accessed via one or two access points that connect to the street or side street. Podium buildings are typically commercial, high-density residential or mixed-use.





**Shopkeeper Buildings** are mixed use buildings with work space and living area and a dedicated work space located within the same building. Unlike live/work buildings, the shopkeeper building is designed to provide separate entrances to the work space and the living area. If an interior connection is provided between both spaces, it is physically separated by a lockable door. This allows the work space to function independently of the residential unit so that it can be used by either the residential occupant of the unit or separate residential and retail occupants.



**Liner Buildings** are horizontal buildings that line the street with building entries facing the public sidewalk. Parking is located in a parking lot behind the building.

## 6.2.5 Community Buildings

Community buildings include buildings that serve as landmarks. These are typically civic or other community serving buildings such as schools, fire stations, churches or other religious or spiritual facilities, assembly halls, event barns and similar that serve a community purpose. Community buildings shall be designed in an Americana style of architecture to support the community design theme.



### A. Plotting

1. Visual prominence from streets and public spaces shall be the primary consideration when determining the location and design of community buildings. Massing elements should be used to create focal points at significant corners and view terminus.
2. Pedestrian scale and access should also be considered when locating and designing community buildings. Primary pedestrian entries shall be oriented toward a public street frontage or other public space, and should be a main feature of the elevation.
3. See *Chapter 3: Land Use & Development Regulations* of the Specific Plan for setbacks and development standards.



*Examples of community buildings, including a clubhouse and a farm activity center.*

### B. Parking Placement

1. Depending upon the use, parking may occur in parking lots or parking structures.
2. To minimize the visual impact of parking on the public street, parking lots and parking structures shall be located behind or to the side of the building so that they are not adjacent to the street.
3. Parking lots and parking structure access drives shall be enhanced with landscaping, lighting and/or hardscape features in accordance with the landscape.
4. See *Chapter 3: Land Use & Development Regulations* of the Specific Plan for parking requirements.



## 6.3 Building Design

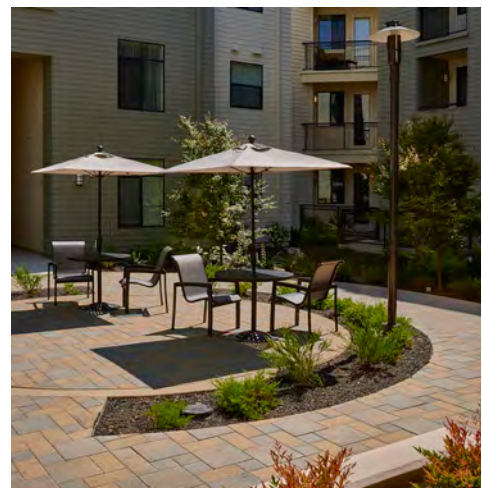
The intent of the following building design guidelines is to ensure the creation of a high quality and pedestrian friendly community, with diverse neighborhoods and a cohesive sense of place. Not only do these guidelines ensure a high level of quality in function and visual appearance, but they also encourage architectural character that creates variety and compatibility, thus enhancing the community's overall appeal and value. Sustainable design practices are encouraged, and some strategies that would benefit the community include simple massing forms and efficient framing techniques, use of rapidly renewable resources, and installation of durable material that require less frequent replacement. Universal design in housing is also encouraged to create accessible spaces that serve the needs of people with disability and the aging seniors, particularly in the Active Adult neighborhoods. Additionally, "Crime Prevention through Environmental Design" (CPTED) elements should be incorporated into building and site design to facilitate natural surveillance, access control, territorial reinforcement and proper common area maintenance.

Fanita Ranch is located in a Wildland Urban Interface area. As such, planning, design and construction of all buildings within the Specific Plan Area shall comply with applicable regulations and standards set forth in SMC (as may be amended from time to time), California Building Code Chapter 7A and Fanita Ranch Fire Protection Plan.

### 6.3.1 Building Placement and Orientation

1. Orient buildings to face and frame the street to create a pedestrian friendly streetscape, as appropriate to the building typology.
2. Careful consideration should be given to building placement and street orientation to help protect privacy, views and the visual quality of the neighborhood.
3. Single-family residential lots and setbacks should incorporate variety in the design, orientation and placement of buildings, wherever practical.
4. Plot buildings to emphasize diversity and scale along the street and avoid visual monotony. Interest can be achieved by varying front setbacks, using different plan forms and elevations on adjacent buildings, incorporating single-story elements and utilizing different garage placements.
5. A sense of undulation in building setbacks can be achieved by incorporating significant massing offsets within the building footprint to create varied setbacks to different parts of the building, or by encouraging staggered front and/or rear setbacks on adjacent homes.

6. Where feasible, side setbacks should be varied to create greater solar access, provide more useful private open space and avoid a monotonous pattern of houses.
7. Buildings should be sited to respect the features of the natural environment, maximize view opportunities and solar access, where feasible and reasonable.
8. Building primary entries should be clearly visible to pedestrian and vehicular approaches.
9. Where feasible, arrange groups of attached residential buildings in clusters around outdoor spaces such as plazas, courtyards, pathways and other gathering spaces and connections that encourage social activity and promote pedestrian connectivity.
10. In general, commercial and mixed-use buildings should front onto a street or spine, which may be designed either as a vehicle free zone or in such a manner as to allow for use by both pedestrians and vehicles. Where vehicles are allowed, design features should be incorporated to define pedestrian movement through changes in paving materials or grade, articulated walks with landscaping, or overhead structures.
11. In the Village Centers, building fronts should generally be arranged to the property line with zero front setback to create a continuous street wall that provides scale and definition to adjacent streets and public spaces, except where recesses are provided for entries or widened sidewalks for outdoor dining, displays, etc.
12. Large, monolithic buildings, such as movie theaters, may be set back from the street and lined with smaller businesses in the front to create a more appealing streetscene.



13. Place buildings in such a way that they screen parking areas and minimize the impact of parking lots and garages on the public streetscape.

### 6.3.2 Form and Massing

1. Create simple floor plans that can be built efficiently and achieve high performance by starting with simple, rectilinear forms and massing that reflect the selected architectural style, then adding smaller, secondary massing elements to provide massing relief and break up the primary forms.
2. When feasible, design floor plans on a 2-foot module to allow for efficient framing, thereby reducing the amount of wood and waste.
3. Incorporate variety in product types and building forms appropriate to the architectural styles to enhance diversity and visual interest within the residential neighborhoods.
4. Vary setbacks from the street to massing elements to create movement and diversity in the front setback.
5. The building mass of larger buildings should be broken down into smaller elements to provide articulation and human scale to the streetscene.
6. Where appropriate, design the front elevation to clearly delineate individual units as a way of breaking up mass.
7. Taller buildings should have increased setbacks where feasible, so as not to dominate the streetscene and impose on surrounding uses and neighborhood character.



8. Avoid long, massive attached residential, commercial and mixed-use buildings by limiting individual building lengths. This is achieved by breaking buildings up into a collection of smaller, related buildings with paseos, courtyards, or similar spaces in between.
9. Where attached residential, commercial and mixed-use buildings are located adjacent to detached residential buildings, minimize impacts on adjoining residences with a sensitive transition in scale, massing and height, and design the transition to ensure resident privacy.
10. Consider stepping down corners and ends of large attached residential buildings in scale or incorporate articulations such as recessed balconies and enhanced window treatments at highly visible locations to soften the building edges and enhance the streetscene.
11. Commercial and mixed-use corner buildings may be designed as anchor buildings. Anchor buildings are often larger in scale and massing than surrounding buildings and may have more ornamentation than adjacent buildings. In addition, anchor buildings typically have both primary and secondary façade that relate to the streets on which they front.
12. Iconic buildings in the Fanita Commons Village Center are encouraged, which may include architectural features such as bell tower or similar statements appropriate to the architectural style of the building.

### 6.3.3 Garage Placement and Parking Areas

1. Incorporate a variety of garage placement configurations in the detached residential neighborhoods, including, but not limited to, front-loaded deep-, mid- and narrow-recessed garages, side-on garages, split garages, tandem garages and rear-loaded garages. Garages should generally be set behind the front face of the building, or be oriented to the private residential driveways or motor courts.
2. Surface parking lots or carports should be located to minimize visual impact.



3. Parking area access and internal circulation shall promote safety, efficiency and convenience, avoid conflicts between vehicles and pedestrians, and provide adequate areas for maneuvering, stacking and accommodating emergency vehicles.
4. Attached residential development entry areas should be enhanced with landscaped medians, enriched paving, decorative landscaped entry walls and gateway structures, etc.
5. In attached residential development, parking on main circulation drives or in large, undivided parking lots should be avoided where feasible. When parking cannot be incorporated within residential structures, smaller parking areas dispersed throughout the residential development site are preferred.
6. Locate parking spaces close to the residential units which they serve. Convenient, unobstructed and clearly identified pedestrian access that minimizes the need to cross circulation drives, parking aisles and landscaped areas should be provided to building entries.
7. Parking areas visible from the street or other areas exposed to public view should be screened by landscaping, earth berms, low screen walls or a combination thereof.
8. Install landscape planters and canopy trees in parking areas to add visual interest, soften the appearance of unrelieved paving and provide shade.
9. Carports may be provided in the interior parking areas of an attached residential development site. The placement of carports adjacent to streets, elevated slopes or other highly exposed areas is strongly discouraged. When provided, carports should be designed as an integral part of the residential development and be similar or complementary in materials and colors to the surrounding principal buildings.
10. Parking spaces designated for non-residential and residential uses in a mixed-use property should be clearly identified with sign posting, pavement markings and/or physical separation.

#### **6.3.4 Roof Considerations**

1. Select roof forms, pitches and materials that support the architectural style of the building.
2. Consider roof forms in relationship to building mass to reduce and improve massing relief along public streets and on other publicly visible elevations.
3. Varied roof forms, offsets and materials consistent with the architectural style of the building are encouraged to create variation in the skyline and diversity in the streetscene. Flat roofs with

parapets or decorative cornices are permitted where appropriate to the architectural style of the building.

4. Terraces and rooftop open space are encouraged, particularly in buildings where residential uses are located above retail.
5. Keep roof forms simple and efficient to minimize lumber and material waste.
6. Roof materials should be of a matte finish to minimize glare and be durable to extend the life span of the roof and reduce landfill waste.
7. Roof eaves and roofing materials shall be consistent with the requirements of the Fanita Ranch FPP.
8. Design roofs to consist of low albedo materials or cool roof technologies to reduce heat island effect and maximize building energy efficiency.
9. Consider the location of the photovoltaic and solar panels and/or tiles, as well as any solar water heating panels, when designing roof plans.
10. Rooftop solar panels should be equipped with wire mesh screens to prevent bird or pest entry beneath the solar panels.
11. With the exception of photovoltaic and solar water heating panels, design roofs to screen any rooftop equipment from public view.
12. Roof-mounted and ground-mounted mechanical equipment shall be screened from view of streets, paseos and other public spaces. Devices such as exhaust fans, vents and pipes shall be painted to match the colors of the surfaces to which they are attached.



### 6.3.5 Articulation and Details

1. Building façades should be designed to provide an interesting connection between the public area, street and sidewalk, and private residence. Appropriate articulation and detailing include the following:
  - a. Variation in architectural styles
  - b. Undulating building mass and roof planes
  - c. Vertical and horizontal stepped massing
  - d. Visually reduced garages
  - e. Authentic architectural elements
  - f. Detailed entry features and openings such as doors, windows, porches, balconies, patios, courtyards and trellises oriented toward the street
2. Select architectural details that are proportional, complementary and authentic to the overall design of the elevation style.
3. On corner lot buildings, consider wrapping pedestrian elements such as porches and arcades around the corners to provide human scale along both street frontages.
4. Corner buildings and upper floor rear elevations that are visible from public streets, parks and other public spaces should incorporate single-story massing at the exterior side, wrapped porches or additional articulation along the exterior elevations such as window trims, pop-outs, insets or other vertical or horizontal breaks in the wall massing.
5. Building façades along the rear private residential driveways or motor courts should incorporate articulation such as massing offsets, projections, window recess, etc. to enhance the appearance of the private residential driveways and motor courts.



6. Windows and entries add articulation, break up massing and play a key role in defining the style of a building. They also contribute to the energy performance and thermal comfort of a home. Window and entry guidelines include the following:
- a. Coordinate window shape, size and location on each elevation to provide a logical, proportional and attractive composition consistent with the architectural style.
  - b. Recess windows to provide depth and create shadow, add articulation to each elevation and create visual interest, as appropriate to the architectural style.
  - c. Locate and size windows to respond to the conditions of the site including solar exposure.
  - d. Select energy efficient windows to improve building performance.
  - e. Install operable windows to improve interior thermal comfort and allow occupants to passively regulate indoor temperatures and air quality.
  - f. Locate windows and doors at regular 16” or 24” stud positions, when possible and without compromising design integrity, to minimize wasted lumber.
  - g. When feasible, design windows on south-facing elevations to provide passive solar heating and cooling. Consider adding shading devices, shade trees or special window designs that are consistent with the style of the building.
  - h. Front doors and entryways should provide the focal point on the public street elevation of a building and be protected from the sun with overhangs, recesses, porches or trellises consistent with the architectural style of the building.





7. Design lighting to minimize impact to adjacent properties, particularly open space areas, through careful placement and fixture selection. Lighting shall be shielded to minimize illumination of adjacent properties and reduce glare.
8. Vary wall planes to create depth and shadow and avoid continuous, unrelieved walls surfaces along publicly visible elevations. Building walls facing a public street or public space should not extend more than 30 feet vertically or horizontally without a visual break. Visual breaks can be created by an offset in the exterior wall plane, a recessed window or door or other architectural detailing.
9. Incorporate pedestrian entry elements such as stoops, patios, porches, arcades, etc. that are consistent with the style of the building and intended neighborhood character.
10. For commercial and mixed-use buildings, distinguish the first floor from upper floors through floor height, elevation design and application of materials to create a human scale.
11. Commercial and mixed-use buildings should incorporate pedestrian scaled details that add texture and visual interest along the sidewalk. These can include special building or landscape materials, additional glazing and/or design elements such as display windows, awnings, signage, shade structure, balconies, arcades and/or lighting specifically designed to enhance the pedestrian experience.
12. Entry area walls of commercial and mixed-use buildings should incorporate accent colors, higher level of detailing, and entry/accent lighting to provide a sense of welcome and convenient access into the building interior.
13. Facilitate open views into the retail space at the storefront level to enhance the pedestrian experience by providing a visual connection to the use inside the building.
14. Buildings with retail and restaurant uses are encouraged to have covered pedestrian arcades with a minimum depth of 8 feet parallel to the street.



15. Choose lighting locations for maximum visual enhancement and safety, highlight important features and provide lighting where people need it most. Attached residential complexes shall be lighted sufficiently to deter criminal activity.

### **6.3.6 Materials and Colors**

1. Materials and colors should be earth tones or muted colors complementary to the chosen architectural style and compatible with the character of surrounding development. Reserve bright or dark colors for trim or accents only.
2. Provide a variety in texture and color to allow for diversified expressions of individuality on building elevations, while maintaining visual cohesiveness throughout the community.
3. Apply colors and materials to enhance changes in wall plane, reinforce articulation of elevations, and enhance special features such as entries, single-story elements, etc.
4. Materials should be consistently applied and work harmoniously with adjacent materials. Avoid piecemeal embellishments and frequent changes in materials.
5. Ensure that materials and color blocking terminate at inside corner or is otherwise wrapped to avoid the appearance of false façades.
6. Select high-quality, low-maintenance and durable materials to minimize the need for replacement that would contribute to landfill waste.
7. Consider the use of recycled and or rapidly renewable materials, as well as pre-finished building materials to reduce waste and conserve resources.
8. Consider using low-VOC emitting building materials for flooring, carpet, adhesives, caulks, insulations, etc. to protect air quality.

### **6.3.7 Functional Elements**

1. Work with utility service providers to reduce visual clutter, eliminate location conflict of utility items in the common areas and address community aesthetics. Techniques to be considered include under-grounding where possible, landscape screening, construction of a façade and use of neutral or complementary colors.
2. Gas and electrical meters should be placed in utility cabinets or otherwise screened to be integral with the architecture of the building.

3. Roof-mounted and ground-mounted mechanical equipment such as air conditioning/heating equipment, pool/spa equipment, etc. (excluding solar panels) should be screened from view of public streets, parks and other public spaces.
4. Mechanical devices such as exhaust fans, vents and pipes should be painted to match the colors of the surfaces to which they are attached.
5. Exposed gutters and downspouts should be colored to match or complement the surface to which they are attached.

### **6.3.8 Loading, Service and Trash Storage Areas**

1. Loading/unloading and service areas should occur in the rear or on the side of the buildings away from public streets and activity areas where possible or be screened with landscaping, fences or walls. Fences and walls that provide screening should be designed as an integral part of the building design concept and constructed of materials, textures and colors which are complementary to the adjacent buildings.
2. Where a commercial development is located adjacent to a residential development, the loading and service areas should be located away from the residential buildings where possible or be screened with landscaping. Siting of the loading and service areas should consider potential noise and visual impacts to the adjacent development.
3. Loading and service areas should be designed to ensure vehicles have clearly identified and convenient access and do not block adjacent vehicular or pedestrian circulation.
4. Mixed-use development may utilize shared loading/delivery areas and on-street parallel parking as loading/delivery spaces. On-street loading/delivery spaces, where used, shall have loading signage posted adjacent to the space and be in addition to the required parking spaces for the mixed-use building residents/tenants.
5. Consider designating pickup/drop-off zones for ride-sharing services at appropriate locations in Village Centers. Passenger loading signage should be posted adjacent to the zone.
6. When trash and recycling material containers are provided to individual dwelling units, adequate space should be provided in a side or rear yard or in the interior of the garage to accommodate a minimum of two collection containers.
7. When trash and recycling material collection facilities are shared by a group of dwelling units and/or buildings, designated collection areas should be provided. These collection areas should be sited

for adequate, convenient and safe access and avoid impacting important neighborhood features such as entries, recreation areas, clubhouses and leasing offices. Trash and recycling enclosures should not be located along frontage streets within required front or street side setback areas.

8. Trash and recycling material collection facilities should be screened by architectural enclosures. The screening enclosure materials and colors should be similar or complementary to the exterior materials and colors used on the adjacent buildings.

# Chapter 7:

## Parks, Recreation & Open Space

### 7.1 Parks, Recreation and Open Space Objectives

*Exhibit 7.1: Conceptual Park, Recreation & Open Space Plan* illustrates the parks and recreational facilities proposed for Fanita Ranch. This chapter is closely related to the trails described in *Chapter 4: Mobility*. Parks, trails, and recreational facilities play a key role in supporting the vision for Fanita Ranch as a healthy, active community by offering opportunities to exercise and interact with family and the community. The Fanita Ranch Conceptual Park and Recreation Plan seeks to achieve the following:

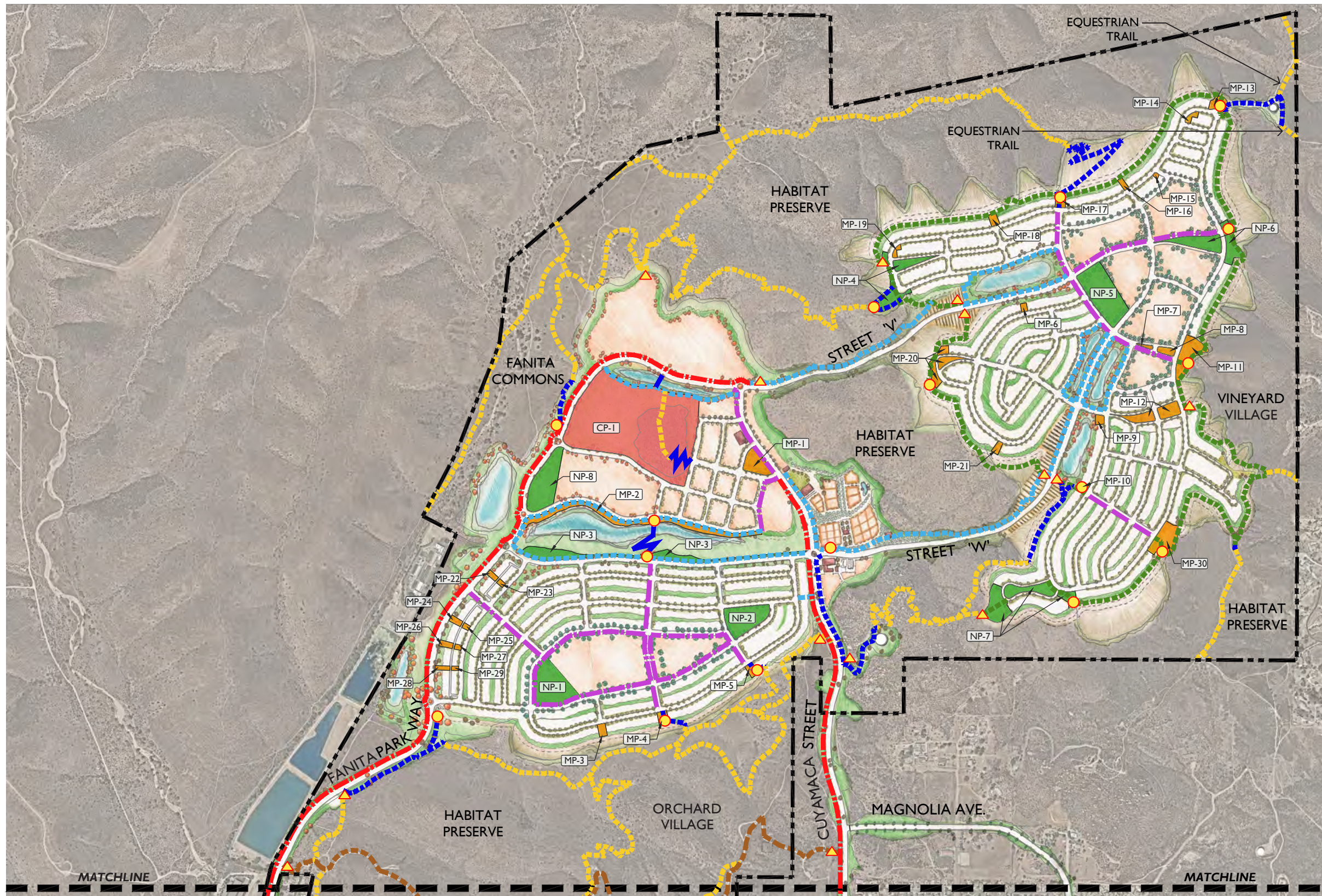
- Provide a coordinated system of parks and recreational facilities that meet the recreational needs of Fanita Ranch and Santee residents and provide opportunities to enjoy the scenic qualities of Fanita Ranch.
- Use parks as a defining element for Villages and neighborhoods.
- Use parks as primary trail heads for community trails and connections to existing primitive and regional trails.
- Promote a cohesive, pedestrian friendly community that encourages non-vehicular trips and interaction between residents.
- Provide recreational facilities to support a wide variety of leisure activities including active/organized recreation, nature learning, informal play, creative play, relaxation, performances, social activities and service programs.
- Use the AgMeander as both a learning experience and recreational amenity for residents.
- Utilize crime prevention through environmental design principles to provide safe and secure park and recreation facilities.

## 7.2 Park Land Dedication

Santee Municipal Code (SMC) Chapter 12.40, Park Lands Dedication establishes the provisions for dedication of land, payment of in-lieu fee or a combination of both for the purpose of providing park and recreation facilities to serve future residents of a subdivision development. SMC Section 12.40.070 requires the amount of land to be dedicated based on the average occupancy rate per dwelling type and the ratio of dedication equivalent to 5 acres per 1,000 population, according to the following: single-family dwellings at 740.5 square feet per unit and multi-family dwellings at 675.2 square feet per unit. Based upon the proposed 1,203 single-family homes and 1,746 multi-family homes, 47.6 acres of developed parks and recreation facilities must be provided at Fanita Ranch to satisfy the parkland dedication requirement of 5 acres per 1,000 population pursuant to SMC Section 12.40.070.

Per the public park credit provisions set forth in SMC Section 12.40.110, developed park land dedicated to and maintained by the City of Santee will receive up to 100 percent park credit. Developed park land maintained by an HOA and trail systems will receive up to 50 percent credit per the private park credit provisions in SMC Section 12.40.100. *Table 7.1: Summary of Park and Recreation Land Dedication* identifies the acreage of developed parks and trails provided at Fanita Ranch. The table shows that 78.0 acres of public and private park lands for active and passive recreation, as well as 4.5 acres of trail lands consisting of perimeter trails and the Stowe Trail connections, are planned within Fanita Ranch, for a total of 82.5 acres. 52.4 acres of the total 82.5 acres are available for park land dedication credit, which satisfies the SMC Chapter 12.40, Park Lands Dedication requirement of 5 acres of park land per 1,000 population and results in a surplus of 4.8 acres.

The underlying land use for the S overlay site is medium-density residential (MDR). However, if the 15-acre school site is not acquired for school use within two years of approval of the final map containing the school site, the MDR land use may be implemented on the site, increasing the Specific Plan Area unit count by 59 units for a maximum total of 3,008 units. Should the land use revert to MDR, the developed park land and recreational facility dedication requirement would increase by 0.9 acre (59 multi-family units at 675.2 square feet per unit = 39,837 square feet = 0.9 acre), resulting in a total of park land dedication requirement of 48.5 acres. As stated above, 52.4 acres of park and trail lands within Fanita Ranch are available for park land dedication credit, which would satisfy the SMC Chapter 12.40, Park Lands Dedication requirement and results in a surplus of 3.9 acres should the land use for the S overlay site revert to MDR.



**LEGEND**

**Parks**

- Community Park (CP-#)
- Neighborhood Park (NP-#)
- Mini Parks (MP-#)

**Compacted Earth or DG Trails**

- Perimeter Trails (8' wide)
- Village Nature Trails (6' wide)
- Nature Trails (4' wide)
- Primitive Trails (Exist. or 2.5' wide)
- SDG&E Service Road (Existing)

**Concrete Trails**

- Multi-Purpose Trails
  - Fanita Parkway (10' wide)
  - Cuyamaca Street (8' wide)
- Village Access Trails
  - Village Center (10' wide)
  - Village Connection (6' wide)

**Trailhead**

**Potential Trail Access Point**

**Trail Staging Area** \*

Note: Refer to Chapter 4.0 Mobility for detailed trail information.

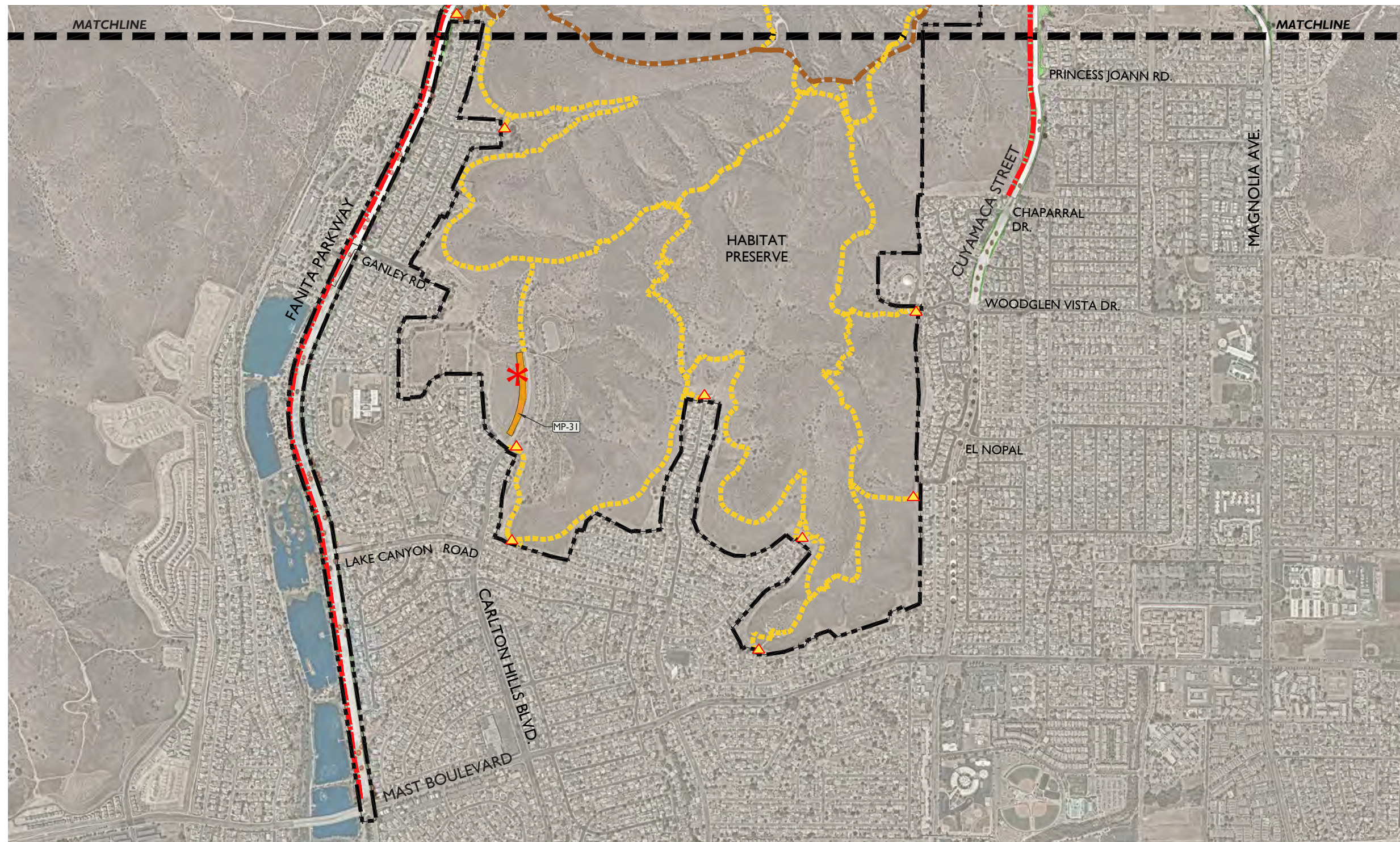
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not to scale For illustrative purposes only; final design may vary.

Match Line: See Exhibit 7.1b

**Exhibit 7.1a: Conceptual Park, Recreation & Open Space Plan (North)**

Match Line: See Exhibit 7.1a



**LEGEND**

- Parks**
    - Community Park
    - Neighborhood Parks
    - Mini Parks
  - Compacted Earth or DG Trails**
    - Perimeter Trails (8' wide)
    - Village Nature Trails (6' wide)
    - Nature Trails (4'wide)
    - Primitive Trails (Exist. or 2.5'wide)
    - SDG&E Service Road (Existing)
  - Concrete Trails**
    - Multi-Purpose Trails
      - Fanita Parkway (10' wide)
      - Cuyamaca Street (8' wide)
    - Village Access Trails
      - Village Center (10' wide)
      - Village Connection (6' wide)
  - Trailhead**
    - Trailhead
    - Potential Trail Access Point
    - Trail Staging Area
- Note: Refer to Chapter 4.0 Mobility for detailed trail information.

**Exhibit 7.1b: Conceptual Park, Recreation & Open Space Plan (South)**

For illustrative purposes only; final design may vary. not to scale



**Table 7.1: Summary of Park and Recreation Land Dedication**

<b>Park Land Dedication Requirement<sup>1</sup></b>			
Dwelling Type	Square Feet Per Unit <sup>1</sup>	Number of Units <sup>2</sup>	Required Acreage
Single-Family	740.5	1,203	20.5
Multi-Family	675.2	1,746	27.1
<b>Total Park Land Dedication Requirement</b>		<b>2,949</b>	<b>47.6</b>
<b>Park Land Provided</b>			
Park Type	Percentage Credit	Acreage <sup>3,4</sup>	Credit Acreage <sup>4,5</sup>
Community Park - Active	100%	19.7	18.4
Community Park - Passive	50%	11.5	5.8
Neighborhood Park 1	50%	4.6	2.3
Neighborhood Park 2	50%	3.3	1.7
Neighborhood Park 3 (Linear Park)	50%	3.2	1.6
Neighborhood Park 4	50%	2.6	1.3
Neighborhood Park 5	50%	5.3	2.7
Neighborhood Park 6	50%	3.4	1.7
Neighborhood Park 7	50%	3.8	1.9
Neighborhood Park 8	100%	4.2	4.2
Mini Park 1 (Village Green)	50%	1.6	0.8
Mini Park 2 (Linear Park)	50%	1.7	0.9
Mini Park 3	50%	0.2	0.1
Mini Park 4	50%	0.4	0.2
Mini Park 5	50%	0.4	0.2
Mini Park 6	50%	0.2	0.1
Mini Park 7	50%	0.1	0.1
Mini Park 8	50%	0.4	0.2
Mini Park 9	50%	0.3	0.2
Mini Park 10	50%	0.2	0.1
Mini Park 11	50%	2.1	1.1
Mini Park 12	50%	1.7	0.9
Mini Park 13	50%	0.8	0.4
Mini Park 14	50%	0.3	0.2
Mini Park 15	50%	0.1	0.1
Mini Park 16	50%	0.2	0.1
Mini Park 17	50%	0.4	0.2
Mini Park 18	50%	0.3	0.2
Mini Park 19	50%	0.2	0.1
Mini Park 20	50%	1.0	0.5
Mini Park 21	50%	0.3	0.2
Mini Park 30	50%	1.6	0.8
Mini Park 31	50%	1.6	0.8
Mini Parks 22 to 29 (Paseos)	0%	0.6	0.0
<b>Estimated Park Acreage</b>		<b>78.0</b>	<b>50.1</b>

**Table 7.1: Summary of Park and Recreation Land Dedication (continued)**

<b>Trail Land Provided</b>			
Trail Type - Trail Width (Assumed) <sup>6</sup>	Total		50% Credit
	Length (L.F.)	Acreage <sup>3,4</sup>	Acreage <sup>4,5</sup>
Perimeter - 8'	21,116	3.9	2.0
Stowe Trail Connection to Sycamore Canyon - (6' min)	4,207	0.6	0.3
<b>Estimated Trails</b>	<b>4.8 Miles</b>	<b>4.5</b>	<b>2.3</b>
<b>Estimated Park &amp; Trail Acreage</b>		<b>82.5</b>	<b>52.4</b>
<b>Required Park &amp; Trail Acreage</b>			<b>47.6</b>
<b>Estimated Park &amp; Trail Acreage Surplus</b>			<b>4.8</b>

Notes:

1. Per Santee Municipal Code (SMC) Section 12.40.070.
2. Actual number and type of units will be finalized during the final mapping process.
3. Acreage rounded to the nearest tenth and may vary slightly from the Vesting Tentative Map.
4. Acreage rounded to the nearest tenth and may vary slightly from the calculated total.
5. Neighborhood parks, mini parks (except mini parks 22 to 29) and trails proposed to be HOA maintained are credited at 50% of net acreage per SMC Section 12.40.100. Community park is credited at 100% of usable pad area acreage per SMC Section 12.40.110.
6. Existing trail width varies. Regional trail connection to be improved to minimum 6' wide.

## 7.3 Park and Recreation Concepts

A hierarchy of parks is provided throughout the Specific Plan Area. The Community Park in Fanita Commons will provide the primary location for active and organized recreational activities within Fanita Ranch. Neighborhood parks are provided in key locations to define neighborhoods and provide community gathering spaces. Mini-parks are designed to enhance open space areas such as vistas and riparian corridors, break up development patterns and provide visual relief. Mini-parks create diversity and interest as well as provide recreational opportunities within walking distance of all homes. The Village Green is a special mini-park that will complement the Village Center and the Farm to establish a centralized landmark and event space for the entire community. Park designs shall be consistent with the Fanita Ranch Fire Protection Plan.

Utilizing the proposed trail, path and sidewalk system, the AgMeander will provide numerous interpretive stations and exhibits. Potential AgMeander stops include farm fields, orchards, vineyards, edible landscapes, pollinator gardens, community gardens and scenic viewpoints.

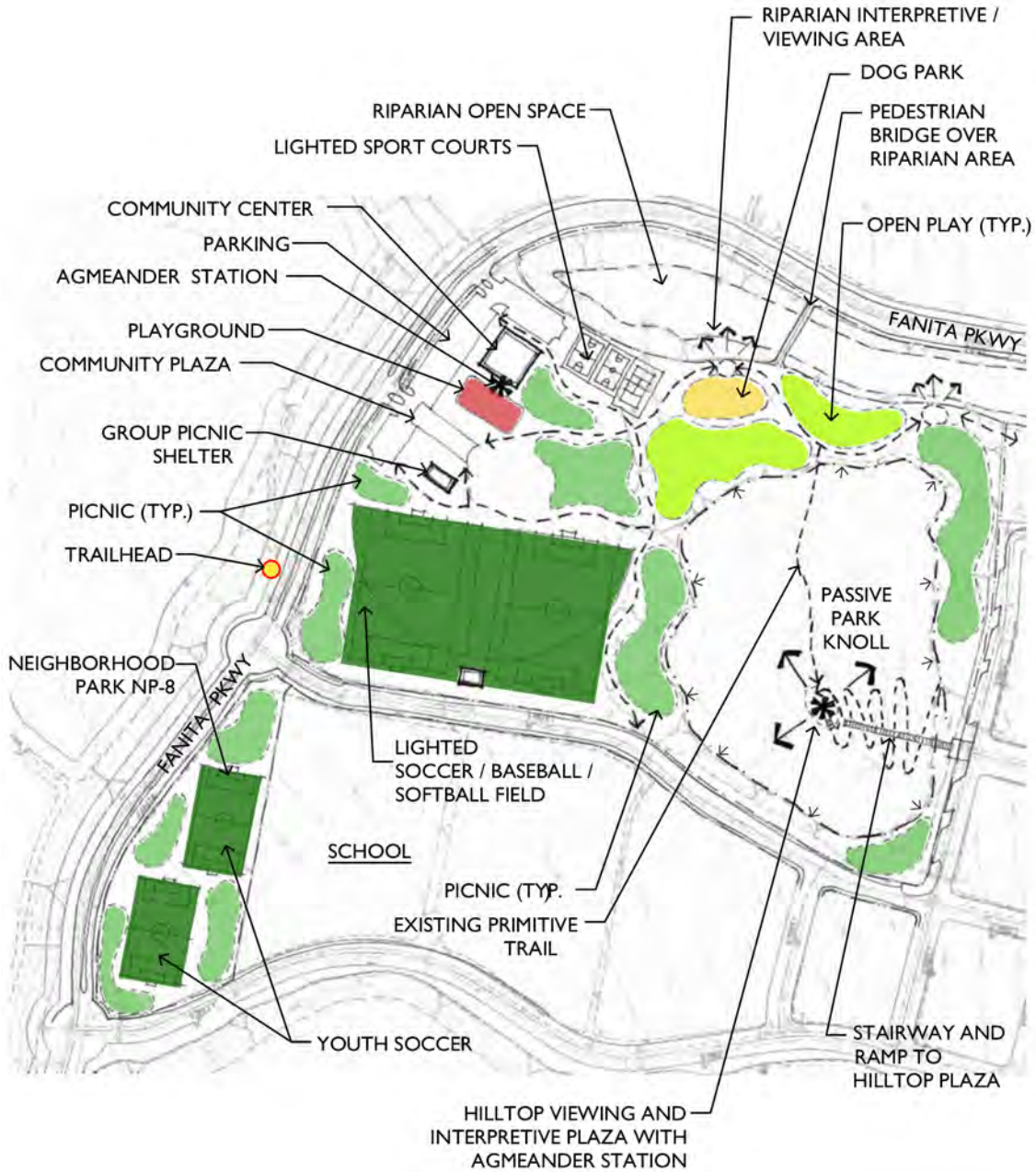
### 7.3.1 Community Park

The 31.2-acre Community Park is located in the Fanita Commons Village. *Exhibit 7.2: Community Park Concept Plan* illustrates one potential layout for the Community Park. The Community Park will include two multi-purpose ballfields, sport courts, restrooms, parking, tot lots, open play areas, and passive picnicking areas, and may include an aquatic element, community gathering plaza and dog park.

Within the Community Park, a 7,000 to 10,000 square-foot community center will provide multi-purpose, flexible spaces to support recreation, learning, arts and crafts, social and service functions. The community center will also provide support spaces such as staff offices, reception area, restroom and storage areas.


Trails will meander throughout the park, including the passive eastern knoll. The park will serve as a visual landmark by preserving the eastern knoll, which contains natural rock formations and a unique geographical character that defines the existing Fanita Ranch landscape. A knoll-top lookout will provide panoramic views, seating and educational elements. The entire park will be owned, maintained and programmed by the City of Santee.

In addition, the Community Park will include AgMeander stations and other elements tied to the agricultural theme of Fanita Ranch. These elements may include a pollinator garden, edible landscaping and proposed knoll-top lookout. Along the north side of the park, overlooks and interpretive elements will inform residents of the beauty and importance of the adjacent riparian environment.



*For illustrative purposes only; final design may vary.*

**Exhibit 7.2: Community Park Conceptual Plan**

 *not to scale*

The Community Park is located adjacent to a proposed 15-acre school site. Connections between the park and school site would create a strong relationship between these uses. The park may function as an extension of the school and offer activities for play as well as education. The interrelationship between the park and school would be supported by the adjacent 4.2-acre neighborhood park. This neighborhood park may include play fields, open play areas and other amenities. The neighborhood park will be owned, maintained and programmed by the City of Santee. In the event that the school site is not developed as a school, the S-1 site shown on *Exhibit 3.2: Site Utilization Plan* would revert to its underlying medium density residential land use.



### A. Potential Amenities & Facilities

- Lighted multipurpose sports fields
- Play equipment<sup>1</sup>
- Lighted sports courts
- Seating
- Group and individual picnic shelters
- Open play area
- Community plaza
- Passive recreation and shaded picnic areas
- Riparian area overlooks
- 7,000 - 10,000 s.f. community building
- Parking
- Restrooms
- Trail, stairway and accessible ramp to the top of the passive park knoll
- Connections to community and regional trails as shown on *Exhibit 7.1: Conceptual Park, Recreation & Open Space Plan*
- Dog park
- Adult exercise equipment
- Running / walking DG track
- Aquatic resource elements
- Arbors or trellises
- AgMeander Stations

### B. Hardscape Materials

- Sports courts, gathering plazas and primary walkways – low albedo concrete
- Parking areas – asphalt
- Nature trails – decomposed granite or compacted native earth

### C. Lighting Standards

- Pedestrian scaled walkway lighting
- Sport field and court lighting
- Security lighting
- Shielding standards required adjacent to Habitat Preserve

### D. Representative Plant Palette

- Refer to *Exhibit 5.10: Fanita Commons Plant Palette*.
- 1. *Play structures in the parks shall be of non-combustible or other materials approved by the Santee Fire Department.*



## E. Representative Plant Palette

### Trees



PLATANUS RACEMOSA -  
California Sycamore



CINNAMOMUM CAMPHORA -  
Camphor Tree



JACARANDA MIMOSIFOLIA-  
Jacaranda

#### Trees List:

- ALNUS RHOMBIFOLIA / White Alder
- CINNAMOMUM CAMPHORA / Camphor Tree
- JACARANDA MIMOSIFOLIA / Jacaranda
- KOELREUTERIA PANICULATA / Golden Rain Tree
- LIQUIDAMBAR STYRACIFLUA / Sweet Gum
- PLATANUS RACEMOSA / California Sycamore

#### Edible Trees List:

- ARBUTUS UNEDO - Strawberry Tree
- CERATONIA SILIQUA - Carob Tree
- JUGLANS CALIFORNICA - California Walnut
- LAURUS NOBILIS - Sweet Bay

### Shrubs/Perennials/Edibles/Medicinals



CEANOTHUS SP. -California Lilac



LANTANA SP. -Lantana



PHORMIUM SP.- New Zealand Flax

#### Shrubs List:

- ALOE SP. / Aloe
- CEANOTHUS SP. / California Lilac
- CISTUS SP. / Rockrose
- FESTUCA MAIREI / Atlas Fescue
- GALVEZIA SPECIOSA / Island Snapdragon
- IVA HAYESIANA / Hayes Iva
- LANTANA SP. / Lantana
- PHORMIUM SP. / New Zealand Flax
- RHAMNUS CALIFORNICA 'MOUND SAN BRUNO' / Coffeeberry
- RHAPHIOLAPIS SP. / Indian Hawthorne

#### Groundcovers List:

- BACCHARIS P. 'PIGEON POINT' / Dwarf Coyote Bush
- CEANOTHUS SP. / California Lilac
- MYOPORUM PARVIFOLIUM 'PINK' / Pink Myoporum

#### Edibles/Medicinals List:

- ALOE VERA - Aloe Vera
- ALOYSIA TRIPHYLLA - Lemon Verbena
- LAVANDULA STOECHAS - Spanish Lavender

### 7.3.2 Neighborhood Parks

Fanita Ranch includes a total of 8 neighborhood parks. *Exhibit 7.3: Typical Neighborhood Park Concept Plans* illustrates two potential layouts for a typical neighborhood park – one active recreation oriented and one non-sports use oriented. Although these parks are smaller in size, they will offer similar recreational features as the Community Park but at a smaller scale. Amenities may include open play fields with benches, fencing and backstops when appropriate, playgrounds, sport courts, gardens, picnic facilities, and restrooms. Some will have trailheads and viewpoints. Sport courts and active sport fields will not be lighted for nighttime use. Neighborhood parks are proposed to be HOA maintained (except for the neighborhood park adjacent to the school site which will be owned, maintained and programmed by the City – see “NP-8” on *Exhibit 3.2: Site Utilization Plan*) and are designed as defining features for the Village to help create identity and support the neighborhood character. Due to their proximity to homes, most neighborhood park users may walk to the parks, therefore parking will be limited to on-street spaces unless adjacent street grade necessitates on-site accessible parking.

#### A. Potential Amenities & Facilities

- Open play areas suitable for organized sport practices or neighborhood social events
- Passive use/picnic areas
- Connections to community and regional trails where shown on *Exhibit 7.1: Conceptual Park, Recreation & Open Space Plan*
- Seating
- Shade
- Sports courts
- Play equipment<sup>1</sup>
- Community garden (at HOA parks)
- Small group and individual picnic shelters
- Shade arbor or trellis
- Pollinator garden
- Neighborhood multi-generational garden (at HOA parks)
- Event green for neighborhood social events
- Greenhouse (at HOA parks)
- Trailhead and/or viewpoints
- AgMeander stations
- Gathering plazas
- Restrooms
- Landscape interpretive station

#### B. Hardscape Materials

- Sport courts, gathering plazas and primary walkways – low albedo concrete
- Secondary walkways and informal park plazas – decomposed granite

#### C. Lighting Standards

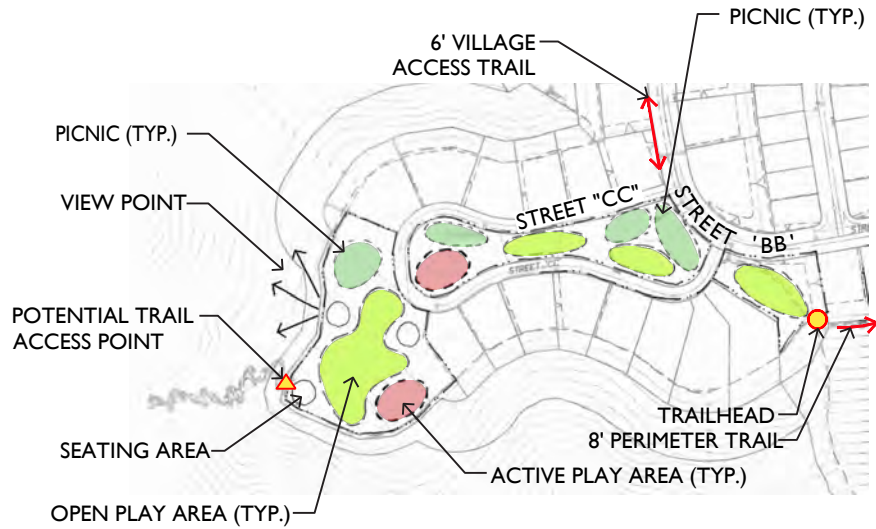
- Pedestrian scaled lighting
- Security lighting
- Shielding standards required adjacent to Habitat Preserve

#### D. Representative Plant Palette

- Refer to *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* for the appropriate Village plant palette.

1. *Play structures in the parks shall be of non-combustible or other materials approved by the Santee Fire Department.*



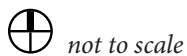


Non-sports Type Neighborhood Park (NP-7)



Active Type Neighborhood Park (NP-5)

*For illustrative purposes only; final design may vary.*



**Exhibit 7.3: Typical Neighborhood Park Concept Plans**

### 7.3.3 Village Green

*Exhibit 7.4: Typical Village Green Concept* illustrates a conceptual plan for the Village Green mini park located in Fanita Commons. The Village Green provides multi-purpose space that will accommodate performances, art fairs, outdoor movies and other social functions. In addition, it can provide a focal point for larger community festivals, with connections to the Farm and Farmer’s Market across Cuyamaca Street, the mixed-use Village Center and Community Park. When not in use for community events, the large open turf area, with possible shade trellises and seating along the perimeter, will provide passive use spaces for Fanita Commons residents. The Village Green is a mini-park proposed to be HOA programmed and maintained and all parking will be on the adjacent streets unless adjacent street grades necessitates on-site accessible parking.

#### A. Potential Amenities & Facilities

- Community focal point such as a sculpture, fountain, or small structure
- Seating
- Large multi-purpose lawn area
- Shade
- Gazebo or pavilion
- Shade structures or tree bosque
- Extensive seating on the perimeter



#### B. Hardscape Materials

- Enhanced decorative pavements



#### C. Lighting Standards

- Pedestrian scaled lighting
- Decorative landscape lighting
- Bollards lights

#### D. Representative Plant Palette

- Refer to *Exhibit 5.10: Fanita Commons Plant Palette*



## E. Representative Plant Palette

### Trees



PLATANUS RACEMOSA -  
California Sycamore



CINNAMOMUM CAMPHORA -  
Camphor Tree



JACARANDA MIMOSIFOLIA-  
Jacaranda

### Trees List:

- CINNAMOMUM CAMPHORA / Camphor Tree
- JACARANDA MIMOSIFOLIA / Jacaranda
- KOELREUTERIA PANICULATA / Golden Rain Tree
- PLATANUS RACEMOSA / California Sycamore

### Shrubs/Perennials/Edibles/Medicinals



CISTUS SP. -  
Rockrose



CRASSULA MULTICAVA -  
Fairy Crassula



WISTERIA SINENSIS -  
Wisteria

### Shrubs List:

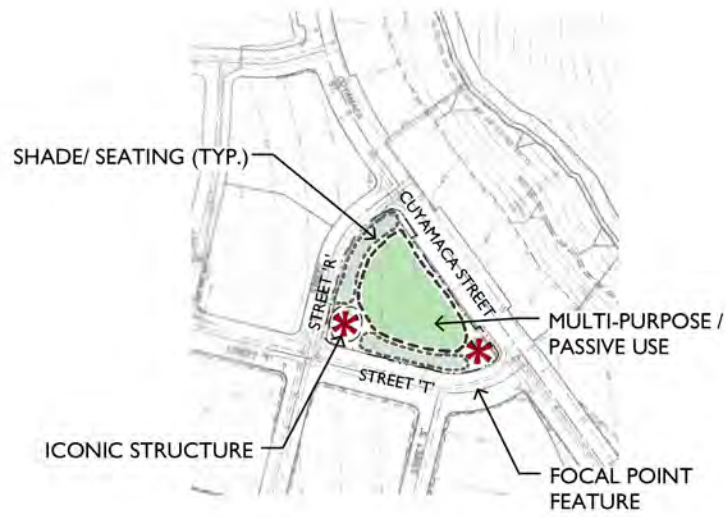
- BUDDLEJA SP. / Butterfly Bush
- CEANOTHUS SP. / California Lilac
- CISTUS SP. / Rockrose
- FESTUCA MAIREI / Atlas Fescue
- GALVEZIA SPECIOSA / Island Snapdragon
- GREVILLEA CULTIVARS / Grevillea
- LEUCOPHYLLUM SP. / Texas Sage
- PHORMIUM SP. / New Zealand Flax
- RHAPHIOLAPIS SP. / Indian Hawthorne

### Groundcovers List:

- CRASSULA MULTICAVA / Fairy Crassula
- FRAGARIA CHILOENSIS / Ornamental Strawberry
- MYOPORUM PARVIFOLIUM 'PINK' / Pink Myoporum


### Vines List:

- JASMINUM SP. / Jasmine
- WISTERIA SINENSIS / Wisteria



*For illustrative purposes only; final design may vary.*

### Exhibit 7.4: Village Green Concept Plan

 not to scale



### 7.3.4 Mini-Parks

*Exhibit 7.5: Typical Mini-Park Concept Plan* demonstrates how the 31 small mini-parks distributed throughout the community can provide opportunities for recreation, activity and relaxation within walking distance of the homes. Many will be access points for the trail system and will be access points for firefighters and brush management maintenance personnel. Mini-parks are proposed to be HOA owned and maintained. Mini-parks are intended to serve residents who live within walking distance and will not have on-site parking facilities except as necessary to accommodate accessible parking.

#### A. Potential Amenities & Facilities

- Shade trees
- Seating
- Connections to community and regional trails where shown on *Exhibit 7.1: Conceptual Park, Recreation & Open Space Plan*
- AgMeander stations
- Native and drought tolerant landscape interpretive stations
- Passive lawn or lawn-like areas
- Shade arbors or trellises
- View point maps or distant mountain identification signs
- Pollinator garden
- Community garden
- Walkways
- Individual picnic areas

#### B. Hardscape Materials

- High use areas – low albedo concrete
- All other areas – decomposed granite or compacted native earth
- Trail Connections – decomposed granite or compacted native earth

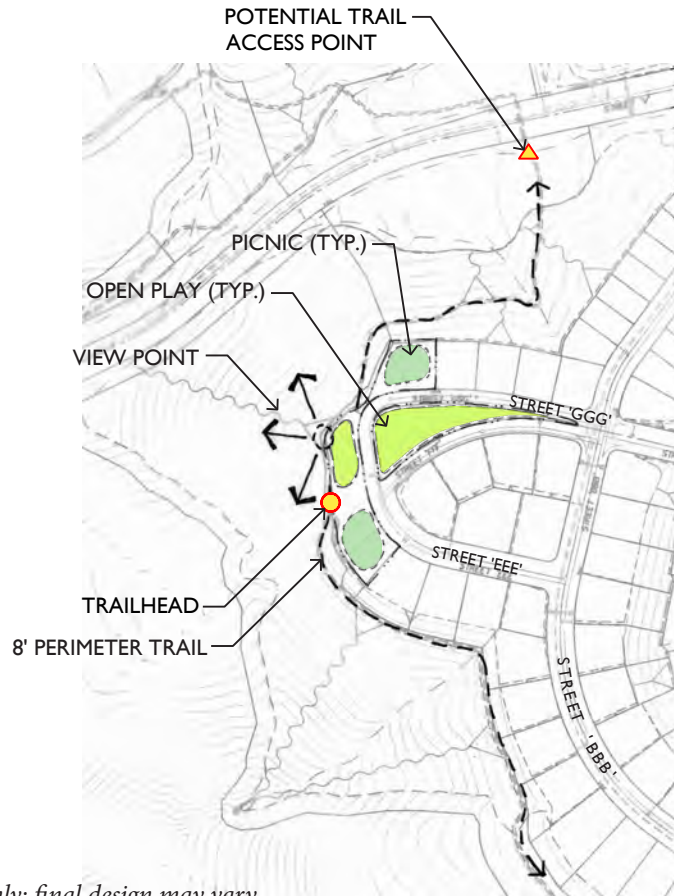
#### C. Lighting Standards

- Pedestrian scaled lighting (where appropriate)
- Bollards
- Shielding standards required adjacent to Habitat Preserve

#### D. Representative Plant Palette


- Refer to *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* for the appropriate Village plant palette.





*For illustrative purposes only; final design may vary.*

**Exhibit 7.5: Typical Mini-Park Concept Plan (MP-20)**

 *not to scale*



### 7.3.5 AgMeander

The planned AgMeander is a series of trails and paths that unite nature and agriculture in an experiential journey. While the Farm is the agriculture heart of Fanita Ranch, the AgMeander, as depicted in *Exhibit 7.6: Conceptual AgMeander Plan*, utilizes community trails that connect the Farm to the Villages, school and parks. This plan expands the food concept beyond just commercial production. It provides context for food production and is an example of how everyday landscape can be ornamental and edible.

AgMeander information may be available in numerous forms including traditional interpretive signage, website and audio for the visually impaired. The AgMeander is proposed to be HOA programmed, owned and maintained except where it traverses city-owned parks.

#### A. Potential Amenities & Facilities

- Accessible pathways with distance markers
- Occasional seating
- Occasional shade areas
- Access to vineyards, orchards, row crops, edible landscapes and pollinator gardens.
- Access to food production processes from germination to harvest to compost
- Interpretive signage and exhibits, vineyards, orchards, row crops, edible landscapes, production processes and composting
- Access to farm equipment and tools



#### Potential AgMeander Stations

##### *Local AgMeander:*

- Start location: farm event barn. Numerous farm related activities display farm-to-table opportunities and a calendar of harvest and farm related activities.
- Accessible hilltop lookout point with shade structure and community view orientation maps.



**Local AgMeander (continued)**

- Active Adult community garden, focus on health-oriented and medicinal plant information
- Wildlife crossing information and observation point
- North Trail Vista Point in Vineyard Village, with information regarding native chaparral and other naturally occurring edible plants
- East Trail Vista Point in Vineyard Village, with supplemental native oak plantings for shade and education
- Vineyard Village vineyard with grape harvest opportunity
- Working farm compound and orchard food forest
- Open space preserve trail with opportunities for observing Habitat Preserve
- Orchard Village Center with possible community garden and outdoor kitchen opportunity
- Orchard Village orchard and overlook of riparian corridor with water quality education and orchard harvest opportunities
- Community center building located in Community Park

**Regional AgMeander:**

- Fanita Parkway and roundabout with boulders. Sycamores and endemic cactus plantings and overlook of water reclamation plant and MCAS Miramar military base to the west
- Santee Lakes recreation area with free entry for AgMeander users

- Solar farm in Special Use area, including educational displays regarding sustainability and carbon neutral aspects of Fanita Ranch
- Rustic open space trail corridor leading back to the northern villages with trailside displays of native vegetation

**B. Hardscape Materials**

- High use areas – low albedo concrete
- All other areas – decomposed granite, compacted native earth, gravel or bark mulch

**C. Lighting Standards**

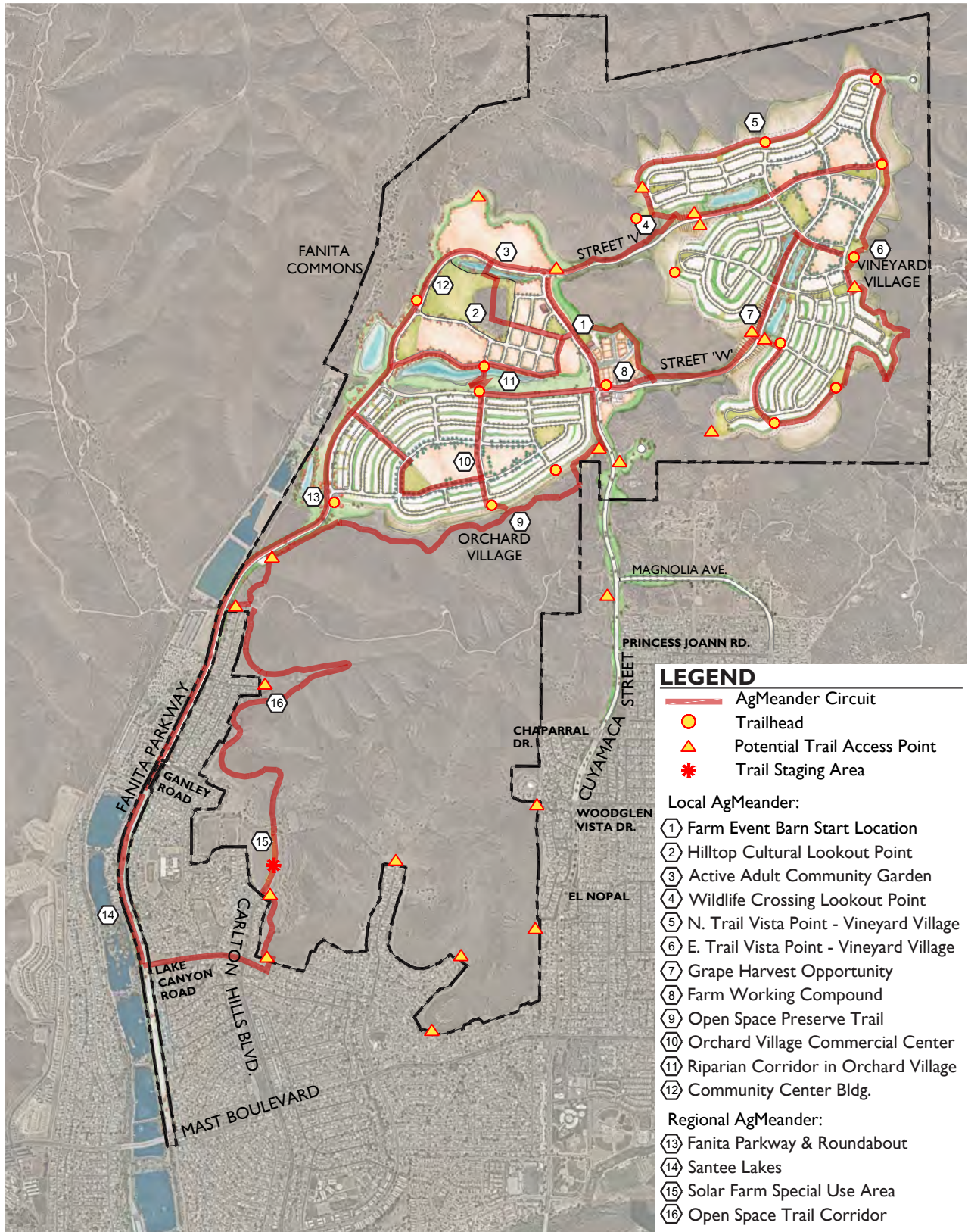
- Pedestrian scaled lighting in urban areas (where appropriate)

**D. Representative Plant Palette**

- Refer to *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* for the appropriate Village plant palette.







*For illustrative purposes only; final design may vary.*

not to scale

**Exhibit 7.6: Conceptual AgMeander Plan**

### 7.3.6 Linear Parks

Two Linear Parks flank the large southerly riparian area - a mini-park (MP-2) on the north side and a neighborhood park (NP-3) on the south side. They will provide visual relief between the Fanita Commons to the north and the Orchard Village to the south. The riparian character of Fanita Parkway will be continued to the west along Street “A” to Cuyamaca Street. In addition, the linear parks will be an important component of the AgMeander system, connecting the school and Orchard Village residences to the Farm via a series of naturalistic paths. AgMeander and native landscape stations will provide informative resting places along the nearly two miles of linear park paths. Linear parks are proposed to be HOA maintained.

#### A. Potential Amenities & Facilities

- Riparian landscape
- AgMeander stations
- Riparian interpretive stations
- Seating
- Shade
- Edible landscape
- Bridge across the riparian area
- Agricultural landscape

#### B. Hardscape Materials

- Nature Trails – decomposed granite or compacted native earth
- Village Access Trails – low albedo concrete

#### C. Lighting Standards

- Pedestrian scaled lighting (where appropriate)
- Shielding standards required adjacent to Habitat Preserve



## D. Representative Plant Palette

### Trees



PLATANUS RACEMOSA -  
California Sycamore



ALNUS RHOMBIFOLIA -  
White Alder



CERCIS OCCIDENTALIS-  
Western Redbud

#### Trees List:

- CERCIS OCCIDENTALIS - Western Redbud Multi-Trunk
- POPULUS FREMONTII - Fremont Cottonwood
- QUERCUS AGRIFOLIA - Coast Live Oak
- SALIX GOODINGII - Black Willow
- SALIX LASIOLEPIS - Arroyo Willow
- SAMBUCUS MEXICANA - Mexican Elderberry

#### Edible Trees List:

- ARBUTUS UNEDO - Strawberry Tree
- CERATONIA SILIQUA - Carob Tree
- JUGLANS CALIFORNICA - California Walnut
- LAURUS NOBILIS - Sweet Bay
- MALUS DOMESTICA 'HONEYCRISP' - Honeycrisp Apple
- PERSEA AMERICANA 'HASS' / Avocado (To be maintained per FPP)

### Shrubs/Perennials/Edibles/Medicinals



RIBES SPECIOSUM -  
Fuchsiaflower Gooseberry



LEYMUS C. 'CANYON PRINCE' -  
Canon Prince Wild Rye



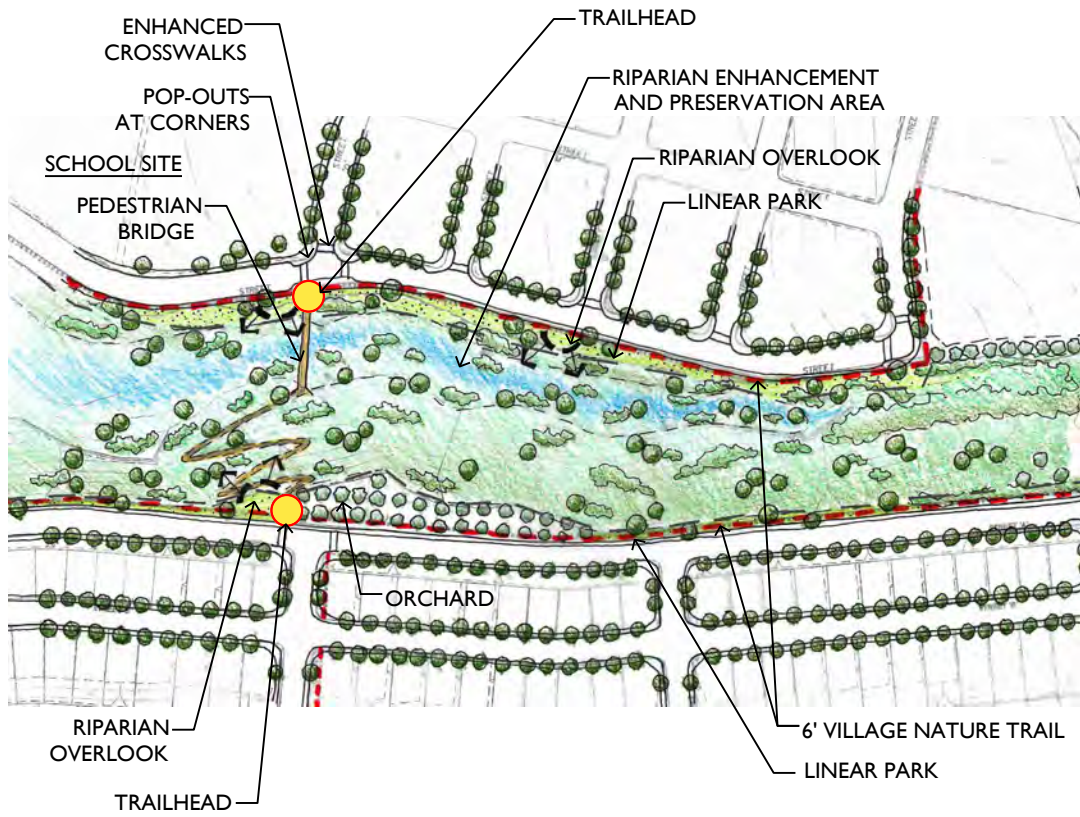
AECHILLEA MILLEFOLIUM-  
Yarrow

#### Shrubs List:

- ACHILLEA MILLEFOLIUM - Yarrow
- ANEMOPSIS CALIFORNICA - Yerba Mansa
- ASCLEPIAS FASCICULARIS - Narrow-Leaf Milkweed
- FESTUCA MAIREI - Atlas Fescue
- IRIS DOUGLASIANA - Douglas Iris
- LEYMUS CONDENSATUS 'CANYON PRINCE' - Canyon Prince Wild Rye
- ROSA CALIFORNICA - California Rose
- SYSYRINCHIUM BELLUM - Blue-Eyed Grass


#### Edibles/Medicinals List:

- ALOE VERA - Aloe Vera
- ALOYSIA TRIPHYLLA - Lemon Verbena
- LAVANDULA STOECHAS - Spanish Lavender
- OPUNTIA FICUS-INDICA - Prickly Pear Or Nopales
- SALVIA OFFICINALIS - Sage
- SIMMONDSIA CHINENSIS - Jojoba
- THYMUS VULGARIS - English Thyme
- VITIS CALIFORNICA - California Grape



*For illustrative purposes only; final design may vary.*

**Exhibit 7.7: Typical Linear Park Plan**

 *not to scale*

### 7.3.7 Typical Vista Points and Trailheads

Vista points and trailheads will include trail connections, seating with accessible spaces for wheelchairs, and shade trees. Other amenities may include AgMeander stations, native culture and landscape interpretive stations, specialty gardens, and passive recreation areas. Trailheads also provide access for firefighters and brush management maintenance personnel. Vista points and trailheads are proposed to be HOA owned and maintained except where they are integrated into City owned parks.

#### A. Potential Amenities & Facilities

- Seating with accessible space
- Shade trees
- Trail connections where shown on *Exhibit 7.1: Conceptual Park, Recreation & Open Space Plan*
- AgMeander stations
- Edible landscape station
- Pollinator garden
- Vista interpretive signage
- Shade arbor or structure



#### B. Hardscape Materials

- High Traffic Areas – low albedo concrete
- All Other Areas - decomposed granite or compacted native earth



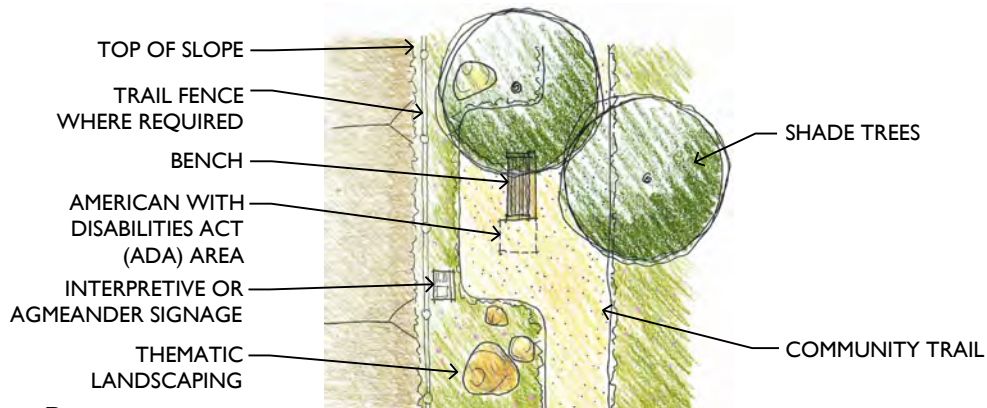
#### C. Lighting Standards

- Pedestrian scaled lighting (where appropriate)
- Shielding standards required adjacent to Habitat Preserve

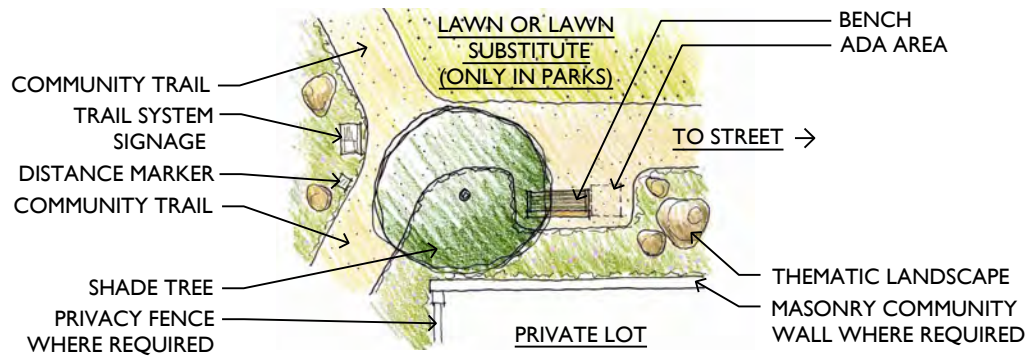
#### D. Representative Plant Palette

- Refer to *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* for the appropriate Village plant palette.

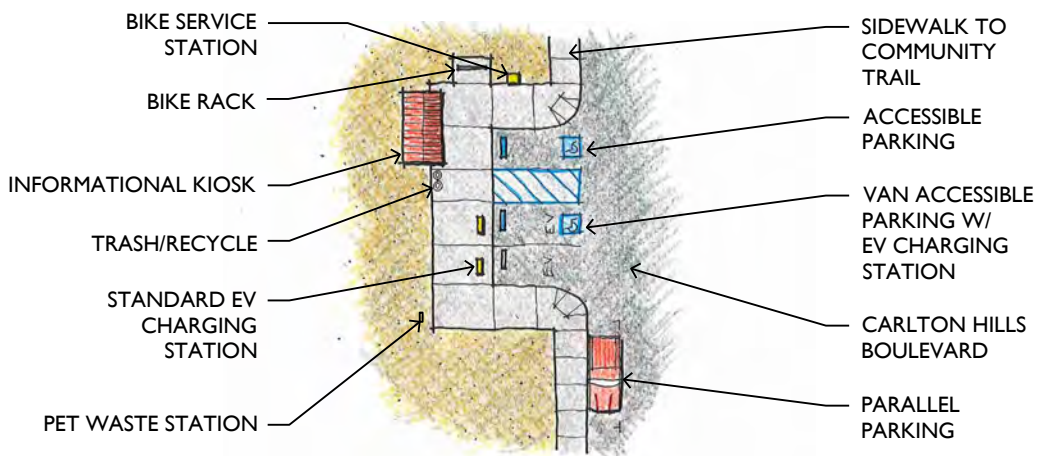




**View Point**



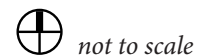
**Improved Trailhead**



**Trail Staging Area**

*For illustrative purposes only; final design may vary.*

**Exhibit 7.8: Typical Vista Point and Trailhead Concept Plan**



## 7.4 Other Recreation and Open Space Areas

The Goal of the Santee General Plan Recreation Element is “to provide a system of public parks and recreational facilities which serve the citizens of Santee.” Objective 1.0 of the Recreation Element is to “Provide a minimum of 10 acres of parks and recreation facilities for every 1,000 population in Santee. These 10 acres could include a combination of local parks, trails, school playgrounds and other public facilities that meet part of the need for local recreational facilities.”

The Specific Plan includes a wide range of parks, trails and other recreation and open space areas that meet Santee General Plan Recreation Element Objective 1.0. As discussed in *Section 7.2: Park Land Dedication* of the Specific Plan, a total of 82.5 acres of public and private park lands for active and passive recreation (78.0 acres) and trail lands (4.5 acres) are planned within Fanita Ranch, of which 52.4 acres are available for park land dedication credit. After satisfying SMC Chapter 12.40, Park Lands Dedication requirement of 5 acres of park land per 1,000 population (which equates to 47.6 acres), there is a surplus of 4.8 acres available to meet a portion of the remaining 5 acres per 1,000 population required by General Plan Recreation Element Objective 1.0. Based on the same average occupancy rate per dwelling type and the ratio equivalent to 5 acres per 1,000 population used in *Section 7.2*, a total of 47.6 acres of parks, other recreation and open space areas is needed to meet the remaining parks and recreation facilities required by Recreation Element Objective 1.0. Fanita Ranch meets this objective through a combination of public and private park land, open space areas, the farm and multi-purpose trails, as shown in *Table 7.2: Other Recreation and Open Space Areas*.

**Table 7.2: Other Recreation and Open Space Areas**

<b>Other Recreation &amp; Open Space Area Objective</b>			
Dwelling Type	Square Feet Per Unit <sup>1</sup>	Number of Units <sup>2</sup>	Objective Acreage <sup>3</sup>
Low Density	740.5	1,203	20.5
Medium Density	675.2	1,746	27.1
<b>Other Recreation &amp; Open Space Area Objective</b>		<b>2,949</b>	<b>47.6</b>

<b>Other Recreation &amp; Open Space Areas Provided</b>	
Other Recreation & Open Space Area Type	Acreage <sup>4</sup>
Surplus Public and Private Park and Trail Land	4.8
Farm	27.3
Open Space Land w/Agricultural Overlay	10.9
Multi-Purpose Trails	6.0
Estimated Other Recreation & Open Space Area Acreage Provided	<b>49.0</b>
Other Recreation & Open Space Area Objective	<b>47.6</b>
Estimated Other Recreation & Open Space Area Acreage Surplus	<b>1.4</b>

Notes:

1. Based on the same average occupancy rate per dwelling type and ratio equivalent to 5 acres per 1,000 population used in *Section 7.2: Park Land Dedication*.
2. Actual number and type of units will be finalized during the final mapping process.
3. Consistent with Santee General Plan Recreation Element Objective 1.0, 10 acres of parks and recreation facilities will be provided for every 1,000 population, including 47.6 acres provided to satisfy the park land dedication of 5 acres per 1,000 population required per SMC 12.40.070 as discussed in *Section 7.2: Park Land Dedication* and 5 acres of other recreation and open space areas per 1,000 residents based on the same average occupancy rate per dwelling type and equivalent ratio used in *Section 7.2: Park Land Dedication*.
4. Acreage rounded to the nearest tenth and may vary slightly from the Vesting Tentative Map.

In addition to the areas described above, playgrounds and other recreational facilities would be provided at the reserved school site should the Santee School District acquire the site and construct a school. Together, these parks, trails, recreation and open space areas will support a broad range of active and passive recreational opportunities to serve the residents and exceed the General Plan Recreation Element Objective 1.0.



# Chapter 8:

## Grading, Utilities & Services

### 8.1 Grading Plan

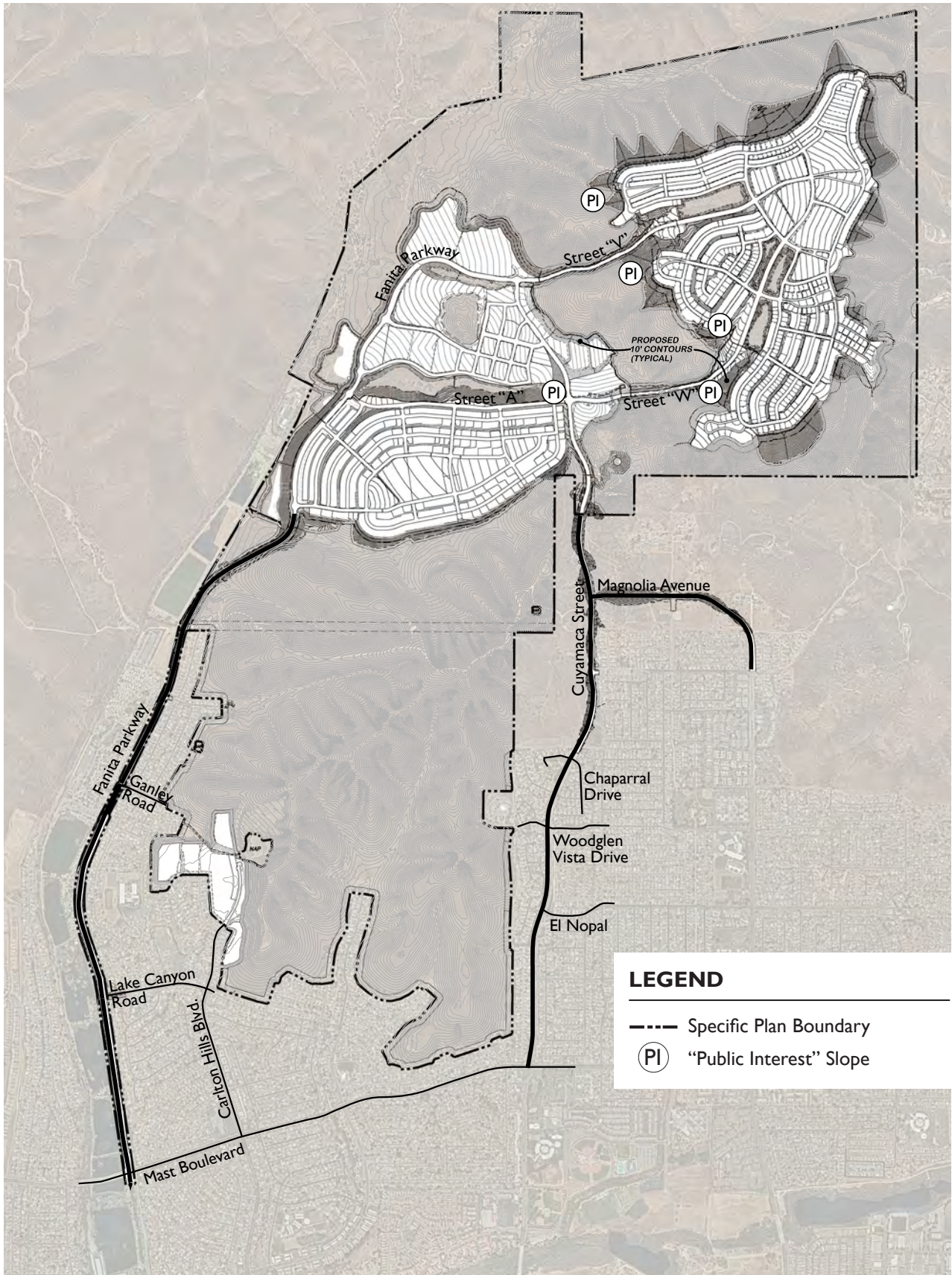
*Exhibit 8.1: Conceptual Grading Plan* illustrates the general grading concept for Fanita Ranch. The site will be graded into development pads using a maximum 2:1 slope ratio for fill slopes and a maximum 1.5:1 for cut slopes. Internal manufactured slopes over 40 feet in height that are visible from the public rights-of-way, identified on the plan as “Public Interest” slopes, will utilize land form grading techniques to recreate and mimic the flow of natural contours and drainages within the natural surroundings.

*Exhibit 8.2: Conceptual Cut and Fill* shows the anticipated areas for cut and fill. The overall grading quantity is approximately 27,000,000 cubic yards and the site will be balanced with no import or export for the mass grading operation, which will reduce construction truck traffic. Grading will be contained within the Specific Plan Area boundaries and will only extend beyond the boundaries where off-site grading and infrastructure improvements are required. Cuts up to 165 feet and fills up to 142 feet will occur on portions of Vineyard Village. Fill slopes over 40 feet in height are identified on the Fanita Ranch Vesting Tentative Map for City Council approval. The Special Use area is currently graded and no significant grading is proposed; however, fine grading in conformance with the “*Geotechnical Investigation for Fanita Ranch*” (see Fanita Ranch EIR Appendix G1-G3) may occur depending on the ultimate use of the area.

During construction, temporary aggregate plants will be utilized for rock crushing and production of aggregate materials for use associated in infrastructure construction onsite. The use of the on-site aggregate plants will reduce emissions attributed to transporting materials from off-site to the Specific Plan Area for construction related activities and will terminate at project build-out. Rock crushing activities shall comply with the City’s noise standards<sup>1</sup> and regional air quality standards. All blasting shall be permitted and approved by the Santee Fire Department.

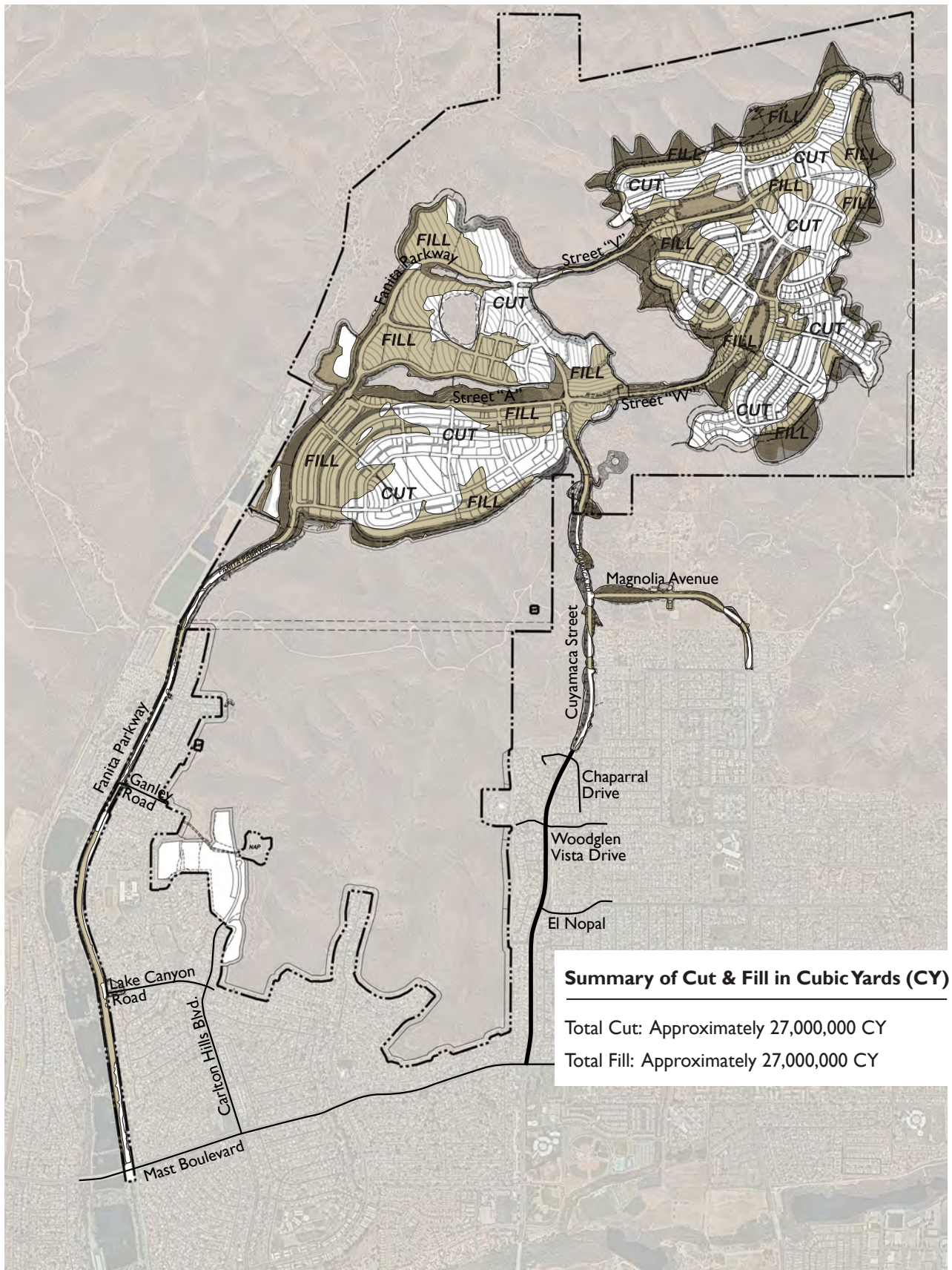
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1. Drilling and blasting are not anticipated to occur in the same area for more than 10 consecutive work days and would occur during daytime hours. It is anticipated that no more than one blast would occur in one area per day.



**Exhibit 8.1: Conceptual Grading Plan**

⊕ not to scale



**Summary of Cut & Fill in Cubic Yards (CY)**

Total Cut: Approximately 27,000,000 CY

Total Fill: Approximately 27,000,000 CY

⊕ not to scale

**Exhibit 8.2: Conceptual Cut & Fill**

## **A. Grading Design Standards**

Except as described herein, grading within Fanita Ranch shall comply with the requirements of the City of Santee Municipal Code. The following grading design standards have been specifically provided to address the unique topography of Fanita Ranch, minimize the development footprint, and maximize the preservation of natural open space areas within the Specific Plan Area:

1. Grading within Fanita Ranch shall be as efficient as possible to minimize the development footprint.
2. Grading should not be excessive beyond that necessary for the use, access and drainage of the site.
3. Grading shall be designed to minimize adverse environmental and visual impacts to surrounding properties by blending visible edges with the surrounding topography that occurs around the perimeter of the development area. Intersecting front and side slopes shall have corners rounded with a minimum radius of 5 feet.
4. “Public Interest” slopes within the Specific Plan Area, as shown in *Exhibit 8.1: Conceptual Grading Plan*, that are visible from the public rights-of-way shall be designed to utilize land form grading techniques to recreate and mimic the natural contours and drainages.
5. Cut and fill slopes over 40 feet in height shall be identified on the Tentative Map and shall be specifically approved by the Santee City Council.
6. See “Geotechnical Investigation for Fanita Ranch” Section 8.3 for details and terrace drain recommendations and requirements (refer to Fanita Ranch EIR Appendix G1-G4).
7. Slopes exceeding 3 feet in height shall be protected by an erosion control program as soon as possible after grading.
8. A usable side yard of at least 3 feet from any building wall shall be provided where adjacent to the toe or top of a slope.
9. When placing fill slopes over steep hillsides, measures shall be taken to ensure stability, drainage and erosion control such as temporary mulching and seeding, sediment traps and basins, storm drain inlet protection and other erosion and sediment control BMPs. Grading activities shall comply with applicable provisions of the California Building Code, implement applicable BMPs listed in the City of Santee BMP Design Manual and the Guidelines for Surface Water Pollution Prevention, and incorporate grading-related project design features provided in the EIR for Fanita Ranch.

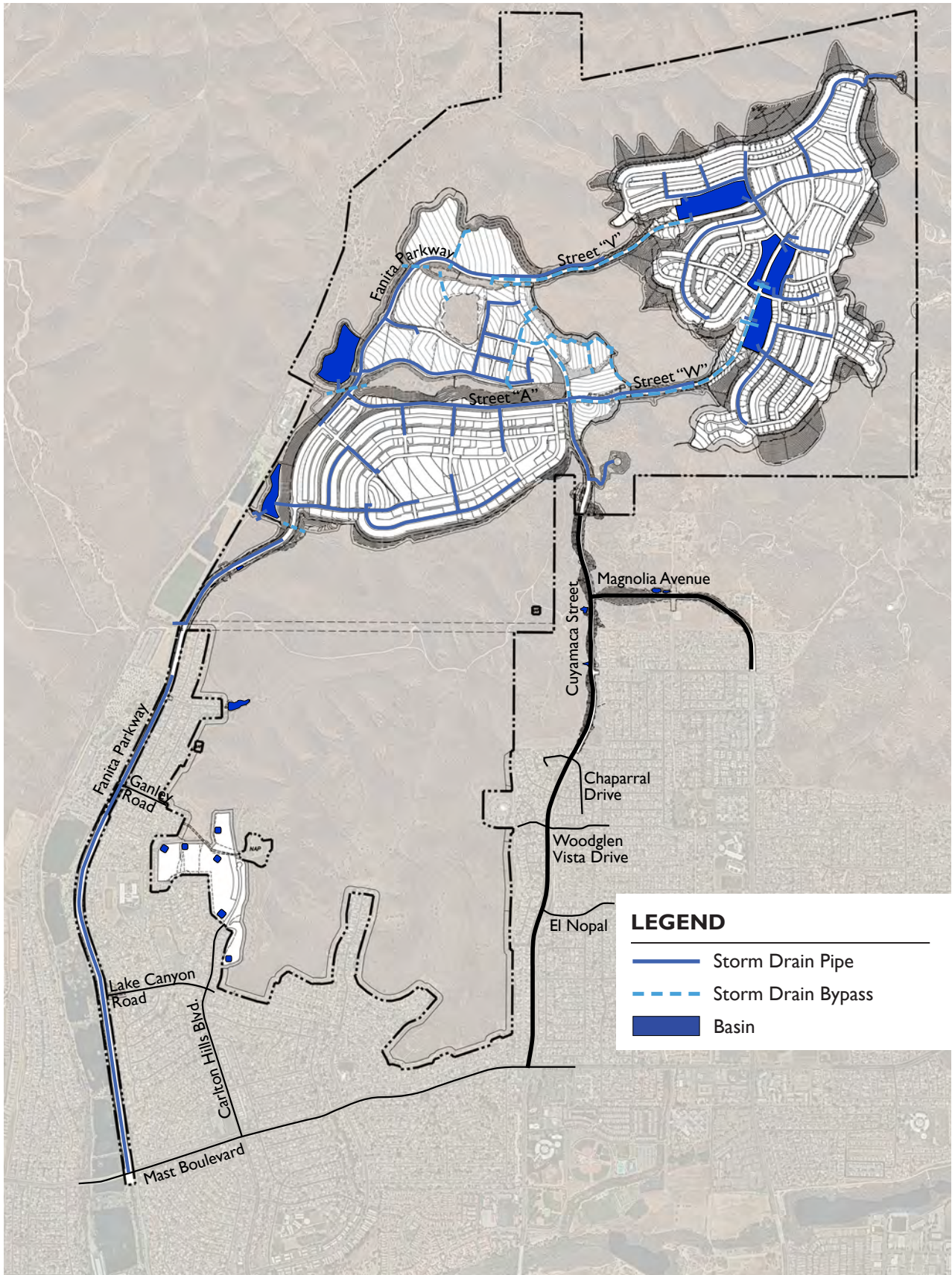
## 8.2 Drainage and Stormwater Management

Stormwater will be collected using low impact development (LID) techniques and best management practices (BMPs) near the source to ensure that runoff from the development area is treated for pollutant removal prior to discharging into the natural watershed. All stormwater will be treated in compliance with the applicable San Diego Regional Water Quality Control Board requirements.

The system will collect stormwater through a series of swales, catch basins and culverts that direct stormwater to hydromodification/water quality basins as illustrated in *Exhibit 8.3: Conceptual Storm Drain Plan*. This system will allow biofiltration, evapotranspiration and filtering of the stormwater to remove microscopic organisms, suspended solids, organic material, nitrogen and phosphorous. Treated stormwater from basins will drain into Sycamore Creek, then to the San Diego River.

Hydromodification allows water to be released into the Sycamore Creek and tributary watersheds at a rate that is consistent with existing natural flows. Energy dissipaters will be used where necessary to reduce the velocity of the stormwater discharges and minimize erosion. All stormwater flows will be released in compliance with the City of Santee BMP Design Manual dated February 2016.

Green Street principles and infrastructure are proposed for meeting water quality requirements for portions of Fanita Parkway, Cuyamaca Street, Carlton Hills Boulevard and Magnolia Avenue off-site where the roadways are proposed to be reconstructed or retrofitted. The Green Street approach integrates strategies into roadway design that help protect, restore, and mimic the natural water cycle such that runoff is encouraged to be percolated and/or stored in a more natural manner.



**Exhibit 8.3: Conceptual Storm Drainage Plan**

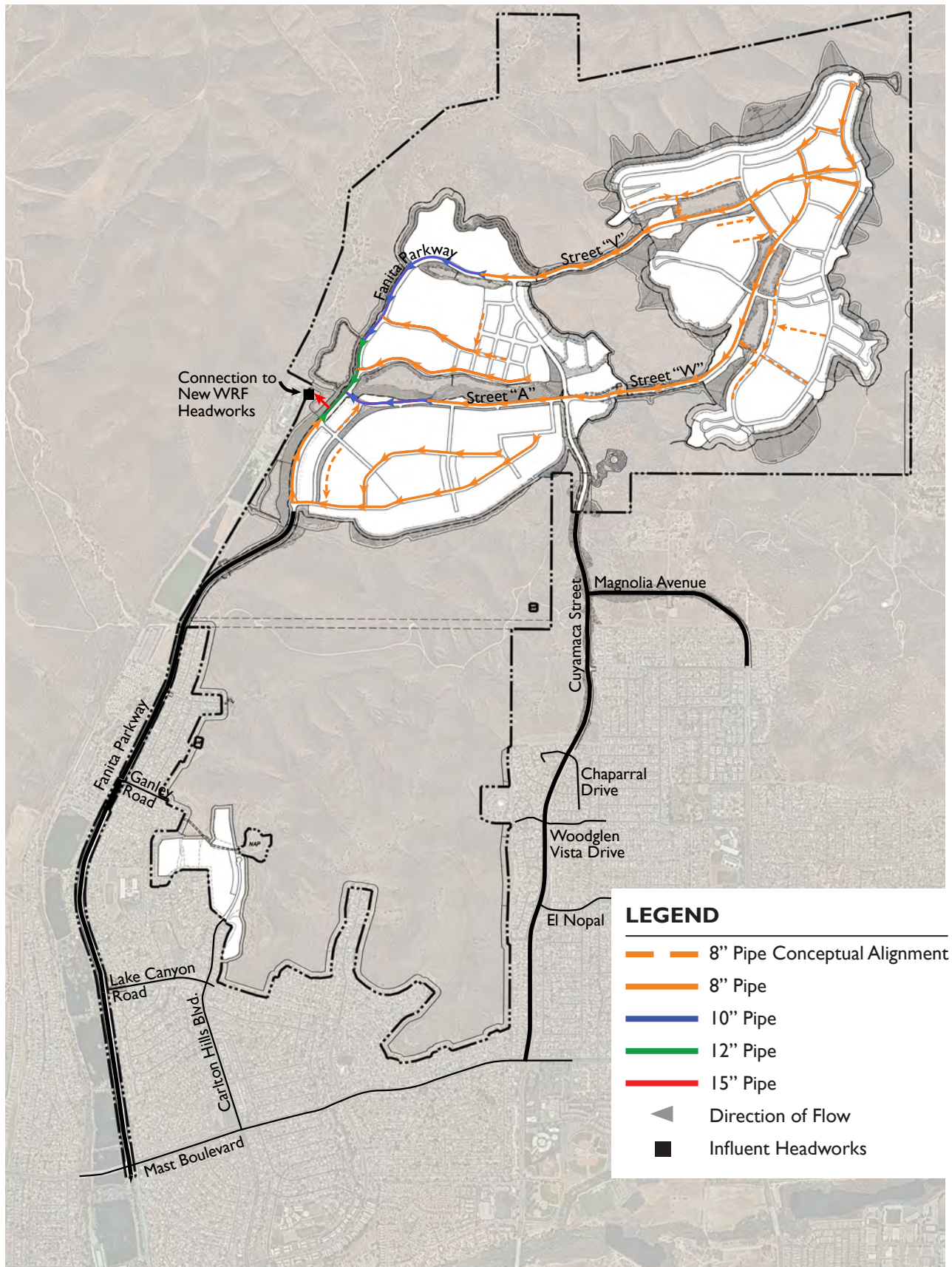
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## 8.3 Sewer

Padre Dam Municipal Water District (PDMWD) will provide sewer services for Fanita Ranch. A new gravity sewer system, consisting of 8-inch to 12-inch pipes, is proposed on-site to collect and convey wastewater to a 15-inch trunk sewer at the western edge of Orchard Village, as shown in *Exhibit 8.4: Conceptual Sanitary Sewer Plan*.

Sewer lines that are installed at greater than a 10% gradient will require lined manholes and odor control measures. Sewer lines installed at a gradient of greater than 15% will require special review and approval from the PDMWD Director of Engineering. Sewer mains shall not be installed at a depth greater than 14 feet without approval by PDMWD. Where pipelines are installed outside of the public right-of-way, easements will be required in accordance with PDMWD standards.

Ultimately, the wastewater will be conveyed by a gravity system west of Orchard Village through a 15-inch diameter pipe to a headworks facility that provides screening and grit removal specifically for Fanita Ranch's sanitary flows. In addition, Fanita Ranch must provide a gravity connection to existing 18-inch and 24-inch Metro System lines that connect the Ray Stoyer Water Recycling Facility (WRF) to the Metro System. The design of the headworks will meet PDMWD requirements, including redundant pumping units, screening/grinding of influent, backup power and telemetry. Fanita Ranch will be required to dedicate land for the headworks site to PDMWD. The Padre Dam Treatment Plant has adequate capacity to serve the Specific Plan Area.



**Exhibit 8.4: Conceptual Sanitary Sewer Plan**

⊕ *not to scale*



## 8.4 Water

PDMWD will provide domestic water service to the Specific Plan Area. A new domestic water system consisting of transmission and distribution pipes, two reservoirs and two pump stations will distribute potable water throughout the Specific Plan Area. Water from the Carlton Hills Reservoir and Cuyamaca Reservoir will provide water for Fanita Ranch.

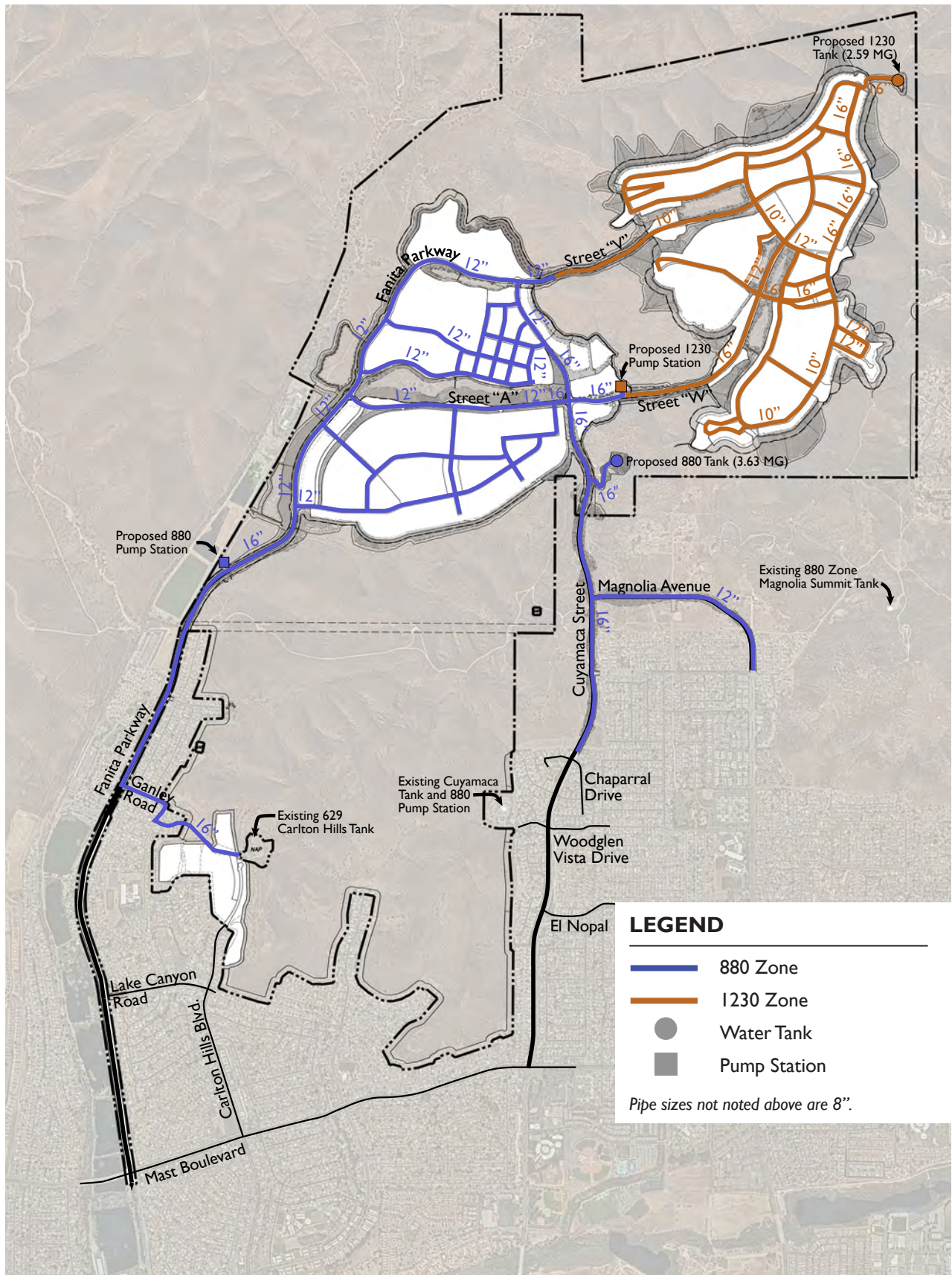
Fanita Ranch falls within three water pressure zones as shown in *Exhibit 8.5: Conceptual Water Plan*. Water will be conveyed from the 880 Zone by connecting to the existing system in Cuyamaca Street and Magnolia Avenue and extending a new transmission line in Cuyamaca Street to the Specific Plan Area. A redundant feed of 880 Zone water to the Specific Plan Area will be formed by connecting to the existing 629 Zone near the Carlton Hills Reservoir and constructing an 880 Zone pump station to pump water through a transmission line in Fanita Parkway to the Specific Plan Area. The 880 Zone supplies to the Specific Plan Area will feed a proposed onsite 880 Zone reservoir that is planned to the south of Street “W” and east of Cuyamaca Street.

A 1230 Zone pump station will be located to the north of the 880 Zone water reservoir. This second pump station will convey water to an onsite 1230 Zone reservoir with a capacity that serves the upper portions of Fanita Ranch. The lots located in the vicinity of the R-13 planning area (shown in *Exhibit 3.2: Site Utilization Plan*) will receive adequate fire protection service from the 1230 Zone system, but will also have private individual pumps to boost additional domestic service pressure. Masonry walls will be installed at the pump stations as indicated on *Exhibit 5.18: Conceptual Wall and Fencing Plan* to provide noise attenuation.

Since PDMWD has an existing 880 Zone reservoir in the system, the new proposed 880 Zone reservoir will consist of a single storage reservoir. Since the 1230 Zone will be formed by constructing new 1230 Zone reservoir, this storage will either require two reservoirs at this site or a single reservoir with two storage bays, or “tank in a tank” type design. The proposed 880 Zone and 1230 Zone reservoirs will be sized to accommodate the operational and fire flow storage needs for their respective service areas.

Fanita Ranch will require a redundant or looped water supply for fire protection and system reliability. Water mains will be installed in Fanita Parkway and Cuyamaca Street and shall be looped through the Villages to provide adequate domestic and fire flow service in the event of a disruption of water supply from one of the mains. In addition, redundant or looped water supply will provide additional fire flow in the event of a large water demand fire.

The water system for Fanita Ranch shall provide 2,500 gallons per minute for 2 hours fire flow with fire hydrants spaced every 300 feet on average. The water system shall be designed and installed per Padre Dam Water District and Santee Fire Department requirements.



**Exhibit 8.5: Conceptual Water Plan**

⊕ not to scale

The sizing of transmission lines, reservoirs and pump stations have been estimated on *Exhibit 8.5: Conceptual Water Plan*; however, the final sizing of these facilities will be determined by a water and sewer study being performed by PDMWD.

New buildings will be designed with the latest water efficient plumbing systems, fixtures and faucets. Native and drought tolerant landscaping will reduce the demand for irrigation water. Turf will be limited to active play areas. Where irrigation is needed, Advanced Treated Water provided by PDMWD will be used. Irrigation systems will use smart controllers to automatically adjust the amount and frequency of water based on current weather and soil conditions.

Mulching, hydrozoning and other water-conserving planting and maintenance techniques will be implemented in all common area and park landscaping. These techniques and water-wise education will be taught as part of a community education program at the Farm or elsewhere in Fanita Commons.

#### **8.4.1 Recycled Water/Advanced Treated Water**

PDMWD provides recycled water service for the Cities of Santee, El Cajon and Lakeside. PDMWD has historically planned for the expansion of its recycled water system, including the construction of facilities within Fanita Ranch; however, PDMWD is actively engaged in the planning and development of the proposed East County Advanced Water Purification (ECAWP) Program. PDMWD may provide recycled water to Fanita Ranch for construction purposes on a limited and seasonal basis, but PDMWD will not pursue expansion of their permanent recycled water system to serve Fanita Ranch or other future developments within the District.

Fanita Ranch will utilize water from the ECAWP Program. The majority of East San Diego County's water supply is imported from the Sacramento-San Joaquin River Delta and the Colorado River requiring hundreds of miles of transport and pumping. The result is high energy consumption, increased greenhouse gas emissions, and impacts to sensitive habitats. In recent years, California has experienced severe droughts which have made the availability of water uncertain, unreliable and expensive.

The ECAWP Program is anticipated to create a continuous localized, sustainable and drought-resilient potable water supply. Wastewater collected from throughout the District is treated at the Ray Stoyer WRF, which treats 2 million gallons of wastewater a day. This facility will use state-of-the art technology that involves four highly advanced water treatment steps:

1. Free Chlorine disinfection: Water is disinfected, making any viruses harmless.
2. Membrane Filtration: High pressure pushes water through filters with microscopic holes to filter out particles that are 300 times smaller than a human hair.

3. Reverse Osmosis: This process, which is also used to desalinate ocean water, compresses water between two membranes to filter out particles 100 times smaller than a human hair and 100 times smaller than a virus. It also removes salt, pharmaceuticals, and chemicals so that the resulting water is nearly distilled.
4. Advanced Oxidation: This process, which is also used to sterilize surgical instruments and baby food jars, exposes the water to UV light and hydrogen peroxide to sterilize and purify water to high State and Federal drinking water standards.

The purified water will be returned to Lake Jennings and aquifers for storage. The stored water is then treated one more time before being distributed through the potable water system. This new source of water will produce up to 30 percent of East County's current drinking water demands.

Advanced Treated Water offers a more cost-effective and efficient alternative to recycled water, which requires dual piping and has limited applications. Advanced Treated Water also has the advantage over recycled water in that it can be supplied in proportion to demand, whereas recycled water continues to be generated during wet weather and must be stored or disposed of. Because the Advance Treated Water is treated to drinking water standards, it can be used for any purpose and no additional pipes or facilities are required since water can be distributed through the domestic water system. This technology results in a reliable, new supply of water within Fanita Ranch and throughout the region and reduces the region's dependency on outside water sources. It also conserves energy, reduces greenhouse gas emissions, decreases discharge into oceans and lessens impacts to sensitive habitats.

#### **8.4.2 Water Conservation**

The landscape palettes provided in *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan*, consisting of native and drought tolerant landscape palettes, are consistent with Chapter 13.36 "Landscape and Irrigation Regulations" of the SMC and the California Model Water Efficient Landscape Ordinance (MWELO). In addition, all new development is subject to CALGreen, which includes requirements for low flow toilets and fixtures, water efficient appliances, and water efficient irrigation. Builders are encouraged to exceed code requirements by pursuing CALGreen's voluntary measures regarding water conservation.

### **8.5 Dry Utilities**

San Diego Gas & Electric Company (SDG&E) provides electricity and natural gas for San Diego County including Santee. These utilities will be extended into Fanita Ranch from existing local distribution systems in the region. A pre-existing SDG&E electrical transmission easement traverses east to west through the Habitat Preserve within the Specific Plan Area. New electric and natural gas facilities will be installed in joint utility trenches within the public street rights-of-way as required by the City of Santee.

In conjunction with gas and electric facilities, telephone and cable television/internet facilities also will be constructed.

The Specific Plan includes sustainability features that promote energy conservation, renewable energy and climate protection, consistent with the City's Sustainable Santee Plan. A summary of the key sustainability features is provided in *Section 9.5: Smart Growth & Sustainable Community*.

## 8.6 Fire Protection

Fanita Ranch is located in a very high fire hazard severity zone. Due to its hillside location and surrounding natural open space areas, Fanita Ranch has been designed to incorporate a variety of design features aimed at reducing the risk of fire. The Fanita Ranch Fire Protection Plan (FPP), Wildland Evacuation Plan and Fanita Ranch Construction Fire Protection Plan (CFPP) establish comprehensive fire protection through a system of fire safety features and design measures that have proven to perform well in wildland/urban interface and very high fire hazard severity zones. The system of fire protection includes a redundant layering of measures so that no single feature is relied upon for protection.

Fanita Ranch includes at least two ingress-egress points that will connect to three arterial roads and adequately sized internal streets that allow traffic circulation and emergency response to all portions of the development areas. Fanita Ranch includes water pressure and fire flow consistent with code requirements and provides fire hydrants throughout the community. The community trails and pathways will be accessible for emergency access at numerous locations within the community. The open space trail network will be accessible via trail access points located along the perimeter of the development area.

### 8.6.1 Fire Station

Fire service would be provided by the Santee Fire Department (SFD). The anticipated project population and number of calculated emergency calls would affect the response capabilities of SFD's nearest existing stations. Additionally, the calls from the community would not be responded to within the City's response time goals from existing stations. As such, Fanita Ranch would include a SFD-approved, on-site station upon first occupancy that is capable of responding to all of the project's buildable lots within the City's General Plan six-minute overall response time standard (four-minute travel time). Additionally, the off-site effective fire fighting force (3 engines, 14 firefighters, and battalion chief) can be on site within eight minutes, consistent with National Fire Protection Association (NFPA) 1710 Standard.

## 8.6.2 Fire Protection Plan

The FPP (see Fanita Ranch EIR Appendix P1) identifies the fire risk associated with Fanita Ranch's planned land uses, as well as requirements for fuel modification, building design, construction and other pertinent development infrastructure criteria for fire protection. The primary focus of the FPP is providing an implementable framework for suitable protection of the planned structures and the people living and using them. Tasks completed in the preparation of the FPP include data review, code review, site fire risk analysis, land use plan review, fire behavior modeling and review of a previous site FPP. The following project features are required and form the basis of the system of protection necessary to minimize structural ignitions and facilitate access by emergency responders:

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

### 8.6.2.1 Fuel Modification Zones

An important component of a fire protection system is the provision for ignition resistant landscapes and modified vegetation buffers. Fuel modification for Fanita Ranch is proposed for the entire exterior perimeter, along roadways and interior landscaped areas adjacent to natural open space. Fuel modification in Fanita Ranch is governed by the Fanita Ranch FPP. Below is a summary description of residential lot FMZs. Detailed information on the cross sections, plant selections, maintenance and management of the FMZs and other vegetation management areas is provided in the FPP.

At Fanita Ranch, some residential lots located adjacent to natural open space around the perimeter of the development have a different configuration than interior lots. For these perimeter lots, the rear property lines are located 50 feet from the top or toe of the slope at the back of the building pad. The property owner will manage and maintain the first 15 feet of the slope and the HOA will have a maintenance easement over the next 35 feet of the slope. A tubular steel boundary fence will mark the limit between homeowner-maintained and HOA-maintained landscaping.

- **Zone 1A – Setback Zone (minimum 15 feet wide):** Zone 1A is the first 15 feet or more of the rear or side yard from the furthest projection of the structure (e.g. the outer edge of the eave) to the top or toe of the slope for any structure that is adjacent to natural open space. This area will consist of low fuel density, ignition resistant landscaping including hardscape, turf and permanently irrigated and maintained landscaping. This area will be planted with drought-tolerant, less flammable plants

from the FPP's Plant Palettes. Building restrictions apply within this area pursuant to the FPP. Zone 1A will be maintained by the property owner. No California Rooms, permanent or portable fire pits, outdoor fireplaces, or flame-generating devices that burn wood are allowed within Zone 1A. Fencing within all lots that are directly adjacent to open space or naturally vegetated areas shall be constructed with non-combustible materials (stone, block, fire-rated wood, treated vinyl, etc.) or materials approved by the Santee Fire Department. Property owners will be responsible for ensuring that rear or side yard landscaping is maintained for annual inspection as required by the FPP.

- **Zone 1B – Irrigated Zone (minimum 15 feet wide), Where Required:** Zone 1B will be 15 feet wide, starting at the outer edge of Zone 1A (top or toe of slope) and moving outward towards Zone 1C to a tubular steel boundary fence. This fuel modification area will be planted with drought-tolerant, less flammable plant species from the FPP's Plant Palettes. Vegetation in this area shall be kept in a well-irrigated condition and cleared of dead materials. Trees are allowed in this area if placed and trimmed as specified in the FPP. Zone 1B will be a property owner managed and maintained area. All structures, including fencing, decks, arbors, etc. will require approval by the Santee Fire Department. Property owners will be responsible for ensuring that Zone 1B landscaping is maintained for annual inspection.
- **Zone 1C – Irrigated Zone (minimum 35 feet wide/50 feet wide if no Zone 1B):** The standard Zone 1C will be 35 feet wide, starting at the Zone 1B boundary fence and moving outward to Zone 2. Where the property line is located at the top or toe of the slope at the back edge of the building pad and there is no Zone 1B, Zone 1C will be 50 feet wide. This fuel modification area will be planted with drought-tolerant, less flammable plant species from the FPP's Plant Palettes. Vegetation in this area shall be kept in a well-irrigated condition and cleared of dead materials. Trees are allowed in this area if placed and trimmed as specified in the FPP. Zone 1C requires year-round maintenance by the HOA.
- **Zone 2 – Retain 30% of Vegetation (50 to 100 feet wide):** Zone 2 adjoins Zone 1C on its outer edge and measures 50 to 100 feet in width. In this Zone, no more than 30% of the native, non-irrigated vegetation will be retained. Plants for revegetation shall consist of species found on the FPP's Plant Palettes. No plant listed in the FPP's Prohibited List shall be planted or remain in Zone 2. This area requires inspection and periodic maintenance by the HOA.

### 8.6.2.2 Other Vegetation Management

Vegetation maintenance and management and fire safety measures for the vegetation management areas listed below shall be in accordance with the provisions included in the FPP:

- Fuel Modification Zones for Existing Communities
- Special Use Area Fuel Modification Zones

- Roadside Fuel Modification Zones
- Farmland – Row Crops, Orchards or Vineyards
- Parks and Greenways
- Trail Vegetation Management
- Additional Tree Planting and Maintenance
- San Diego Gas and Electric Easement
- Water Detention/Treatment Basins
- Interior Manufactured Slopes
- Environmentally Sensitive Areas/Open Space/Riparian Areas
- Vacant Parcels and Lots
- Private Lots

### **8.6.2.3 Fuel Modification Maintenance and Compliance Inspection**

Vegetation management will be completed annually as determined by the Santee Fire Department. Homeowners and private lot owners will be responsible for all vegetation management on their lots in compliance with the FPP. An approved maintenance entity will perform FMZ maintenance in all Villages and community FMZs. The HOA will be responsible for long-term funding and ongoing compliance with all provisions of the FPP. The HOA for Fanita Ranch will obtain an FMZ inspection and report from a qualified 3rd party inspector approved by the Santee Fire Department in May and September of each year certifying that vegetation management activities throughout Fanita Ranch have been performed pursuant to the FPP.

### **8.6.3 Wildland Evacuation Plan**

The Fanita Ranch Wildland Evacuation Plan (WEP) (Fanita Ranch EIR, Appendix P2) focuses on resident awareness and preparedness. The WEP provides an evacuation route map along with family evacuation preparation tools that will result in faster evacuations and a populace that understands the potential wildfire threat and actions they may be directed to take. Fanita Ranch includes at least two ingress-egress points that will connect to three arterial roads and adequately sized internal streets that allow traffic circulation and emergency response to all portions of the development areas as well as required evacuation routes.

Fanita Ranch will implement a community outreach and education program to ensure that residents and visitors will be fire-aware, have regular reminders of fire safety practices and be encouraged to sign up for Reverse 911. Residents will also be encouraged to prepare personal action plans following the “Ready, Set, Go!” evacuation model.



### **8.6.4 Construction Fire Protection Plan**

The Fanita Ranch Construction Fire Prevention Plan (CFPP) (Fanita Ranch EIR Appendix P1) provides basic direction for fire safety awareness on the Fanita Ranch project site during construction. CFPPs do not anticipate every potential fire scenario that may occur during construction but attempt to educate site personnel to the very real danger associated with fire ignitions. Fire ignitions can, if they involve site or off-site vegetation under certain weather conditions, develop into large scale wildfires that burn many acres and can threaten public and private assets. Therefore, the CFPP provides standard protocols and approaches, including Red Flag Warning weather restrictions, for reducing the potential of ignitions for typical construction site activities. When employed, the concepts discussed in the CFPP will help minimize and avoid ignitions, as well as extinguish any ignitions while they are small and controllable.

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

## **8.7 Law Enforcement**

Law enforcement services will be provided by the San Diego County Sheriff's Department (SDCSD) through an existing contract with the City of Santee. The Sheriff operates two facilities in Santee. The primary department offices are located at 8811 Cuyamaca Street and a storefront facility is located in the Santee Trolley Square Center. The Village Center land use designation permits a law enforcement substation within Fanita Commons for future expansion of law enforcement services if necessary.

## **8.8 Solid Waste and Recycling**

### **8.8.1 Solid Waste and Recycling**

Commercial and residential trash hauling, as well as industrial solid waste, green waste and recycling collection and disposal services are provided by Waste Management Inc. under a contractual franchise agreement with the City of Santee. Waste Management provides trash, recycling and yard waste pickup services on a weekly basis for residential customers and up to seven times per week for business customers. Santee homeowners are eligible for two free passes per year to dispose of bulky items, concrete, or up to one ton of other forms of solid waste at the Sycamore Landfill. Nonresidential development and attached residential development (except as noted herein) in Fanita Ranch shall comply with the trash enclosure requirements provided in *Section 3.2.11.7: Trash Enclosures* of the

Specific Plan. Detached residential development and attached residential development where private garages are attached to individual units will participate in the Waste Management's residential curbside pickup program. Solid waste containers for these dwellings, which will be stored in private side or rear yards or garages, will be picked up from the street curbside or private residential driveway edge on collection days.

A private company operates the 349-acre Sycamore Landfill (permit number 37-AA-0023) just outside the western City limits at 8514 Mast Boulevard at West Hills Parkway. The landfill's ultimate capacity is listed as 71 million cubic yards, with an estimated remaining capacity of 39 million cubic yards. It is estimated to continue in operation as an active disposal site until at least 2042. The final use of the landfill site after closure has not been decided.

Waste and recycling, including construction waste and recycling, will comply with CALGreen and current regulations, as may be amended from time to time, designed to divert waste from landfills.

### **8.8.2 Material Conservation and Waste Reduction**

Proposed development within the Specific Plan Area contemplates the use and reuse of onsite rock materials such as large boulders, rock cobble, decomposed granite and processed rock.

Prior to the mass grading operation, large boulders destined for reuse would be identified and moved to a staging area. During the grading operation these boulders would be placed at strategic and aesthetically pleasing locations within the development area.

There are large quantities of rock cobble existing onsite. Rock cobble will be collected and used in the construction of water quality and landscape features. It is also anticipated that a rock crushing operation would be permitted and set up onsite during construction. The rock crushing operation will produce roadway sub-base and other aggregate materials for use onsite.

In addition to rock materials, there are large deposits of decomposed granite onsite, which will be used onsite for certain trail and other landscape related purposes.

Utilization of these onsite materials eliminates the need for importing rough or finished materials thus reducing construction related vehicle emissions in support of the Sustainable Santee Plan.

The guidelines provided in *Chapter 6: Architectural Design Guidelines* include recommendations for efficient home designs that can potentially reduce the amount of lumber and other building materials needed. Strategies include simple massing forms and efficient framing techniques, use of rapidly renewable resources, and installation of durable material that require less frequent replacement.

Recycling will meet state-wide mandates that require significant recycling effort during and after construction. In addition, the Farm may offer composting and recycling facilities for residents and encourage residents to compost and recycle at home through various educational programs.

## 8.9 Education

The School land use overlay reserves a site for a potential school or other educational uses. If pursued by the Santee School District, the site could accommodate a K-8 school for up to 700 students, including new students generated by development of the Specific Plan Area. High school students in Fanita Ranch are anticipated to attend existing Santee schools in the Grossmont Union High School District.

The school site is located adjacent to the Community Park, Village Center and a neighborhood park to further establish Fanita Commons as the heart of Fanita Ranch. Strong visual and physical connections should be established between the school site and these adjacent uses through careful placement of buildings and other school open spaces to support interaction and synergy.

If the site is not acquired for a public or private school use within two years of approval of the final map for the phase in which the site is located, the site may be developed consistent with the underlying Medium Density Residential land use designation as described in *Section 3.2.5: School (S) Overlay*, subject to the density transfer requirements set forth in *Section 10.7.1: Administrative Amendments (Minor Modifications)*.

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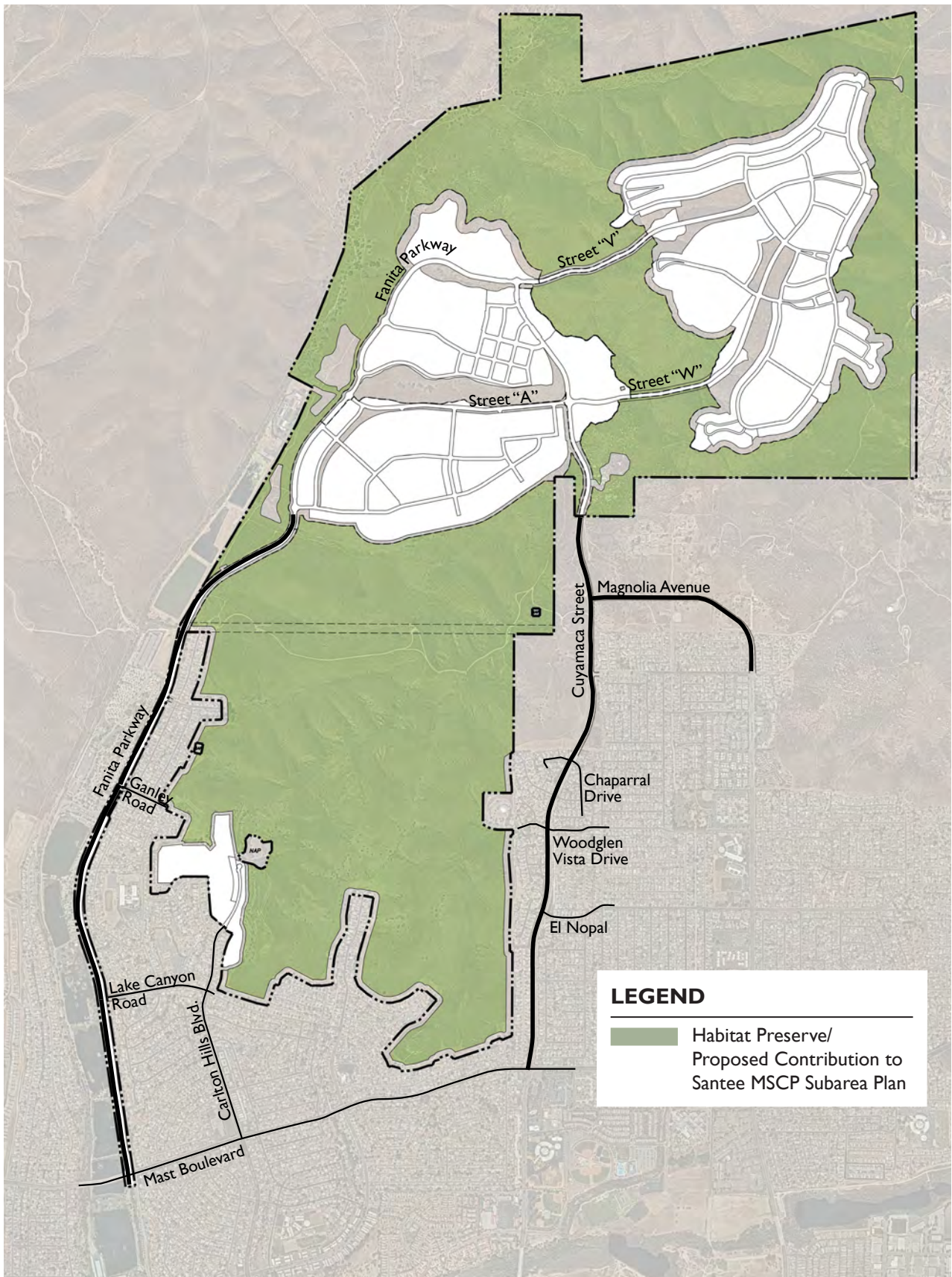
# Chapter 9: Open Space, Conservation & Sustainability

## 9.1 Conservation Overview

Conservation of natural resources is a key component of Smart Growth. In Fanita Ranch, conservation efforts will be made at multiple levels:

- A. Conservation, restoration and enhancement of natural open space and associated habitats for sensitive plant and animal species through the establishment of the Habitat Preserve and restoration of riparian areas;
- B. Preservation of cultural resources;
- C. Energy conservation and climate action;
- D. Water conservation; and
- E. Material conservation, recycling and waste reduction.

A summary of the key sustainability objectives and features that describe the conservation efforts included in the Specific Plan are provided in *Section 9.5: Smart Growth & Sustainable Community*.



**Exhibit 9.1: Habitat Preserve Plan**

## 9.2 Habitat Preserve

Fanita Ranch contains large and diverse areas of biological resources. The Specific Plan Area includes a complex system of existing dirt roads and trails, many of which are currently subject to illegal off-road vehicular traffic and unauthorized human activities that have been detrimental to these sensitive habitats. The Specific Plan Area is also within a very high fire hazard sensitivity zone. By allowing limited development, clustered into the least sensitive portions of the Specific Plan Area, Fanita Ranch's biological areas will be preserved and managed in perpetuity and protected through permanently funded management plans and funding mechanisms.

### 9.2.1 Habitat within Fanita Ranch

The Biological Resources Technical Report for Fanita Ranch (Fanita Ranch EIR Appendix D) identifies and maps existing habitats and species onsite. This mapping was used to determine the most suitable locations for development and the most valuable and prolific areas of biological diversity in the Specific Plan Area to be preserved within the Habitat Preserve.

*Exhibits 9.1: Habitat Preserve Plan* illustrates the portions of Fanita Ranch proposed to contribute to the City of Santee Multiple Species Conservation Program (MSCP) Subarea Plan. A large portion of this open space is located in the southerly portion of the Specific Plan Area. Additionally, areas between and surrounding the Villages were selected based upon the high quality of habitat and the opportunity to provide wildlife movement corridors in these locations.

Permitted uses within the Habitat Preserve, as discussed in *Chapter 3: Land Use & Development Regulations*, include utilities and utility access roads, trails, revegetated slopes and other uses consistent with the NCCP design guidelines and standards. Restoration and enhancement of native habitat will be conducted as described in *Section 5.7: Habitat Restoration Program*. Management of the Habitat Preserve will be permitted consistent with the draft MSCP and Subarea Plans.

### 9.2.2 MSCP Subarea Plan

The MSCP is a comprehensive, long-term, multi-jurisdictional habitat conservation program developed pursuant to state NCCP legislation to preserve a network of habitat and open space areas throughout the San Diego region and to protect biodiversity. The MSCP Subregional Plan identifies the potential impacts of urban growth and establishes an overarching plan for habitat avoidance, conservation and mitigation to protect "covered species" and their habitat. The City of Santee is one of 12 jurisdictions participating in the Program, which was adopted in 1997 and covers approximately 900 square miles.

Participation in the MSCP requires local jurisdictions to adopt a Subarea Plan to implement the Subregional Plan. The Subarea Plan is a policy document that establishes a framework for the conservation of covered species and their habitats that exist within the City's jurisdiction. The Subarea

Plan serves as the basis for a Section 10(a)(1)(b) Incidental “Take” Permit, which is issued by the United States Fish and Wildlife Service and a Section 2835/2081 permit issued by the California Department of Fish and Wildlife to the City of Santee. The permit issued by these federal and state wildlife agencies grants the City long-term authority to “take” identified Covered Species as defined in the Endangered Species Act and allow landowners to impact sensitive species and their habitat as approved as part of the City’s MSCP Subarea Plan. Prior to pursuing mitigation outside of the Subarea Plan Area, landowners and/or project proponents must demonstrate to the City that all mitigation options within the City have been exhausted.

### **9.2.3 Fanita Ranch Preserve Management Plan**

A Preserve Management Plan (PMP) has been prepared for the Habitat Preserve that is consistent with the NCCP design guidelines and standards. The PMP will direct the long-term management of the biological resources within the Habitat Preserve in accordance with the Preserve Management objectives provided below.

### **9.2.4 Preserve Management Objectives**

This Specific Plan establishes the following objectives for Preserve Management within Fanita Ranch:

- A. Designate biologically sensitive and diverse areas within Fanita Ranch as Habitat Preserve for inclusion in the City of Santee MSCP Subarea Plan.
- B. Ensure the long-term viability and sustainability of native ecosystems within Fanita Ranch through long-term funded open space management.
- C. Implement the NCCP design guidelines and standards, including conservation and enhancement of sensitive habitats and species, promotion of healthy biodiversity and allowing managed passive recreation uses such as trails.
- D. Provide carefully planned and managed public access to the Habitat Preserve to allow residents and visitors to enjoy the scenic qualities of Fanita Ranch, connect with nature and learn about and appreciate the Specific Plan Area’s biodiversity.
- E. Restore and enhance native plant and animal communities in key locations to support long-term propagation of viable populations of sensitive plant and animal species.
- F. Close existing informally established and potentially harmful trails and provide revegetation in those areas.



- G. Maintain viable wildlife corridors through the Specific Plan Area and provide wildlife corridor connections to adjoining open space habitat areas in order to maintain large-scale wildlife movement.
- H. Develop a management strategy to enhance and protect sensitive species, habitats, wildlife corridors and linkages to ensure they remain functional and healthy.

### **9.2.5 Preserve Management Plan Strategies**

A Preserve Management Plan has been prepared for the Habitat Preserve that is consistent with the NCCP design guidelines and standards and implements the following strategies:

- A. Identify key habitats, species, and wildlife corridors within the preserve.
- B. Develop a habitat restoration and enhancement plan that includes recommendations for short-term and long-term preserve management designed to maximize the success of conservation efforts.
- C. Provide strategies and prescriptions to manage key habitats, species and wildlife corridors for the long-term protection of these areas.
- D. Strategically locate and design trails to utilize existing trails and dirt roadways to avoid existing sensitive habitats and create passive and intentional recreational amenities for the public. Manage trails in a manner that supports the long-term viability of sensitive species.

## **9.3 Open Space**

The Specific Plan Area includes 256 acres of open space areas outside of the Habitat Preserve, which consist of two riparian areas in Fanita Commons, brush management areas at the edge of development, slopes adjacent to streets and within Villages, trailheads and water quality basins that will be maintained and managed by the Homeowners Association, and open space land for water tanks and pump stations that will be dedicated to and maintained by Padre Dam Municipal Water District (PDMWD).

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

Brush management areas and the habitat restoration program are described in greater detail in *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan* and *Chapter 8: Grading, Utilities & Services*. These open space areas are subject to the provisions set forth in the Fanita Ranch Fire Protection Plan (see Fanita Ranch EIR Appendix P1).

## 9.4 Cultural Resource Protection

A significant number of cultural resources are present in the Specific Plan Area. A Phase I intensive survey and report was completed to determine the presence or absence of archaeological features within the Specific Plan Area where proposed development or activity could have a potential effect. The survey included archival research of California Historical Resource Information System (CHRIS), a Sacred Lands File search, contacting local tribes, reviewing historical aerial photographs and maps, and a pedestrian survey. See the EIR prepared for Fanita Ranch for additional information.

## 9.5 Smart Growth and Sustainable Community

Smart growth is a planning paradigm that advocates thoughtful and sustainable development patterns and avoids urban sprawl to conserve resources, reduce impacts, promote alternatives to single occupancy vehicle use, support livability, offer opportunities for social engagement and achieve fiscal sustainability. In 2015, the San Diego Association of Governments (SANDAG) adopted “San Diego Forward, The Regional Plan,” which combines the big-picture vision for how the San Diego region will grow over the next 35 years with an implementation program to help make that vision a reality. The Regional Plan calls for integrated coordination between land use and transportation and includes a Smart Growth Concept Map that identifies locations in the region that can support smart growth, transit, walking and biking.

Fanita Ranch embraces the smart growth paradigm by applying these smart growth principles comprehensively throughout the Specific Plan Area to create a compact, vibrant, walkable and mixed-use community and preserve large, contiguous open space as Habitat Preserve to ensure long-term protection of sensitive species and habitats. New development will be sustainably designed to conform to the State of California’s goals for greenhouse gas reduction, conserve water and energy and provide sustainable buildings, which in turn will reduce impacts on the environment, enhance the quality of life and encourage a healthy lifestyle for the Fanita Ranch residents.

Sustainability is an integral part of the design vision for Fanita Ranch. The following is a summary of the key Specific Plan sustainability objectives and features that may be implemented within Fanita Ranch, including some that are now or may become mandatory with future updates to CALGreen or other applicable provisions of law. All sustainability features that are required at the time of construction will be implemented during the development of Fanita Ranch.

## 9.5.1 Open Space Conservation

### A. Open Space Conservation Objective

Conserve natural open space and protect sensitive biological and cultural resources

### B. Open Space Conservation Features

1. Cluster development areas to establish large, contiguous open space as the Habitat Preserve for dedication to the City of Santee MSCP Subarea Plan to ensure long-term protection of sensitive species and habitats.
2. Implement a Preserve Management Plan for the Habitat Preserve that is consistent with the NCCP design guidelines and standards.
3. Implement a Habitat Restoration Program that restores a variety of native upland vegetation communities within the open space areas and Habitat Preserve, increasing the integrity of ecological system across the Specific Plan Area.
4. Preserve wildlife corridors within the Habitat Preserve.
5. Protect sensitive cultural resources.

## 9.5.2 Land Use, Transportation and Community Design

### A. Land Use, Transportation and Community Design Objectives

1. Integrate land use and transportation planning to decrease reliance on vehicle use and reduce greenhouse gas emissions.
2. Provide a highly connected Complete Streets system that optimizes various modes of transportation to reduce fuel consumption while addressing functionality, aesthetics and safety.
3. Implement an extensive trail system available for use by the public that connects all neighborhoods to the Habitat Preserve and various destinations within Fanita Ranch, ensuring a walkable community to help minimize vehicular use and encourage interaction with the natural environment.

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

1. Provide diverse housing types and sizes to accommodate people of different age groups, incomes, household types and abilities.
2. Locate parks and recreation amenities within easy walking distance of each home.
3. Implement an efficient, Complete Streets network with multiple routes to distribute traffic and encourage walking, biking and low speed vehicle use and increase destination accessibility.
4. Provide a street system of varying design capacities tailored to meet the unique Village concept and site constraints.
5. Incorporate traffic calming measures that reduce traffic speeds and enhance safety for pedestrians and cyclists.
6. Provide a pedestrian and bicycle mobility system consisting of sidewalks, trails and bikeways throughout Fanita Ranch, providing linkages between neighborhoods to other key land uses.
7. Reduce parking footprint through shared parking and structured parking.
8. Encourage bicycle parking and support facilities such as bike lockers, repair stations and rentals, education programs and events.
9. Provide Neighborhood Electric Vehicle (NEV) safe routes and designated parking, drop-off areas and other support facilities that encourage Electric Vehicle (EV) and alternative fuel vehicle use, carpooling and car sharing services.
10. Install EV chargers in all homes within the Low Density Residential land use designation areas, some homes in the Medium Density Residential, Active Adult and Village Center land use designation areas, as well as within the parking lots of commercial projects in the Village Centers (see Fanita Ranch EIR Appendix H, Greenhouse Gas Analysis).
11. Develop a Transportation Demand Management plan that considers community programs and includes ride-sharing, alternative modes and other strategies to reduce single occupancy vehicle use.
12. Encourage local food source to reduce vehicle trips and vehicle miles traveled associated with food distribution, and education programs for homeowners to grow sustainable and edible vegetation.

13. Support home-based businesses and telecommuting by allowing home-based businesses, live-work units, business support services and shared workspace in Village Centers.
14. Promote community education and lifelong learning opportunities through the provision of a Farm, edible landscaping and AgMeander trails, a K-8 school site and interpretive elements throughout the community, and a variety of educational programs that inform and promote a sustainable and healthy lifestyle, honor the land's agrarian legacy, and support community participation.

### **9.5.3 Energy, Atmosphere and Building System Performance**

#### **A. Energy, Atmosphere and Building System Objectives**

1. Implement the required Green Building standards set forth in the California Building Energy Efficiency Standards (Title 24, Part 6) and CALGreen (Title 24, Part 11).
2. Consider passive building design and optimize building energy performance to help reduce energy consumption.
3. Reduce heat island effect through the use of cool roof or similar technologies and tree and shrub planting.
4. Incorporate green or renewable energy sources.

#### **B. Energy, Atmosphere and Building System Features**

1. Incorporate building orientation and fenestration that take advantage of sunlight, shade and prevailing winds to maximize passive solar energy, natural ventilation and take advantage of daylighting during daytime hours.
2. Incorporate overhangs or other shading device to limit solar heat gain.
3. Utilize EnergyStar appliances, energy efficient lighting fixtures, tankless water heaters, increased wall, window and duct insulation and minimizing air leaks to the building envelope by utilizing air barriers on exterior walls shall be utilized in all residential and commercial construction.
4. Utilize efficient and properly sized HVAC systems.
5. Implement pollutant control measures such as duct covering and mechanical equipment protection during construction and using low-VOC emitting building materials for flooring, carpet, adhesives, caulks, paints, insulations, etc. to protect air quality.

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

#### **9.5.4 Water Conservation and Water Quality**

##### **A. Water Conservation and Water Quality Objectives**

1. Promote best management practices (BMPs) for water conservation as outlined in the Padre Dam Municipal Water District (PDMWD) Master Plan to minimize the use of imported water.
2. Reduce indoor water use by installing water efficient plumbing fixtures/fittings and appliances, including high efficiency water heaters, water efficient dishwashers, insulated hot water pipes and separated cold and hot water piping.
3. Reduce outdoor water use by using water efficient landscaping, limiting conventional turf to  $\leq 25\%$  of required landscape areas and using efficient irrigation systems and other sustainable landscape practices, including weather-based irrigation control systems or moisture sensors. Landscape and irrigation will comply with the applicable provisions of the California Code of Regulations, Title 23, Division 2, Chapter 2.7, Model Water Efficient Landscape Ordinance (MWELO) or Guidelines for Implementation of the City of Santee Water Efficient Landscape Ordinance, whichever is more stringent.
4. Protect water quality by implementing feasible Low Impact Development (LID) and BMPs to maintain the current level of water runoff (discharge) leaving the site close to pre-development levels.

5. Design water quality features to minimize stormwater and urban runoff impacts generated from the development, consistent with state and regional stormwater quality requirements.

### **B. Water Conservation and Water Quality Features**

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

## **9.5.5 Material Conservation, Recycling and Waste Reduction**

### **A. Material Conservation, Recycling and Waste Reduction Objectives**

1. Encourage simple building designs and efficient framing practices to reduce construction material use and waste.
2. Encourage recycling and diverting of construction waste from landfills.

3. Encourage the use of sustainable building materials.
4. Apply BMPs for waste management and recycling strategies as appropriate.



# Chapter 10: Implementation

## 10.1 Introduction

This chapter identifies required public improvements and a phasing and financing plan for those improvements. Operation and maintenance responsibilities of various parks and recreation facilities, public open space areas, public roadways, drainage facilities and other public infrastructure are also provided. The cost revenue fiscal assessment is provided under separate cover. The Development Agreement will be negotiated and considered for approval in conjunction with the Fanita Ranch Specific Plan, Tentative Map and other project entitlements.

## 10.2 Required Public Improvements

Required public improvements for Fanita Ranch include the following:

- A. **Public Roadways** - Fanita Ranch includes new backbone roadways. A description of roadway improvements, including cross sections, is provided in *Chapter 4: Mobility*. Connection of the on-site circulation system to the off-site circulation system will be achieved by the northward extensions of Fanita Parkway, Cuyamaca Street and Magnolia Avenue.
- B. **Public Infrastructure** - *Chapter 8: Grading, Utilities & Services*, describes infrastructure improvements, other than roads, that will be installed as part of the Fanita Ranch Project. These include water, sewer and storm drain improvements.
- C. **Fire Station** - *Chapter 3: Land Use & Development Regulations* require the provision of a new City Fire Station site within Fanita Commons. The Specific Plan also requires the establishment of fuel modification zones and other fire improvements. These improvements are outlined in the Fanita Ranch Fire Protection Plan and are briefly described in *Chapter 8: Grading, Utilities & Services*.

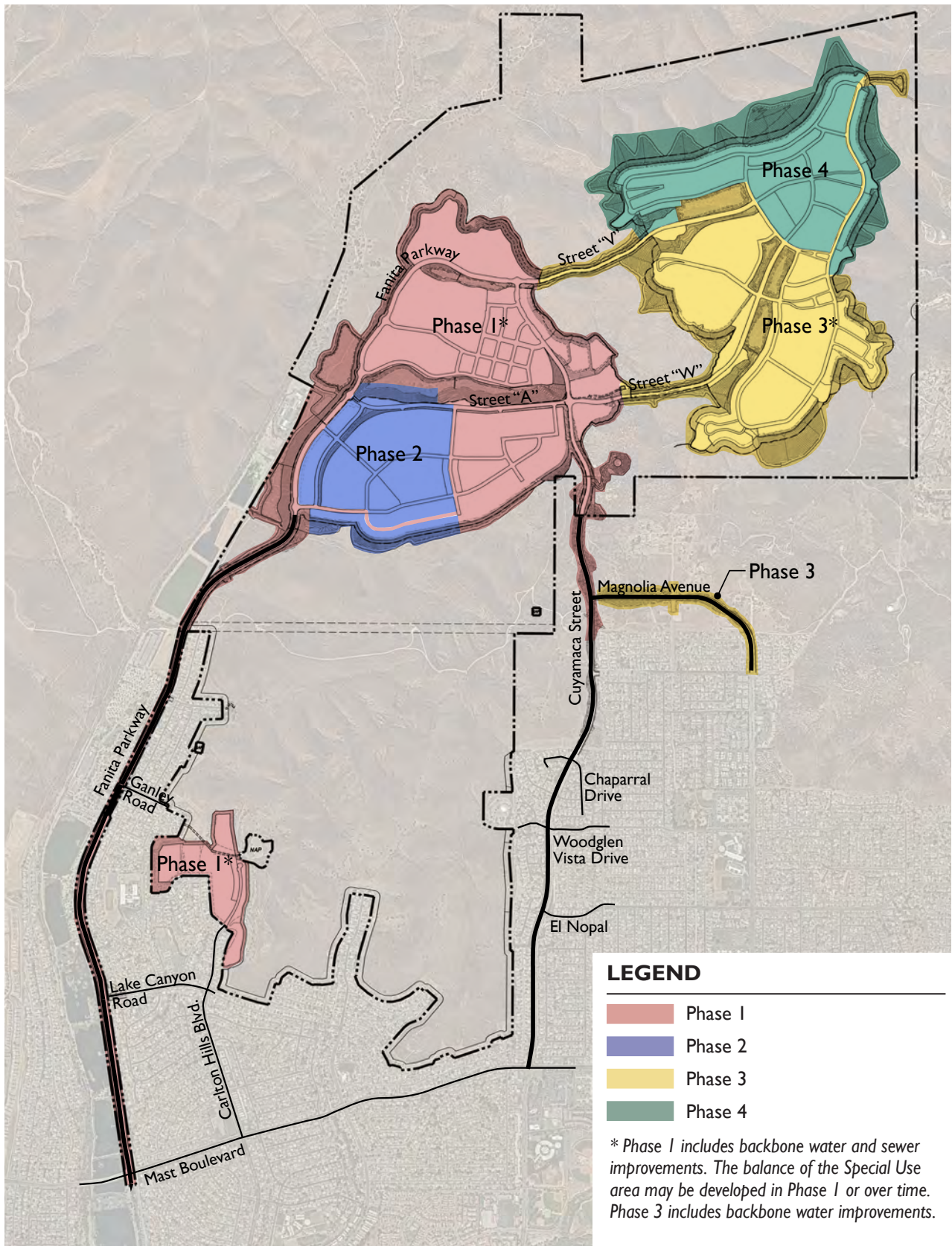
- D. **Parks & Trails** - *Chapter 7: Parks, Recreation & Open Space* describes the parks and trails improvements which include a public community park and a public neighborhood park in Fanita Commons, and private neighborhood parks, mini-parks and trails through the open space areas in the remaining portions of the community.
- E. **School Site** - *Chapter 3: Land Use & Development Regulations* applies a school overlay on a site planned to accommodate a K-8 school (S-1 planning area on *Exhibit 3.2, Site Utilization Plan*). The underlying land use for the school overlay site is MDR. It is the project's goal to implement the K-8 school in concert with Santee School District. Should the school site not be acquired for a public or private school use within two years of approval of the final map for the phase in which the site is located, the site may be developed consistent with the underlying MDR land use designation and the maximum total number of dwelling units in the Specific Plan Area shall be 3,008 units. The additional 59 MDR units have been analyzed in the EIR, and additional units may be transferred from other planning areas within Fanita Ranch to this planning area to achieve the required MDR density, subject to the dwelling unit transfer requirements set forth in *Section 10.7.1: Administrative Amendments (Minor Modifications)*.

### 10.3 Phasing

The objective of the Conceptual Phasing Plan (see *Exhibit 10.1: Conceptual Phasing Plan*) is to coordinate the provision of public facilities and services with the anticipated sequence and pattern of development. The Conceptual Phasing Plan is divided into four phases as described below. The Phasing Plan is conceptual in nature and may change over the development lifetime of Fanita Ranch in response to changing market conditions or other unforeseen conditions. The phasing of development and implementation of public facilities may be modified, provided that the required public improvements are provided at the time of need. Amendments to the Conceptual Phasing Plan are considered administrative in nature. The Development Agreement will outline the nature and timing of certain public infrastructure and facility improvements.

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

These phases are conceptual and non-sequential and may occur concurrently. Phases may overlap or vary depending upon market conditions. They may also be broken down into smaller sub-phases. Each phase will likely take two to four years to complete. Construction is anticipated to begin in summer



Conceptual phasing shown only; subject to future phasing refinements.

⊕ not to scale

**Exhibit 10.1: Conceptual Phasing Plan**

2021 with a build-out of approximately 10 to 15 years. The Special Use area and adjacent mini-park are not tied to the development phasing described above and may be developed anytime during project build-out; however, water infrastructure within the Special Use area will be constructed during Phase 1.

## **10.4 Public Improvements Financing**

The size and scope of Fanita Ranch, as well as its anticipated 10 to 15 year build-out, suggest that a variety of financing measures may be required to finance the construction of required public improvements.

Various alternative financing programs are identified below. They include – but are not limited to – Special Assessment Districts, the Mello-Roos Community Facilities Act, reimbursement agreements, per unit hook-up fees, turnkey financing by individual project builders, State and Federal grants and loans, and various types of impact fees and exactions. The following list of financing programs is not exhaustive and other financing programs or vehicles may also be used to fund public improvements.

### **10.4.1 Special Assessment Districts**

Assessment Districts formed under the Improvement Act of 1911 (Streets and Highway Code Section 5000 et seq.) and the Municipal Improvement Act of 1913 (Street and Highway Code Section 1000 et seq.) are authorized to pay for public infrastructure improvements such as streets, sewers, storm drains, water improvements, streetlights, flood control systems, parks and curbs and gutters. The method of apportionment dictates that direct and special benefit must be received by the properties assessed for the improvements authorized and constructed or acquired. Generally, bonds are issued to finance the improvements through the Improvement Bond Act of 1915 (Streets and Highway Code Section 8500 et seq.). An assessment district is subject to the noticing and majority protest balloting provisions of Proposition 218, with ballots weighted according to financial obligation.

Landscaping and Lighting Districts formed under the Landscape Lighting Act of 1972 (Streets and Highway Code Section 22500 et seq.) can finance the cost of operating, maintaining and servicing landscaping, public lighting, appurtenant facilities including but not limited to curbs, gutters, walls, sidewalks or paving, or water, irrigation, drainage or electrical facilities, park and recreational improvements. The method of apportionment for Assessment Districts applies to Landscaping and Lighting Districts and a direct and special benefit must be received by the properties assessed for the maintenance of the improvement authorized. The noticing and majority protest balloting process that applies to Assessment Districts pursuant to the provisions of Proposition 218 applies to Landscaping and Lighting districts.

### **10.4.2 Mello-Roos Community Facilities Act of 1982**

Community Facilities Districts formed under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311 et seq.) can finance facilities with a useful life of five years or longer, such as street and roadway improvements, water systems, sewers, storm drains and flood control improvements, community improvements and facilities, and finance services relating to law enforcement, fire, parks, parkways and open space maintenance, flood and storm protection. The Community Facilities District is authorized to issue bonds to finance the acquisition or construction of facilities and to levy a special tax to repay the bonds or finance the services authorized. The method of apportionment must be reasonable but cannot be based directly on the value of property. A community facilities district is subject to the voter/Landowner/Master Developer provisions of the Act of a Landowner/Master Developer election if there are less than twelve registered voters in the district.

Benefit Assessment Districts formed under the Benefit Assessment Act of 1982 (Government Code Section 54710 et seq.) can finance the maintenance and operation of drainage services, flood control services, street lighting and street, road or highway maintenance. The method of apportionment requires that for flood control services, the basis of the assessment be based on proportionate storm water runoff; and for street lights, the assessment be a uniform rate. The noticing and majority protest balloting process that applies to Assessment Districts pursuant to the provisions of Proposition 218 applies to Benefit Assessment Districts.

### **10.4.3 Business Improvement Districts**

Business Improvement Districts formed under either the Parking and Business Improvement Law of 1989 (Street and Highway Code Section 36500 et seq.) of the Property and Business Improvement District Law of 1994 (Street and Highways Code Section 36600 et seq.) can acquire, construct, install or maintain parking facilities, benches, trash receptacles, street lighting, decorations, parks and fountains. It can provide services such as promotion of public events, furnishing of music in any public place, promotion of tourism, activities, which benefit businesses in the district. Only businesses in a district can be assessed on the basis of estimated benefit. The noticing and majority protest balloting process required by Proposition 218 is enhanced under the 1944 Act to include both mailing of individual notices to all business owners as well as published public notices.

### **10.4.4 Community Service Districts**

Community Service Districts and County Service Area formed under the Community Services District Law (Government Code Section 16000 et seq.) or the County Service Area Law (Government Code Section 25210.1 et seq.) can provide extended services including but not limited to water service, street lighting, refuse and garbage collection, and road maintenance. The method of apportionment can be on a uniform or benefit basis. The formation of these types of districts include approval of a local agency formation commission and an election process.

## 10.5 Operation and Maintenance

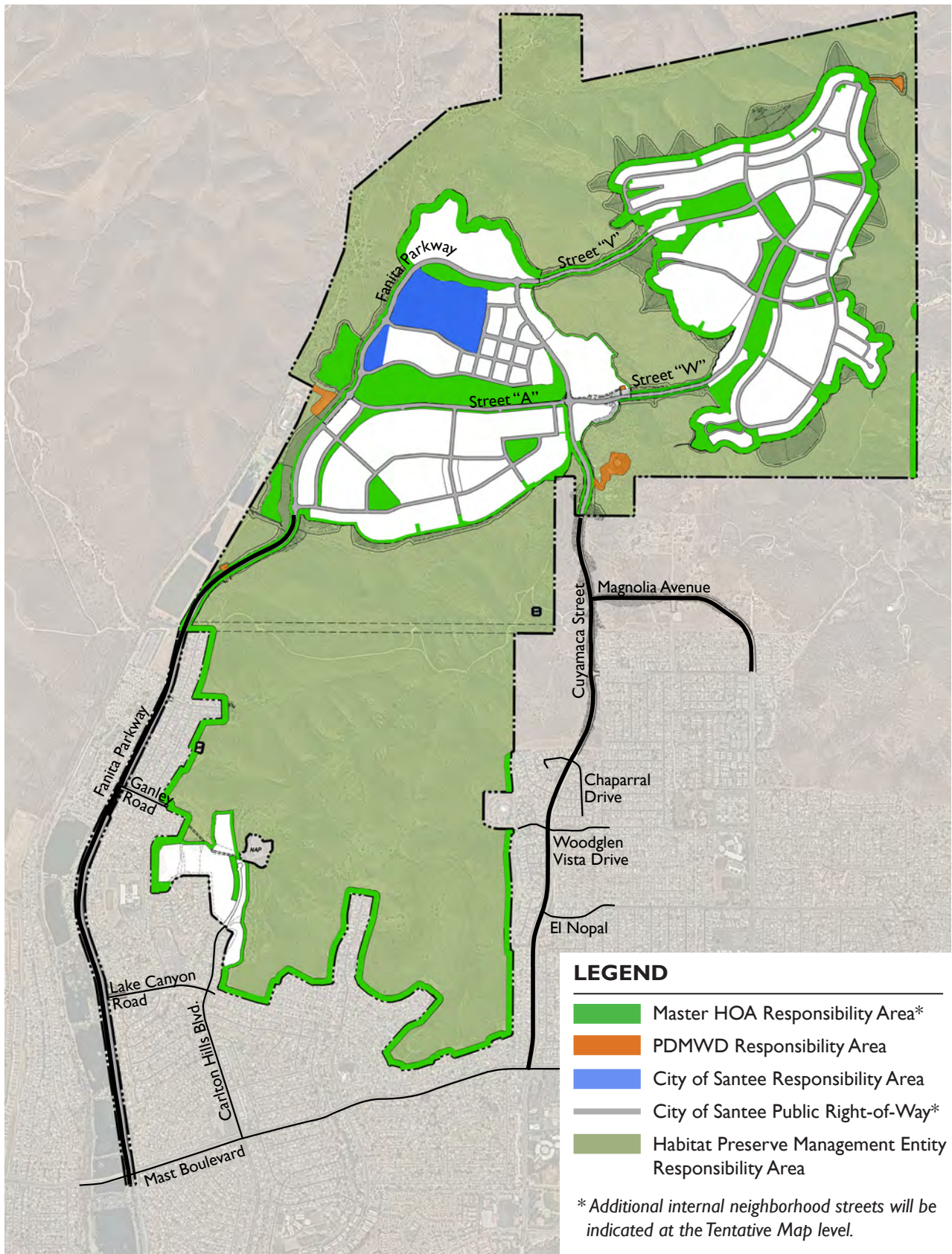
Maintenance responsibilities for public and common area improvements may be addressed in a Development Agreement and/or other agreement(s) between the Landowner/Master Developer and the City of Santee. Those responsibilities will, to the extent they may be different, take precedence over the concepts described in this Specific Plan.

It is anticipated that the Landowner/Master Developer will be required to dedicate Conservation Easements over the Santee MSCP Subarea Plan areas and transfer ownership to an entity consistent with the MSCP Plan as applicable. It is also assumed that the accepting entity will become responsible for managing, monitoring and maintaining the property and assuring its sustainable preservation.

*Exhibit 10.2: Operation and Maintenance Responsibility Areas* shows the distribution of anticipated responsibility areas for the HOA, City of Santee and the Habitat Preserve entity.

Generally, it is also anticipated that:

- A. Private parks, common open space areas and private roads will be maintained by a Homeowners Association(s) (HOA), Property Owners Association(s) and/or a Landscape Maintenance District (LMD) as mutually agreed between the Landowner/Master Developer and City of Santee.
- B. Maintenance of Fuel Modification Zones within private homeowner lots will be the responsibility of the homeowner. Maintenance of Fuel Modification Zones outside the private homeowner lot boundaries will be the responsibility of the HOA or Habitat Preserve management entity, as identified in the Fanita Ranch FPP.
- C. The Community Park and Neighborhood Park 8 (refer to *Exhibit 3.2, Site Utilization Plan*) will be dedicated to the City of the Santee. A mechanism and schedule for constructing and maintaining the parks shall be provided in the Development Agreement or other agreement(s) between the Landowner/Master Developer and City.
- D. Water and sewer facilities will be dedicated to the Padre Dam Municipal Water District (PDMWD). PDMWD will be responsible for the operation and maintenance of these areas, including water storage sites and related facilities.



 not to scale **Exhibit 10.2: Operation & Maintenance Responsibility Areas**

## **10.6 Administration and Implementation**

The purpose of this section of the Specific Plan is to define certain implementation and administrative procedures to provide clear instructions and notice to property owners and developers within Fanita Ranch regarding permit and plan approvals. The general intent of these regulations is to use the prevailing City of Santee procedure(s) to enforce the provisions of the zoning and subdivision codes unless otherwise described herein. The City of Santee Development Services Department shall enforce the site development standards set forth herein, in accordance with the State of California Government Code, Subdivision Map Act, the City of Santee General Plan and the City of Santee Municipal Code (SMC). The development procedures, regulations, standards and specifications contained in this adopted Specific Plan shall supersede the relevant provisions of the SMC and development regulations, as they currently exist or may be amended in the future.

### **10.6.1 Severability**

If any section, subsection, sentence, clause, phrase or portion of this Specific Plan, or any future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan, or any future amendments or additions hereto. The City hereby declares that it would have adopted these requirements and each sentence, subsection, clause, phrase, or portion or any future amendments or additions thereto, irrespective of the fact that any one or more sections, subsections, clauses, phrases, portions or any future amendments or additions thereto may be declared invalid or unconstitutional.

### **10.6.2 Conflicts and Clarifications**

If ambiguity exists with respect to matters of height, setback requirements, area requirements, or land use designation or planning area boundaries as set forth herein, it shall be the duty of the Development Services Director to ascertain all pertinent facts and make a determination based upon the proposed uses consistency with the intent of the Specific Plan.

To ensure that the Specific Plan will permit all similar uses in each land use designation, the Development Services Director, upon his or her own initiative or upon written request, shall determine whether a use not specifically listed as a permitted or temporary use in any land use designation shall be deemed a permitted use in one or more land use designations on the basis of similarity to uses specifically listed.

Application for determination of similar uses shall be made in writing to the Director of Development Services Department (Development Services Director) and shall include a detailed description of the proposed use and such other information as may be required by the Development Services Director to facilitate the determination. The Development Services Director, or designee, shall compare the



proposed use characteristics with the General Plan and Specific Plan goals and objectives as well as the purposes of each of the land use designations, and may determine if the proposed use should be a permitted use in any of the land use designations and shall document his or her findings. The Development Services Director shall base his or her decision upon meeting the following findings:

- A. The use in question has similar functional characteristics as, and is compatible with, other permitted or temporary uses in the same land use designation and does not exceed the maximum density or square footage of the land use designation in which it is proposed.
- B. The use in question meets the purpose and intent of the land use designation in which it is proposed.
- C. The use in question meets and conforms to the applicable goals and objectives of the Santee General Plan.

### **10.6.3 Substantial Conformance**

The Development Services Director may determine a project or use is in substantial conformance to the adopted Specific Plan subject to the findings below. Appeals of the Development Services Director's determination may be made to the City Council in the manner prescribed in Section 13.04.070 of the SMC.

- A. The proposed project or use is substantially consistent with the Santee General Plan, Fanita Ranch Specific Plan and other applicable adopted policies of the City.
- B. The proposed project or use is substantially consistent with the Fanita Ranch Specific Plan and its purpose and intent. Land use, circulation pattern and community design concepts are generally consistent. Statistical variations such as site area calculations shall be 15% or less.
- C. The proposed project or use meets the provisions of the Specific Plan, *Section 3.2: Land Use Designations and Development Regulations* governing the use of land, buildings, structures, building setbacks, building heights and other provisions.
- D. The proposed project or use will not, under circumstances of the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity, or injurious to property or improvements in the vicinity.
- E. The proposed project or use is substantially consistent with the principles and overall quality of design established for the Fanita Ranch Specific Plan.

## **10.6.4 Subdivisions Standards and Procedures**

Tentative maps, parcel maps and final maps shall be consistent with the development standards set forth by the Fanita Ranch Specific Plan and shall be processed in accordance with the procedures and submittal requirements set forth Title 12, Division I. Subdivision of Land, of the SMC.

## **10.6.5 Development Review**

### **10.6.5.1 Applicability**

An application for Development Review is required for all projects involving the issuance of a building permit for construction or reconstruction of a structure which meets any of the following criteria:

- A. New construction on vacant property.
- B. One or more structural additions or new buildings, with a total floor area of 1,000 square feet or more.
- C. New construction of residential development which is part of a tentative map or tentative parcel map application.
- D. Reconstruction or alteration of existing buildings on sites when the alteration significantly affects the exterior appearance of the building or traffic circulation of the site. Exceptions are maintenance or improvement of landscaping, parking, exterior re-painting or other common building and property maintenance activities.
- E. The conversion of residential or commercial buildings to condominiums.
- F. A Development Review application for an accessory dwelling unit will be processed administratively and not subject to application fees.

The following describes the administrative processes and procedures for reviewing future Development Review applications within Fanita Ranch.

### **10.6.5.2 Preliminary Review Procedures**

The Landowner/Master Developer shall conduct a preliminary Development Review process prior to application submittal to the City for all applications filed during initial build-out of the Fanita Ranch Specific Plan. The preliminary review by the Landowner/Master Developer is for recommendation

purposes only and is intended to add an extra level of review in order to ensure compliance with adopted plans. The preliminary Development Review process includes the following:

- A. The Landowner/Master Developer shall provide project applicants/guest builders with submittal requirements for preliminary Development Review; and
- B. Each application filed with the City shall be accompanied by the Landowner/Master Developer written recommendation for approval, modification or denial of the proposed project.

#### **10.6.5.3 Formal Development Review Procedures**

The Development Review application process, as defined in SMC Title 13, Zoning, Chapter 13.08, Development Review, is designed to ensure that each new project achieves the intent and purpose of the Fanita Ranch Specific Plan. All new development in Fanita Ranch shall be subject to review and approval by the Development Services Director. Development Review is intended to provide sufficient detail in site planning, architectural design and landscape architectural design to enable a specific development project design to be reviewed with respect to compliance with the Fanita Ranch Specific Plan. The Development Review shall include the following:

- A. An application for a Development Review Permit shall be submitted to the Department of Development Services on a form provided by the Department and accompanied by a fee as established by the City.
- B. The application shall be accompanied by a site plan, building elevations, landscape plan and other information as may be required to adequately evaluate the proposed project.
- C. Upon receipt of a Development Review application, the Development Services Director shall review the application based upon the following scope:
  - 1. **Site Adjacencies.** Development Review may be performed on a parcel but may also include a group of buildings or multiple parcels so long as a conceptual design of the entire parcel is provided. Because of the importance of design context and continuity of streetscapes, Development Review submittals shall be required to address relationships to adjacent sites within the Specific Plan Area at a conceptual level. This conceptual planning provides assurance that options for the logical build-out can occur but approval of the Development Review application will not constrain future development proposals. Any projects found not to be in substantial conformance by the Development Services Director may apply for a variance or an amendment to the Specific Plan.

2. **Specific Plan Compliance.** Because of the wide range of appropriate design options within Fanita Ranch, any Development Review submittal that meets the prescriptive standards of *Chapter 3: Land Use & Development Regulations*, as applicable, shall be deemed to be in conformance with the Specific Plan unless substantial evidence is presented to refute the conclusion. Any and all design revisions or conditions applied to a proposed project by the Development Services Director, or other reviewing and approving body, will only be made in order to meet the Specific Plan's design objectives. Any determination made by the appropriate decision making authority that the proposed decision is in conflict with the Specific Plan shall clearly identify the specific objective, policy or design statement that is found to conflict with said proposed design. The fact that a proposed design is not illustrated in the Specific Plan is not evidence of a conflict. The Fanita Ranch Specific Plan utilizes multiple examples of building typologies to convey a sense of design character specifically to avoid a requirement for a specific design. Substantial evidence of conflict requires that the design proposal be inconsistent with the design character conveyed by the multiple examples.
  3. **Landscaping and Outdoor Lighting.** Landscaping and outdoor lighting should reflect the design character, framework and criteria established by *Chapter 5: Landscape Architecture, Community Design & Outdoor Lighting Design Plan*. Except within the riparian and fuel modification zones, additional plant material not specifically identified within the Specific Plan or the Fanita Ranch Fire Protection Plan but are complementary to the established palette and are non-invasive may be deemed to be in conformance with the Specific Plan if approved by the Santee Fire Department.
- D. Applications will be reviewed within 30 days of project submittal to ensure that all of the required information is included.
  - E. Applications shall be reviewed by the Development Services Director for compliance with the Crime Prevention through Environmental Design (CPTED) elements pursuant to the Development Review Criteria stated in SMC Section 13.08.070(I)(7).
  - F. The City shall review projects pursuant to Public Resources Code 21166 for compliance with the Specific Plan and the certified Fanita Ranch EIR.
  - G. Projects inconsistent with the Specific Plan will be required to pursue a Formal Specific Plan Amendment (see *Section 10.7.2* of the Specific Plan) or variance as applicable, which may necessitate additional environmental review. Formal Amendments to the Specific Plan shall be subject to the requirements of the California Environmental Quality Act (CEQA).

- H. Prior to approving a Development Review application, the Development Services Director shall find that:
1. The proposed development is consistent with the Santee General Plan.
  2. The proposed development is consistent with the Fanita Ranch Specific Plan.
  3. The proposed development is consistent with the Fanita Ranch Fire Protection Plan.
  4. The potential environmental impacts of the proposed development have been addressed in the certified EIR for the Fanita Ranch Specific Plan.
- I. Once a Development Review Application has been deemed complete, the Development Services Director shall approve, conditionally approve or deny the application and issue a letter regarding his or her decision within 30 days.
- J. Appeals of the Development Services Director's determination may be made to the City Council in the manner prescribed in Section 13.04.070 of the SMC.

## **10.7 Specific Plan Modifications and Amendments**

Approval of the Fanita Ranch Specific Plan signifies acceptance by the City of Santee of a general framework and specific development standards for Fanita Ranch. It is anticipated that certain modifications to the Specific Plan text and graphics may be necessary through the life of the project. Any modifications to the Specific Plan shall occur in accordance with the amendment process described in this section. Future Administrative Amendments, pursuant to *Section 10.7.1* of this Specific Plan, allow for minor changes to the Specific Plan and may be approved by the Development Services Director. In all cases the amendments must be found to be consistent with the goals and vision of the Fanita Ranch Specific Plan. All other proposed changes are considered Formal Amendments and are required to be reviewed for approval by the City Council.

### **10.7.1 Administrative Amendments (Minor Modifications)**

Upon determination by the Development Services Director, certain minor modifications to the Specific Plan text and/or graphics may be considered ministerial and do not require a public hearing. Such decisions shall be memorialized in a form acceptable to the Department of Development Services and made available for public review upon request. The Development Services Director has the authority to approve Administrative Amendments to the Specific Plan as follows.

A. Transfer of Dwelling Units and Commercial Square Footage: Transfer of dwelling units and commercial square footage is an administrative process conducted by the Development Services Director to ensure that the Fanita Ranch Specific Plan's total maximum numbers of dwelling units and commercial square footage are not exceeded. *Exhibit 3.2: Site Utilization Plan* is intended to provide the general design intent of the Fanita Ranch Specific Plan. The Specific Plan recognizes the need for flexibility in planning to accommodate potential development constraints and future market demands. Notwithstanding the foregoing, if a proposed project is inconsistent with the target density and/or commercial square footage shown for the respective planning area in *Table 3.2: Site Utilization Plan Statistical Summary*, a transfer of dwelling units and/or commercial square footage shall be required. Any reallocation of dwelling units between planning areas in the same land use designation within the same Village is permitted, provided the resulting densities of the granting and receiving planning areas are consistent with the density ranges specified for the land use designation, and the total dwelling unit count for the respective land use designation within the Village is not exceeded. Up to 15% of the total dwelling units for the VC, MDR, LDR, MDR and AA land use designations may be transferred between these land use designations and between the Villages, and any commercial square footage may be transferred between parcels with a "VC" land use designation and "A" overlay areas as well as between the Villages, provided such transfer is consistent with the Specific Plan. The Applicant must demonstrate that the proposed transfer will not impact the major circulation system or infrastructure; the total Average Daily Trips (ADT) does not exceed the total Project Trip Generation<sup>1</sup> identified in the Fanita Ranch Traffic Impact Analysis (see Fanita Ranch EIR Appendix N); and the overall maximum of 2,959 dwelling units and 80,000 square feet of commercial uses in the Specific Plan Area is not exceeded<sup>1</sup>. Any other type of transfer shall require a Formal Amendment. The Development Services Director shall approve or deny the proposed transfer subject to the following findings and conditions:

1. The resulting density of the granting and receiving planning areas shall be consistent with the density ranges specified for the respective land use designations.
2. The planned identity and character of Fanita Ranch is preserved.

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1. *Chapter 3: Land Use & Development Regulations* applies a school overlay on a site reserved for a K-8 school (S-1 planning area on *Exhibit 3.2: Site Utilization Plan*). The underlying land use for the school overlay site is MDR. If the school site is not acquired for a public or private school use within two years of filing of the final map for the phase in which the site is located, the underlying MDR land use designation may be implemented and the maximum total number of dwelling units in the Specific Plan Area shall be 3,008 units. Residential units may be transferred from VC, MDR, LDR and AA land use designations and planning areas as set forth in (A) above, provided the total ADT for the Specific Plan Area does not exceed the total Project Trip Generation identified in the Fanita Ranch Traffic Impact Analysis under the no-school scenario and the maximum total number of dwelling units in the Specific Plan Area does not exceed 3,008. Units transferred into the S-1 planning area shall comply with the development regulations established for the MDR land use designation. Dwelling unit transfers shall be documented and made publicly available upon request, including updates to Specific Plan *Table 3.1: Land Use Plan Statistical Summary* and *Table 3.2: Site Utilization Plan Statistical Summary*.

3. The project applicant/guest builder has received a letter of recommendations for approval, modification or denial of the dwelling unit and/or commercial square footage transfer from the Landowner/Master Developer.
4. The project applicant/guest builder has provided supporting technical studies, if necessary, to the satisfaction of the Development Services Director that substantiate adequate infrastructure exists to support the requested transfer.
5. Public facilities and infrastructure, including the school and parks, shall be provided based on the final number of units, and the applicant/guest builder shall pay any additional fees resulting from said transfer.
6. The overall maximum intensity of 2,949 residential units and 80,000 square feet of commercial uses in the Specific Plan Area is not exceeded.<sup>1</sup>

Transfers of dwelling units and commercial square footage shall be documented and made publicly available upon request, including updates to Specific Plan *Table 3.1: Land Use Plan Statistical Summary* and *Table 3.2: Site Utilization Plan Statistical Summary*.

- B. Combining or reconfiguring the individual planning areas within a Village Center shown in *Exhibit 3.2: Site Utilization Plan*, provided supporting plans and/or documentation demonstrating adequacy of access and internal neighborhood circulation, if necessary, are provided to the satisfaction of the Development Services Director. Consolidation or reconfiguration of individual planning areas within a Village Center shall be documented and made publicly available upon request, including updates to Specific Plan *Exhibit 3.2: Site Utilization Plan* and *Table 3.2: Site Utilization Plan Statistical Summary*.
- C. Realignment or modification of internal neighborhood streets serving the Specific Plan Area, easement locations and grading adjustments outside the Habitat Preserve boundary, if also approved by the City Engineer or his/her designee.
- D. Minor technical refinements to the boundaries and area calculations of the planning areas listed in Specific Plan *Table 3.2: Site Utilization Plan Statistical Summary* resulting from the approval of a tentative or final map, provided the maximum density of the land use designation and the total land use designation acreage within the Specific Plan Area are not exceeded and the total Habitat Preserve acreage is not reduced. Planning area boundary and acreage adjustments shall be documented and made publicly available upon request, including updates to Specific Plan *Table 3.1: Land Use Plan Statistical Summary* and *Table 3.2: Site Utilization Plan Statistical Summary*.

- E. Minor modifications to the Specific Plan that do not increase the approved densities of the Specific Plan.
- F. Modifications to design criteria such as paving treatments, architectural details and related criteria.
- G. Landscape treatments, fencing, lighting, trails and entry treatments, provided the modifications are in substantial conformance with the purpose and intent of the specified design criteria.

### **10.7.2 Formal Amendments**

All proposed Specific Plan Amendments, which do not meet the criteria for an Administrative Amendment as described on *Section 10.7.1: Administrative Amendments (Minor Modifications)*, shall be deemed to require a Formal Amendment of the Specific Plan. All Formal Amendments shall be reviewed for approval by the City Council at a public hearing and comply with applicable law. It shall be the applicant's/guest builder's responsibility to update any related technical studies and/or provide additional studies when determined necessary by the Development Services Director.

## **10.8 Monitoring and Updates**

In order to ensure continuing compliance with the adopted Fanita Ranch Specific Plan and the provision of certain population based public facilities, the Development Services Director or designee shall at all times maintain an official copy of the Fanita Ranch Specific Plan, including all Administrative Amendments (Minor Modifications) and Formal Amendments thereto, as well as each Development Review approval and/or dwelling unit or commercial square footage transfer as an administrative action, including updates to Specific Plan *Table 3.1: Land Use Plan Statistical Summary* and *Table 3.2: Site Utilization Plan Statistical Summary* (collectively, "Fanita Ranch Specific Plan File"). The current Fanita Ranch Specific Plan File and associated changes, if any, shall be provided to the Development Services Director at the time of each Development Review approval and/or dwelling unit or commercial square footage transfer.



# **Appendix A: Definition of Terms**

The definitions of all terms used in the Fanita Ranch Specific Plan shall have the same meaning as used in the City of Santee General Plan and Santee Municipal Ordinance, unless otherwise specifically defined herein.

<b>Term</b>	<b>Definition</b>
AB 32	The Global Warming Solutions Act of 2006 is a California State Law that addresses Global Warming by establishing a comprehensive program to reduce greenhouse gas emissions from all sources throughout the state.
Accessory Use	Uses of land that are found on the same parcel as the principal use but are subordinate and incidental.
Active Recreation	Outdoor recreational activities, such as organized sports, playground activities, that require extensive facilities.
Active-Adult Neighborhood	An age-targeted or an age-restricted community designed for people aged 55 or older. In order to qualify for the "55 or older" housing exemption, a facility or community must satisfy each of the following requirements: <ul style="list-style-type: none"> <li>• At least 80 percent of the units must have at least one occupant who is 55 years of age or older; and</li> <li>•The facility or community must publish and adhere to policies and procedures that demonstrate the intent to operate as "55 or older" housing; and</li> <li>•The facility or community must comply with HUD's regulatory requirements for age verification of residents.</li> </ul>
Aggregate	A material or structure formed from loosely compacted mass of fragments or particles.
AgMeander	A series of trails and paths that unite nature and agriculture together in an experiential journey through the landscape, connecting agricultural and natural elements in a neighborhood or region.
Agrarian	Relating to cultivated land or the cultivation of land.
Agritourism	Involves any agriculturally based operation or activity that brings visitors to a farm or ranch.
Air Quality	The degree to which the ambient air is pollution-free, assessed by measuring a number of indicators of pollution.
Alternative Compliance	A method for achieving stormwater collection and treatment, emission reduction or risk reduction that is different than the specified standards and how to meet them. Alternative compliance is needed when existing physical conditions exist that prevent standard compliance.
Alternative Fuel Vehicle	A vehicle that runs on a fuel other than traditional petroleum fuels (petrol or diesel fuel).
Animal Husbandry	The science of breeding and caring for farm animals.
Apiaries	Places where a collection of hives of bees are kept.
Aquaponics	Aquaponics refers to any system that combines conventional aquaculture (raising aquatic animals such as snails, fish, crayfish or prawns in tanks) with hydroponics (cultivating plants in water) in a symbiotic environment.

<b>Term</b>	<b>Definition</b>
Best Management Practices (BMPs)	A practice or combination of practices that is determined to be an effective and practicable (including technological, economic, and institutional considerations) means of preventing or reducing the amount of pollutant generated by nonpoint sources to a level compatible with water.
Bike Lane	A division of a road marked off with painted lines, for use by cyclist.
Bike Parking, Long Term	Secure bicycle parking that is protected from the weather, including (1) covered, lockable enclosures with permanently anchored racks for bicycles, (2) lockable bicycle rooms with permanently anchored racks, or (3) lockable, permanently anchored bike lockers, or as otherwise permitted by CALGreen.
Bike Parking, Short Term	Permanently anchored bike racks located within 200 feet of the visitors entrance, readily visible to passers-by, or as otherwise permitted by CALGreen.
Biodiversity	The variety of species in a particular habitat or ecosystem.
Bio-Retention	The process in which contaminants and sedimentation are removed from stormwater runoff.
Building Coverage	The percentage of the lot area that is covered by building area.
CALGreen	Part 11 of the Title 24 Building Standards Code, which is the California Green Building Standards Code.
California Room	An indoor/outdoor room integral to the main residence, with amenities such as fan, television hookups, fireplace, connected by a sliding or folding glass door to the great room or combination of kitchen/family/dining area.
Capital Improvement Program	A short range plan, usually four to ten years, which identifies capital projects and equipment purchases, provides a planning schedule and identifies options for financing the
Carbon Dioxide (CO <sub>2</sub> )	A colorless, odorless gas produced by burning carbon and organic compounds and by respiration.
Carbon Emissions	Often associated with the burning of fossil fuels, like natural gas, crude oil, and coal.
Carbon Footprint	The amount of carbon dioxide and other carbon compounds emitted due to the consumption of fossil fuels by a particular person, group, etc.
Carbon Sequestration	The natural or artificial process by which carbon dioxide is removed from the atmosphere and held in solid or liquid form.
Climate Action Plan (CAP)	A set of strategies intended to guide efforts for climate change mitigation.

<b>Term</b>	<b>Definition</b>
Climate Change	A change in global or regional climate patterns, in particular a change apparent from the mid to late 20th century onwards and attributed largely to the increased levels of atmospheric carbon dioxide produced by the use of fossil fuels.
Cohousing	A group of residential units, which may be attached or detached, that actively participate in the operation of the neighborhood and share common facilities and resources such as childcare, meals, gardens, tools, and other household goods.
Collector Roadway	A low to moderate capacity road which serves to move traffic from local streets to arterial roads.
Commercial Recreation	The provision of recreation-related products or services by private enterprise for a fee, with the long-term intent of being profitable.
Common Open Space	Spaces within the urban setting that are readily and freely accessible to the wider community and which is intended primarily for amenity or recreation purposes.
Community Farm	The growers and consumers providing mutual support and share the risks and benefits of food production.
Community Garden	A piece of land gardened by a group of people, utilizing either individual or shared plots on private or public land.
Complete Street	A street designed and operated to enable safe use and support mobility for multiple user types, including people of all ages and abilities.
Composting	Decay organic material used as a plant fertilizer.
Conditional Use Permit	A zoning exception which allows the property owner use of his land in a way not otherwise permitted within the particular zoning district.
Congregate Care Facilities	Congregate care refers to caring for people in a congregated setting. Residents of congregate care facilities have private apartments but share a common dining room, kitchen facilities, and other amenities.
Conservation	Preservation, protection, or restoration of the natural environment, natural ecosystems, vegetation, and wildlife.
Conservation Easement	A voluntary legal agreement between a landowner and a land trust or government agency that permanently limits uses of the land in order to protect its conservation values.
Cooperative Community	A community where residents actively participate in the operation of the community and share common facilities, resources, and goods. Cohousing and coworking facilities are examples of cooperative communities.

<b>Term</b>	<b>Definition</b>
Coworking	A group of workspaces or offices that share common facilities and resources such as conference rooms, copy machines, kitchen space, and more. Workspace can be rented by individual professionals, small businesses, or small non-profit organizations on an hourly, monthly, or annual basis.
Cultural Resources	Physical evidence or place of past human activity: site, object, landscape, structure or natural feature of significance to a group of people traditionally associated with it.
Dark Sky	Denoting or located in a place where the darkness of the night sky is relatively free of interference from artificial light
Decibel	A unit used to measure the intensity of a sound or the power level of an electrical signal by comparing it with a given level on a logarithmic scale.
Decomposed Granite	Rock of granitic origin that has weathered to the point that it readily fractures into smaller pieces of weak rock.
Degreening Room	A room where the fruit and other agricultural products are processed to remove the inedible portions of the crop.
Department of Housing and Urban Development (HUD)	The principal federal agency responsible for programs concerned with housing needs, fair housing opportunities, and improving and developing U.S. communities.
Design Guidelines	A set of discretionary statements and "development standards" that are a set of threshold requirements which function to preserve and enhance the desired character of existing neighborhoods and improve the aesthetic and functional quality of new development projects.
Development Agreement	An agreement between an individual and a construction company, city or builder to develop a parcel of land for the individual's personal or commercial use.
Development Footprint	The area on the project site that has been impacted by any development activity. Hardscapes, access roads, parking lots, nonbuilding facilities, and building structure are all included in the development footprint.
Director of Development Services	The City of Santee staff member responsible for land use planning, land development engineering, capital improvements, and traffic engineering. This will apply to any subsequent change in the title for the person who supervises these functions.
Drought Tolerant Landscaping	Plants that are low-water consuming.
Dwelling Unit	A structure or the part of a structure that is used as a home, residence, or sleeping place.
Easement	A right to cross or otherwise use someone else's land for a specified purpose.

<b>Term</b>	<b>Definition</b>
Electrical Transmission Easement	A strip of land that an electric utility uses to construct, maintain, or repair a large power line. The easement allows the utility to keep the line clear of vegetation, buildings, and other structures that could interfere with line operation.
Energy Dissipater	Any device designed to protect downstream areas from erosion by reducing the velocity of flow to acceptable limits.
Erosion	The process of eroding or being eroded by wind, water or other natural agents.
Evapotranspiration	The process by which water is transferred from the land to the atmosphere by evaporation from the soil and other surfaces and by transpiration from plants.
Family Day Care, Small	A small family day care home may provide care for up to eight children, without an additional adult present, if specific conditions are met.
Family Day Care, Large	A large family day care home may provide care for up to 14 children, with an assistant present, if specific conditions are met.
Farm Lab	An innovative indoor and outdoor educational experience integrating the Design, Research, Engineering, Art, Math and Science (DREAMS) approach to education.
Farm Stay	Any type of accommodation on a working farm. Some farm stays may be interactive and are family-focused, offering children opportunities to feed animals, collect eggs and learn how a farm functions.
Farm Stand	A stand for display and sale of farm produce and other farm related goods.
Farmers Market	A food market at which local farmers sell fruit and vegetables and often meat, cheese, and bakery products directly to consumers.
Flood Control System	All methods used to reduce or prevent the detrimental effects of flood waters.
Floodlight	A large, powerful light, typically one of several used to illuminate a sports field, a stage, or the exterior of a building.
Food Forest Trail	A walking path lined with several layers of edible plants including tall and understory trees, shrubs, herbs, root crops, vines and groundcover open to community harvest.
Fossil Fuel	A natural fuel such as coal or gas, formed in the geological past from the remains of living organisms.

<b>Term</b>	<b>Definition</b>
Fuel Modification Zone	A strip of land where combustible vegetation has been removed and/or modified and partially or totally replaced with more adequately spaced, drought-tolerant, fire resistant plants in order to provide a reasonable level of protection to structures from wildland fires.
Gateway	A means of access or entry to a place.
General Plan	The citizens blueprint for development and the guide to achieving a vision.
Geologic Resources	Features produced from the physical history of the earth, or processes such as exfoliation, erosion, and sedimentation, glaciation, karst or shoreline processes, seismic, and volcanic activities.
Gravity Sewer System	Large networks of underground pipes that convey blackwater, greywater, and, in many cases, stormwater from individual households to a centralized treatment facility, using gravity (pumps when necessary).
Green Building	The practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle from siting to design, construction, operation, maintenance, renovation, and deconstruction.
Green Energy	Energy that comes from natural sources such as sunlight, wind, rain, tides, plants, algae, and geothermal heat. These energy resources are renewable, meaning they are naturally replenished.
Green Street	Pursuant to the EPA, a green street is a stormwater management approach that incorporates vegetation (perennials, shrubs, trees), soil, and engineered systems (e.g., permeable pavements) to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks). Green streets are designed to capture rainwater at its source, where rain falls; whereas a traditional street is designed to direct stormwater runoff from impervious surfaces into storm sewer systems (gutters, drains, pipes) that discharge directly into surface waters, rivers, and streams.
Greenhouse	A building in which plants are grown that need protection from cold weather.
Greenhouse Gas Emission	Any of the atmospheric gases that contribute to the greenhouse effect by absorbing infrared radiation produced by solar warming of the Earth's surface. They include carbon dioxide (CO <sub>2</sub> ), methane (CH <sub>4</sub> ), nitrous oxide (NO <sub>2</sub> ), and water vapor.

<b>Term</b>	<b>Definition</b>
Greywater	The relatively clean waste water from baths, sinks, washing machines, and other kitchen appliances.
Gross Floor Area	The total floor area inside the building envelope, including external walls, and excluding the roof.
Groundcover	Low-growing, spreading plants that help to stop weeds from growing.
Habitat	The natural home or environment of an animal, plant or other organism.
Habitat Restoration	The practice of renewing and restoring degraded, damaged, or destroyed ecosystems and habitats in the environment by active human intervention and action.
Heat Island Effect	An urban area or metropolitan area that is significantly warmer than its surrounding rural areas due to human activities.
Home Occupation	Any occupation or business use, full- or part-time, conducted within a dwelling or an accessory structure, or both, by a resident of the property.
Homeowners Association (HOA)	An organization of homeowners of a particular subdivision, condominium or planned unit development that provides a common basis for preserving, maintaining, and enhancing homes and property.
Homesteading	A lifestyle of self-sufficiency characterized by individual or communal gardening and agriculture; home preservation of food; farm-to-table food preparation and the sale of local artisanal foods. and may also involve the small scale production of textiles, clothing, and craftwork for household use or for sale.
Horticulture	The art or practice of garden cultivation and management.
Household Demographic	Households and families are basic units of analysis in demography.
Hydrofluorocarbons (HFCs)	Any of a class of partly chlorinated and fluorinated hydrocarbons, used as an alternative to chlorofluorocarbons in foam production, refrigeration, and other processes.
Hydroponics	The method of growing plants without soil, using mineral nutrient solutions in a water solvent.
Hydrozoning	The practice of clustering together plants with similar water requirements in an effort to conserve water.
Incorporated	A region of land that is governed by a local municipal corporation.
Infiltration	Permeation of a liquid into something by filtration.
Infrastructure	The basic physical and organizational structures and facilities needed for the operation of a society or enterprise.



<b>Term</b>	<b>Definition</b>
Irrigation System	A system of supplying land with water by means of artificial canals, ditches, or pipes to promote the growth of food crops or plants.
Landmark	An object or feature of landscape or town that is easily seen and recognized from a distance.
Landscape Maintenance District (LMD)	A special district formed to provide benefitting property owners with the opportunity to pay for enhanced landscaping and appurtenant improvements, maintenance, and services beyond those generally provided by the county.
Landscaping	The process of making a piece of land more attractive by altering the existing design, adding ornamental features, and planting trees and shrubs.
Learning Center	A learning center is typically a designated area that provides students with exciting and interesting experiences to practice, enrich, reteach, and enhance their learning.
Linear Park	A park in an urban or suburban setting that is substantially longer than it is wide.
Live/Work	Property that combines residential living space with commercial or manufacturing space.
Lot Coverage	The amount (expressed in a percentage) of the area of a lot covered by the building footprint, including the garage, porch, patio enclosed on three sides, California room, etc. and excluding eaves.
Low Albedo Pavement	Asphalt pavements that are light in color and/or reflect heat and remain cooler than darker pavements.
Low Impact Development	Systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of stormwater in order to protect water quality and associated aquatic habitat.
Low Speed Vehicle (LSV)	A legal class of 4-wheel vehicles that have a maximum capable speed typically around 25 mph.
Market Rate	The real price or cost of something decided by a market rather than calculated or fixed.
Master Planned Community	Any community that was carefully planned from its inception and is typically constructed in a previously undeveloped area.
Mello-Roos Community Facilities Act	Allows any county, city, special district, school district or joint powers authority to establish a CFD, which allows for the financing of public services and facilities.
Methane (CH <sub>4</sub> )	A colorless, odorless flammable gas that is the main constituent of natural gas.
Microscopic Organism	An organism that can only be seen with the aid of a microscope and that typically consists of only a single cell.

<b>Term</b>	<b>Definition</b>
Mitigation	The action of reducing the severity, seriousness of something.
Mixed Use	A type of urban development that blends residential, commercial, cultural, institutional, or industrial uses, where those functions are physically and functionally integrated, and that provides pedestrian connections.
Multi-Family Housing	A classification of housing where several separate housing units for residential inhabitants are contained within one building or several buildings within one complex.
Multi-Modal Circulation System	Transportation system that allows for multiple modes of transportation.
Native Landscaping	The use of native plants, including trees, shrubs, groundcover, and grasses which are indigenous to the geographic area of the garden.
Natural Drainage	The natural removal of surface water and sub-surface water from an area.
Natural Hazards	Naturally occurring physical phenomenon caused either by rapid or slow onset events which can be geophysical (earthquakes, landslides, tsunamis, and volcanic activity), hydrological (avalanches and floods), climatological (extreme temperatures, drought and wildfires), meteorological (cyclones, storms/wave surges) or biological (disease epidemics and insect/animal plagues)
Natural Resources	Materials or substances such as minerals, forests, water and fertile land that occur in nature and can be used for economic gain.
Natural Watershed	A small version of a river basin which drains into a larger stream or wetland.
Neighborhood	A district, especially one forming a community within a town or city.
Nitrogen	A colorless, odorless unreactive gas that forms about 78 percent of the earth's atmosphere.
Non-Point Source Pollutants	Pollutants that come from many diffused sources.
Non-Profit	An organization that uses its surplus revenues to further achieve its purpose or mission, rather than distributing its surplus income to the organization's shareholders as profits or dividends.
Non-Slip Surface	A surface designed to prevent sliding, especially being made of sticky material or having a surface with a special texture.
Office Park	An area where a number of office buildings are built together on landscaped grounds.
Off-Street Parking	Parking that is anywhere but on the street.

<b>Term</b>	<b>Definition</b>
On-Farm Composting	Composting is the natural process of 'rotting' or decomposition of organic matter by microorganisms under controlled conditions located on farm land.
On-Street Parking	Parking that is on the street.
Open Space	Any open piece of land that is undeveloped and is accessible to the public.
Organic Material	The large pool of carbon-based compounds found within natural and engineered, terrestrial and aquatic environments.
Parking Management Plan	A plan that addresses parking congestion, traffic congestion, excessive parking facility costs, poor pedestrian environments and the geographic areas to be considered for
Paseo	A plaza or walkway
Passive Recreation	Non-consumptive uses such as wildlife observation, walking, biking, and canoeing.
Pedestrian Circulation	A schematic empirical projection or model of how pedestrians flow through a given area.
Permaculture	The development of agricultural ecosystems intended to be sustainable and self-sufficient.
Permeable Concrete	A special type of concrete with a high porosity used for concrete flatwork applications that allows water from precipitation and other sources to pass directly through, thereby reducing the runoff from a site.
Pesticides	A substance used for destroying insects or other organisms harmful to cultivated plants or to animals.
Phosphorous	A colorless, flammable, toxic gas.
Photo Voltaic Panels (PV)	Panels that allow solar cells to convert energy from the sun into a flow of electrons by the photovoltaic effect.
Photovoltaic Power Station	A large-scale photovoltaic system designed for the supply of merchant power into the electricity grid.
Plant Propagation	Plant propagation is the process of creating new plants from a variety of sources: seeds, cuttings and other plant parts.
Plant Storage	Also called "storage organ" is a part of a plant specifically modified to store energy (e.g. carbohydrates) or water. They are usually found underground (for protection from herbivores) and result from changes to roots, leaves or stems.
Playfield	A playground for outdoor athletics.
Pocket Park	A pocket park (also known as a parkette, mini-park or vest-pocket park) is a small park accessible to the general public. Pocket parks are frequently created on a single vacant building lot or on small, irregular pieces of land.

<b>Term</b>	<b>Definition</b>
Point Source Pollutants	Any single identifiable source of pollution from which pollutants are discharged, such as a pipe, ditch, ship, or factory smokestack.
Post Harvesting Activities	The handling, storage, processing, packaging, and transport of agricultural and horticultural products following a harvest in preparation for sale and distribution. Such activities could include, but are not limited, to drying, degreening (removing the green or other inedible portions of the plant from the edible product), shelling, shucking, and more.
Potable Water Main	A pipe network for distribution of water to the consumers and other usage points.
Preservation	The action of preserving something.
Primary Use	Uses of land that are found on the same parcel as the accessory use but are main use.
Private Open Space	A usable outdoor area that could include balconies, terraces, decks, but does not typically include front yards and areas between a dwelling and the street frontage boundary.
Property Line	The boundary line between two pieces of property.
Property Tax	An ad valorem tax on the value of a property, usually levied on real estate.
Public Art	Any media that has been planned and executed with the intention of being staged in the physical public domain, usually outside and accessible to all.
Public Dedication	An appropriation of land to a public use, made by the owner, and accepted for such use by or on behalf of the public.
Public Improvements	The construction, enlargement, extension or other construction of a facility intended for dedication to an agency, including, but not limited to, a street, curb and gutter, sidewalk, cross gutter, catch basin, drainage improvements, traffic control and street name sign, or other roadway, domestic water supply system, fire hydrant, valve, sanitary sewer main or outfall, lift station, force main, manhole or other appurtenance.
Public Interest Slope	Internal manufactured slopes over 40' in height within Fanita Ranch that are visible from the public rights-of-way identified in Exhibit 8.1: Conceptual Grading Plan of the Fanita Ranch Specific Plan. Public Interest slopes shall be designed using land form grading techniques to recreate and mimic the natural contours and drainages within the surroundings. Maximum cut and fill slope ratios shall be pursuant to Section 8.1: Grading Plan of the Specific Plan.

<b>Term</b>	<b>Definition</b>
Public Park	A public playground, recreation center or area, and other public areas created, established, designated, maintained, provided or set aside by the city, for the purposes of public rest, play, recreation, enjoyment or assembly and all buildings, facilities, and structures located thereon or therein.
Public Realm	The space around, between and within buildings that are publicly accessible, including streets, squares, parks and open spaces.
Pumping Station	Facilities including pumps and equipment for pumping fluids from one place to another.
Quasi-Governmental	A type of corporation in the private sector that is backed by a branch of government that has a public mandate to provide a given service.
Recreational Amenities	Amenities that aid in recreational opportunities such as sports fields, swimming pools, dog parks, etc.
Recycling	The process that converts waste into a reusable material.
Reimbursement Agreement	A contract entered into by a developer and an agency to allow payment to a developer of allowable costs.
Renewable Energy	Energy from a source that is not depleted when used, such as wind or solar power.
Residential	An area of land in which housing predominates.
Retail	An area of land in which commercial uses predominates.
Reverse Osmosis	A process by which a solvent passes through a porous membrane in the direction opposite to that for natural osmosis when subjected to a hydrostatic pressure greater than the osmotic pressure.
Ride-Sharing	An arrangement in which a passenger travels in a private vehicle driven by its owner, for free or for a fee, especially as arranged by means of website or app.
Rights-of-Way	The legal right, established by usage or grant, to pass along a specific route through grounds or property belonging to another.
Riparian Corridor	An area that is the interface between land and a river or stream.
Rooftop Solar Power (PV)	A photovoltaic system that has its electricity-generating solar panels mounted on the rooftop of a residential or commercial building or structure.
Roundabouts	A traffic circle that promotes the flow of traffic.
Runoff	The drainage away of water from the surface of an area of land.
Sales Tax	A tax on sales.

<b>Term</b>	<b>Definition</b>
SB 375	The Sustainable Communities and Climate Protection Act of 2008 is a state law targeting greenhouse gas emissions from passenger vehicles.
Sedimentation	The process of settling or being deposited as a sediment.
Setback	The distance which a building or other structure is setback from a street or road, a river or stream, a shore or floodplain, or any other place which is deemed to need
Single-Family Housing	A stand-alone house, detached residence, or separate house is a free-standing residential building.
Smart Controller	A system that incorporates functions of sensing, actuation, and control in order to describe and analyze a situation, and make decisions based on the available data in a predictive or adaptive manner, thereby performing smart actions.
Smart Growth	Planned economic and community development that attempts to curb urban sprawl and worsening environmental conditions.
Soil Organic Carbon (SOC)	The main component of soil organic matter (SOM) and is one part in the much larger global carbon cycle that involves the cycling of carbon through the soil, vegetation, ocean and the atmosphere.
Solar Array	One or many solar panels that produce energy.
Solar Farm	An installation or area of land in which a large number of solar panels are set up in order to generate electricity.
Solar Water Heating Panels	The conversion of sunlight into heat for water heating using a solar thermal collector.
Special Assessment District	A specific geographic area that the government can assess against real estate parcels for certain public projects.
Specific Plan	A document designed to implement the goals and policies of the General Plan.
Storm Drain	A design to drain excess rain and ground water from impervious surfaces such as paved streets, parking lots, footpaths, sidewalks, and roofs.
Stormwater	Surface water in abnormal quantity resulting from heavy falls of rain or snow.
Streetscape	The natural and built fabric of the street, and the design quality of the street and its visual effect.
Subdivision	An area of land divided into plots for sale.
Subsistence Agriculture	The practice of small-scale agriculture for direct consumption by individuals, families, and small communities, such as home gardens, AgMeander, community gardens, CSAs, community farms, etc.
Suspended Solid	Small solid particles which remain in suspension in water as a colloid or due to the motion of the water.

<b>Term</b>	<b>Definition</b>
Superelevation	The transverse slope obtained by raising the outer edge of the pavement with respect to the inner edge throughout the length of a horizontal curve to counteract the effects of centrifugal force and reduce the tendency of a vehicle to overturn and to skid laterally outwards (banking). Maximum superelevation rates are based on several variables, such as climate, terrain, design speed and pavement friction.
Sustainability	Development that is conducted without the depletion of natural resources.
Swales	Landscaped elements designed to concentrate or remove silt and pollution from surface runoff water.
Take Permit	A permit issued under Section 10 of the United States Endangered Species Act (ESA) to private, non-federal entities undertaking otherwise lawful projects that might result in the take of an endangered or threatened species.
Transit Hub	A place where passengers are exchanged between vehicles or modes of transport
Topography	The arrangement of the natural and artificial physical features of an area.
Traffic Calming Measure	The use of physical design and other measures to improve safety for motorists, pedestrians, and cyclists and to potentially reduce the traffic flow.
Transportation Demand Management Plan (TDM)	A set of strategies that includes transportation demand management to focus on specific needs for integrating TDM into existing activities that are carried out under the transportation planning process.
Unincorporated	A region of land that is not governed by a local municipal corporation.
Urban Sprawl	The uncontrolled expansion of urban areas.
Utilities	Organizations that provide the community with electricity, gas, water, and sewage.
Vesting Tentative Map	The parcel configuration proposed prior to a final or parcel map.
Walkability	A measure of how friendly an area is to walking.
Wastewater	Water that has been used in the home, in a business, or as part of an industrial process.
Water Conservation	The preservation, control, and development of water resources, both surface and groundwater and prevention of pollution.
Water Pressure Zone	The area bounded by both a lower and upper elevation, all of which receives water from a given hydraulic grade line or pressure from a set water surface.

<b>Term</b>	<b>Definition</b>
Water Reservoir	A storage space for water, typically in the form of an enlarged natural or artificial lake, storage pond, or impoundment created using a dam or lock.
Water Velocity	The expression of the displacement that an object or particle undergoes with respect to time.
Wayfinding	All of the ways in which people orient themselves in physical space and navigate from place to place.
Wildlife Corridor	A link of wildlife habitat, generally native vegetation, which joins two or more larger areas of similar wildlife habitat.
Working Farm	A farm whose agricultural land and buildings are in active use for crop production and or the raising of livestock.
Zero Net Energy Standards	A building with zero net energy consumption, meaning the total amount of energy used by the building on an annual basis is roughly equal to the amount of renewable energy created onsite.
Zoning	Divide land into or assign to zones, based on land use.



# Appendix B:

## Fanita Ranch Street Design

The Fanita Ranch Specific Plan creates a network of streets of varying design capacities tailored to meet the unique concepts of the three Villages. The Specific Plan street designs address safety, aesthetics and functionality as well as site constraints. The Specific Plan street standards are based on the City of Santee Mobility Element (October 2017) and City of Santee Public Works Standards (February 1998). Modifications to the street right-of-way (ROW) widths, curb-to-curb dimensions, sidewalk and median configurations to meet the specific needs of Fanita Ranch are described below.

The Average Daily Trips (ADT) of each proposed Fanita Ranch Specific Plan Street is consistent with the ADT range of the corresponding City of Santee Standard Street. The proposed design speed and geometric design for each Specific Plan street standard meets the City of Santee requirements, with the exception of maximum grade. The justification for increasing maximum grade and other proposed design modifications meets the following conditions:

- A. There are extraordinary or unusual circumstances or conditions applicable to the situation necessitating the need for different street standards for Fanita Ranch, including areas of steep existing topography, minimization of grading quantities, minimization of grading footprint, and minimization of impacts on sensitive resources.
- B. The proposed Specific Plan street standards will not cause substantial drainage, safety, maintenance or other problems.
- C. The proposed Specific Plan street standards will not conflict with existing or future traffic and parking demands or pedestrian or bicycle use.
- D. The proposed Specific Plan street standards will not be detrimental to the public welfare or injurious to the property or improvements within and directly adjacent to the Fanita Ranch site.

*Table B.1: Fanita Ranch Specific Plan Streets*, compares design criteria for each Fanita Ranch Specific Plan Street to the corresponding City of Santee Standard Street.

**Table B.1: Fanita Ranch Specific Plan Streets**

ID	Fanita Ranch Specific Plan Street	City of Santee Street Standard	Modifications
1	Fanita Parkway – 4-Lane Parkway/Major Arterial	4-Lane Parkway / Major Arterial City Standard Option 2	<ul style="list-style-type: none"> <li>• The overall ROW is narrowed from 102' to 97' (89' where median width is reduced).</li> <li>• Improvements within the ROW include a 14' median and a reduced median to curb dimension (from 34' to 31').</li> <li>• The outside travel lanes are reduced from 13' to 12'.</li> <li>• The bike lane buffer is reduced from 4' to 2'.</li> <li>• The sidewalk is eliminated from the east side.</li> <li>• A 10' multi-purpose trail is provided on the west side separated from the travel lane by a 6' wide landscaped parkway to enhance the pedestrian experience and provide an increase sense of pedestrian safety and comfort.</li> <li>• Parkways and median may be super elevated to take up grade from east to west within the limited available right-of-way.</li> <li>• Parkways and medians may have up to a 4:1 slope where shown on plans.</li> <li>• The median width may be reduced from 14' to 6' in the vicinity of wetland and/or biological impacts.</li> <li>• Traffic calming measures include a raised median, narrowed travel lanes and designated on-street bicycle lanes with buffers.</li> </ul>

ID	Fanita Ranch Specific Plan Street	City of Santee Street Standard	Modifications
1A	Fanita Parkway – 3-Lane Parkway	4-Lane Parkway / Major Arterial City Standard Option 2	<ul style="list-style-type: none"> <li>• The overall ROW is narrowed from 102’ to 97’ (89’ where median width is reduced).</li> <li>• Improvements within the ROW include a 14’ median and a reduced median to curb dimension on the west side (from 34’ to 31’) and on the east side (from 34’ to 20’).</li> <li>• The outside travel lane on the west side is reduced from 13’ to 12’ and the bike lane buffer is reduced from 4’ to 2’.</li> <li>• The outside travel lane on the east side is eliminated and the bike lane buffer is reduced from 4’ to 3’.</li> <li>• The sidewalk is eliminated from the east side and a 10’ multi-purpose trail is provided on the west side, separated from the travel lane by a 6’ wide landscaped parkway to enhance the pedestrian experience and provide an increase sense of pedestrian safety and comfort.</li> <li>• Parkways and median may be super elevated to take up grade from east to west within the limited available right-of-way.</li> <li>• Parkways and medians may have up to a 4:1 slope where shown on plans.</li> <li>• The median width may be reduced from 14’ to 6’ in the vicinity of wetland and/or biological impacts.</li> <li>• Traffic calming measures include a raised median, narrowed travel lanes and designated on-street bicycle lanes with buffers.</li> </ul>
2	Cuyamaca Street, Off-Site – 4-Lane Major Arterial	4-Lane Major Arterial City Standard Option 2	No Change

ID	Fanita Ranch Specific Plan Street	City of Santee Street Standard	Modifications
3	Cuyamaca Street, On and Off-Site – 2-Lane Parkway Type 1	2-Lane Parkway with TWLTL	<ul style="list-style-type: none"> <li>• The overall ROW is narrowed from 84’ to 70’ (74’ where turn pocket occurs).</li> <li>• Improvements within the ROW include a raised median at 10’ to 14’ instead of a 12’ painted median and a reduced median to curb dimension (from 26’ to 20’-22’).</li> <li>• The travel lanes are reduced from 13’ to 12’ and the bike lane buffer is increased from 0’ to 3-5’.</li> <li>• Parking is eliminated on both sides; only emergency parking is permitted.</li> <li>• An 8’ multi-purpose trail is provided on the west side, separated from the travel lane by a 6’ wide landscaped parkway to enhance the pedestrian experience and provide an increase sense of pedestrian safety and comfort.</li> <li>• The sidewalk is eliminated on the east side.</li> <li>• A 4.5’ DG trail is provided on the east side, north of water tank 2 to Street “A”/”W” only.</li> <li>• The bike lane and buffer on the west side may be used as an emergency evacuation lane.</li> <li>• Overall pavement width is reduced from 64’ to 52-56’ to reduce heat island effect and to improve water quality.</li> <li>• The maximum grade increased from 10% to 12%.</li> <li>• Lighted sag vertical curves.</li> <li>• Traffic calming measures include roundabouts, raised medians, designated on-street bike lanes and narrowed travel lanes.</li> </ul>

ID	Fanita Ranch Specific Plan Street	City of Santee Street Standard	Modifications
4	Fanita Parkway – 2-Lane Parkway Type II	2-Lane Parkway with TWLTL	<ul style="list-style-type: none"> <li>• The overall ROW is narrowed from 84’ to 77’ (69’ where median width is reduced).</li> <li>• Improvements within the ROW include a raised 14’ median instead of a 12’ painted median and a reduced raised median to curb dimension (from 26’ to 20’-22’’).</li> <li>• The travel lanes are reduced from 13’ to 12’</li> <li>• The bike lane buffer is increased from 0’ to 3’-5’.</li> <li>• Vehicular parking is eliminated on both sides; only emergency parking is permitted.</li> <li>• A 10’ multi-purpose trail is provided on the west side separated from the travel lane by a 6’ wide landscaped parkway to enhance the pedestrian experience and provide an increase sense of pedestrian safety and comfort.</li> <li>• The sidewalk is eliminated on the east side.</li> <li>• The bike lane and buffer on the west side may be used as an emergency evacuation lane.</li> <li>• Parkways and median may be super elevated to take up grade from east to west within the limited available right-of-way.</li> <li>• Parkways and medians may have up to a 4:1 slope where shown on plans.</li> <li>• The median width may be reduced from 14’ to 6’ in the vicinity of wetland and/or biological impacts.</li> <li>• Maximum grade increased from 10% to 12%.</li> <li>• Lighted sag vertical curves.</li> <li>• Traffic calming measures include a community gateway, roundabouts, raised medians, narrowed travel lanes and designated on-street bicycle lanes with buffers.</li> </ul>

ID	Fanita Ranch Specific Plan Street	City of Santee Street Standard	Modifications
5	Fanita Parkway – 2-Lane Parkway Type III	2-Lane Parkway with TWLTL	<ul style="list-style-type: none"> <li>• The overall ROW is narrowed from 84’ to 83’.</li> <li>• Improvements within the ROW include a raised 10’ median instead of a 12’ painted median and a reduced raised median to curb dimension (from 26’ to 22’-25’).</li> <li>• The travel lanes are reduced from 13’ to 12’ and the bike lane buffer is increased on the west side from 0’ to 5’.</li> <li>• Vehicular parking is eliminated on west side; only emergency parking is permitted.</li> <li>• A 10’ multi-purpose trail is on the west side separated from the travel lane by a 6’ wide landscaped parkway to enhance the pedestrian experience and provide an increase sense of pedestrian safety and comfort.</li> <li>• The bike lane and buffer on the west side may be used as an emergency evacuation lane.</li> <li>• Parkways and median may be super elevated to take up grade from east to west within the limited available right-of-way.</li> <li>• Parkways and medians may have up to a 4:1 slope where shown on plans.</li> <li>• Lighted sag vertical curves.</li> <li>• Traffic calming measures include roundabouts, raised medians, raised crosswalks and on-street bicycle lanes with buffers.</li> </ul>

ID	Fanita Ranch Specific Plan Street	City of Santee Street Standard	Modifications
6	Residential Collector Type 1	Residential Collector / 2-Lane Parkway	<ul style="list-style-type: none"> <li>• The overall ROW narrowed from 60' to 59 (69' where left-turn pocket occurs).</li> <li>• Improvements within the ROW include a 10' painted median at intersections only and curb-to-curb dimension increased from 40' to 43'.</li> <li>• Bike lanes are added to both sides.</li> <li>• Parking is eliminated on the south side.</li> <li>• A 6' meandering trail is added to the north side to enhance the pedestrian experience along the linear park.</li> <li>• Maximum grade increased from 10% to 13%.</li> <li>• Lighted sag vertical curves.</li> <li>• Roundabouts and raised intersections are utilized for traffic calming.</li> </ul>
7	Residential Collector Type II	Residential Collector / 2-Lane Parkway	<ul style="list-style-type: none"> <li>• The overall ROW is widened from 60' to 62'.</li> <li>• Improvements within the ROW include a 6' raised median and an increased curb-to-curb dimension (from 40' to 48').</li> <li>• Bike lanes are added to both sides with a 3-5' buffer.</li> <li>• Parking is eliminated on both sides; only emergency parking is permitted.</li> <li>• The sidewalk is eliminated on the north side.</li> <li>• A 6' meandering trail is added to the north side that typically is located outside of the ROW.</li> <li>• The parkway on the south side is increased from 5' to 6.5'.</li> <li>• The bike lane and buffer on the north side may be used as an emergency evacuation lane.</li> <li>• The maximum grade is increased from 10% to 15%.</li> <li>• Lighted sag vertical curves.</li> <li>• Traffic calming measures include a chicane to control downhill speeds, on-street parking, raised medians and designated on-street bicycle lanes with buffers.</li> </ul>



ID	Fanita Ranch Specific Plan Street	City of Santee Street Standard	Modifications
8	Residential Collector Type III	Residential Collector / 2-Lane Parkway	<ul style="list-style-type: none"> <li>• The overall ROW is widened from 60' to 78', 79' and 83' (79' where 6' trail occurs, and 83' where 10' trail occurs instead of 5' sidewalk).</li> <li>• Improvements within the ROW include a 14' raised median and increased curb-to-curb dimension (from 40' to 56').</li> <li>• Bike lanes are added to both sides with 3-5' buffer.</li> <li>• Parking is eliminated on both sides; only emergency parking is permitted.</li> <li>• Parkways are widened from 5' to 6'.</li> <li>• The bike lane and buffer on the north or west side may be used as an emergency evacuation lane.</li> <li>• The maximum grade increased from 10% to 12%.</li> <li>• Lighted sag vertical curves.</li> <li>• Traffic calming measures include roundabouts, intersection pop-outs, raised crosswalks and designated on-street bicycle lanes with buffers.</li> </ul>
9	Magnolia Avenue, Off-Site – Collector Type IV	Collector / 2-Lane Parkway	<ul style="list-style-type: none"> <li>• The overall ROW is widened from 60' to 67'.</li> <li>• Improvements within the ROW include an increase of the curb-to-curb dimension from 40' to 52'.</li> <li>• Bike lane buffers are added to both sides.</li> <li>• Vehicular parking is eliminated on both sides; only emergency parking is permitted.</li> <li>• The maximum grade is increased from 10% to 12%.</li> <li>• Design speed is reduced from 40 mph to 35 mph.</li> <li>• Lighted sag vertical curves.</li> <li>• Traffic calming measures potentially include designated on-street bicycle lanes with buffers, raised pedestrian crossings, intersection neckdowns and flashing radar signs.</li> </ul>

ID	Fanita Ranch Specific Plan Street	City of Santee Street Standard	Modifications
10	Cuyamaca Street – Residential Collector Type V	Residential Collector / 2-Lane Parkway	<ul style="list-style-type: none"> <li>• The overall ROW is widened from 60’ to 75’.</li> <li>• Improvements within the ROW include the addition of a 10’ raised median and curb-to-curb dimension increased from 40’ to 52’.</li> <li>• Bike lanes are added to both sides with 3’-5’ buffer.</li> <li>• Vehicular Parking is eliminated on both sides; only emergency parking is permitted.</li> <li>• An 8’ multi-purpose trail is provided on the west side separated from the travel lane by a 5’ wide landscaped parkway to enhance the pedestrian experience and provide an increase sense of pedestrian safety and comfort.</li> <li>• The maximum grade is increased from 10% to 15%.</li> <li>• Lighted sag vertical curves.</li> <li>• Traffic calming measures include a raised median and designated on-street bicycle lanes with buffers.</li> </ul>
11	Cuyamaca Street - Village Collector	Residential Collector / 2-Lane Parkway	<ul style="list-style-type: none"> <li>• The overall ROW is widened from 60’ to 88’.</li> <li>• Improvements within the ROW include the increased curb-to-curb dimension (from 40’ to 64’).</li> <li>• Diagonal parking provided on both sides.</li> <li>• A 14’ sidewalk/multi-purpose trail on the west side and a 10’ sidewalk on the east side are provided, with tree wells added.</li> <li>• Landscaped parkways are eliminated.</li> <li>• Lighted sag vertical curves.</li> <li>• Traffic calming measures include diagonal parking and on-street bicycle lanes with buffers.</li> </ul>

ID	Fanita Ranch Specific Plan Street	City of Santee Street Standard	Modifications
12	Residential Collector Type VII	Residential Collector / 2-Lane Parkway	<ul style="list-style-type: none"> <li>• The overall ROW is widened from 60' to 62' (63' where 6' trail occurs instead of 5' sidewalk).</li> <li>• Design speed is reduced from 35 mph to 25 mph.</li> <li>• Landscaped parkways are widened from 5' to 6'.</li> <li>• A 6' trail replaces the standard 5' sidewalk where shown on the plan.</li> <li>• The maximum grade increased from 10% to 12%.</li> <li>• Lighted sag vertical curves.</li> </ul>
13	Village Street Type 1	Local Street	<ul style="list-style-type: none"> <li>• The overall ROW is widened from 56' to 80'.</li> <li>• Improvements within the ROW include the addition of a 20' raised median and an increased curb-to-curb dimension (from 36' to 60').</li> <li>• Travel lane plus parking dimension is increased from 18' to 20'.</li> <li>• Landscaped parkways are eliminated.</li> <li>• Sidewalks are widened from 5' to 10' and tree wells added.</li> <li>• Lighted sag vertical curves.</li> <li>• Traffic calming measures include intersection pop-outs and a raised median.</li> </ul>
14	Village Street Type II	Local Street	<ul style="list-style-type: none"> <li>• The overall ROW is widened from 56' to 70'.</li> <li>• Improvements within the ROW include an increased curb-to-curb dimension (from 36' to 50').</li> <li>• Diagonal parking is added to one side.</li> <li>• Landscaped parkways are eliminated.</li> <li>• Sidewalks are widened from 5' to 10'.</li> <li>• Lighted sag vertical curves.</li> <li>• Traffic calming measures include intersection pop-outs and diagonal parking.</li> </ul>

ID	Fanita Ranch Specific Plan Street	City of Santee Street Standard	Modifications
15	Village Street Type III	Local Street	<ul style="list-style-type: none"> <li>• Landscaped parkways are eliminated.</li> <li>• Sidewalks are widened from 5' to 10' and tree wells added.</li> <li>• Lighted sag vertical curves.</li> <li>• Intersection pop-outs are utilized for traffic calming.</li> </ul>
16	Residential Street	Local Street	<ul style="list-style-type: none"> <li>• The overall ROW is widened from 56' to 57'; 58' where 6' trail occurs instead of 5' sidewalk and 62' at school drop-off.</li> <li>• Centerline to curb dimension is increased from 18' to 23' at school drop-off.</li> <li>• Sidewalk width is increased from 5' to 10' where shown on plan as school drop-off.</li> <li>• Parkway width increased from 5' to 5.5'.</li> <li>• The maximum grade is increased from 12% to 15%.</li> <li>• Lighted sag vertical curves.</li> <li>• Intersection pop-outs are utilized for traffic calming.</li> </ul>
17	Split Residential Street, One-Way	Local Street	<ul style="list-style-type: none"> <li>• Additional 3' of paved road width was added to provide for vehicle back-out distance due to one-way configuration. ROW width varies due to each unique median or park configuration.</li> </ul>
18	Carlton Hills Boulevard, Private Street	No City standards for Private Street conditions	<ul style="list-style-type: none"> <li>• The overall ROW is narrowed from 56' to 42' (consisting of a 5' sidewalk, 4' x 8' BMP area and parking on the west side and two 12' travel lanes) by eliminating sidewalk and parking on the east side. Existing ROW easement is 70' and is unchanged.</li> </ul>
19	Private Residential Street	No City standards for Private Residential Street conditions	
20	Private Residential Driveway	No City standards for Private Residential Driveway conditions	

## Street Design Criteria

PROPOSED SECTION – FANITA SPECIFIC PLAN NO.	NAME	FOR FUTURE (Santee Mobility Element Equivalent)	Estimated ADT	DESIGN SPEED MPH	TRAVEL LANES	BIKE LANE	PARKING	MEDIAN WIDTH (FT)	CURB TO CURB (FT)	ROW (FT)	MAX GRADE % (f)	MAX GRADE % THROUGH INTERSECTION	MAX CENL INTERSECTION ANGLE (DEG)	MIN. CENL (g) RADIUS (FT) STD. GROWN/ FULL SUPER	MIN. TRAFFIC INDEX	STOPPING SIGHT DISTANCE
1	FANITA PARKWAY 4 LANE PARKWAY	15,000-40,000 4-Lane Parkway/ Major Arterial City Std. Optn. 2	15,460	50 <sup>(d)</sup>	4-12'	CLASS I & II	EMERGENCY, BOTH SIDES	14 <sup>(h)</sup> RAISED	68', 76'	89', 97'	7	5	10	1400/850	8.5	430'
1a	FANITA PARKWAY 3 LANE PARKWAY	15,000-40,000 4-Lane Parkway/ Major Arterial City Std. Optn. 2	15,130	50 <sup>(d)</sup>	2-12'+ 1-12'	CLASS I & II	EMERGENCY, BOTH SIDES	14 <sup>(h)</sup> RAISED	57', 65'	89'-97'	7	5	10	1400/850	8.5	430'
2	Offsite	15,000-40,000 4-LANE MAJOR ARTERIAL	18,630	50	4-12'	CLASS II	EMERGENCY, BOTH SIDES	14' RAISED	82'	102'	7	5	10	1400/850	8.5	430'
3	On & Offsite	5,000-15,000 2-Lane Parkway w/ TWLTL	13,920	40 <sup>(d)</sup>	2-12'	CLASS II	EMERGENCY, BOTH SIDES	10 <sup>(h)</sup> RAISED	52', 56'	70', 74'	12	5	10	800/550	8.0	300'
4	FANITA PARKWAY 2 LANE PARKWAY TYPE II	5,000-10,000 2-Lane Parkway w/ TWLTL	12,350	40 <sup>(d)</sup>	2-12'	CLASS I & II	EMERGENCY, BOTH SIDES	14 <sup>(h)</sup> RAISED	48', 56'	69', 77'	12	5	10	800/550	8.0	300'
5	FANITA PARKWAY 2 LANE PARKWAY TYPE III	5,000-15,000 2-Lane Parkway w/ TWLTL	9,730	40 <sup>(d)</sup>	2-12'	CLASS I & II	YES ONE SIDE, EMERGENCY ONE SIDE	10' RAISED	57'	83'	10	5	10	800/550	8.0	300'
6	RESIDENTIAL COLLECTOR TYPE I	4,000-10,000 Residential Collector/ 2-Lane Parkway	7,400	35 <sup>(d)</sup>	2-12'	CLASS II	YES ONE SIDE	10' PAINTED	53'	59', 69'	13	5	10	610/400	7.5	250'
7	RESIDENTIAL COLLECTOR TYPE II	4,000-10,000 Residential Collector/ 2-Lane Parkway	6,480	35 <sup>(d)</sup>	2-12'	CLASS II	EMERGENCY, BOTH SIDES	6' RAISED	48'	62'	15	5	10	610/400	7.5	250'
8	RESIDENTIAL COLLECTOR TYPE III	4,000-10,000 Residential Collector/ 2-Lane Parkway	6,480	35 <sup>(d)</sup>	2-12'	CLASS II	EMERGENCY, BOTH SIDES	14' RAISED	56'	78', 88'	12 <sup>(h)</sup>	5	10	610/400	7.5	250'
9	Offsite	4,000-10,000 MAGNOLIA AVENUE Collector/ 2-Lane Parkway	6,310	35 <sup>(h)(i)</sup>	2-13'	CLASS II	YES, BOTH SIDES	12' PAINTED	52'	67'	12	5	10	610/400	7.5	250'
10	RESIDENTIAL COLLECTOR TYPE V	4,000-10,000 Residential Collector/ 2-Lane Parkway	6,180	35 <sup>(h)(i)</sup>	2-12'	CLASS II	EMERGENCY, BOTH SIDES	10' RAISED	52'	75'	15 <sup>(h)</sup>	5	10	610/400	7.5	250'
11	VILLAGE COLLECTOR	4,000-10,000 Residential Collector/ 2-Lane Parkway	6,180	35 <sup>(d)</sup>	2-12.5'	N/A	YES, BOTH SIDES <sup>(i)</sup>	N/A	64'	88'	10	5	10	610/400	7.5	250'
12	RESIDENTIAL COLLECTOR TYPE VII	4,000-10,000 Residential Collector/ 2-Lane Parkway	4,300	25 <sup>(d)</sup>	2-12'	N/A	YES, BOTH SIDES	N/A	40'	62', 63'	12 <sup>(h)</sup>	5	10	200	7.5	160'
13	VILLAGE STREET TYPE I	2,200 (LOCAL)		25	2-12'	N/A	YES, BOTH SIDES	20' RAISED	60'	80'	12	5	10	200	5.0	160'
14	VILLAGE STREET TYPE II	2,200 (LOCAL)		25	1-12.5'+ 1-10'	N/A	YES, BOTH SIDES	N/A	50'	70'	12	5	10	200	5.0	160'
15	VILLAGE STREET TYPE III	2,200 (LOCAL)		25	2-10'	N/A	YES, BOTH SIDES	N/A	36'	56'	12	5	10	200	5.0	160'
16	RESIDENTIAL STREET	2,200 (LOCAL)		25	2-10'	N/A	YES, BOTH SIDES <sup>(i)</sup>	N/A	36'	57', 58', 62'	15 <sup>(h)</sup>	5	10	200	5.0	160'
17	RESIDENTIAL STREET	2,200 (LOCAL)		25	2-10'	N/A	YES, BOTH SIDES <sup>(i)</sup>	N/A	42'	VARIES PER PLAN	15 <sup>(h)</sup>	5	10	200	5.0	160'
18	PRIVATE RESIDENTIAL STREET	2,200 (LOCAL)		25	2-12'	N/A	YES, ONE SIDE	N/A	32'	70 <sup>(i)</sup>	12	5	10	200	5.0	160'
19	PRIVATE RESIDENTIAL STREET	1,100 (PRIVATE)		15	2	N/A	SEE PLAN	N/A	VARIES PER PLAN	VARIES PER PLAN	12	5	10	35	5.0	100'
20	PRIVATE RESIDENTIAL DRIVEWAY	1,100 (PRIVATE)		15	2	N/A	N/A	N/A	VARIES PER PLAN	VARIES PER PLAN	12	5	10	35	5.0	100'

**NOTES:**

- A. THE STREETS WITH A GRADIENT EXCEEDING 12% SHALL BE PCC IN ACCORDANCE WITH PUBLIC WORKS STANDARDS, CITY OF SANTEE.
- B. MEDIAN WIDTH MAY BE REDUCED TO 6' IN THE VICINITY OF WETLAND AND/OR BIOLOGICAL IMPACTS PROVIDED THE REQUIRED TURN POCKETS FUNCTION PROPERLY. PARKWAY AND MEDIAN MAY HAVE UP TO A 4:1 SLOPE WHERE SHOWN ON PLANS.
- C. PARKING MAY BE ELIMINATED ON ONE SIDE WHERE SHOWN ON PLANS.
- D. ENTRY DESIGN SPEED OF A ROUNDABOUT SHALL BE 20 MPH.
- E. CURVE RADII SHOWN ARE PER CALTRANS TABLE 202.2 ASSUMING STANDARD CROWN SECTION. MINIMUM CENTERLINE RADIUS ON SUPER ELEVATED STREETS SHALL BE PER CITY OF SANTEE PUBLIC WORKS STANDARDS TABLE A.
- F. LIGHTED SAG VERTICAL CURVES CALCULATED AS L=0.0215AV<sup>2</sup> MAY BE USED ON ANY STREET PROVIDED THAT STREET LIGHTS ARE INSTALLED TO THE SATISFACTION OF THE DIRECTOR OF DEVELOPMENT SERVICES.
- G. PARKWAY – PARKWAY IS DEFINED BY THE CITY OF SANTEE MOBILITY ELEMENT AS “ROADWAYS REQUIRING UNIQUE DESIGN APPLICATIONS WHERE STANDARD DESIGNS CANNOT BE UTILIZED BECAUSE OF STEEP TERRAIN, RIGHT-OF-WAY CONSTRAINTS, SPECIAL DEVELOPMENT NEEDS AND/OR OTHER SPECIAL CONDITIONS. DUE TO SIGNIFICANT VARIATION ALONG PARKWAY CROSS-SECTIONS, A TYPICAL CROSS-SECTION IS NOT PROVIDED.”
- H. THE FANITA RANCH SPECIFIC PLAN USES CALTRANS STANDARDS FOR HORIZONTAL AND VERTICAL DESIGN GEOMETRY BASED ON THE ASSIGNED DESIGN SPEED FOR EACH ROADWAY TYPE. UNLESS OTHERWISE NOTED STREET DESIGN SHALL CONFORM TO CITY OF SANTEE STANDARDS.
  - I. EXISTING 70' ROADWAY EASEMENT.
- J. THE DESIGN SPEED OF MAGNOLIA AVENUE BETWEEN PRINCESS JOANN ROAD AND CUYAMACA STREET IS 40 MPH; HOWEVER, THE VERTICAL GRADE DOES NOT MEET THE 40 MPH DESIGN SPEED DUE TO CONDITIONS (TERRAIN CONSTRAINTS) FOR WHICH A DESIGN VARIANCE IS PROVIDED ON THE VESTING TENTATIVE MAP.

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**RESOLUTION NO. 095-2020**

**VESTING TENTATIVE MAP**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA  
APPROVING THE APPLICATION OF HOMEFED FANITA RANCHO LLC FOR  
FANITA RANCH VESTING TENTATIVE MAP TM2017-3 FOR THE SUBDIVISION OF  
APPROXIMATELY 2,638 ACRES INTO 1,467 LOTS TO DEVELOP THE FANITA  
RANCH MASTER PLANNED COMMUNITY LOCATED NORTH OF THE TERMINUS  
OF FANITA PARKWAY IN THE FANITA RANCH SPECIFIC PLAN DEVELOPMENT  
AREA**

**APNS: 374-030-02; 374-050-02; 374-060-01; 376-010-06; 376-020-03; 376-030-01;  
378-020-46, 50, 54; 378-030-08; 378-210-01; 378-210-03, 04; 378-210-10, 11; 378-  
220-01; 378-381-49; 378-382-58; 378-391-59; 378-392-61, 62; 380-031-18;  
380-040-43, 44**

**(RELATED TO PROJECT NUMBERS: GPA2017-2, SP2017-1,  
R2017-1, P2020-2, P2017-5; DR2017-4; AEIS2017-11)**

**APPLICANT: HOMEFED FANITA RANCHO LLC**

**WHEREAS**, on August 29, 2018 HomeFed Fanita Rancho LLC submitted a complete application for the Fanita Ranch Vesting Tentative Map TM2017-3 concurrent with a General Plan Amendment GPA2017-2, Zone District Base Map Amendment R2017-1, Development Review Permit DR2017-4, and Conditional Use Permits P2017-5 and P2020-2 to subdivide approximately 2,638 acres of property legally described in **Exhibit A** attached hereto (“Fanita project”); and

**WHEREAS**, the Vesting Tentative Map subdivides approximately 2,638 acres into 1,467 lots, consisting of 1,203 single-family residential lots, 84 multiple-family residential lots, 19 Village Center lots, one school lot, one community park lot, eight neighborhood parks, 31 mini-park lots, nine agriculture lots, one Special Use Area lot, two water tank lots, three pump station lots and miscellaneous open space and water basin lots totaling 105 lots; and

**WHEREAS**, a Draft Environmental Impact Report for the project was prepared and circulated for public review from May 29, 2020 through July 13, 2020, in accordance with the provisions of the California Environmental Quality Act; and

**WHEREAS**, on September 11, 2020, the Director of Development Services set this item for a public hearing in accordance with Section 13.04.100 of the Santee Municipal Code; and

**WHEREAS**, on September 23, 2020, the City of Santee (“City”) City Council held a duly advertised public hearing on Vesting Tentative Map TM2017-3 and related cases; and

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**WHEREAS**, the City Council considered the Staff Report, all recommendations by staff, the Final Revised Environmental Impact Report (EIR), the entire record and all public testimony.

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

**SECTION 1:** The City Council has certified the Final Revised EIR pursuant to the California Environmental Quality Act and adopted Findings of Fact, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program for the Fanita project.

**SECTION 2:** The subdivision of land shall be in accordance with City of Santee Municipal Code Title 12.10 regarding vesting tentative maps and all processes and conditions therein are incorporated herein by reference.

**SECTION 3:** The findings in accordance with the State Subdivision Map Act are made as follows:

- A. That the map is consistent with the City's General Plan and any relevant specific plan(s).

The Vesting Tentative Map as conditioned is consistent with the Santee General Plan because:

- i) It is consistent with the Land Use Element, Land Use Implementation Section 8.2 entitled "Areas for Special Study", and the SP – Specific Plan Land Use designation;
- ii) It is consistent with the goals, objectives and policies of the General Plan including those in the Land Use, Housing, Mobility, Trails, Conservation, Safety and Community Enhancements Elements; and
- iii) The subdivision proposes a comprehensively planned, sustainable residential community consistent with the Fanita Ranch Guiding Principles set forth in General Plan Amendment GPA2017-2, Resolution No. 094-2020, the findings of which are incorporated by reference, as if fully set forth herein.

The Vesting Tentative Map as conditioned is consistent with the Fanita Ranch Specific Plan because:

- i) The subdivision proposes a comprehensively planned, sustainable residential community with unique design characteristics and amenities providing existing and future Santee residents with a variety of housing types in three Villages consistent with the Fanita Ranch Guiding Principles



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set forth in General Plan Amendment GPA2017-2, Resolution No. 094-2020.

- B. Whether the site is identified as a Residential Inventory site in the current Housing Element of the City's General Plan and whether the density of the proposed development is consistent with the projections of the Residential Inventory.

The Fanita Ranch site is identified on the Residential Inventory (Table C-1) of the Fifth Cycle Housing Element, 2013-2021 as a site for above-moderate housing. The project will result in the City meeting its housing target for above-moderate income housing (Fifth Cycle Housing Element) as required by the State Department of Housing and Community Development.

The Fifth Cycle Housing Element identifies the Fanita Ranch site as PD - Planned Development with density listed as "N/A". The density proposed by the Fanita Ranch Specific Plan will be reflected in an updated Housing Element Residential Sites Inventory for the Sixth Cycle Housing Element.

- C. That the design or improvement of the proposed subdivision is consistent with the City's General Plan.

The subdivision is consistent with all elements of the Santee General Plan as well as City Ordinances because all necessary services and facilities will be available to serve the site. The subdivision requires the construction of public improvements which, as conditioned, will meet all applicable local, state and federal laws designed to protect the public health, safety and welfare.

The public streets will be constructed to provide safe access for the project including the extension and connection of Fanita Parkway and Cuyamaca Street. Traffic Impact, Traffic Signal, and Public Facilities fees will be paid; the project includes comprehensive water, sewer and storm water drainage systems; the project includes construction of a Fire Station; and the project includes construction of City parks conforming to the Specific Plan.

- D. That the site is physically suitable for the proposed type of development.

The site is physically suitable of the type of development because:

- i) The range of land uses shown on the subdivision map are consistent with the Fanita Ranch Specific Plan;
- ii) The site is not located on any known "active," "potentially active" or "inactive" fault traces as defined by the California Geologic Survey;

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- iii) There are no soil or geologic conditions that would preclude development of the villages;
- iv) The development of the Special Use Area will be restricted due to prior geotechnical mitigation performed in that area to reduce landslides; and
- v) The Fanita project will be graded in accordance with the geotechnical recommendations stated in the Geotechnical Investigation(s) for Fanita Ranch and off-site improvements, prepared by Geocon, dated April 17, 2020.
- vi) The subdivision map is conditioned to require the Applicant to adhere to all state and federal requirements related to grading and construction of the site.
- vii) The subdivision map has identified on sheet 4 all public interest slopes greater than 40 feet in height. The City of Santee Municipal Code, Sections 11.40.320 and 11.40.330, allows for approval by the City Council of cut and fill slopes greater than 40 feet, after consideration of the lack of feasible alternative grading designs that result in slopes of 40 feet or less, and the furtherance of the General Plan goals and objectives by the proposed development. After considering the Geotechnical Investigation(s) for Fanita Ranch and off-site improvements, prepared by Geocon, dated April 17, 2020, the City Council finds that the lack of feasible alternative grading designs result in slopes greater than 40 feet in height that minimize the grading footprint while preserving open space resources.

E. That the site is physically suitable for the proposed density of development.

The site is physically suitable of the density of development because:

- i) The range of land uses shown on the subdivision map are consistent with the Fanita Ranch Specific Plan; and
- ii) The site contains sufficient acreage and is of a size to accommodate the proposed density and number of dwelling units.

F. That neither the design of the subdivision nor the proposed improvements are likely to cause substantial environmental damage, or substantially and avoidably injure fish or wildlife or their habitat.

Neither the design of the subdivision nor improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat because the Applicant is required to mitigate the loss of wildlife habitat in accordance with the Final Revised EIR.

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- G. That neither the design of the subdivision nor type of improvements are likely to cause serious public health problems.

Neither the design of the subdivision nor the type of improvements will cause serious public health problems because:

- i) The Fanita Ranch project will be connected to a public sewer system; and
- ii) The discharge of sewage waste from the subdivision into the Padre Dam Municipal Water District (“PDMWD”) sewer system will not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board specified by Government Code Section 66474.6.

- H. That neither the design of the subdivision nor the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision or that alternative easements for access or for use will be provided, and that these will be substantially equivalent to ones previously acquired by the public.

As conditioned, neither the design of the subdivision nor the type of improvements will conflict with known easements on the subject property such as the existing SDG&E easement that traverses the property.

- I. That the design of a subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

The design of the subdivision has provided, to the extent feasible, for future passive or natural heating or cooling opportunities as defined under Section 66473.1 of the State Subdivision Map Act and incorporates photovoltaic systems on rooftops and other structures throughout the development.

- J. That the subdivision would have a sufficient water supply, as defined in Section 66473.7 of the State Subdivision Map Act.

The subdivision proposes a residential development of more than 500 dwelling units, and would have a sufficient water supply as determined by the Fanita Ranch Water Supply Assessment study prepared by Michael Baker International, dated February 4, 2020.

- K. In accordance with Subdivision Map Act section 66474.01, notwithstanding a finding that the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat, the City may approve the

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map because an EIR was prepared and certified including the adoption of Findings and Overriding Considerations and consideration of project alternatives.

The effects of the subdivision on the housing need for the San Diego region have been considered and balanced against the public service needs of the City of Santee residents and available fiscal and environmental resources. Housing is provided, resulting in the addition of 2,949 units, or 3,008 units if the school is not constructed, in compliance with the Goals, Policies and Objectives of the Santee General Plan Housing Element.

**SECTION 4:** There is substantial evidence in the record that the design and location of each lot in the subdivision, and the subdivision as a whole, are consistent with any applicable regulations adopted by the State Board of Forestry and Fire Protection pursuant to Section 4290 and 4291 of the Public Resources Code (Government Code section 66474.02).

- A. The design and location of each lot in the subdivision, and the subdivision as a whole, is consistent with any applicable regulations adopted by the State Board of Forestry and Fire Protection pursuant to Public Resources Code Sections 4290 and 4291.

The project prepared a Fire Protection Plan (FPP) to assess fire risk and to identify appropriate fire prevention and protection measures, including application of the ignition resistant construction methods and materials in Chapter 7A of the California Building Code. Additionally, customized defensible space that exceeds applicable code requirements would be incorporated into the project. Consistent with the Fire Protection Plan, the project will include fuel modification zones within the project boundaries that exceed the minimum width of 100 feet from structures, and as set forth in the FPP approved by the Santee Fire Department. Plantings in the project area closest to structures and the interior of the development footprint will use drought-tolerant, fire resistive plant material. The final planting plan, irrigation system and spacing will be approved by Santee Fire Department. The fuel modification zones closest to structures will be irrigated by an automatic irrigation system. The project's Master Homeowner's Association will hire a qualified landscape plan checker to review and approve landscape plans consistent with the FPP requirements. The Homeowner's Association will obtain a fuel modification zone inspection and report from a qualified, Santee Fire Department-approved third-party inspector and landscape plan reviewer twice a year that certifies compliance with the FPP.

A condition of approval of this Vesting Tentative Map is clear delineation and identification of brush management and fuel modification zones on all plan sets. The Final Map will convey to the Homeowner's Association easements for landscape and fuel modification, and fuel modification and non-building

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easements must be depicted on additional map sheets included with the Final Map.

A Fuel Modification Plan that identifies brush management zones in accordance with the Fire Protection Plan must be incorporated into the project's Final Fanita Ranch Master Landscape and Water Management Plan. The FPP shall be incorporated by reference in the Homeowner's Association Covenants, Conditions, and Restrictions.

- B. Structural fire protection and suppression services will be available for the subdivision.

Structural fire protection and suppression services will be available for the subdivision, in compliance with Government Code Section 66474.02. Structural and wildland fire protection and suppression services will be provided by the Santee Fire Department. The project will include a new Santee Fire Department fire station capable of serving all project areas of the subdivision within the City of Santee's Quality of Life Standard threshold. The new station would be staffed 27/4 with career firefighters.

The project's water system will be installed in accordance with the Santee Fire Department, PDMWD, and Water Agency Standards and requirements. All water storage, pumps, hydrant locations, mains and water pressure requirements will be consistent with the City's Fire Code fire flow requirement. Fire hydrants will be subject to Santee Fire Department approval. All new structures will be provided with interior fire sprinklers.

- C. To the extent practicable, ingress and egress for the subdivision meets the regulations regarding road standards for fire equipment access adopted pursuant to Section 4290 of the Public Resources Code and applicable local ordinance.

Ingress and egress for the project meets the regulations regarding road standards for fire equipment access adopted pursuant to Public Resources Code Section 4290 and any applicable local ordinances. Site access will comply with the requirements of the most recently adopted California Fire Code and City Ordinance No. 570. At least two points of primary access for emergency response and evacuation would be provided into the Fanita Ranch community. All interior residential streets would be designed to accommodate a minimum of a 77,000-pound fire truck. The Santee Fire Department would participate in approval of street names. Fire lanes will be painted red and feature posted signs identifying the fire lane and prohibiting parking. Identification of roads and structures would comply with the most recently adopted California Fire Code and City Ordinance No. 570. Additional project protective measures are outlined in the FPP.

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**SECTION 5:** Vesting Tentative Map TM2017-3, to subdivide approximately 2,638 acres into 1,467 lots, consisting of 1,203 single-family residential lots, 84 multiple-family residential lots, 19 Village Center lots, 1 school lot, 1 community park lot, 8 neighborhood parks, 31 mini-park lots, 9 agriculture lots, 1 Special Use Area lot, 2 water tank lots, 3 pump station lots and miscellaneous open space and water basin lots totaling 105 lots, in the Specific Plan District is hereby approved, subject to the following conditions:

- A. Fanita Ranch Revised Environmental Impact Report (SCH No. 2005061118) shall be certified, and Findings of Fact, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program shall be adopted.
- B. General Plan Amendment GPA2017-2 shall be approved.
- C. Zone Amendment R2017-1 shall be adopted.
- D. Development Review Permit DR2017-4 shall be approved.
- E. Conditional Use Permits P2017-5 and P2020-2 shall be approved.
- F. Development Agreement shall be adopted.
- G. All approved plans and construction shall be consistent with the Fanita Ranch Specific Plan. All conditions of the Resolutions of Approval for the Fanita Ranch DR2017-4, Conditional Use Permits P2017-5 and P2020-2, and the terms of the Development Agreement shall apply.
- H. The Applicant shall implement, to the satisfaction of the Director of Development Services, all environmental impact mitigation measures identified in the Fanita Ranch Revised Environmental Impact Report (SCH No. 2005061118), the CEQA Findings of Fact and Mitigation Monitoring and Reporting Program (MMRP) within in the timeframe specified in the MMRP.
- I. Within thirty (30) days of project approval and prior to submittal of any plans, the Applicant shall schedule a meeting with the City Planner to discuss the project conditions of approval, timing of design and construction and implementation of the project conditions. The Applicant should include their project design team including project architect, their design engineer and their landscape architect.

**Prior to approval of each final map, unless other timing is indicated, the Applicant shall complete the following or have plans submitted and approved, agreements executed, and securities posted:**

1. The Applicant shall include provisions in their design contract with their design consultants that following acceptance by the City, all construction drawings or

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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. An acknowledgement of this requirement from the design consultant shall be included on all construction drawings at the time of plan submittal.

2. In order to coordinate with the City Geographic Information System, the Applicant shall obtain horizontal and vertical control for all construction drawings, grading plans, landscape plans, street improvement plans, plot plans, etc., from ROS 11252. All plans, exclusive of the final map and building plans, shall be prepared at an engineering scale of 1" = 40' unless otherwise approved by the project engineer.
3. The Applicant shall provide the City with plans in digital .DXF file format in addition to hard copies of the plans at the time of approval or as requested by the Director of Development Services. The digital file shall be based on accurate coordinate geometry calculations.
4. For each final map, the Applicant shall include all of the following information in separate layers in a digital file:
  - a. Lot boundaries.
  - b. Lot numbers.
  - c. Subdivision boundary.
  - d. Right-of-way.
  - e. Street centerlines, and
  - f. Approved street names.
5. The Applicant shall obtain the basis of bearings for the Final Map from ROS 11252 and install street survey monumentation (SDRSD M-10) in accordance with San Diego Regional Standards and County mapping standards. All other monumentation shall be in accordance with the Santee Municipal Code and shall be to the satisfaction of the Director of Development Services.
6. Final Maps - "A" Maps and "B" Maps. Applicant may process, subject to the City's authority to impose reasonable conditions pursuant to Government Code section 66456.1, a master subdivision or parcel map ("A" Map) for all or portions of the Fanita project showing "Super Block" lots. "Super Block" lots shall not subdivide land into individual single-family lots and do not confer any development rights in addition to any development rights authorized by the Vesting Tentative Map. All "Super Blocks" created shall be designed in a manner acceptable to the City and to allow future access to dedicated or irrevocably offered public streets and other backbone infrastructure necessary to serve the eventual development of the subject property. Following the approval by the City of an "A" Map and its recordation, Applicant may convey

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to third-parties one or more "Super Block" lots created by the "A" Map, subject to the conditions set forth below and any conditions placed upon the recordation of the "A" Map. As a condition of any development, the buyer of a "Super Block" lot shall be required to process any remaining final improvement plans and grading plans and a final map ("B" Map) for each "Super Block" lot which will contain single family lots or public improvements, in compliance with the applicable conditions of the Vesting Tentative Map and other conditions of approval for the Project, the City's Municipal Code, the applicable portions of the Development Agreement, and the City's standard policies.

7. Design Consistency Requirements. Prior to preparation of any Final Map ("A" or "B" Map), the Applicant and any buyer of any "Super Block" lot created on an "A" Map shall meet and confer with City staff for the purpose of ensuring consistency between "A" and "B" Maps. The Applicant shall demonstrate that each portion of the Project included in the "A" Map has been designed consistent with the City's General Plan, the Fanita Ranch Specific Plan, and Vesting Tentative Map.
8. The Applicant shall submit each Final Map to the Department of Development Services Engineering Division. The first and last submittal of the map shall be made by appointment only with the City project engineer administering the map review. Submittal requirements are listed below. Incomplete submittals will not be accepted for plan check.

### **Please include the following with the first submittal:**

- a. Two sets of prints bound and stapled.
- b. Two copies of a current preliminary title report (dated within six months of submittal date).
- c. Two copies of all documents listed in the preliminary title report.
- d. Two copies of all reference maps used to prepare the final map.
- e. Two copies of closure calculations for the map.
- f. One copy of the Resolution(s) approving the project.
- g. Map check fees in accordance with the City Fee Schedule.

### **Please include the following with the last submittal (signature submittal):**

- a. Previous submittal check prints.
- b. Two sets of prints bound and stapled.
- c. Two copies of the map in Autocad format on separate disk, CD or DVD for incorporation into the City GIS data base.
- d. Mylars of the map with all required signatures and notaries obtained including PDMWD if they are to sign the map.
- e. Copies of certified return receipts for all signature omission letters.
- f. Subdivision Map Guarantee.



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9. Prior to approval of a final map(s) for each unit or phase, Applicant shall provide all street names for approval by the City Planner and Fire Marshal.
10. The Applicant shall make the following conveyances off map as required:
  - a. Grant to the Master Homeowners Association (MHOA) easements for landscape and roadside fuel modification maintenance areas along Fanita Parkway and Cuyamaca Street intended for maintenance by the MHOA as shown on the VTM.
  - b. Existing easements, vacations, dedications, abandonments or irrevocable offers along the terminating street sections shall be processed on a case by case basis to address the final configuration of the public and private improvements.
11. Where private roads and driveways are proposed the Applicant shall execute and record a private road maintenance agreement to the satisfaction of the City Attorney. 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. The Agreement shall include provisions addressing the following:
  - a. A grant of perpetual, nonexclusive reciprocal easement appurtenant from and to each of the parcels in the subdivision, under and through the private road easement area for the benefit of the owner(s) of each parcel, their families, guests, tenants and invitees, for the purpose of vehicular and pedestrian access, the installation and maintenance of utilities serving the parcels, and the installation and maintenance of improvements including pavement, drainage improvements, street lighting, utility meters, and similar street improvements.
  - b. A legal description of the private road easement area to be maintained.
  - c. A list of addresses or parcel numbers of properties in the subdivision against which the maintenance agreement will be recorded.
  - d. A statement that the maintenance agreement constitutes a covenant running with each parcel in the subdivision and is effective for so long as the easement exists.
  - e. A statement of the portion or percentage of maintenance costs to be borne by the owner(s) of each parcel.
  - f. A mechanism for the determination of the total amount of maintenance costs payable pursuant to the agreement (e.g., a voting system or association system) and payment of each party's costs.

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- g. A statement of costs to be borne separately by each property owner (e.g., landscaping costs for the portion of the private road easement lying within their own property; cost of installation, maintenance or extension of utilities benefiting their own property).
  - h. Maintenance standards for the road itself as well as for street lights, drainage improvements, trees/landscaping and other improvements to be installed.
  - i. A statement that the parties will share liability (in the same portion as payment of costs) for injuries to third parties arising out of maintenance or repair work undertaken pursuant to the agreement.
  - j. A statement that each party shall indemnify and hold every other party harmless from liability for personal injury or damage to property including the easement area which results from the actions of that party in connection with any use, maintenance, or repair work within the easement area.
  - k. An enforcement mechanism for payment of maintenance costs, such as authority to record a lien against any of the properties subject to the maintenance agreement.
12. The Applicant shall acquire and dedicate right-of-way and public easements for the off-site areas as shown on the Vesting Tentative Map. These areas include Cuyamaca Street, Magnolia Avenue as necessary for drainage facilities, and Fanita Parkway. If the Applicant is unable to acquire and dedicate right-of-way and public easements for off-site areas, then the City has established procedures necessary to ensure due process and orderly acquisition of off-site public right-of-way and City easements by private developers. Legislative Policy Memorandum, LPM-91-1 has established the requirements and procedures. The Applicant shall provide plats and legal descriptions relating to each acquisition and place a cash deposit with the City to cover the review of the plats and legal description and for the cost of appraisal of the property being acquired. The City will obtain an appraisal for each easement of right-of-way acquisition. All costs relating to the acquisition including but not limited to legal fees and expert testimony necessary for condemnation, if a Resolution of Necessity is adopted by City Council, in its sole and absolute discretion, shall be borne by the Applicant. Nothing in this condition requires the City Council to adopt a Resolution of Necessity or constitutes a pre-commitment by the City to exercise its power of Eminent Domain.
13. Prior to approval of improvement plans for the relocation of the Santee Lakes Recreation Preserve recreation vehicle entrance on Fanita Parkway, the Applicant shall provide the City with written approval from PDMWD and shall obtain all required permits and easements associated with such relocation. Further, the Applicant shall construct the improvements to align with the Ganley Road

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intersection. The improvements shall be completed concurrently with the improvements to Fanita Parkway. The existing entrance shall be closed for vehicle use. All improvements shall be completed to the satisfaction of the Director of Development Services.

14. The Applicant shall comply with the City of Santee Legislative Policy Memorandum LPM-93-1, which establishes procedures and requirements for the construction of reimbursable improvements by private development, if the Applicant requests cost reimbursement for the right-of-way or cost of public improvements.
15. The Applicant shall concurrently submit all plan sets including, each Final Map, to the City and PDMWD for review and approval. The City does not coordinate the review process with PDMWD, this is the responsibility of the design engineer and the landscape architect. Inability to properly coordinate PDMWD 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.
16. The Applicant shall submit **Street Improvement Plans** for all on-site street improvements to the Department of Development Services Engineering Division for review and plans shall be completed and accepted prior to issuance of a building permit for any given phase. Improvements will be phased to coincide with the specific development for any given phase. Phase specific conditions shall be specified at the time of approval for a given development phase.

Prior to the start of construction of any public or private improvements within the limits of the public right-of-way, the Applicant shall have plans accepted, agreements executed per Chapter 12.16 of Santee Municipal Code, securities posted, and an Encroachment Permit issued. All improvements shall be installed in accordance with City standards, unless otherwise provided in the Fanita Ranch Specific Plan and as provided in waivers approved on the Vesting Tentative Map, and at the Applicant's cost unless otherwise indicated. The following improvements are conditioned as part of this development:

- a. Street improvements, both public and private, shall be designed in accordance with the City of Santee Public Works Standards Manual, unless otherwise provided in the Fanita Ranch Specific Plan and as provided in waivers approved on the Vesting Tentative Map. Modifications to these design standards may be made where, in the sole discretion of the Director of Development Services, those modifications are necessary to enhance overall quality or maintain the intended design objectives of the project.
- b. Street improvement plans shall show the location of all utilities needed to serve the project including the location and placement of surface utility structures in accordance with the City of Santee Design Guidelines and Surface Utility Maintenance Manual. Street light spacing and wattage

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shall be in accordance with the City of Santee Public Works Standards unless otherwise specified in the Specific Plan and Preserve Management Plan and authorized in writing by the Director of Development Services.

- c. The Applicant shall provide grading and improvements necessary to convey the rear yard drainage of the existing homes located on lots 1-8 of the Dakota Ranch Subdivision, Map No. 14637. The Applicant is responsible for obtaining the permission to enter the off-site properties as necessary to perform necessary grading and install said improvements. If the Applicant is unable to obtain a Letter of Permission to Grade and/or dedicate storm drain easements for off-site areas, then the City has established procedures in Legislative Policy Memorandum LPM-91-1 to ensure due process and orderly acquisition of City easements and to obtain a Letter of Permission to Grade.
- d. Alternate methods to convey the public drainage from the Cuyamaca Street extension between Chaparral Drive and Princess Joann Road will be required if the Applicant is not able to provide a public drainage system with appropriate public drainage easements within the areas where the existing private brow ditches are proposed to convey the public drainage as proposed by the Fanita project preliminary drainage study. If the Applicant is unable to obtain a Letter of Permission to Grade and/or dedicate drainage easements for off-site areas, then the City has established procedures in Legislative Policy Memorandum LPM-91-1 to ensure due process and orderly acquisition of City easements and to obtain a Letter of Permission to Grade.
- e. The Applicant shall improve existing deficient drainage conditions along the site perimeter. The existing private perimeter drainage facilities shall be improved and/or re-located as necessary. Maintenance of all perimeter private drainage facilities shall be the responsibility of the HOA.
- f. All existing public easements, drainage facilities, and relinquished access rights established on adjacent maps that will be realigned to reflect the proposed project improvements, and shall be vacated, quit-claimed, or accepted on the final map or appropriate off-map documentation.
- g. The Applicant shall provide improvements to the existing abutting drainage facilities which convey the project site runoff as follows: installation of an appropriately sized D-25 or Type "F" inlet on Ganley Road to address the existing drainage runoff that crosses over the public sidewalk; and, the installation of appropriately sized curb outlets to the standards of SDRSD D-25, on Swanton Drive, Hornbuckle Drive, Mendeck Avenue, Gandy Avenue, Roecrest Drive, and Via Conrad.

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- h. Approved public trail access locations shall be improved to include curbs, sidewalks, and pedestrian ramps. The final locations and improvements will be based on final engineering plans, and the adopted Public Access Plan.
- i. The Applicant shall extend Carlton Hills Boulevard north into the Project Site designed to either private or public standards, to the satisfaction of the City Engineer and Fire Department. Provide pedestrian improvements to transition to the proposed private street improvements. The existing brow ditches shall be directed to an appropriate public drainage facility.
- j. Halberns Boulevard shall be improved to provide drainage, pedestrian, and driveway access improvements including providing additional right-of-way and drainage easements to support the public improvements.
- k. Cecilwood Drive shall be improved to provide drainage, pedestrian, and driveway access improvements including providing additional right-of-way and drainage easements to support the public improvements.
- l. Complete the construction of the cul-de-sacs with public improvements on Strathmore Drive, Birchcrest Blvd East, and Lasso Way. Remove and replace the existing asphalt pavement that was placed as temporary condition, or provide an analysis to determine the existing pavement structural sections, including underlying subgrade. If the sections are determined to be inadequate, provide improvements to the pavement structural section to meet the City's Public Works Standards.
- m. Provide improvements at all existing abutting streets and dead-end streets installing drainage improvements to control and prevent erosion runoff onto the existing public right-of-way. Improvements may include retaining walls, curbs, gutter, drainage improvements, fencing, gates and access pathways/driveways. Improvements are anticipated at Strathmore Drive, Ganley Road, Lakeland Drive, Crossland Court, Knabe Lane, Cathywood Drive, Mendeck Avenue, Gandy Avenue, Snelson Way and Cambury Drive.
- n. Provide adequate delineation to establish the limits of the maintenance obligations of the existing drainage facilities that transition between private property and the existing public right-of-way. This includes portions of the existing drainage system found at Birchcrest Blvd East, and Swanton Drive. Proposed facilities on Swanton Drive, Mendeck Avenue, Gandy Avenue, Roecrest Drive, and Via Conrad shall be entirely onsite (out of the public right-of-way); alternatively, install structures at the site boundaries or obtain encroachment permits for the private system components located within the public right-of-way.
- o. The intersections of Streets "N", "P" and "U" shall be designed per the details provided on the approved VTM and to the satisfaction of the Director

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of Development Services.

17. Street improvement plans shall show curb, gutter, sidewalks, street lighting, fire hydrants and pedestrian ramps at curbs and be designed to the following street standards pursuant to the Fanita Ranch Specific Plan and Vesting Tentative Map.
- a) Fanita Parkway (4-Lane Parkway/Major Arterial) - Mast Boulevard to Lake Canyon Road (68', 76' curb to curb / 89', 97' right-of-way)
  - b) Fanita Parkway (3-Lane Parkway – Lake Canyon Road to Ganley Road (57', 65' curb to curb / 89', 97' right-of-way)
  - c) Cuyamaca Street Offsite (Major Arterial) - Mast Boulevard to Chaparral Drive (82' curb to curb / 102' right-of-way)
  - d) Cuyamaca Street On & Offsite (2-Lane Parkway Type I) - Chaparral Drive to Street 'A'/'W' (52', 56, curb to curb / 70', 74' right-of-way)
  - e) Fanita Parkway (2-Lane Parkway Type II) - Ganley Road to Street 'E' (48', 56' curb to curb / 69', 77' right-of-way)
  - f) Fanita Parkway (2-Lane Parkway Type III) - Street 'E' to Street 'N' (57' curb to curb / 83' right-of-way)
  - g) Residential Collector (Type I) - Street "A" - Fanita Parkway to Cuyamaca Street (53' curb to curb / 59', 69' right-of-way)
  - h) Residential Collector (Type II) - Portions of Streets 'V' and 'W' (48' curb to curb / 62' right-of-way)
  - i) Residential Collector (Type III) - Portions of Fanita Parkway, Streets 'V' and 'W', (56' curb to curb / 78', 83' right-of-way)
  - j) Residential Collector (Type V) Cuyamaca Street - Street 'A'/'W' to Street 'T' (52' curb to curb / 75' right-of-way)
  - k) Village Collector - Cuyamaca Street - Street "T" to Fanita Parkway (64' curb to curb / 88' right-of-way)
  - l) Residential Collector (Type VII) - Portions of Streets 'X', 'V', 'W' and 'WW', (40' curb to curb / 62', 63' right-of-way)
  - m) Village Street (Type I) - Street 'T' (60' curb to curb / 80' right-of-way)
  - n) Village Street (Type II) - Portions of Street 'P' (50' curb to curb / 70' right-of-way)
  - o) Village Street (Type III) - Portions of Street 'J', Streets 'M', 'N', 'O', 'P', 'Q', 'R', 'S' and 'U' (36' curb to curb / 56' right-of-way)
  - p) Residential Street - Portions of Streets 'E', 'J', 'M' and 'N', Streets 'B', 'C', 'D', 'F', 'G', 'H', 'I', 'K', 'L', 'BB', 'DD', 'EE', 'HH', 'II', 'JJ', 'MM', 'NN', 'OO', 'PP', 'QQ', 'RR', 'SS', 'UU', 'WW', 'XX', 'YY', 'ZZ', 'AAA', 'BBB', 'DDD' and 'EEE' (36' curb to curb / 57', 58' and 62' right-of-way)
  - q) Split Residential Street (One-Way) - Streets 'CC', 'KK', 'LL', 'UU', 'VV', 'FFF', 'GGG', 'HHH', 'III', and 'JJJ' (42' curb to curb / Varies right-of-way)
  - r) Carlton Hills Boulevard (Private), (32' curb to curb / Existing 70' road easement)
  - s) Private Residential Street - Streets 'CC' and 'FF' (Varies curb to curb / Varies right-of-way)

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t) Private Residential Driveway - Alleys 'A' and 'B' (20' curb to curb)

18. Prior to issuance of any Grading or Encroachment Permit based on plans proposing the creation of down slopes adjacent to public or private streets, the Applicant shall obtain the City Engineer's approval of a study to determine the necessity of providing guard rail improvements at these locations. The Applicant shall construct and secure any required guard rail improvements in conjunction with the associated Encroachment Permit as determined by and to the satisfaction of the City Engineer. The guard rail shall be installed per Caltrans Traffic Manual and Roadside Design Guide requirements and American Association of State Highway and Transportation Officials (AASHTO) standards to the satisfaction of the City Engineer.
19. Prior to the placement of combustible materials on-site, all fire hydrants, must be installed and operational with a temporary all-weather access road acceptable to the Fire Department. All weather access is typically defined as the first lift of pavement being installed. These criteria apply to all construction including residential model complexes.
20. The number and location of required fire hydrants to serve commercial development will be determined by the size and type of construction of the proposed commercial buildings. Generally, the required fire flow for the commercial area shall be a minimum of 2,500 gallons per minute for three hours with hydrants spaced at approximately every 400 feet. Exact location and number of required hydrants shall be determined by the Fire Department prior to installation. These hydrants shall have two, 2 1/2" ports and one, 4" port. Hydrants shall be of all bronze construction, painted "fire hydrant yellow" and be installed per PDMWD requirements.
21. Fire hydrants in the residential areas of the Fanita Project shall be spaced approximately every 300 feet and comply with the hydrant locations as submitted in the Fanita Ranch Fire Protection Plan. The exact location shall be determined by the Fire Department prior to installation. These hydrants shall have two, 2 1/2" ports and one, 4" port, with a minimum fire flow of 2500 gallons per minute for three hours. Hydrants shall be of all bronze construction, painted "fire hydrant yellow" and be installed per PDMWD requirements.
22. The Applicant shall submit one hundred percent (100%) complete Street improvement plans 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 Street Improvement Plan submittal package shall include the following:

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- a) Six sets of plans bound and stapled.
- b) Plan check fees.
- c) Preliminary cost estimate for the improvements.
- d) One copy of the Resolution(s) approving the project.

Plan check and inspection fees shall be paid in accordance with the City Fee Schedule.

- 23. The Applicant shall provide an implementation checklist for public street improvements including the timing of traffic signal installations, off-site intersection improvements, Traffic Demand Management measures and off-site roadway improvements to the satisfaction of the City Engineer. The schedule shall incorporate the phased design and construction of the identified improvements in the approved Final Mitigation, Monitoring, and Reporting Program (MMRP) incorporated herein by reference. The schedule shall also identify the timing of the bonding and securities for each development phase.
- 24. The Applicant shall provide that all new traffic signals be connected with fiber optics to the City's fiber optic interconnect system to the closest existing connection point.
- 25. Prior to the occupancy of the 2,123<sup>rd</sup> EDU, the Applicant shall complete construction of the Cuyamaca Street and Mission Gorge Road intersection improvements to include a dedicated northbound right-turn lane consistent with the improvements proposed in the General Plan Mobility Element. In the event these improvements are made by others before the said occupancy stated herein, the Applicant shall reimburse the City their fair share contribution of 42% of the total improvements cost no later than 120 days following the filing of the Notice of Completion by the City, or occupancy of the 2,123<sup>rd</sup> EDU, whichever occurs first.
- 26. The Applicant shall coordinate with applicable jurisdictions to construct traffic improvements in the City of San Diego, County of San Diego, and Caltrans right-of-way, as identified in the approved MMRP.
- 27. Fanita Parkway: Ganley Road to Project Site  
Prior to occupancy of the 1<sup>st</sup> EDU (model homes excepted) proposed project shall construct this section of Fanita Parkway as a two-lane parkway to include a six to 14-foot raised median, one 12-foot travel lane in each direction, five-foot bike lanes on both sides of the roadway with a three-foot buffer on the east side and five-foot buffer on the west side, and provide a five-foot landscaped parkway on the east side of the roadway with a 10-foot multi-purpose trail on the west side separated from the roadway by a five-foot landscape parkway. The gated vehicular entrance south of Ganley Road currently used by Santee Lakes as an entry/exit to their campground and RV storage areas shall be abandoned and realigned to complete the west leg (fourth leg) of the Fanita Parkway/ Ganley Road intersection. SDG&E easements and the northernmost access to the Ray Stoyer Plant on the PDMWD



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property are currently accessed via Sycamore Canyon Road. The Project shall provide a right-in/right-out only access on Fanita Parkway for the eastern easement access and a full access intersection with a northbound dedicated left-turn lane to the PDMWD property on the west side of Fanita Parkway.

28. Fanita Parkway Traffic Monitoring Program

Project shall initiate a Monitoring Program upon the traffic volume measured on Fanita Parkway between Ganley Road and Lake Canyon Road reaching 13,000 average daily trips (ADT). ADT counts shall be collected on an annual basis. Three (3) capacity thresholds are presented for use in determining when the fourth lane (second northbound lane) on Fanita Parkway may be required: 1) ADT Volume-to-Capacity; 2) Peak Hour Intersection Analysis; and 3) Travel Speed.

- a. **ADT Volume-to-Capacity:** Install a count station between Lake Canyon Road and Ganley Road or another City approved counting device at the Fanita Parkway/ Ganley Road signal to allow continuing ADT collection that is accessible from City Hall. A continuous weekday ADT count between Ganley Road and Lake Canyon Road shall be conducted to determine the amount of vehicular traffic on this segment. Should volumes exceed 13,000 trips, initiation of the Monitoring Program shall commence. The specifics of the ADT monitoring of Fanita Parkway shall be conducted as follows to the satisfaction of the City Engineer.
- b. **Peak Hour Intersection Analysis:** Peak hour intersection counts at the Fanita Parkway/Ganley Road intersection shall be collected to the satisfaction of the City Engineer. An LOS analysis would be conducted by a licensed traffic engineer and should the northbound PM delay exceed LOS C, 20 seconds, the Peak Hour Intersection threshold would be exceeded.
- c. **Arterial Speed:** A weekday speed survey shall be conducted on Fanita Parkway between Ganley Road and Lake Canyon Road. If the PM peak hour arterial speeds are determined to be less than LOS C (28 MPH) in the northbound direction, taking into consideration the intersection delay at Ganley Road, the Arterial Speed threshold would be exceeded.

Once the 13,000 ADT threshold is met and the Monitoring Program commences, if any one (1) of the two (2) remaining thresholds is met, the fourth lane shall be constructed, to the satisfaction of the City Engineer.

29. Cuyamaca Street: Princess Joann Road, Woodglen Vista Drive, and El Nopal Intersections

The Applicant shall provide left turn restrictions to reduce project cut-through traffic from Cuyamaca Street to Magnolia Avenue via Princess Joann Road, Woodglen Vista Drive and El Nopal (except in the event of emergency) to the satisfaction of the Director of Development Services. The restriction measures shall be installed

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with the project public improvements, as required in accordance with the Mitigation, Monitoring and Reporting Program.

30. Cuyamaca Street: Chaparral Drive to Project Site  
Prior to the occupancy of the 30<sup>th</sup> EDU, the Applicant shall construct Cuyamaca Street from its current terminus at Chaparral Drive to connect to the Project site as an interim all-weather road for emergency access purposes to the satisfaction of the City Fire Chief. Prior to the occupancy of the 500<sup>th</sup> EDU, the Applicant shall construct Cuyamaca Street from its current terminus at Chaparral Drive to connect to the Project site to include a 10-foot raised median, one 12-foot travel lane in both directions, a three-foot bike lane buffer on the east side of the roadway with a five-foot bike lane and a five-foot landscaped parkway. The west side of the roadway will provide a five-foot bike lane buffer with a five-foot bike lane (10-foot emergency parking), with a five-foot landscaped parkway and eight-foot multi-purpose trail. The east side of the roadway will provide a four-foot nature trail occurring in a portion of the east parkway.
31. Magnolia Avenue/Cuyamaca Street  
The Applicant shall install conduit and plan for the installation of a traffic signal at the intersection of Cuyamaca Street and Magnolia Avenue. In the southbound direction, two left turn lanes and one thru lane will be constructed with minimum turn pocket lengths of 175 feet, the northbound direction will provide one thru lane and one right-turn lane, and the westbound direction will provide one left-turn lane and one right-turn lane.
32. Cuyamaca Street: Chaparral Drive to El Nopal  
Prior to occupancy of the 155<sup>th</sup> EDU, the proposed project shall improve this street segment to its ultimate General Plan Mobility Element classification of a four-lane major road.
33. SR 52 improvements  
Prior to the occupancy of the 1<sup>st</sup> EDU (model homes excepted) CALTRANS shall have installed improvements to relieve congestion on SR-52 as set forth in the Development Agreement.
34. Any blasting operations shall comply with Chapter 11.18 of the Santee Municipal Code, and the following conditions shall apply:
  - a. Prior to issuance of a Blasting Permit, the Applicant shall provide a site-specific blasting report to assess, control, and monitor noise and ground vibration from blasting. The blasting report shall be prepared by an expert in the field of blasting, familiar with local land conditions, and that has experience with projects of this scope to the satisfaction of the Director of Development Services.
  - b. The Applicant shall place a cash deposit with the Department of

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Development Services in an amount satisfactory to the Director of Development Services to cover the cost of the review of the blasting report. All recommended measures identified in the approved blasting report shall be accepted by the Director of Development Services and incorporated into the project design.

- c. Prior to any rock blasting, the Applicant shall conduct a pre-blast survey of the surrounding property at locations, levels and times to the satisfaction of the Director of Development Services.
  - d. Public Notification of Blasting Schedule for residents within 1,000 feet of blasting - The property owner shall give a monthly blasting schedule in writing to residences within 1,000 feet of potential blast locations. The notice shall disclose the anticipated blasting schedule and provide a contact phone number for the blasting contractor. Unscheduled changes to the blasting schedule will require the blasting schedule to be reissued no less than twenty-four (24) hours prior to blasting.
  - e. Blasting activities within the project boundary line shall occur between 8:00 a.m. and 5:00 p.m. Monday through Friday. No blasting shall be allowed on weekends or on specific holidays as referenced in the City Noise Ordinance (SMC Chapter 5.04).
  - f. Blasting operations shall be limited to minor blasting within 600 feet of residences. Minor blasting means a blasting operation that meets all of the following criteria: quantity of rock to be blasted does not exceed 100 cubic yards per shot, bore hole diameter does not exceed two inches, hole depth does not exceed 12 feet, maximum charge weight does not exceed eight pounds of explosive per delay, and the initiation of each charge will be separated by at least 10 milliseconds.
  - g. A Monitoring Program shall be implemented to monitor blasting noise activities for compliance with the City's Noise Ordinance. Monitoring shall consist of one full day every two weeks until blasting is completed or moves beyond 600 feet from residential homes.
  - h. Explosives shall be transported to the site only when permitted and specifically approved by the Fire Chief.
  - i. The transport, storage, and use of any hazardous materials shall be done under strict Fire Code requirements. Applicant shall apply for and obtain permits as required by the Fire Chief.
35. A grading permit to allow early subdivision grading in accordance with Section 11.40.155 of the Grading Ordinance may be obtained following approval of the Vesting Tentative Map.

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36. **Rough Grading Plans** may be submitted to the Department of Development Services Engineering Division and accepted prior to map recordation. The following conditions shall apply to acceptance of the Rough Grading Plans and issuance of a Grading Permit:

- a. The grading plans shall be prepared at a scale of 1" = 40'. Plans shall include a note that requires immediate planting of all slopes over three feet in height within 60 days of construction, following installation of water mains to serve the project. All slopes in excess of 3:1 shall be stabilized per the requirements of the MS4 Permit to prevent slope erosion, to minimize slope failures, and to prevent sediment from entering the storm water conveyance system; permanent landscaping and irrigation shall be installed no later than six months of completion of grading, or prior to occupancy, whichever comes first.
- b. Proposed water quality and hydro-modification basins shall be designed such that maintenance access shall be provided to all stand pipes, headwalls, structures, manholes, and basin bottom to the satisfaction of the Director of Development Services. Basins shall be designed to include decorative fencing when visible and not obstruct views when feasible.
- c. The grading plans shall clearly identify the bio-retention facilities dimensions and drainage path, demonstrating the required area and volume, as well as those proposed to address hydro-modification and to attenuate the 100-year storm event. Details of the facilities in cross sections shall include the proposed depth, media type, design assumptions, freeboard, material types, side slopes, orifice size, piping locations, address emergency overflow, as well as providing appropriate access for maintenance.

Should the above-mentioned proposed bio-retention facility drawdown time as designed exceed 48 hours, the basin may result in vector breeding. It is the sole responsibility of the homeowner association (HOA) to coordinate with local vector control authorities to address vector breeding.

- d. Prior to grading on-site all existing ground water wells, permitted or otherwise, shall be abandoned in accordance with the San Diego Department of Environment Health. Copies of as built reports shall be made available to the City prior to issuance of a grading permit.
- e. All recommended measures identified in the approved geotechnical and soil investigation shall be incorporated into the final project design and construction.

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- f. Applicant shall not seek to increase the posted speed limit on Fanita Parkway south of Ganley Road, from the existing posted speed limit of 40 miles per hour to the post-project improvement design speed of 50 miles per hour until the building construction phase of Phase 1 is complete. The speed limit for construction-related traffic shall be stipulated in project construction documents, including the grading plans and the contract with the construction contractor. The construction-related traffic shall not exceed existing posted speed limit.
- g. Project landscape and irrigation plans for all slope planting on all slopes over three feet in height shall be included in the grading plan set and shall be prepared at the same scale as the grading plans 1" = 40'. Design shall include a temporary high line for irrigation to permit slope planting to occur immediately following grading until such time as individual meters are installed to permit connection of the irrigation to the homeowner's meter.
- h. Plant types and permanent irrigation for the proposed basin slopes and bottoms shall conform to the City of Santee BMP Design Manual standards, E.20 Plant List, and subject to the details provided on the approved VTM and to the satisfaction of the Director of Development Services.
- i. Clearly delineate and identify the brush management and fuel modification zones on all plan sets.
- j. Any excess soil generated from grading operations shall be hauled to a legal dumping site as approved by the Director of Development Services.
- k. All drainage pipes shall be profiled on the plans and include the proposed material type, length, slope, D-load, Q100, V100. In addition, profiles shall include adjoining structures, stationing, invert elevations, and the plotting of the hydraulic grade line of a 100-year event.
- l. Prior to submittal of Grading Plans the applicant shall meet with the City Engineer and agree to the scope of the project retaining walls that shall be profiled in the Grading Plans. The profiles will indicate the top of wall, bottom of wall, bottom of footing, location of steps, bends, changes in height and wall type. In addition, the profile shall show the existing and proposed finished surface of both sides of the proposed wall. Show the location and method of wall drainage, including outlet elevation of pipes intended for the release of pore water pressure, length and location of geotextile fabrics (as applicable). Typical cross sections of all proposed retaining wall types shall be provided clearly showing the proposed structural reinforcement and construction notes as applicable.
- m. Project improvement plans shall be concurrently processed to the satisfaction of the Director of Development Services prior to issuance of a

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grading permit. Plans shall be prepared at a scale of 1" = 40'.

- n. The Applicant is responsible for all coordination of utility plans and approvals, including those from outside agencies. Plans are required to meet the requirements of the outside agencies and those of the City. No deviations from the City standards are permitted unless authorized in writing by the Director of Development Services, except as shown in the Fanita Ranch Specific Plan and on the Vesting Tentative Map.
- o. Project precise grading (plot) plans shall be completed and approved prior to issuance of any building permits.
- p. All grading plans shall be one hundred percent complete at the time of plan check submittal, be prepared in accordance with City guidelines and be ready for acceptance by the City. 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 plan submittal package:
  - 1) Six sets of plans bound and stapled (grading and landscape).
  - 2) Plan check fees.
  - 3) A completed grading permit application.
  - 4) A cost estimate for the cost of construction.
  - 5) Three copies of the Drainage Study specified here within.
  - 6) Three copies of the Geotechnical Study specified here within.
  - 7) Three copies of the Rock Fall Hazard Analysis and Mitigation Report specified here within.
  - 8) Three copies of the Storm Water Quality Management Plan specified here within.
  - 9) Two copies of an Operation & Maintenance (O&M) plan specified here within shall be submitted prior to grading plan approval.
  - 10) Two copies of the Storm Water Pollution Prevention Plan specified here within.
  - 11) Three copies of the Hydraulic Study and Hydraulic Analysis specified here within.
  - 12) Draft letters of permission from any adjoining property owners if grading is proposed off-site shall be submitted prior to grading plan approval. Letters shall be in a form acceptable to the City.
  - 13) 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.
  - 14) One copy of the Resolution(s) approving the project.

All grading shall be completed to the satisfaction of the Director of Development Services. Plan check and inspection fees shall be paid in accordance with the City

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Fee Schedule.

37. The Applicant shall notify all contractors, subcontractors and material suppliers that the following work schedule restrictions apply to this project:
- 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.
  - b. No construction work along Fanita Parkway from Mast Boulevard, north to the project site will be permitted before 8 am Monday through Friday.
  - c. No work is permitted on Sundays or City Holidays.
  - d. 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, unless otherwise modified by the terms of the encroachment permit, excluding City Holidays. Deliveries of emergency supplies or equipment necessary to secure the site or protect the public are excluded.
  - e. If the Applicant fails or is unable to enforce compliance with their contractors, subcontractors and material suppliers regarding the specified work hours, a revised permissible work hour schedule may be imposed by the Director of Development Services.
  - f. 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.
38. Trench work when required within existing City streets shall be completed within two weeks of the initial start date, including placement of the final trench patch. The two-week time period can be extended by the Director of Development Services based upon the scope of the work to be performed within the existing City streets. 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 time temporary or permanent asphalt paving shall be placed unless modified by the Director of Development Services.

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39. Applicant consents to annexation of the property under development to the Santee Roadway Lighting District and agrees to waive any public notice and hearing of the transfer. Applicant shall pay the necessary annexation costs and upon installation of any street lights required for the development, pay the necessary street light energizing and temporary operating costs.
40. Provide three copies of a hydrology study and hydraulic analysis that determines the boundary and elevation of the base flood for Sycamore Creek adjacent to the project in accordance with the Santee Flood Damage Prevention Ordinance. Study requirements shall first be obtained from the City's assigned project engineer prior to the preparation of the study or utilize the existing report prepared by Rick Engineering titled Floodplain Analysis for Fanita Lake dated May 11, 2007.
41. Provide three copies of a final 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. The drainage study shall:
  - a. 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.
  - b. 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. All drainage shall be conveyed to suitable outfalls to the satisfaction of the Director of Development Services.
  - c. Include a summary table comparing the storage capacity and height of all proposed basins to State Division of Safety of Dams (DSOD) thresholds. As proposed, drainage basin BF-1-1 would have capacity to store over 15-acre-feet of water, which is the threshold at which the dam height must be considered, and the height measured to the lowest elevation of the outside limit of the barrier on the west side of the proposed basin is over 25 feet. Documentation must be provided demonstrating that DSOD has reviewed the design and concurred that either (1) the facilities are not jurisdictional dams or (2) that facilities are jurisdictional dams and appropriate measures have been implemented to meet DSOD criteria.



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- d. The proposed interim biofiltration basin planned within the future Magnolia Avenue roadway shall be constructed with a suitable discharge matching an existing discharge point that is outside of the future right of way area of Magnolia Avenue. At final engineering, documentation must be provided demonstrating that the emergency overflow system meets the City and County standards.
  - e. Provide a table of all runoff coefficients used in calculations supporting storm drain and detention basin design shall be based on the actual proposed percentage of impervious cover for each neighborhood.
  - f. The basin outflow calculations shall be designed based on the geometry of the proposed riser structures and the capacity of the downstream storm drain, whichever is the more restrictive factor. At final engineering, documentation must be provided demonstrating that the emergency overflow system (i.e., including the downstream channel or storm drain that receives the emergency overflow) has the capacity to convey the 100-year un-detained flow. If BF-1-1 and/or any other basin is determined to be a jurisdictional dam, DSOD may have additional criteria for the emergency overflow conveyance.
  - g. Provide sufficient detail and calculations to support the final design of channel and slope protection features.
42. Provide three 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 and alternate approaches that meet both the storm water pollution control and hydromodification management requirements may be acceptable at the discretion of the City Engineer and shall be documented in the SWQMP. 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:
- 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. 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.

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- c. Comply with full trash capture requirements by providing completely enclosed trash and recycling enclosures and the storm drain system shall be designed and installed to meet the MS4 Permit requirements regarding trash capture. Said system must be designed to capture debris of 5 mm or greater, while preventing flooding potential.
- d. The first downstream public storm drain inlet or clean-out structure to which the project improvements discharge to must be retrofitted with a trash capture device to meet the MS-4 requirements. The device which shall be used for public inlets is the ADS FlexStorm Connector Pipe Screen system or approved equal.
- e. Label all new inlets constructed by the Applicant 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.
- f. Prohibit down spouts and HVAC systems 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.
- g. Require fire suppression systems to be designed to discharge to a sewer clean out for all maintenance and testing activities, or otherwise captured and contained on-site.
- h. Require California native/drought-tolerant plants to 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.
- i. Include 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.
- j. Include a standalone Operation and Maintenance (O&M) Plan in accordance with the City of Santee BMP Design Manual. The O&M plan shall include:

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- i. Post Rain Event Maintenance detailing frequency, repairs, reporting, timing, and indicators.
  - ii. A procedure addressing flushing of PDMWD facilities. This includes the project potable water tanks specifically addressing the draining and flushing for necessary maintenance or repairs. The treatment facilities shall be designed to accommodate the anticipated amount of flow from PDMWD maintenance operations.
  - iii. A narrative regarding drainage and water quality from the Special Use Area currently proposed for RV storage/Solar voltaic production.
- k. As part of the SWQMP, a field reconnaissance to observe and report on downstream outlet conditions, including undercutting erosion, slope stability, vegetative stress (due to flooding, erosion, water quality degradation, or loss of water supplies) and the area's susceptibility to erosion or habitat alteration as a result of an altered flow regime.
- l. All downstream areas identified in the drainage study and/or the SWQMP conditioned herein, as points of compliance, shall establish within said drainage study that pre-project hydrologic conditions affecting points of compliance would be maintained by the proposed project, satisfactory to the City, by incorporating in the site design, source control, and treatment control requirements identified on the approved project SWQMP.
- m. Dog waste stations shall be incorporated through the property and include signage to pick up and properly dispose of pet waste, pet waste bags, and a trash receptacle.

Priority Development Project (PDP) SWQMP shall:

- n. Show the appropriate information including tree size and soil dimensions on the plans submitted for grading and street improvements.
- o. Provide additional details relating to drainage areas and the flow control (i.e., SWMM) analyses may be required based upon the final design.
- p. Provide documentation demonstrating that the average annual retention requirement will be satisfied by the project areas where standard biofiltration is not being proposed. As applicable, the addition of pervious areas and/or site features to satisfy the average annual retention criteria may be required and this in-turn may result in changes to the proposed site layout.
- q. Additional details will be required on the street improvement plans to demonstrate runoff from the project area will be directed into appropriate storm water quality measures.

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- r. An alternative water quality approach, such as biofiltration or compact biofiltration, may be required based on the limited area available for storm water quality measures.
- s. Additional information, including but not limited to calculations to demonstrate that the Bioretention Soil Media (BSM) capacity is more limiting than the orifice and thus storm water will precipitate from the BSM, may be required during final engineering. Drainage areas shall be shown on the Drainage Management Areas (DMA) Exhibit and be consistent with those used in pollution control calculations and SWMM analyses.

Off-Site Improvements PDP SWQMP shall:

- t. The site design checklist shall identify the BMPs proposed as SD-5, (Disperse Impervious Areas) and/or SD-6 (Runoff Collection).
- u. The final report shall clarify the proposed combined pollutant control and hydromodification control MWS type proprietary BMPs will achieve both types of control with flow-based devices.
- v. The final report shall include appropriate flow control analysis of POC 17 (e.g., SWMM analysis) for the on-site and/or the off-site areas as necessary. This shall include inclusion with the BMP checklist, BMP calculations, and flow control analysis for BMP BF-1-17 and/or DET-1-17, as applicable.

Technical Memorandum: Analysis of Potential Critical Course Sediment Yield Areas (PCCSYA) for Fanita Ranch shall:

- w. Provide electronic files in CAD and shapefiles to facilitate review of the exhibits. All exhibits shall be plotted to scale, including a scale bar on each exhibit, all callouts shall be correct, and calculations shall match those of the exhibits.
- x. Provide an appropriate discussion in the report narrative to explain and justify the range of flow events incorporated into the analysis.

Off-Site Improvements Technical Memorandum: Complementary Analysis of Potential Critical Course Sediment Yield Areas (PCCSYA) for Fanita Ranch shall:

- y. Demonstrate that POCs 11 and 12 meet the criteria for being considered as de minimis. Currently these areas are shown to be a depression; however, each of these “depressions” has a headwall and storm drain. As such, each is considered as an open channel during the 2-year storm event peak flow rate without ponding and without deposition of course sediment. The project

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will require additional analysis and additional flow control measures as part of the final engineering design.

- z. Provide appropriate documentation in the analysis report when the values not listed in the published references (e.g., Asoil-loss values) are utilized.
  - aa. Provide appropriate discussion in the report narrative to explain and justify the range of flow events incorporated into the analysis.
43. Minimum best management practices for storm water and water quality will be incorporated into the development's CC&R's via reference to the project's Storm Water Quality Management Plan (SWQMP).
44. Construction Site Storm Water Compliance
- a. Provide proof of coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 2009-0009-DWQ) prior to start of construction. This project disturbs one or more acres of soil or disturbs less than one acre but is part of a larger common plan of development that in total disturbs one or more acres. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation.
  - b. Submit a copy of the project specific Storm Water Pollution Prevention Plan (SWPPP) to the City for review and approval. 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.
45. 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 the first building permit.
46. Provide three copies of the final geotechnical studies prepared in accordance with the requirements of the Santee General Plan. The study will be subject to independent third-party review to be paid for by the Applicant. The Applicant shall place a cash 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

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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. Slope stability and buttress fills, as well as providing design and recommendations.
  - c. Proposed blasting, and/or rock breaking/crushing/sorting operations, including mitigation of potential impacts and protection of surrounding properties.
  - d. Proposed terrace drains, including design and recommendations.
47. Provide three copies of a rock fall hazard analysis and mitigation report prepared by a registered Geotechnical Engineer. The proposed cut slope shall be surveyed and staked on approximate 50-foot centers and a field analysis conducted. The mitigation report shall include a separate exhibit that clearly shows the proposed cut slope, boulders/rocks above the proposed cut slope that will require mitigation, the proposed method(s) of mitigation, and the down slope protection required during and after construction. The rock fall hazard analysis and mitigation report will be subject to independent third-party review to be paid for by the Applicant. The Applicant shall place a cash 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 report shall be incorporated into the project design. The rock fall hazard analysis and mitigation report shall be deemed complete prior to issuance of a grading permit.

No mitigation, disturbances, impacts, and/or work, temporary or otherwise, shall occur within the limits of the conservation easement. Should mitigation be required within a protected area, environmental review, and approval by the City Planning Department, and those governing agencies as determined necessary by the City Planner, shall be completed prior to the start of grading.

48. The Applicant shall include the following information and dedications on the final map:
- a. Lot numbering shall be approved for each map as determined by the Director of Development Services.

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- b. Grant to the City a visibility clearance easement at all street intersections within Fanita Ranch in accordance with Section 13.10.050 of the Zoning Ordinance.
- c. Dedicate right-of-way for all public streets substantially in accordance with the Vesting Tentative Map.
- d. Grant to the City drainage and access easements for all storm drainage improvements proposed for City maintenance.
- e. Relinquish vehicular right of access to lots with double street frontage as required. Lot access will only be permitted to the street frontage that contains the driveway access only. Specific lots will be identified at the time of map submittal.
- f. Grant to the City landscape maintenance easements for all landscaping to be maintained by the City, or Community Facilities District, if applicable.
- g. Grant to the City of Santee fire and emergency vehicle access easements over all emergency access roads.
- h. Grant utility easements over all private access roads as required.
- i. Grant to PDMWD any required water, sewer or access easements exclusive of the public utility easements stated herein.
- j. Grant to PDMWD in fee those lots intended to support PDMWD facilities such as reservoirs, headworks and pump station sites and any easements required for access or pipelines to those sites. The grant to PDMWD shall reserve unto the City a grant of pedestrian access easements, as required, where shown on the Vesting Tentative Map or may as otherwise be determined by the Director of Development Services.
- k. Grant to the City of Santee two Irrevocable Offers of Dedication (IODs) for the two lots intended for use as public parks on the first Final "A" Map. These lots include the proposed park sites CP-1 and NP-8 per the Vesting Tentative Map. Said IODs are subject to the review and approval of the Development Services Director.
- l. Grant to the City a permanent Public Access Easement for recreation purposes for parks NP-1 through NP-7 per the Vesting Tentative Map. This easement will be identified as "Recreation Easement" on the Final Maps. Public Access Easements for recreation purposes shall also be granted to

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the City for Mini Parks MP-1 through MP-31 per the Vesting Tentative Map. Other areas may also be defined during final engineering to provide public access to the project trail systems.

- m. Grant pedestrian access easements over all proposed public pathways as may be deemed appropriate by the Director of Development Services.
  - n. Grant to the City conservation easements over the Habitat Preserve Lots.
  - o. Grant public pedestrian access easements over emergency access roads and at such other locations as may be shown on the Vesting Tentative Map and as deemed appropriate by the Director of Development Services.
  - p. Include with the final map additional map sheets pursuant to Section 66434.2 of the Subdivision Map Act to indicate, as required, and including, but not limited to the following: limits of fuel modification/non-building easements, limits of building construction with respect to fuel modification/non-building easements, and geotechnical hazard areas, easements for landscaping of areas to be maintained by the Homeowners Association.
49. Applicant shall place all new utilities required to serve the project underground. No overhead facilities or extension of overhead facilities is permitted. In addition, the Applicant shall underground overhead facilities adjacent to the project along Fanita Parkway to the satisfaction of the Director of Development Services. Adjacent facilities are defined as existing overhead facilities in the abutting half street and may include extension of the undergrounding to either side of the project to the nearest existing utility pole. Section 12.32.030 C.7. of the Santee Municipal Code provides for a waiver of underground facilities based upon findings of infeasibility or impracticality, and based upon information provided by the Applicant.
50. For each phase of development, provide certification to the Director of Development Services that sewer and water services can be provided to the site and that financial arrangements have been made to provide said services. When private sewer or water mains are allowed to serve the project, then a building permit for these facilities will be required and they shall be maintained by a homeowner's association.
51. 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 shall be done at night unless otherwise approved by the Director of Development Services. When day work is permitted, work hours shall be from 8:30 am to 3:30 pm, including set up and break



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down of traffic control. No day work will be permitted during the holiday season, defined as beginning the Saturday before Thanksgiving Day and extending through New Year's Day, unless otherwise approved by the Director of Development Services.

52. The Applicant shall comply with all applicable sections of the Municipal Code, Land Development Manual and Public Works Standards of the City of Santee unless otherwise approved as a part of the VTM and the Specific Plan.

**SECTION 6:** The terms and conditions of the Vesting Tentative Map TM2017-3 approval shall be binding upon the Applicant and all persons, firms and corporations having an interest in the property subject to this Vesting Tentative Map and the heirs, executors, administrators, successors and assigns of each of them, including municipal corporations, public agencies and districts.

**SECTION 7:** The approval of the Vesting Tentative Map TM2017-3 expires upon the later of thirty-six (36) months after the date of approval, or as set forth in the Development Agreement. The Final Map or Maps conforming to this conditionally approved Vesting Tentative Map shall be filed with the City Council in time so that City Council may approve the Final Map or Maps before this approval expires unless a time extension for obtaining such approval of the Final Map is approved as provided by the Santee Subdivision Ordinance. 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 8:** 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 September 23, 2020.

**SECTION 9:** The Applicant shall defend (with counsel of City's choice, subject to reasonable approval by the Applicant) the City 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 concerning this Resolution or any action relating to or arising out of its approval, and further agrees to indemnify and hold harmless from all costs and expenses (including attorney's fees) associated with any such defense.

**SECTION 10:** In the event of any inconsistency between the conditions of approval contained in this Resolution and the terms and conditions of the Development Agreement, the Development Agreement shall control.

**NOTICE:** The City of Santee hereby notifies the Applicant that State Law (AB3158), effective January 1, 1991, requires certain projects to pay fees for purposes of

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funding the California Department of Fish and Game. In order to comply with State Law, the Applicant should remit to the City of Santee Department of Development Services, within two (2) working days of the effective date of this approval (the “effective date” being the end of the appeal period, if applicable), a certified check payable to the “County Clerk” in the amount of \$3,393.25. 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, provide that no project shall be operative, vested, or final until the required filing fee is paid.

**ADOPTED** by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 23rd day of September 2020 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**

Exhibit A: Legal Description

**RESOLUTION NO. 095-2020**

**EXHIBIT A**

**LEGAL DESCRIPTION**

**[attached behind this cover page]**

## RESOLUTION NO. 095-2020

### LEGAL DESCRIPTION

Real property in the City of Santee, County of San Diego, State of California, described as follows:

PARCEL 1: (APN'S: 380-040-43-00 AND 380-040-44-00)

THOSE PORTIONS OF LOTS 5 AND 6 OF THE RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO OFFICIAL PLAT THEREOF NO. 1703 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY AND RECORDED FEBRUARY 28, 1918, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWESTERLY CORNER OF LOT 1463 CARLTON HILLS, UNIT NO. 10 ACCORDING TO OFFICIAL PLAT THEREOF NO. 6866, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY AND RECORDED FEBRUARY 26, 1971; THENCE ALONG THE NORTHERLY LINE OF SAID LOT 1463, SOUTH 73 DEGREES 21'45" EAST, 47.06 FEET TO AN ANGLE POINT THEREIN, BEING ALSO AN ANGLE POINT IN THE BOUNDARY OF OAK HILLS UNIT NO. 134 ACCORDING TO OFFICIAL PLAT THEREOF NO. 6542, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY AND RECORDED NOVEMBER 18, 1969, BEING THE TRUE POINT OF BEGINNING; THENCE ALONG THE BOUNDARY OF SAID MAP NO. 6542 AS FOLLOWS:

NORTH 20 DEGREES 54'40" EAST, 145.18 FEET; NORTH 12 DEGREES 38'48" EAST, 84.58 FEET; NORTH 03 DEGREES 38'15" EAST, 222.90 FEET AND NORTH 12 DEGREES 38'48" EAST, 206.54 FEET TO THE NORTHERLY LINE OF SAID LOT 5; THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID LOTS 5 AND 6 TO THE NORTHEAST CORNER OF SAID LOT 6; THENCE ALONG THE EASTERLY LINE OF SAID LOT 6, SOUTH 00 DEGREES 06'17" WEST 1393.06 FEET TO THE NORTHEASTERLY CORNER OF CARLTON HILLS UNIT NO. 8, ACCORDING TO OFFICIAL PLAT THEREOF NO. 6216, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY AND RECORDED OCTOBER 23, 1968; THENCE ALONG THE BOUNDARY OF SAID MAP NO. 6216 AS FOLLOWS:

SOUTH 67 DEGREES 20'30" WEST, 184.81 FEET; NORTH 22 DEGREES 39'30" WEST, 40.00 FEET; SOUTH 67 DEGREES 20'30" WEST, 170.00 FEET; SOUTH 06 DEGREES 57'10" WEST, 84.32 FEET; SOUTH 71 DEGREES 43'00" WEST, 639.50 FEET; NORTH 47 DEGREES 57'58" WEST, 110.50 FEET; SOUTH 71 DEGREES 43'00" WEST, 161.00 FEET; SOUTHERLY ALONG THE ARC OF A 228.00 FOOT RADIUS CURVE, CONCAVE NORTHEASTERLY THROUGH A CENTRAL ANGLE OF 07 DEGREES 15'42", A DISTANCE OF 28.90 FEET; SOUTH 73 DEGREES 43'00" WEST, 108.00 FEET; SOUTH 20 DEGREES 39'45" WEST, 70.09 FEET; SOUTH 81 DEGREES 03'14" WEST, 71.64 FEET; SOUTH 71 DEGREES 43'00" WEST, 192.00 FEET; SOUTH 61 DEGREES 56'34" WEST, 121.77 FEET; NORTH 71 DEGREES 20'30" WEST, 87.71 FEET; NORTH 89 DEGREES 54'00" WEST 110.00 FEET; NORTH 15 DEGREES 06'00" EAST, 48.97 FEET; NORTH 74 DEGREES 54'00" WEST, 149.00 FEET; SOUTH 67 DEGREES 43'57" WEST, 43.97 FEET; NORTH 19 DEGREES 56'59" WEST, 93.45 FEET; NORTH 29 DEGREES 31'37" WEST, 163.69 FEET; AND NORTH 39 DEGREES 42'11" EAST, 93.45 FEET TO THE MOST EASTERLY CORNER OF LOT 1280 OF SAID MAP NO. 6216, BEING ALSO THE MOST SOUTHERLY CORNER OF LOT 1376 OF CARLTON HILLS UNIT NO. 9, ACCORDING TO MAP THEREOF NO. 6429, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JULY 23, 1969; THENCE ALONG THE BOUNDARY OF SAID MAP NO. 6429, AS FOLLOWS:

NORTH 41 DEGREES 32'59" EAST, 196.98 FEET; NORTH 41 DEGREES 33'14" EAST 261.00 FEET;

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NORTH 53 DEGREES 14'57" EAST, 97.91 FEET; NORTH 68 DEGREES 28'56" EAST, 187.76 FEET; NORTH 40 DEGREES 36'00" EAST, 442.08 FEET; NORTH 49 DEGREES 24'00" WEST, 231.00 FEET; SOUTH 40 DEGREES 36'00" WEST, 38.00 FEET; NORTH 49 DEGREES 24'00" WEST, 115.00 FEET; SOUTH 51 DEGREES 54'36" WEST, 219.26 FEET; SOUTH 63 DEGREES 42'14" WEST, 165.28 FEET; SOUTH 75 DEGREES 58'20" WEST, 136.09 FEET; NORTH 88 DEGREES 40'00" WEST, 137.22 FEET; NORTH 69 DEGREES 41'44" WEST, 116.27 FEET; NORTH 57 DEGREES 20'00" WEST, 197.00 FEET; NORTH 49 DEGREES 02'30" WEST, 197.39 FEET; NORTH 21 DEGREES 34'40" WEST, 162.25 FEET; NORTH 82 DEGREES 30'00" WEST, 364.38 FEET; SOUTH 07 DEGREES 30'00" WEST, 75.49 FEET; AND SOUTH 08 DEGREES 09'22" EAST, 97.22 FEET TO THE NORTHEASTERLY CORNER OF CARLTON HILLS UNIT NO. 11, ACCORDING TO OFFICIAL PLAT THEREOF NO. 7133 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, RECORDED DECEMBER 8, 1971; THENCE ALONG THE BOUNDARY OF SAID MAP NO. 7133 AS FOLLOWS:

SOUTH 81 DEGREES 50'38" WEST, 180.09 FEET; NORTH 87 DEGREES 19'12" WEST, 121.09 FEET; SOUTH 82 DEGREES 20'00" WEST, 50.00 FEET; NORTH 62 DEGREES 05'00" WEST, 449.01 FEET; SOUTH 51 DEGREES 20'00" WEST, 142.88 FEET; SOUTH 17 DEGREES 54'00" WEST, 113.72 FEET TO A POINT ON THE ARC OF A NON-TANGENT 215.00 FOOT RADIUS CURVE, CONCAVE NORTHERLY, A RADIAL LINE OF SAID CURVE, BEARING SOUTH 00 DEGREES 46'00" EAST TO SAID POINT; WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18 DEGREES 40'00", A DISTANCE OF 70.05 FEET; AND NON-TANGENT TO SAID CURVE SOUTH 17 DEGREES 54'00" WEST, 369.48 FEET TO THE ANGLE POINT IN THE NORTHERLY BOUNDARY OF LOT 1477 OF SAID MAP NO. 6866; THENCE ALONG THE NORTHERLY BOUNDARY OF SAID MAP NO. 6866 AS FOLLOWS:

NORTH 77 DEGREES 13'30" WEST, 187.20 FEET; NORTH 72 DEGREES 30'00" WEST, 544.64 FEET; NORTH 59 DEGREES 56'00" WEST, 72.57 FEET; AND NORTH 72 DEGREES 30'00" WEST, 78.99 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN CARLTON ESTATES, ACCORDING TO MAP NO. 8796, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON FEBRUARY 9, 1978 AS FILE NO. 78-054692 OF OFFICIAL RECORDS.

PARCEL 2: (APN: 376-020-03-00)

THAT PORTION OF LOT 12 OF RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28, 1918, LYING WITHIN THE BOUNDARIES OF RECORD OF SURVEY MAP NO. 8279 RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN DIEGO COUNTY, MAY 4, 1978 AS FILE NO. 78-181648 OF OFFICIAL RECORDS.

PARCEL 3: (APN: 374-030-02-00)

THE SOUTH HALF OF LOT 1 AND ALL OF LOT 8 IN SECTION 4, TOWNSHIP 15 SOUTH, RANGE 1 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO OFFICIAL PLAT THEREOF.

PARCEL 4: (APN: 374-050-02-00)

THAT PORTION OF LOT 15 OF RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28,

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1918, LYING WITHIN THE BOUNDARIES OF RECORD OF SURVEY MAP NO. 8279, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN DIEGO COUNTY, MAY 4, 1978 AS FILE NO. 78-181648 OF OFFICIAL RECORDS.

PARCEL 5: (APN: 374-060-01-00)

LOT 14 OF RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28, 1918.

PARCEL 6: (APN: 376-010-06-00)

ALL THAT PORTION OF LOT 11 OF RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28, 1918. LYING WITHIN THE BOUNDARIES OF RECORD OF SURVEY MAP NO. 8279, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN DIEGO COUNTY, MAY 4, 1978 AS FILE NO. 78-181648 OF OFFICIAL RECORDS.

PARCEL 7: (APN: 376-030-01-00)

LOT 13 OF RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28, 1918.

PARCEL 8: (APN: 378-020-54-00)

ALL THAT PORTION OF LOT 8 OF THE RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY FEBRUARY 28, 1918 LYING WITHIN THE BOUNDARIES OF RECORD OF SURVEY MAP NO. 8279, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MAY 4, 1978 AS FILE NO. 78-181648 OF OFFICIAL RECORDS.

EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN COUNTY OF SAN DIEGO TRACT NO. 3675-1, ACCORDING TO MAP NO. 9902, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON NOVEMBER 25, 1980 AS FILE NO. 80-398660 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN COUNTY OF SAN DIEGO TRACT NO. 3675-2, ACCORDING TO MAP NO. 9903, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON NOVEMBER 25, 1980 AS FILE NO. 80-398661 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN COUNTY OF SAN DIEGO TRACT NO. 3675-3, ACCORDING TO MAP NO. 9904, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON NOVEMBER 25, 1980 AS FILE NO. 80-398662 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN COUNTY OF SAN DIEGO TRACT NO. 3675-4, ACCORDING TO MAP THEREOF NO. 9905, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON NOVEMBER 25, 1980 AS FILE NO. 80-398663 OF OFFICIAL RECORDS.

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ALSO EXCEPTING FROM SAID LOT 8, ALL THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

COMMENCING AT AN ANGLE POINT ON THE EASTERLY BOUNDARY OF THAT CERTAIN STRIP OF LAND, BEING A 30 FOOT EASEMENT AS DESCRIBED IN DEED TO THE SANTEE COUNTY WATER DISTRICT FOR ROAD AND UTILITY PURPOSES, RECORDED AUGUST 19, 1966 AS FILE NO. 134771 OF OFFICIAL RECORDS, SAID ANGLE POINT BEING THE TERMINUS OF A COURSE HAVING A BEARING AND DISTANCE OF NORTH 27 DEGREES 54'57" EAST 568.16 FEET; THENCE CONTINUING ALONG SAID EASTERLY BOUNDARY NORTH 26 DEGREES 14' EAST 846.04 FEET; THENCE LEAVING SAID EASTERLY BOUNDARY SOUTH 63 DEGREES 46' EAST 370.00 FEET; THENCE SOUTH 79 DEGREES 39' EAST, 670.81 FEET; THENCE NORTH 10 DEGREES 21' EAST, 18.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 79 DEGREES 39' WEST 110.00 FEET; THENCE NORTH 10 DEGREES 21' EAST, 170.00 FEET; THENCE SOUTH 79 DEGREES 39' EAST, 120.00 FEET, SOUTH 10 DEGREES 21' WEST 170.00 FEET; THENCE NORTH 79 DEGREES 39' WEST, 10.00 FEET TO THE TRUE POINT OF BEGINNING.

ALSO EXCEPTING FROM SAID LOT 8, ALL THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT THAT BEARS NORTH 17 DEGREES 36' EAST, 2280.63 FEET FROM THE INTERSECTION OF THE CENTERLINE OF SYLMAST BOULEVARD WITH THE CENTERLINE OF CARLTON HILLS BOULEVARD AS SAID CENTERLINES ARE SHOWN ON MAP NO. 4364, A COPY OF WHICH IS ON FILE IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN DIEGO COUNTY THENCE SOUTH 75 DEGREES 57'15" EAST, 276.00 FEET; THENCE NORTH 14 DEGREES 02'45" EAST 295.00 FEET; THENCE NORTH 75 DEGREES 57'15" WEST, 355.00 FEET; THENCE SOUTH 14 DEGREES 02'45" WEST, 295.00 FEET; THENCE SOUTH 75 DEGREES 57'15" EAST 79.00 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN PARCELS 1-A AND 1-B AS CONDEMNED AND TAKEN BY THE PADRE DAM MUNICIPAL WATER DISTRICT BY FINAL ORDER OF CONDEMNATION CASE NO. 658159-1 AND FILED FEBRUARY 18, 1994 BY THE CLERK OF THE SUPERIOR COURT OF THE STATE OF CALIFORNIA, A CERTIFIED COPY OF WHICH WAS RECORDED FEBRUARY 24, 1994 AS FILE NO. 1994-0124825 OF OFFICIAL RECORDS OF SAID SAN DIEGO COUNTY.

ALSO EXCEPTING FROM SAID LOT 8, ALL THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERLY LINE OF THE LAND CONVEYED TO SANTEE COUNTY WATER DISTRICT RECORDED JUNE 27, 1962 AS FILE NO. 109476 OF OFFICIAL RECORDS, SAID POINT BEARS NORTH 17 DEGREES 39'17" EAST (NORTH 17 DEGREES 36'00" EAST PER SAID DEED) 2,280.63 FEET FROM THE INTERSECTION OF THE CENTERLINE OF SYLMAST BOULEVARD WITH THE CENTERLINE OF CARLTON HILLS BOULEVARD AS SAID CENTERLINES ARE SHOWN ON MAP NO. 4364 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, THENCE EASTERLY ALONG SAID SOUTHERLY LINE SOUTH 75 DEGREES 53'58" EAST, 111.82 FEET TO AN ANGLE POINT IN THAT LAND DESCRIBED IN PARCEL 1-A OF THAT FINAL ORDER OF CONDEMNATION RECORDED FEBRUARY 24, 1994 AS FILE NO. 1994-0124825 OF OFFICIAL RECORDS; THENCE ALONG THE BOUNDARY OF SAID LAND DESCRIBED IN PARCEL 1-A, SOUTH 54 DEGREES 24'52" EAST, 107.06 FEET; THENCE SOUTH 77 DEGREES 09'15" EAST, 54.25 FEET; THENCE NORTH 59 DEGREES 03'17" EAST, 77.51 FEET; THENCE NORTH 12 DEGREES 19'23" EAST, 201.08 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 12 DEGREES 19'23" EAST, 15.00 FEET; THENCE NORTH 49 DEGREES 25'48" EAST, 68.71 FEET; THENCE LEAVING SAID BOUNDARY OF PARCEL 1-A, SOUTH 43 DEGREES 01'46" WEST, 81.18 FEET, TO THE TRUE POINT OF BEGINNING.

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ALSO EXCEPTING FROM SAID LOT 8, ALL THAT PORTION THEREOF LYING WESTERLY OF THE EASTERLY LINE OF THE LAND CONVEYED TO THE PADRE DAM MUNICIPAL WATER DISTRICT BY DEED RECORDED APRIL 12, 1977 AS FILE NO. 77-132403 OF OFFICIAL RECORDS OF SAID SAN DIEGO COUNTY.

ALSO EXCEPTING FROM SAID LOT 8, ALL THAT PORTION THEREOF LYING WITHIN PARCEL 16 HEREINAFTER DESCRIBED.

PARCEL 9: (APN: 378-030-08-00)

LOT 7 OF RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28, 1918.

EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN CARLTON ESTATES, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 8796, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON FEBRUARY 9, 1978 AS FILE NO. 78-054692 OF OFFICIAL RECORDS.

ALSO EXCEPTING FROM SAID LOT 7, THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF WOODGLEN ESTATES, ACCORDING TO MAP THEREOF NO. 7560, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 21, 1973; THENCE ON A LINE PARALLEL WITH THE WESTERLY PROLONGATION OF THE CENTER LINE OF WOODGLEN VISTA DRIVE, AS SHOWN ON MAP, NORTH 89 DEGREES 51'10" WEST, 687.38 FEET TO A POINT ON THE EASTERLY LINE OF SAID LOT 7; THENCE ALONG SAID EASTERLY LINE, NORTH 00 DEGREES 12'05" EAST, 42.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 51'10" WEST, 230.00 FEET TO THE BEGINNING OF A TANGENT 458.00 FOOT RADIUS CURVE, CONCAVE NORTHEASTERLY; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 36 DEGREES 06'36" A DISTANCE OF 288.65 FEET; THENCE NORTH 00 DEGREES 12'05" EAST, 522.49 FEET; THENCE NORTH 89 DEGREES 49'55" EAST, 500.00 FEET TO THE EASTERLY LINE OF THE SAID LOT 7; THENCE ALONG SAID EASTERLY LINE SOUTH 00 DEGREES 12'05" WEST, 610.00 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN PARCELS A, B AND C AS SET OUT IN EXHIBIT "A" IN CERTIFICATE OF COMPLIANCE RECORDED JULY 3, 1995 AS FILE NO. 1995-0282020 OF OFFICIAL RECORDS OF SAID SAN DIEGO COUNTY.

PARCEL 10: (APN'S: 378-392-61-00 AND 378-392-62-00)

LOTS A AND B OF COUNTY OF SAN DIEGO TRACT NO. 3675-1, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 9902, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, NOVEMBER 25, 1980.

PARCEL 11: (APN: 378-391-59-00)

LOT D OF COUNTY OF SAN DIEGO TRACT NO. 3675-2, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 9903, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, NOVEMBER 25, 1980.

PARCEL 12: (APN: 378-382-58-00)



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LOT F COUNTY OF SAN DIEGO TRACT NO. 3675-3, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 9904, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, NOVEMBER 25, 1980.

PARCEL 13: (APN: 378-381-49-00)

LOT G OF COUNTY OF SAN DIEGO TRACT NO. 3675-4, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 9905, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, NOVEMBER 25, 1980.

PARCEL 14:

INTENTIONALLY DELETED

PARCEL 15: (APN: 380-031-18-00, 378-020-46-00 AND 378-020-50-00)

PARCEL A AS SHOWN ON CERTIFICATE OF COMPLIANCE RECORDED MAY 22, 2019 AS INSTRUMENT NO. 2019-0193705 DESCRIBED AS FOLLOWS:

THOSE PORTIONS OF LOTS 5 AND 8 OF RESUBDIVISION OF FANITA RANCHO, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28, 1918, BEING MORE PARTICULARLY DESCRIBED AS PARCEL 15 AND PARCEL 16 PER THAT CERTAIN TRUSTEE'S DEED UPON SALE RECORDED IN THE OFFICE OF SAID COUNTY RECORDER FEBRUARY 2, 2011 AS DOCUMENT NO. 2011-0063943, OF OFFICIAL RECORDS

EXCEPTING THEREFROM THAT PORTION OF SAID PARCEL 15 LYING EASTERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE EASTERLY LINE OF SAID PARCEL 15, BEING THE MOST WESTERLY CORNER OF LOT 995 OF CARLTON HILLS UNIT NO. 5, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 4364, FILED IN THE OFFICE OF SAID COUNTY RECORDER OCTOBER 14, 1959; THENCE SOUTH 20°51'29" EAST, 69.65 FEET; THENCE SOUTH 08°54'14" EAST, 450.00 FEET TO SAID EASTERLY LINE OF PARCEL 15, BEING ALSO THE NORTHERLY LINE OF LOT 759 OF SAID MAP NO. 4196, SAID POINT ALSO BEING THE POINT OF TERMINUS.

PARCEL 16:

INTENTIONALLY DELETED

PARCEL 17:

INTENTIONALLY DELETED

PARCEL 18:

INTENTIONALLY DELETED

PARCEL 19: (APN'S: 378-210-01-00, 378-210-10-00, 378-210-11-00 AND 378-220-01-00)

LOTS 4, 5, 12 AND 13 IN BLOCK 20 OF CAJON PARK, ACCORDING TO THE MAP THEREOF NO.

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767, FILED IN THE OFFICE OF THE RECORDER OF SAID SAN DIEGO COUNTY, NOVEMBER 27, 1893.

EXCEPT THAT PORTION FROM LOT 13 THAT WAS CONVEYED TO SANTEE COUNTY WATER DISTRICT BY DEED RECORDED FEBRUARY 9, 1960 INSTRUMENT NO. 26895 OF OFFICIAL RECORDS DESCRIBED AS FOLLOWS:

A PORTION OF LOT 13, BLOCK 20, CAJON PARK IN THE SAN DIEGO COUNTY, STATE OF CALIFORNIA, AS SHOWN ON RECORD OF SURVEY MAP NO. 4049, FILED OCTOBER 19, 1956 IN THE OFFICE OF THE RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WEST LINE OF SAID LOT 13, BLOCK 20, DISTANT THEREON 225 FEET SOUTH OF THE NORTHWEST CORNER THEREOF; THENCE EASTERLY PARALLEL TO THE NORTH LINE OF SAID LOT 13, BLOCK 20, A DISTANCE OF 300 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING EASTERLY PARALLEL WITH SAID NORTH LINE 125 FEET; THENCE SOUTHERLY PARALLEL WITH SAID WEST LINE 125 FEET; THENCE WESTERLY PARALLEL WITH SAID NORTH LINE 125 FEET; THENCE NORTHERLY PARALLEL WITH SAID WEST LINE 125 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL 19A:

EASEMENTS FOR ROAD AND PUBLIC UTILITY PURPOSES OVER, UNDER, UPON AND ACROSS THAT PORTION OF SAID CAJON PARK, DESCRIBED IN PARCELS A. THROUGH J. AS FOLLOWS:

A. THAT PORTION OF SUMMIT AVENUE, LYING SOUTHERLY OF THE EASTERLY PROLONGATION OF THE NORTHERLY LINE OF THE SOUTHERLY 30.00 FEET OF LOT 9 IN BLOCK 20 OF SAID CAJON PARK.

B. THAT PORTION OF 6TH STREET, LYING WESTERLY OF THE NORTHERLY PROLONGATION OF THE EASTERLY LINE OF LOT 3 IN BLOCK 18 OF SAID CAJON PARK.

C. THAT PORTION OF THE NORTH HALF OF 6TH STREET, LYING BETWEEN THE NORTHERLY PROLONGATION OF THE EASTERLY LINE OF LOT 3 IN BLOCK 18 OF SAID CAJON PARK AND THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF THE WEST 50.00 FEET OF LOT 28 IN BLOCK 17 OF SAID CAJON PARK.

D. THAT PORTION OF THE SOUTH HALF OF 6TH STREET, LYING BETWEEN THE NORTHERLY PROLONGATION OF THE CENTER LINE OF CENTRAL AVENUE AND THE NORTHERLY PROLONGATION OF THE WESTERLY LINE OF LOT 4 IN BLOCK 16 OF SAID CAJON PARK.

E. THAT PORTION OF THE EAST HALF OF CENTRAL AVENUE, LYING WESTERLY OF AND ADJOINING LOTS 4, 5, AND 12 IN BLOCK 16 OF SAID CAJON PARK.

ALL OF THE AFOREMENTIONED PORTIONS OF SAID STREET AND AVENUES BEING SHOWN ON SAID MAP NO. 767 AND HAVING BEEN VACATED AND CLOSED TO PUBLIC USE ON OCTOBER 3, 1900 BY AN ORDER OF THE BOARD OF SUPERVISORS OF SAID SAN DIEGO COUNTY, AND BEING RECORDED IN BOOK 3, PAGE 95 OF THE SUPERVISORS RECORDS.

F. THAT PORTION OF THE NORTHERLY 30.00 FEET OF LOT 19 IN BLOCK 20 OF SAID CAJON PARK, LYING WESTERLY OF THE EASTERLY 30.00 FEET THEREOF.

G. THAT PORTION OF THE SOUTHERLY 30.00 FEET OF LOT 14 IN BLOCK 20 OF SAID CAJON PARK, LYING WESTERLY OF THE EASTERLY 30.00 FEET THEREOF.

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H. A STRIP OF LAND 60.00 FEET OF EVEN WIDTH THE CENTER LINE OF WHICH IS DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 14 IN SAID BLOCK 20; THENCE NORTH 0° 01' 14" WEST ALONG THE EASTERN LINE OF SAID LOT, A DISTANCE OF 652.78 FEET TO THE SOUTHWEST CORNER OF LOT 10 IN SAID BLOCK 20; THENCE ALONG THE SOUTHERLY AND EASTERLY LINE OF SAID LOT, SOUTH 89° 56' 20" EAST 658.45 FEET AND NORTH 0° 01' 38" WEST 653.01 FEET TO THE NORTHEAST CORNER OF LOT 10 IN SAID BLOCK 20.

I. A STRIP OF LAND 60.00 FEET OF EVEN WIDTH, THE CENTER LINE OF WHICH IS DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 6 IN BLOCK 20 OF SAID CAJON PARK; THENCE SOUTH 0° 00' 50" ALONG THE WESTERLY LINE OF SAID LOT, A DISTANCE OF 652.55 FEET; THENCE SOUTH 24° 23' 10" EAST 175.75 FEET TO THE BEGINNING OF A TANGENT 100.00 FOOT RADIUS CURVE CONCAVE NORTHEASTERLY; THENCE SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 17° 07' 50" A DISTANCE OF 29.90 FEET THENCE TANGENT TO SAID CURVE, SOUTH 41° 31' 00" EAST 281.73 FEET TO THE BEGINNING OF A TANGENT 90.00 FOOT RADIUS CURVE CONCAVE WESTERLY; THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 92° 39' A DISTANCE OF 145.53 FEET; THENCE TANGENT TO SAID CURVE, SOUTH 51° 08' WEST 183.26 FEET TO THE BEGINNING OF A TANGENT 35.00 FOOT RADIUS CURVE CONCAVE EASTERLY; THENCE SOUTHERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 95° 24' A DISTANCE OF 58.28 FEET; THENCE TANGENT TO SAID CURVE, SOUTH 44° 16' EAST 0.58 FEET TO THE NORTHERLY LINE OF LOT 14 IN SAID BLOCK 20; THENCE SOUTH 64° 42' 20" EAST 592.96 FEET TO THE EASTERLY LINE OF SAID LOT 14.

EXCEPTING FROM THE ABOVE DESCRIBED 60.00 FOOT STRIP, THAT PORTION INCLUDED WITHIN THE EAST 30.00 FEET OF LOT 14 IN SAID BLOCK 20.

J. A STRIP OF LAND 60.00 FEET OF EVEN WIDTH, THE CENTER LINE OF WHICH IS DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERLY LINE OF LOT 11 IN BLOCK 20 OF SAID CAJON PARK, DISTANT THEREON SOUTH 89° 56' 20" EAST 122.43 FEET FROM THE SOUTHWEST CORNER THEREOF; THENCE SOUTH 89° 56' 20" EAST ALONG SAID SOUTHERLY LINE 249.95 FEET; THENCE NORTH 30° 02' 30" EAST 186.65 FEET TO THE BEGINNING OF A TANGENT 50.00 FOOT RADIUS CURVE CONCAVE WESTERLY; THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 40° 35' A DISTANCE OF 35.42 FEET; THENCE TANGENT TO SAID CURVE, NORTH 10° 32' 30" WEST 151.74 FEET TO THE BEGINNING OF A TANGENT 200.00 FOOT RADIUS CURVE CONCAVE EASTERLY; THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 46° 43' 30" A DISTANCE OF 163.10 FEET; THENCE TANGENT TO SAID CURVE NORTH 36° 11' EAST 189.46 FEET TO THE NORTHERLY LINE OF LOT 11 IN SAID BLOCK 20; THENCE SOUTH 89° 57' 33" EAST ALONG SAID NORTHERLY LINE 32.39 FEET; THENCE SOUTH 31° 94' 48" EAST 762.71 FEET TO THE SOUTHERLY LINE OF LOT 10 IN SAID BLOCK 20.

EXCEPTING FROM THE ABOVE DESCRIBED 60.00 FOOT STRIP OF LAND, THAT PORTION INCLUDED WITHIN THE SOUTHERLY 30.00 FEET OF SAID LOT 10 AND WITHIN THE BOUNDARIES OF THE 60.00 FOOT STRIP OF LAND DESCRIBED IN PARCEL I ABOVE.

THE SIDELINES OF THE 50.00 FOOT STRIPS OF LAND DESCRIBED IN PARCELS "I" AND "J"

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ABOVE, SHALL BE PROLONGED OR SHORTENED AS IS NECESSARY TO FORM A CONTINUOUS STRIP OF LAND.

SAID EASEMENT IS FOR THE BENEFIT OF AND APPURTENANT TO THE PROPERTY DESCRIBED IN PARCEL 1 ABOVE AND SHALL INURE TO THE BENEFIT OF AND MAY BE USED BY ALL PERSONS WHO MAY HEREAFTER BECOME THE OWNERS OF SAID APPURTENANT PROPERTY OR ANY PARTS OR PORTIONS THEREOF.

PARCEL 20: (APN: 378-210-04-00)

LOT 2, IN BLOCK 20 OF CAJON PARK, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 767, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, NOVEMBER 27, 1893.

PARCEL 20A:

AN EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER, UNDER, UPON AND ACROSS:

A. THE WEST HALF OF SUMMIT AVENUE LYING EASTERLY OF AND ADJOINING LOTS 8, 9, 16 AND 17 IN SAID BLOCK 20.

B. THAT PORTION OF THE NORTH HALF OF 6TH STREET, LYING BETWEEN THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF LOT 17 IN SAID BLOCK 20 AND THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF THE WEST 50.00 FEET OF LOT 28 IN BLOCK 17 OF SAID CAJON PARK.

ALL THE AFOREMENTIONED STREETS AND AVENUES HAVING BEEN VACATED AND CLOSED TO PUBLIC USE ON OCTOBER 3, 1900 BY ORDER OF THE BOARD OF SUPERVISORS OF SAID SAN DIEGO COUNTY AND BEING RECORDED IN BOOK, PAGE 95 OF SUPERVISORS OF RECORD.

PARCEL 21: (APN: 378-210-03-00)

THE EAST 1/2 OF LOT 3, IN BLOCK 20 OF CAJON PARK, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 767, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN DIEGO COUNTY, NOVEMBER 27, 1893.

PARCEL 21A:

AN EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER, UNDER, UPON AND ACROSS:

A. THE WEST 1/2 OF SUMMIT AVENUE LYING EASTERLY OF AND ADJOINING LOTS 8, 9, 16 AND 17 IN SAID BLOCK 20.

B. THAT PORTION OF THE NORTH 1/2 OF 6TH STREET, LYING BETWEEN THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF LOT 17 IN SAID BLOCK 20 AND THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF THE WEST 50.00 FEET OF LOT 28 IN BLOCK 17 OF SAID CAJON PARK. ALL THE AFOREMENTIONED STREETS AND AVENUES HAVING BEEN VACATED AND CLOSED TO PUBLIC USE ON OCTOBER 3, 1900 BY ORDER OF THE BOARD OF SUPERVISORS OF SAID SAN DIEGO COUNTY AND BEING RECORDED IN BOOK 3, PAGE 95 OF SUPERVISORS OF RECORD.

**RESOLUTION NO. 096-2020**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA  
APPROVING THE APPLICATION OF HOMEFED FANITA RANCHO LLC FOR  
FANITA RANCH DEVELOPMENT REVIEW PERMIT DR2017-4 FOR THE  
SUBDIVISION OF APPROXIMATELY 2,638 ACRES INTO 1,467 LOTS TO DEVELOP  
THE FANITA RANCH MASTER PLANNED COMMUNITY LOCATED NORTH OF THE  
TERMINUS OF FANITA PARKWAY IN THE FANITA RANCH SPECIFIC PLAN  
DEVELOPMENT AREA**

**APNS: 374-030-02; 374-050-02; 374-060-01; 376-010-06; 376-020-03; 376-030-01;  
378-020-46, 50, 54; 378-030-08; 378-210-01; 378-210-03, 04; 378-210-10, 11; 378-  
220-01; 378-381-49; 378-382-58; 378-391-59; 378-392-61, 62; 380-031-18;  
380-040-43, 44**

**(RELATED CASE FILES: GPA2017-2, SP2017-1,  
R2017-1, TM 2017-3, P2020-2, P2017-5, AEIS2017-11)**

**APPLICANT: HOMEFED FANITA RANCHO LLC**

**WHEREAS**, on August 29, 2018 HomeFed Fanita Rancho LLC submitted a complete application for the Fanita Ranch Development Review Permit DR 2017-4, concurrent with a General Plan Amendment GPA2017-2, Zone District Base Map Amendment R2017-1, Vesting Tentative Map TM2017-3, and Conditional Use Permits P2017-5 and P2020-2 to subdivide approximately 2,638 acres of property legally described in **Exhibit A**, attached hereto; and

**WHEREAS**, the California Environmental Quality Act (CEQA) provides opportunities for members of the public, agencies, and Native American Tribes to provide input on the environmental review aspects of the modified Fanita Ranch project prior to City Council's consideration of the proposed project; and

**WHEREAS**, after the project was deemed complete, the City of Santee ("City") issued a Notice of Preparation on November 8, 2018, of a Draft Revised Environmental Impact Report (EIR), and a Public Scoping Meeting was held on November 29, 2018 to solicit input on the scope and content of the environmental information for the Draft Revised EIR; and

**WHEREAS**, on May 8, 2019, the Santee City Council conducted a public workshop on the Fanita Ranch applications and development plan including a review of the three proposed villages, habitat preserve, parks, public school (kindergarten through eighth grade), working farm, circulation extensions, and trails; and

**WHEREAS**, on September 11, 2019, the Santee City Council conducted a second public workshop on Fanita Ranch providing an overview of the project's transportation and circulation network as it relates to the City's Mobility Element, and the proposed internal street network; and

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**WHEREAS**, on October 23, 2019, the Santee City Council conducted a third public workshop on Fanita Ranch parks, trails and open space features, including a proposed community park and farm, eight neighborhood parks, numerous mini-parks, trails, and an “Agmeander” providing access to scenic qualities of the property and farm-related learning opportunities; and

**WHEREAS**, on February 12, 2020, the Santee City Council conducted a fourth public workshop on Fanita Ranch focused on fire safety, prevention and protection, as well as service-level requirements for fire and law enforcement personnel; and

**WHEREAS**, on May 29, 2020, the City issued a Notice of Availability of the Draft Revised EIR to agencies, organizations and individuals that requested such notice and published the notice in the East County Californian, a newspaper of general circulation in the City. The Notice established a 45-day public review period, beginning on May 29, 2020 and ending on July 13, 2020; and

**WHEREAS**, the Director of Development Services published a notice of public hearing on Development Review Permit DR2017-4, and related case files GPA2017-2, R2017-1, TM2017-3, SP-2017-1, P2017-5, P2020-2 and AEIS2017-11, to be held on September 23, 2020; in accordance with Section 13.04.100 of the Santee Municipal Code, notice of the hearing was published in the East County Californian, a newspaper of general circulation, on September 11, 2020, and mailed by U.S. Mail or e-mailed to interested parties and agencies on September 10 and 11, 2020, respectively; and

**WHEREAS**, on September 23, 2020, the City Council reviewed, considered and certified the Final Revised EIR for the Fanita Ranch Project and adopted the Findings of Fact, Statement of Overriding Considerations, and Mitigation, Monitoring and Reporting Program for the Project (Resolution No. 093-2020); and

**WHEREAS**, on September 23, 2020, the City Council held a duly advertised public hearing on DR 2017-4 and related cases; and

**WHEREAS**, Development Review Permit DR 2017-4 further establishes criteria and performance standards in accordance with the Specific Plan and Vesting Tentative Map; and

**WHEREAS**, the City Council considered the staff report, all recommendations by staff, the Final Revised EIR, the entire record and all public testimony.

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

**SECTION 1:** The City Council has certified the Final Revised Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act and adopted Findings of Fact, a Statement of Overriding Considerations and a Mitigation Monitoring and

## RESOLUTION NO. 096-2020

Reporting Program for the Fanita Ranch Project. The City Council hereby incorporates by reference, as if fully set forth herein, the Resolution certifying the Final Revised EIR and adopting the Findings of Fact, and Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program for the Fanita Ranch project.

**SECTION 2:** The findings in accordance with Chapter 13.20 of the Santee Municipal Code, entitled “Specific Plan District” and the adopted Fanita Ranch Specific Plan are made as follows:

- A. That the proposed project as conditioned and as specified in this Resolution meets the purpose and design criteria prescribed in the Fanita Ranch Specific Plan, as well as relevant sections of the Santee Municipal Code in that the proposed project implements the goals and policies of the General Plan and consists of innovative and sustainable development in a manner which may not have been possible under standard land use designations and their corresponding zones. The proposed project is consistent with allowable uses and development standards in the adopted Specific Plan because it establishes standards of quality for community appearance and uses, preserves significant biological resources, preserves ridgelines and view corridors, and provides for recreational amenities.
- B. The proposed project is compatible with the General Plan SP – Specific Plan land use designation and is consistent with the revised Santee General plan goals, objectives, policies and Fanita Ranch Guiding Principles which align with the Fanita Ranch Specific Plan. The proposed project has been reviewed and has been determined to be consistent with the overall land use pattern and circulation system envisioned in the General Plan.
  - 1. The land use plan and development regulations in Chapter 3 of the Fanita Ranch Specific Plan would establish a Village Center in each Village that permits a mix of housing, retail, and office uses. Chapter 6 provides design guidance for the buildings in the Village Centers and establishes a unique design theme that supports the overall community’s agrarian design theme, consistent with revised Guiding Principle 1.
  - 2. The Fanita Commons Village Center would include a centralized community hub that would provide housing and everyday retail, services, and civic uses. The Village Center would be located near the proposed school site, parks, and the Farm, consistent with revised Guiding Principle 2.
  - 3. Chapter 3 of the Fanita Ranch Specific Plan establishes Village Center, Medium Density Residential, Low Density Residential, and Active Adult land use designations that would allow for a diversified mix of housing types ranging from stacked flats to single-family residences in a variety of configurations and sizes to accommodate a variety of incomes, ages, and abilities and an array of life stages and interests, consistent with revised Guiding Principle 3.

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4. Development would be clustered into three villages to avoid the most sensitive habitat areas on the site, preserve known wildlife corridors, and maintain a contiguous and connected open space system. The prominent hilltop in Fanita Commons would be preserved in the planned Community Park. Where development would occur on hillsides, grading would be efficient to minimize the grading footprint. Special contour grading techniques would be used at edges and transitions, and landform grading techniques would be used on steep slopes that are visible from the public rights-of-way, identified in the Fanita Ranch Specific Plan as “Public Interest” slopes. In the Habitat Preserve, existing trail alignments would be used to the greatest extent possible. New trails would be added at select locations in the Habitat Preserve to provide connections for recreation, fuel modification and habitat enhancement, and restoration purposes. Trail locations would be carefully coordinated to minimize potential conflicts with sensitive habitat areas, consistent with revised Guiding Principle 4.
5. Within the hillside areas where development would occur, grading would be efficient to minimize the grading footprint. Special contour grading techniques would be utilized at edges and transitions to closely mimic the natural contour intervals, and landform grading techniques would be used on steep slopes that are visible from the public rights-of-way to recreate and mimic the flow of natural contours and drainages within the natural surroundings, consistent with revised Guiding Principle 5.
6. Development would be clustered into three villages to preserve approximately 63 percent of the site as Habitat Preserve and other open space. Within the development footprint, low-impact development techniques are proposed to manage stormwater runoff. Water-efficient landscaping, weather-based irrigation controllers, and water-efficient appliances, fixtures and water closets in all buildings would further conserve water and energy. Energy efficiency would be achieved by planting shade trees, installing energy efficient appliances and utilizing passive building design techniques to minimize heat islands and conserve energy. Solar panels on buildings, in the Special Use Area and in other potential locations throughout the community would generate electricity. A comprehensive network of trails and sidewalks would be provided to promote walkability, which would be enhanced by tree-lined walkways, pedestrian-oriented architecture, and other pedestrian-focused amenities, consistent with revised Guiding Principle 6.
7. Chapter 7 of the Fanita Ranch Specific Plan describes the proposed system of parks and recreation facilities, which consists of Mini-Parks, Neighborhood Parks, and a Community Park consistent with the Santee General Plan and revised Guiding Principle 7.
8. The Fanita Ranch Specific Plan designates 38.2 acres of land for Agricultural uses, including 27.3 acres of consolidated area for the development of a centralized Farm in Fanita Commons. In addition, many of the parks and recreation areas would incorporate edible landscape materials and community gardens. Education



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programs for homeowners to encourage the use of sustainable and edible vegetation on individual lots would be provided at the Farm. The preferred nearby K–8 school site would provide the school district with the opportunity to incorporate agricultural activities into the education curriculum and explore “farm lab” opportunities, which would give students access to healthy, locally grown food, school gardens, and educational opportunities, consistent with revised Guiding Principle 8.

9. The Fanita Ranch Specific Plan provides street improvement standards in Chapter 4, Mobility, that include the extension of Fanita Parkway along the western boundary of the Specific Plan Area, consistent with revised Guiding Principle 9.
  10. In Chapter 4, the Fanita Ranch Specific Plan provides street improvement standards that include the extension of Cuyamaca Street into the Specific Plan Area, connecting to Fanita Parkway via a new collector street, consistent with revised Guiding Principle 10.
  11. Chapter 4 of the Fanita Ranch Specific Plan establishes an extensive trail system that includes multi-purpose trails and sidewalks along the roads and trails in the Open Space areas and the Habitat Preserve. This pedestrian circulation system would provide a variety of connections throughout the Specific Plan Area, including access to the Habitat Preserve on the project site and the adjacent open space areas such as Goodan Ranch/Sycamore Canyon County Preserve. Trail access would be subject to the requirements and provisions of the Natural Community Conservation Planning (NCCP) design guidelines and standards consistent with revised Guiding Principle 11.
  12. The Fanita Ranch Specific Plan includes provisions for subsequent entitlement applications, including all subdivisions within the Specific Plan Area, which cannot occur until after the adoption of the Fanita Ranch Specific Plan, consistent with revised Guiding Principle 12.
  13. Prototypical circulation systems are provided in Chapter 4 of the Fanita Ranch Specific Plan. Proposed residential product types for applicable land use districts are described in Chapter 3 of the Fanita Ranch Specific Plan and further described in Chapter 6, consistent with revised Guiding Principle 13.
  14. With regard to the project’s consistency with other provisions of the General Plan, the City Council, unless modified by this Resolution and related project approvals, incorporates by reference the findings in Resolution 094-2020 approving the General Plan Amendment (GPA2017-2).
- C. The Santee City Council further finds that GPA2017-2 is consistent with the “Adjacent Land Use Compatibility Guide” of the Land Use Element because:

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1. The Fanita Ranch site is bordered by existing Santee residential neighborhoods to the south and the unincorporated residential communities of Lakeside and Eucalyptus Hills to the east;
2. Sycamore Canyon County Preserve and Goodan Ranch Regional Park are to the north; and
3. Marine Corps Air Station Miramar and Padre Dam Municipal Water District facilities, including Santee Lakes Recreation Preserve, lie west of the proposed Specific Plan area.

These existing uses are buffered by natural open space areas which will be included in a Habitat Preserve ultimately managed in accordance with the Project's Preserve Management Plan and Public Access Plan; these Plans include physical access control to minimize or prevent unauthorized access and signage.

- D. The Project includes a cost revenue assessment (fiscal analysis), identification of required public improvements, a phasing plan for the public improvements and land uses, a Financial Plan for the public improvements and a Development Agreement.

**SECTION 3:** Development Review Permit DR 2017-4 for the construction of 2,949 residential units with a school, or 3,008 residential units without a school, 80,000 square feet of commercial use, a fire station, public utilities and facilities, public park facilities, a biological habitat preserve, a trail system that connects with regional recreational areas, and backbone roadways consistent with the Fanita Ranch Specific Plan is hereby approved subject to the following conditions:

- A. The Applicant shall implement, to the satisfaction of the Director of Development Services, all environmental impact mitigation measures identified in the Fanita Ranch Revised Environmental Impact Report (SCH No. 2005061118), the CEQA Findings of Fact and Mitigation Monitoring and Reporting Program (MMRP) within in the timeframe specified in the MMRP.
- B. All construction shall be in substantial conformance with the Specific Plan and Vesting Tentative Map (TM2017-3). Copies of the Fanita Ranch Specific Plan and VTM are available at the Department of Development Services.
- C. Minor or Major Revisions to the Development Review Permit shall be approved in accordance with the Specific Plan Implementation Procedures contained in the Fanita Ranch Specific Plan, Chapter 10.
- D. The Applicant shall obtain approval of General Plan Amendment GPA 2017-2, Zone Code Amendment R2017-1, and Specific Plan SP2017-1.
- E. The Applicant shall obtain approval of Vesting Tentative Map TM2017-3. All conditions of that approval shall apply.

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- F. The Applicant shall obtain approval of Conditional Use Permits P2017-5 and P2020-2. All conditions of those approvals apply.
- G. Prior to submittal of any Development Review application, the Applicant must obtain Master Developer approval in accordance with the provisions in the Fanita Ranch Specific Plan, Chapter 10.6.5.
- H. The Applicant shall comply with the adopted Santee Subarea Plan or obtain permits issued by the Wildlife Agencies, as applicable.
- I. **Prior to approval of the first Final A Map:**
  - 1. Prior to approval of the first final map, the Applicant shall prepare and submit a Final Fanita Ranch Master Landscape and Water Management Plan for Director of Development Services' review and approval. The Final Master Landscape and Water Management Plan shall be prepared at a scale of 1"=40', shall demonstrate conformance with Section 13.36 of the Santee Municipal Code and shall contain the following major components unless waived by the Director of Development Services:
    - 2. Master Planting Plan that includes trees, shrubs and groundcovers.
      - i. To prevent the spread of non-native vegetation and noxious weeds, landscaping within the development area shall avoid the use of invasive, non-native plants in close proximity to native vegetation. Such species shall not be included in any landscaping or erosion control plans for the project.
      - ii. The landscaping for slopes adjacent to open space areas and the Habitat Preserve shall include native, fire-retardant species compatible with adjacent habitats and shall be consistent with the Specific Plan and Fire Protection Plan. A qualified biologist shall review the landscape plans and confirm the use of appropriate plant materials.'
      - iii. 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.
      - iv. The landscaping selection for water quality features (such as water basins, bioswales) shall be selected in conformance with the latest Best Management Practices (BMP) Design Manual Fact Sheets.
      - v. Master Irrigation Plan that includes mainline and point of connection.

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- vi. All landscape installations shall be subject to the Solar Shade Control Act of 1979, prescribed in Public Resources Code Sections 25980-25986.
3. All permanent irrigation shall be installed underground and shall be automatically controlled. Above ground installation may be approved by the Director of Development Services where underground installation is infeasible. A conspicuous note shall be placed on Landscaping and Irrigation Plans that the Master Homeowners Association (MHOA) is responsible for immediate removal of above ground temporary irrigation lines that are no longer in use.
4. Maintenance and Monitoring Responsibility Plan that delineates private and public property and indicates maintenance responsibility.
5. Hardscape Master Plan that identifies enhanced paving types and finishes.
6. Trails Master Plan that identifies types, perimeter trailhead locations, signage, drainage, maintenance responsibilities, post and cable fencing or equivalent, and other amenities. Motorized use trail barriers shall be installed where appropriate to minimize unauthorized off-road vehicle activity.
7. The pedestrian bridges over the riparian corridors connecting villages shall be designed in accordance with the requirements set forth herein; alternatives that achieve a similar level of safety, and durability may be approved to the satisfaction of the Director of Development Services. Refer to Conditions lettered S, V and W for bridge construction timing. Pedestrian bridges shall provide clear access for two-way pedestrian and bicycle traffic. Bollards shall be placed at both ends of the bridges to prevent access by vehicles. One trash receptacle with recycling storage shall be provided at each end of the bridges. The ends of both bridges shall contain expanded metal frame screen underneath the truss frame and the sides at both ends to prevent climbing underneath or alongside the bridges by vandals.
8. Wall and Fence Master Plan that includes decorative wall type, material, height and location and addresses all on- and off-site fencing, freestanding walls, retaining walls and drainage basin fencing.
  - i. The exterior of all walls facing the public or private streets shall be graffiti-proofed in accordance with the Santee Municipal Code.
  - ii. All fencing shall be painted or otherwise sealed to reduce water damage.
  - iii. Fencing adjacent to open space and the Habitat Preserve shall be in accordance with the Fire Protection Plan.
  - iv. All fencing and access gates shall be located so as to provide access for landscape maintenance in Fuel Modification Zones.
  - v. Signage identifying the sensitivity of the Habitat Preserve as well as restricted activities shall be erected along the Preserve boundary.
  - vi. All open space areas shall be posted with signage stating that dumping or disturbance of habitat is prohibited.

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- vii. Walls along Fanita Parkway and Cuyamaca Street shall include columns at intervals to create visual relief and architectural interest. Walls, and columns shall have cap finishes.
- viii. Slumpstone shall have natural integral color(s).
- ix. Fuel Modification Plan that identifies brush management zones in accordance with the Fire Protection Plan, incorporated herein by reference.
- x. Utility Coordination Plan that includes locations of utility boxes and vaults, demonstrating compliance with the City's Design Guidelines and Surface Utility Maintenance Manual.

### **J. Prior to approval of the Final Map containing the school site:**

1. The Applicant shall provide evidence and proof, to the satisfaction of the Director of Development Services, of an agreement with the Santee School District ("District") regarding the need for the school site to be used by the District for a school. In the event that the school site is not acquired for a public or private school uses within two years of filing of the final map for the phase in which the site is located, the underlying MDR land use designation may be implemented and the maximum total number of units permitted in the Specific Plan area shall be 3,008 units.
2. The development of the School Overlay shall be developed with units in the MDR land use designation and the total maximum units within the Specific Plan area shall be increased to 3,008, and shall be subject to the payment of Land Development Impact Fees, to include Traffic, Traffic Signal, Public Facilities, Park-in-lieu (if triggered) and RTCIP Mitigation Fees, in accordance with the current rates at the time of building permit issuance and satisfy the City's Parkland Development Ordinance.
3. The Applicant shall agree to construct and secure, and thereafter construct and secure, to the satisfaction of the City Engineer, the following improvements:
  - i. All necessary improvements for providing ingress and egress to the school site. This requirement shall also include but is not limited to any required modification to medians, storm drainage system, street lights and irrigation improvements; and,
  - ii. If warranted, and upon the request of the City Engineer, traffic signal improvements for providing vehicular ingress and egress to the school site.
4. The Applicant shall provide a sewer manhole and a sewer lateral to the school site.

### **K. Prior to approval of each Final B Map:**

1. The Applicant shall phase and install sewer and/or water system improvements as required by Padre Dam Municipal Water District (PDMWD) and shall grant

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the appropriate easements to PDMWD, as necessary.

2. The Applicant shall provide easements for all off-site public storm drain facilities, prior to approval of each final map requiring those facilities. The easements shall be sized as required by the City standards, unless otherwise approved by the City Engineer.
3. For Cuyamaca Street, Magnolia Avenue and Fanita Parkway, the Applicant shall process a joint use agreement for roads that cross other agencies' existing easements to the satisfaction of the City Attorney and the other agency prior to the issuance of the Final Map for such road.
4. The Applicant shall develop a Public Information Program that includes a description of work to be done, a construction schedule, and project contact information for resolution of nuisances. This information shall be posted in publicly visible locations on Fanita Parkway, Cuyamaca Street and Magnolia Avenue at the appropriate times.

### L. Prior to approval of each Grading Permit:

1. Prior to any activity that may potentially impact biological resources, such as clearing, grubbing, grading or maintenance activities, the Applicant shall comply with all applicable requirements of the California Department of Fish and Wildlife, the California State Water Resources Control Board, the U.S. Fish and Wildlife Service and the U.S. Army Corps of Engineers.
2. Prior to any activity that may potentially impact biological resources, such as clearing, grubbing, grading or maintenance activities, the Applicant shall apply for and receive a take permit/authorization from the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife, or the City, if the Multiple Species Conservation Program (MSCP) City of Santee Subarea Plan is adopted and take authorization received.
3. Prior to the issuance of a grading permit for areas depicted on **Exhibit B**, attached hereto, a surface inventory of sensitive areas adjacent to the proposed project development footprint (but located outside the area of potential effect) shall be completed. This survey will be limited to 300 feet from the development footprint and will be focused on areas that are known to be sensitive for cultural resources. In the event a cultural resource and/ or "Tribal Cultural Resource" is identified adjacent to the development footprint, the resource will be recorded using Department of Parks and Recreation Series 523 forms and "Environmental Sensitive Area" fencing shall be put in place prior to ground disturbing activities, and shall remain in place until project-related ground disturbance is complete. Because these areas are outside of the project development footprint and will not be impacted by the development, no further analysis beyond a surface inventory will be required to be conducted.

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4. The special fragment discovered on the surface within CA-SDI-8345 shall be reburied in a place to a depth of at least 6 feet, by Kumeyaay representatives, and with appropriate reverence and dignity.
5. The Applicant shall create a perpetual funding mechanism for the maintenance, management and monitoring of the onsite Habitat Preserve to the satisfaction of the Director of Development Services.

### **M. Prior to the approval of the first Final “B” Map:**

1. The Applicant shall submit evidence, acceptable to the City Engineer and the Director of Development Services, of the formation of a Master Homeowner’s Association (MHOA) or another financial mechanism acceptable to the City Manager. The MHOA shall be responsible for the maintenance of those landscaping improvements, except those areas maintained by the City or Community Facilities District, as applicable. The MHOA formation documents, which shall include the CC&Rs defined below, the Master Bylaws and the Articles of Incorporation, shall be subject to the approval of the City Attorney.
2. The Applicant shall submit Covenants, Conditions and Restrictions (CC&Rs) for review and approval of the Director of Development Services prior to recordation and pursuant to the conditions imposed for Vesting Tentative Map TM2017-3, Conditional Use Permits P2020-2, P2017-5 and Development Review Permit DR2017-4. The CC&Rs shall include the following:
  - i. A requirement that the MHOA shall maintain comprehensive general liabilities insurance against liability incident to ownership or use of the following areas:
    - a) All private open space lots;
    - b) Other MHOA property, to include, but not limited to, neighborhood and mini-parks, the riparian linear parks and two (2) pedestrian bridges.
  - ii. A statement that before any revisions to provisions of the CC&Rs that may particularly affect the City which shall be identified in the CC&Rs can become effective, the City shall review said revisions and if acceptable to the City, the City will approve said revisions. The MHOA shall not seek approval from the City of said revisions without the prior consent of 100 percent of the holders of first mortgages or property owners within the MHOA, or the maximum percentage prescribed by the Department of Real Estate.
  - iii. A requirement that the MHOA shall indemnify and hold the City harmless from any claims, demands, causes of action liability or loss related to or arising from injuries caused by the maintenance activities of the MHOA.

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- iv. A requirement that the MHOA shall not seek to be released by the City from the maintenance obligations described herein without the prior consent of the City and 100 percent of the holders of first mortgages or property owners within the MHOA, or the maximum percentage prescribed by the Department of Real Estate.
- v. A requirement that the MHOA procure and maintain a policy of comprehensive general liability insurance written on a per occurrence basis in an amount not less than one million dollars combined single limit. The policy shall be acceptable to the City and name the City as additionally insured to the satisfaction of the City Attorney.
- vi. A requirement that the MHOA shall not dedicate or convey public streets or land used for private streets without approval of 100% of all the MHOA members or holder of first mortgages within the MHOA, or the maximum percentage prescribed by the Department of Real Estate.
- vii. A restriction for each lot adjoining open space lots containing walls maintained by the MHOA to ensure that the property owners know that the walls may not be modified or supplemented without approval of the City and the MHOA. The MHOA shall provide written approval of such changes prior to City review.
- viii. For each development phase, a list or description of all streets, driveways, fuel modification zones, drainage and sewage systems that are private and required to be maintained by the MHOA and provisions assuring their maintenance. No private facilities shall be requested to become public unless all homeowners and 100% percent of the first mortgage obliges, or the maximum percentage prescribed by the Department of Real Estate, have signed a written petition.
- ix. Provisions assuring MHOA membership in the USA Dig Alert Service in perpetuity. The MHOA will be required to mark out all underground MHOA facilities upon advance notice by the USA Dig Alert Service.
- x. Provisions that provide the City has the right but not the obligation to enforce the CC&R provisions the same as any owner in the project.
- xi. A provision setting forth that restrictions in the Vesting Tentative Map conditions may not be revised at any time without prior written permission of the City.
- xii. A provision that the City is to review all proposed landscaping within the MHOA to ensure plant palettes and irrigation systems are designed to use water efficiently.
- xiii. Provisions for the maintenance of all walls, fences, lighting structures, paths, recreational amenities (except CP-1 and NP-8) and landscaping, consistent with the approved Master Landscape Plan.



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- xiv. Provision for an education and enforcement program to prevent the discharge of pollutants from all on-site sources to the storm water conveyance system.
- xv. Provision for on-going resident, commercial lessee, school administration and visitor education outreach regarding wildfire safety, employing the “Ready, Set, Go” pre-planning model or similar.
- xvi. Plants identified in Appendix F of the Fire Protection Plan shall be prohibited.
- xvii. A provision that provides all prospective residents notice that the project site is within the vicinity of MCAS Miramar and provides the residents with an “Overflight and Military training disclosure” document during any real estate transaction or prior to lease signing. The Overflight and Military training disclosure shall be submitted to the Director Development Services for review and approval.
- xviii. A provision that provides all prospective residents notice of the onsite farm and provides the residents with a “Right to Farm” covenant to protect the ongoing operation of agricultural uses. The Right to Farm covenant shall be provided during any real estate transaction or prior to lease signing. The Right to Farm covenant shall be submitted to the Director of Development Services for review and approval.
- xix. A provision that provides all prospective residents notice of the location and operation of the PDMWD water treatment facility and future Advanced Water Treatment Facility expansion on property adjacent to Fanita Parkway. The notice shall be provided during any real estate transaction or prior to lease signing.
- xx. The statement that the permittee and all persons, firms or corporations, owning the property subject to the VTM, their heirs, administrators, executors, successors, and assigns shall operate, maintain and repair the private streets, established fire lanes, fuel modification zones, landscape areas as shown in the Final Map and Final Fanita Ranch Master Landscape and Water Management Plan in accordance with the approved CC&Rs primarily for the benefit of the residents of the subject development.
- xxi. The maintenance and operation of the improvements shall be assured by the granting of an undivided interest in the subject landscape areas to the purchasers of each of the individual dwelling units in the subject development and inclusion in the deeds conveying said individual units such provisions as: covenants running with the land requiring the owners, their heirs, administrators, successors and assigns to participate in the cost of such maintenance and operation, and the creation of a legal entity right to assess all owners in the cost of maintenance and of said facilities and capable of

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maintaining the improvements and said landscaping and walls, and for the participating of the owners of all dwelling units in the maintenance and enforcement of such provisions.

- xxii. The statement that the City has the right, but not the obligation, to provide for the maintenance of all slope areas if the MHOA fails to perform its maintenance obligation, the cost for such service shall become a lien upon the property and/or each lot, as appropriate.
- xxiii. A statement that the entitlements contain an approved Fanita Ranch Master Landscape and Water Management Plan pursuant to DR2017-4 and that revisions to any plan shall require the approval of the Director of Development Services.
- xxiv. A statement that established fire lanes shall be posted and striped "No Parking" to the satisfaction of the Santee Fire Chief.
- xxv. A statement that Recreational Vehicle parking shall not be allowed on the private or public streets within the project, except for temporary loading and unloading, consistent with the Santee Municipal Code and the Fanita Ranch Specific Plan. Recreational vehicles include boats and trailers.
- xxvi. A statement that all private light fixtures shall be designed and adjusted to reflect light downward, away from any road or street and away from any adjoining premises or open space preserve and shall otherwise conform to the requirements of Title 13 of the Santee Municipal Code.
- xxvii. The MHOA shall enforce the obligation of residents to maintain private garages for automobile parking.
- xxviii. Trash receptacle shall be either stored in the individual garage or stored on-site and not visible from streets or driveways, excepting collection days.
- xxix. A disclosure that Fanita Ranch is within the Wildland Urban Interface and identifies the site as within a High Fire Severity Zone for wildfire. The Fire Protection Plan and Fire Evacuation Plan shall be incorporated by reference in the CC&Rs.
- xxx. The MHOA shall ensure that all owners and tenants receive copies of the approved Fire Protection Plan and the Fire Evacuation Plan at point of sale or lease.
- xxxi. A provision that the provisions in the CC&Rs affecting any rights of the City or any of the provisions required by the City may not be rescinded or amended without the prior written consent of the Director of Development Services.

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### N. Prior to issuance of any Building Permit:

1. The Applicant shall obtain final map approval and record the final map. Within 30 days of final map recordation, the Applicant shall provide one mylar copy of the recorded map to the Department of Development Services Engineering Division and three printed copies of the map for the City's permanent record. The prints and mylar shall be in accordance with City standards.
2. Precise Grading (Plot) Plans shall be submitted to the Department of Development Services Engineering Division and be completed and accepted prior to issuance of any building permits or start of construction of the street improvements. The plans shall be prepared at a scale of 1" = 20'. Plan format and content shall comply with Engineering Division standards.
3. The Applicant shall submit an analysis of the "as built" worst case fire sprinkler residual pressure. For lots resulting in marginal pressure, the plumbing designer shall evaluate the supply pipe sizing and spacing of sprinkler heads to optimize the performance of the system in the event of a power outage. For lots where the fire sprinkler designer determines that adequate sprinkler coverage cannot be provided during a power outage, a secondary power source shall be provided for these dwelling units to ensure adequate pressure in the event of a power outage. Said analysis, recommendations, materials and methods shall be implemented to the satisfaction of the Fire and Building Departments.
4. The Applicant shall request the formation of a Community Facilities District (CFD) for the purpose of maintaining public interest landscape facilities within the project in the event the MHOA refuses or fails to do so for a period of six months following written notification from the City. In such event, the City may assess special taxes pursuant the CFD for the purposes of maintaining said landscaping.
5. Maintenance of all landscaping and improvements shall be managed by a Homeowner's Association. If maintenance remains satisfactory, there shall be a \$0 annual assessment to the property owners following transfer of the property to the district.
6. A bond, equal to the cost of full landscape installation, will be required for a minimum of one year for any project requiring a development review permit or conditional use permit, with the exception of projects for single-family homes. The Director of Development Services may waive this requirement, provided special circumstances exist which alleviate the need for a bond.
7. 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, the Applicant shall provide three originals of a rough grading report, which shall include a compaction report prepared by the geotechnical engineer, and a certification by the project civil engineer that all property corners, slopes, retaining walls, drainage

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devices and building pads are in conformance with the approved grading plans.

- 8. The Applicant shall provide the city with evidence of certification by the Santee School District (“District”) that any fee, charge, dedication, or other requirements levied by the District have been satisfied, or that the District has determined the fee, charge or other requirements do not apply to the construction.
- 9. The Applicant shall provide evidence to the City that on-site photovoltaic (PV) will generate renewable energy with a total design capacity of at least 12.147 megawatts (MW) for the Preferred Land Use Plan with School, or 12.038 MW for the Land Use Plan without School at full buildout of the Project. This is inclusive of 4MWh battery storage.
- 10. The Applicant shall pay all Development Impact Fees in effect at the time of issuance of building permits. The current fees (FY 20/21) based on a total of 2,949 dwelling units and 80,000 sf of commercial development are:

**SINGLE FAMILY (1,203 Units)**

a.	Drainage	Per Development Agreement		
b.	Traffic	\$ 4,686,888	or	\$ 3,896/unit
c.	Traffic Signal	\$ 483,606	or	\$ 402/unit
d.	Public Facilities	\$ 8,328,369	or	\$ 6,923/unit
e.	RTCIP Mitigation	\$ 3,108,335.46	or	\$ 2,583.82/unit

**MULTI FAMILY (1,746 Units)**

a.	Drainage	Per Development Agreement		
b.	Traffic	\$ 4,251,510	or	\$ 2,435/unit
c.	Traffic Signal	\$ 439,992	or	\$ 252/unit
d.	Public Facilities	\$ 10,900,278	or	\$ 6,243/unit
e.	RTCIP Mitigation	\$ 4,511,349.72	or	\$ 2,583.82/unit

**TOTAL RESIDENTIAL FEES = \$ 36,710,328.18**

**NOTES:**

Development Impact Fee amounts shall be calculated in accordance with current fee schedule in effect at issuance of building permit. Fee rates are adjusted annually based on the San Diego Consumer Price Index (CPI). The Applicant shall pay all Development Impact Fees in effect at the time of issuance of building permits.

Public Facilities Fees: A fee credit of 33.3% shall be reflected at the time of building permit issuance for the cost incurred in construction of the Community Center and the splash pad/play area, as provided in Section 4.4.4 of the Development Agreement.

**NON-RESIDENTIAL (80,000 SF Commercial)**

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a.	Drainage	Per Development Agreement		
b.	Traffic	\$ 666,080	or	\$ 8,326 x SF/1000
c.	Traffic Signal	\$ 107,440	or	\$ 1,343 x SF/1000

### **TOTAL COMMERCIAL FEES = \$ 773,520.00**

NOTE: The percent (%) of Impervious area\* shall be calculated by a Registered Civil Engineer and submitted for review to the Engineering Department. 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. Development Impact Fee amounts shall be calculated in accordance with current fee schedule in effect at issuance of building permit. Fee rates are adjusted annually based on the San Diego Consumer Price Index (CPI). The Applicant shall pay all Development Impact Fees in effect at the time of issuance of building permits.

11. Prior to issuance of building permits, the applicant or its designee shall provide evidence to the City of Santee that the proposed project will implement water conservation strategies that are designed to be as efficient as possible with potable water supplies and will achieve at least 20 percent indoor and outdoor water reduction compared to the average statewide water consumption rate at the time of project approval.
  12. The water system for the proposed project would be designed to provide a minimum 2,500 gallons per minute for 3 hours of fire flow for single-family and multi-family residential and 3,500 gallons per minute for 4 hours of fire flow for commercial areas with fire hydrants spaced on average every 300 feet.
  13. The Applicant shall pay appropriate fees to the Santee Elementary School District and Grossmont Union High School District.
- O. Prior to Occupancy of any unit within each development phase, the developer shall complete the following:**
1. At the time of request for transfer the Applicant consents to participate in an election process to ensure the timely annexation of the property to the Community Facility District, formed pursuant to Section N.4 hereof. The Applicant, while majority property owner, shall vote affirmatively on the question of the property's annexation to the Community Facility District and subsequent property assessment.
  2. Complete all grading and improvements substantially in accordance with the approved plans to the satisfaction of the Director of Development Services.
  3. All slopes in excess of 3:1 shall be stabilized per the requirements of the MS4 Permit to prevent slope erosion, to minimize slope failures, and to prevent sediment from entering the storm water conveyance system; permanent

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landscaping and irrigation shall be installed no later than six (6) months of completion of grading, or prior to occupancy, whichever comes first.

4. Plant all new trees in and within ten feet of the public right-of-way with root control barriers; trees within the public right-of-way shall be subject to preservation and management in compliance with the City's Urban Forestry regulations set forth in Chapter 8.06 of the City of Santee Municipal Code.
5. Provide two print copies and a digital copy of both the final approved Storm Water Quality Management Plan and the Operation and Maintenance Plan.
6. 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.
7. Prior to issuance of the final phase of occupancy of a unit, 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 HOA.
8. Applicant shall construct a protective fencing system around all proposed permanent detention basins and the inlets and outlets of storm drain structures, as and when directed by the City Engineer concurrent with the construction of the drainage facility. The final fencing design and types of construction materials, shall be in accordance with the Master Wall and Fence Plan.

### P. Street Lights, Traffic Signals and Striping:

1. At the time and in the manner determined by the City Engineer, the Applicant shall install all underground conduits, improvements, standards and luminaries for streetlights and traffic signals in conjunction with the construction of the applicable street improvements. In addition, the Applicant shall install mast arm, signal heads, and associated equipment when traffic signals warrant as determined by the City Engineer.
2. The Applicant shall obtain the approval of the City Engineer for striping plans for all collector or higher classification streets simultaneously with the associated improvement plans.
3. Portions of the roads adjacent to the Habitat Preserve area (designated Streets "V" and "W" on TM 2017-3) shall be marked with pavement markers in addition to roadway striping instead of standard roadside street lights. Retroreflective Pavement Markers (pursuant to the Caltrans specifications) shall be spaced 24' on center on these segments. A pedestrian-activated, low-level bollard lighting system shall be installed for the segments of these two streets where street lighting

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is not provided to the satisfaction of the City Traffic Engineer. Activation of the pedestrian lighting shall be passive and on each side of the street.

- Q. Prior to approval of the first Development Review Permit within each Village Center, the Applicant shall demonstrate that the design includes a bike station as described in the Fanita Ranch Specific Plan, Section 3.2.1E, subject to review and approval by the Director of Development Services.
- R. Prior to approval of the Development Review Permit for the Farm (Parcels A-1 through A4), the Applicant shall submit a Farm Operations Manual, which shall address parking, lighting, hours of operation, special event attendee limitations, and on- and off-site advertisement signage. The Director of Development Services shall review the Farm Operations Manual for conformance with the adopted Fanita Ranch Specific Plan. The Farm Operations Manual shall state that the keeping, raising and boarding of large and small four-legged animals is permitted on the farm (Parcels A1, A2, A3, A,4 and A5, totaling 27.3 acres) and shall not exceed five animals per gross acre.
- S. Prior to approval of construction plans/building permit issuance for the Community Park (Parcel CP-1), the Applicant shall prepare design documents/ final engineering plans for the pedestrian bridge connecting the Community Park (Parcel CP-1) to Fanita Parkway Right-of-Way for review and approval by the City Engineer and Director of Development Services.
- T. Prior to approval of construction plans/building permit issuance for the Community Park (Parcel CP-1) and the Neighborhood Park Parcel 8 (Parcel NP-8), the Applicant shall submit detailed lighting plans and photometric analyses demonstrating that lighting has been designed to adequately minimize potential light spillage from sports fields and other park facilities into environmentally sensitive areas subject to review and approval by the Director of Development Services.
- U. Prior to occupancy of the 222<sup>nd</sup> unit in Parcel AC-1, the Applicant shall commence construction of the pedestrian bridge between Fanita Parkway Right-of-Way and the Community Park (Parcel CP-1), with completion of the pedestrian bridge prior to occupancy of the final unit within Parcel AC-1.
- V. Prior to occupancy of the 426<sup>th</sup> unit within the Orchard Village, the Applicant shall commence construction of the pedestrian bridge between Fanita Commons and Orchard Village, with completion of the pedestrian bridge prior to occupancy of the final unit within Orchard Village.
- W. Prior to permit issuance for development within the Special Use Area:
  - 1. A security gate shall be installed on Carlton Hills Boulevard to serve the "Special Use Area", its location to be shown on final engineering plans. Any electronic or automatic gate installed at Special Use area access points shall not generate noise levels that exceed 65 A-weighted decibels at the access point. The site operator shall provide specifications from the manufacturer prior to gate installation, and the

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site operator agreement shall include proper maintenance of the gate. Proper maintenance shall include response within one (1) business day to complaints received by the site operator from residents or received from the City as a result of a complaint, regarding nuisance noise as a result of disrepair. The response shall detail measures that the site operator will take to address the complaint and a timeline, such as a scheduled maintenance appointment.'

2. Access to the Special Use area as a storage facility shall be limited to the hours of 7:00 a.m. to 7:00 p.m., with the exception of a special after-hours pickup and drop-off location. Stored property shall be relocated to or from the after-hours location during normal business hours because access to the regular storage facilities shall be restricted to 7:00 a.m. to 7:00 p.m. The after-hours location shall be secured with an additional access gate that can only be opened with a temporary gate code provided through pre-arrangement with the site operator. The after-hours location shall be more than 125 feet from the nearest existing receptors and shall be screened from existing receptors by the regular storage facilities.
  3. The decorative perimeter wall / fence for the Special Use Area shall adequately screen abutting south and west residences subject to review and approval by the Director of Development Services
- X. Prior to issuance of the first occupancy for the first dwelling unit (exclusive of model home permits), the Applicant shall complete the improvements to State Route 52 (Phase 1 Improvements) as reflected in the Development Agreement.
- Y. The Applicant shall ensure that CC&Rs for each sub-association within the Project contains a provision that requires on-site guest parking spaces to be maintained for short-term parking by visitors of the development.
- Z. The Applicant shall dedicate Conservation Easement(s) over the Habitat Preserve lots, excluding land for PDMWD facilities (sewer headworks, pump stations and reservoirs).
- AA. Geotechnical certifications must be provided for PDMWD facilities to the satisfaction of the City Engineering and the Director of Engineering and Planning of PDMWD.
- BB. Approval of the final design of the new entry to Santee Lakes at the intersection of Fanita Parkway and Ganley Road must be obtained from PDMWD and the City prior to commencement of work. The entrance shall include decorative entry elements, native trees and a designated area for signage.
- CC. The sewer headworks facility and pump stations shall be constructed by the Applicant, and the necessary land granted in fee to PDMWD upon completion. The sewer headworks facility shall be completed in the first development phase.



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- DD. Water and sewer facilities located under or over wildlife crossing shall be designed to allow the required vertical clearances as specified by the Water Agencies' Standards.
- EE. Bedding materials used for underground water and sewer facilities that will be dedicated to PDMWD shall meet the requirements specified in the Water Agencies' Standards or as approved for use by PDMWD.
- FF. Fire hydrants shall be required within the Special Use Area to the satisfaction of the Fire Chief.
- GG. All noise barriers shall be installed concurrently with the extension and widening of Fanita Parkway and Cuyamaca Street in accordance with the MMRP and street-specific acoustical recommendations.
- HH. Prior to the issuance of a building permit for the solar facility, the Applicant shall provide evidence of acceptance from MCAS Miramar that the panels will not adversely affect pilot vision on approach to the facility.
- II. The construction contractor shall provide written notification to any existing uses within 300 feet of roadway construction activities pursuant to Section 5.04.090 of the Santee Municipal Code. The notification shall be provided no later than 10 days before the start of construction activities. The notice shall describe the nature of the construction activities, including the expected duration, and provide a point of contact to resolve noise complaints. If a complaint is received, construction noise shall be monitored by a qualified acoustical consultant at the nearest affected receptor for the duration of a normal day of construction. If the hourly average monitored noise level from construction exceeds a normal conversation level (65 A-weighted decibels) at the nearest sensitive receptor or the ambient noise level at the receptor if the ambient noise level exceeds 65 A-weighted decibels, construction activities in the immediate area of the affected receptor shall cease. Construction shall not resume until activities can be adjusted or noise reduction measures are implemented to reduce noise at the affected receptor to below normal conversation levels (65 A-weighted decibels) or the ambient noise level at the receptor if the ambient noise level exceeds 65 A-weighted decibels. Monitoring results, and any necessary noise reduction measures shall be submitted to the Director of Development Services prior to the resumption of construction activities.
- JJ. Medium- and heavy-duty truck trips shall be limited on Fanita Parkway. Truck trips shall be limited to 170 one-way trips (85 two-way trips) on Fanita Parkway during Phase 1 building construction activities and to a maximum of 140 one-way trips (70 two-way trips) on Fanita Parkway during simultaneous building construction activities and project operation. Worker vehicle trips are allowed on all roadways.

**SECTION 4:** The Applicant shall defend, indemnify, and hold harmless the City and its officers, employees and agents from any claim, action, or proceeding against the City

**RESOLUTION NO. 096-2020**

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 5:** The terms and conditions of this Development Review Permit (DR2017-4) 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 6:** 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 Development Review 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 7:** 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 September 23, 2020.

**SECTION 8:** This Development Review Permit (DR2017-4) shall remain valid in accordance with the provisions of the Development Agreement and Vesting Tentative Map.

**Section 9:** In the event of any inconsistency between the conditions of approval contained in this Resolution and the terms and conditions of the Development Agreement, the Development Agreement shall control.

**ADOPTED** by the City Council of the City of Santee, California, at a regular meeting thereof held this 23<sup>rd</sup> day of September 2020, 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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**RESOLUTION NO. 096-2020**

**ANNETTE ORTIZ, CMC, CITY CLERK**

Exhibits      A: Legal Description  
                  B: Surface Areas Inventory

## EXHIBIT A

### FANITA RANCH LEGAL DESCRIPTION

#### LEGAL DESCRIPTION

Real property in the City of Santee, County of San Diego, State of California, described as follows:

PARCEL 1: (APN'S: 380-040-43-00 AND 380-040-44-00)

THOSE PORTIONS OF LOTS 5 AND 6 OF THE RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO OFFICIAL PLAT THEREOF NO. 1703 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY AND RECORDED FEBRUARY 28, 1918, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWESTERLY CORNER OF LOT 1463 CARLTON HILLS, UNIT NO. 10 ACCORDING TO OFFICIAL PLAT THEREOF NO. 6866, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY AND RECORDED FEBRUARY 26, 1971; THENCE ALONG THE NORTHERLY LINE OF SAID LOT 1463, SOUTH 73 DEGREES 21'45" EAST, 47.06 FEET TO AN ANGLE POINT THEREIN, BEING ALSO AN ANGLE POINT IN THE BOUNDARY OF OAK HILLS UNIT NO. 134 ACCORDING TO OFFICIAL PLAT THEREOF NO. 6542, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY AND RECORDED NOVEMBER 18, 1969, BEING THE TRUE POINT OF BEGINNING; THENCE ALONG THE BOUNDARY OF SAID MAP NO. 6542 AS FOLLOWS:

NORTH 20 DEGREES 54'40" EAST, 145.18 FEET; NORTH 12 DEGREES 38'48" EAST, 84.58 FEET; NORTH 03 DEGREES 38'15" EAST, 222.90 FEET AND NORTH 12 DEGREES 38'48" EAST, 206.54 FEET TO THE NORTHERLY LINE OF SAID LOT 5; THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID LOTS 5 AND 6 TO THE NORTHEAST CORNER OF SAID LOT 6; THENCE ALONG THE EASTERLY LINE OF SAID LOT 6, SOUTH 00 DEGREES 06'17" WEST 1393.06 FEET TO THE NORTHEASTERLY CORNER OF CARLTON HILLS UNIT NO. 8, ACCORDING TO OFFICIAL PLAT THEREOF NO. 6216, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY AND RECORDED OCTOBER 23, 1968; THENCE ALONG THE BOUNDARY OF SAID MAP NO. 6216 AS FOLLOWS:

SOUTH 67 DEGREES 20'30" WEST, 184.81 FEET; NORTH 22 DEGREES 39'30" WEST, 40.00 FEET; SOUTH 67 DEGREES 20'30" WEST, 170.00 FEET; SOUTH 06 DEGREES 57'10" WEST, 84.32 FEET; SOUTH 71 DEGREES 43'00" WEST, 639.50 FEET; NORTH 47 DEGREES 57'58" WEST, 110.50 FEET; SOUTH 71 DEGREES 43'00" WEST, 161.00 FEET; SOUTHERLY ALONG THE ARC OF A 228.00 FOOT RADIUS CURVE, CONCAVE NORTHEASTERLY THROUGH A CENTRAL ANGLE OF 07 DEGREES 15'42", A DISTANCE OF 28.90 FEET; SOUTH 73 DEGREES 43'00" WEST, 108.00 FEET; SOUTH 20 DEGREES 39'45" WEST, 70.09 FEET; SOUTH 81 DEGREES 03'14" WEST, 71.64 FEET; SOUTH 71 DEGREES 43'00" WEST, 192.00 FEET; SOUTH 61 DEGREES 56'34" WEST, 121.77 FEET; NORTH 71 DEGREES 20'30" WEST, 87.71 FEET; NORTH 89 DEGREES 54'00" WEST 110.00 FEET; NORTH 15 DEGREES 06'00" EAST, 48.97 FEET; NORTH 74 DEGREES 54'00" WEST, 149.00 FEET; SOUTH 67 DEGREES 43'57" WEST, 43.97 FEET; NORTH 19 DEGREES 56'59" WEST, 93.45 FEET; NORTH 29 DEGREES 31'37" WEST, 163.69 FEET; AND NORTH 39 DEGREES 42'11" EAST, 93.45 FEET TO THE MOST EASTERLY CORNER OF LOT 1280 OF SAID MAP NO. 6216, BEING ALSO THE MOST SOUTHERLY CORNER OF LOT 1376 OF CARLTON HILLS UNIT NO. 9, ACCORDING TO MAP THEREOF NO. 6429, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JULY 23, 1969; THENCE ALONG THE BOUNDARY OF SAID MAP NO. 6429, AS FOLLOWS:

NORTH 41 DEGREES 32'59" EAST, 196.98 FEET; NORTH 41 DEGREES 33'14" EAST 261.00 FEET;

NORTH 53 DEGREES 14'57" EAST, 97.91 FEET; NORTH 68 DEGREES 28'56" EAST, 187.76 FEET; NORTH 40 DEGREES 36'00" EAST, 442.08 FEET; NORTH 49 DEGREES 24'00" WEST, 231.00 FEET; SOUTH 40 DEGREES 36'00" WEST, 38.00 FEET; NORTH 49 DEGREES 24'00" WEST, 115.00 FEET; SOUTH 51 DEGREES 54'36" WEST, 219.26 FEET; SOUTH 63 DEGREES 42'14" WEST, 165.28 FEET; SOUTH 75 DEGREES 58'20" WEST, 136.09 FEET; NORTH 88 DEGREES 40'00" WEST, 137.22 FEET; NORTH 69 DEGREES 41'44" WEST, 116.27 FEET; NORTH 57 DEGREES 20'00" WEST, 197.00 FEET; NORTH 49 DEGREES 02'30" WEST, 197.39 FEET; NORTH 21 DEGREES 34'40" WEST, 162.25 FEET; NORTH 82 DEGREES 30'00" WEST, 364.38 FEET; SOUTH 07 DEGREES 30'00" WEST, 75.49 FEET; AND SOUTH 08 DEGREES 09'22" EAST, 97.22 FEET TO THE NORTHEASTERLY CORNER OF CARLTON HILLS UNIT NO. 11, ACCORDING TO OFFICIAL PLAT THEREOF NO. 7133 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, RECORDED DECEMBER 8, 1971; THENCE ALONG THE BOUNDARY OF SAID MAP NO. 7133 AS FOLLOWS:

SOUTH 81 DEGREES 50'38" WEST, 180.09 FEET; NORTH 87 DEGREES 19'12" WEST, 121.09 FEET; SOUTH 82 DEGREES 20'00" WEST, 50.00 FEET; NORTH 62 DEGREES 05'00" WEST, 449.01 FEET; SOUTH 51 DEGREES 20'00" WEST, 142.88 FEET; SOUTH 17 DEGREES 54'00" WEST, 113.72 FEET TO A POINT ON THE ARC OF A NON-TANGENT 215.00 FOOT RADIUS CURVE, CONCAVE NORTHERLY, A RADIAL LINE OF SAID CURVE, BEARING SOUTH 00 DEGREES 46'00" EAST TO SAID POINT; WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18 DEGREES 40'00", A DISTANCE OF 70.05 FEET; AND NON-TANGENT TO SAID CURVE SOUTH 17 DEGREES 54'00" WEST, 369.48 FEET TO THE ANGLE POINT IN THE NORTHERLY BOUNDARY OF LOT 1477 OF SAID MAP NO. 6866; THENCE ALONG THE NORTHERLY BOUNDARY OF SAID MAP NO. 6866 AS FOLLOWS:

NORTH 77 DEGREES 13'30" WEST, 187.20 FEET; NORTH 72 DEGREES 30'00" WEST, 544.64 FEET; NORTH 59 DEGREES 56'00" WEST, 72.57 FEET; AND NORTH 72 DEGREES 30'00" WEST, 78.99 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN CARLTON ESTATES, ACCORDING TO MAP NO. 8796, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON FEBRUARY 9, 1978 AS FILE NO. 78-054692 OF OFFICIAL RECORDS.

PARCEL 2: (APN: 376-020-03-00)

THAT PORTION OF LOT 12 OF RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28, 1918, LYING WITHIN THE BOUNDARIES OF RECORD OF SURVEY MAP NO. 8279 RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN DIEGO COUNTY, MAY 4, 1978 AS FILE NO. 78-181648 OF OFFICIAL RECORDS.

PARCEL 3: (APN: 374-030-02-00)

THE SOUTH HALF OF LOT 1 AND ALL OF LOT 8 IN SECTION 4, TOWNSHIP 15 SOUTH, RANGE 1 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO OFFICIAL PLAT THEREOF.

PARCEL 4: (APN: 374-050-02-00)

THAT PORTION OF LOT 15 OF RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28,

1918, LYING WITHIN THE BOUNDARIES OF RECORD OF SURVEY MAP NO. 8279, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN DIEGO COUNTY, MAY 4, 1978 AS FILE NO. 78-181648 OF OFFICIAL RECORDS.

PARCEL 5: (APN: 374-060-01-00)

LOT 14 OF RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28, 1918.

PARCEL 6: (APN: 376-010-06-00)

ALL THAT PORTION OF LOT 11 OF RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28, 1918. LYING WITHIN THE BOUNDARIES OF RECORD OF SURVEY MAP NO. 8279, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN DIEGO COUNTY, MAY 4, 1978 AS FILE NO. 78-181648 OF OFFICIAL RECORDS.

PARCEL 7: (APN: 376-030-01-00)

LOT 13 OF RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28, 1918.

PARCEL 8: (APN: 378-020-54-00)

ALL THAT PORTION OF LOT 8 OF THE RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY FEBRUARY 28, 1918 LYING WITHIN THE BOUNDARIES OF RECORD OF SURVEY MAP NO. 8279, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MAY 4, 1978 AS FILE NO. 78-181648 OF OFFICIAL RECORDS.

EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN COUNTY OF SAN DIEGO TRACT NO. 3675-1, ACCORDING TO MAP NO. 9902, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON NOVEMBER 25, 1980 AS FILE NO. 80-398660 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN COUNTY OF SAN DIEGO TRACT NO. 3675-2, ACCORDING TO MAP NO. 9903, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON NOVEMBER 25, 1980 AS FILE NO. 80-398661 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN COUNTY OF SAN DIEGO TRACT NO. 3675-3, ACCORDING TO MAP NO. 9904, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON NOVEMBER 25, 1980 AS FILE NO. 80-398662 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN COUNTY OF SAN DIEGO TRACT NO. 3675-4, ACCORDING TO MAP THEREOF NO. 9905, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON NOVEMBER 25, 1980 AS FILE NO. 80-398663 OF OFFICIAL RECORDS.

ALSO EXCEPTING FROM SAID LOT 8, ALL THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

COMMENCING AT AN ANGLE POINT ON THE EASTERLY BOUNDARY OF THAT CERTAIN STRIP OF LAND, BEING A 30 FOOT EASEMENT AS DESCRIBED IN DEED TO THE SANTEE COUNTY WATER DISTRICT FOR ROAD AND UTILITY PURPOSES, RECORDED AUGUST 19, 1966 AS FILE NO. 134771 OF OFFICIAL RECORDS, SAID ANGLE POINT BEING THE TERMINUS OF A COURSE HAVING A BEARING AND DISTANCE OF NORTH 27 DEGREES 54'57" EAST 568.16 FEET; THENCE CONTINUING ALONG SAID EASTERLY BOUNDARY NORTH 26 DEGREES 14' EAST 846.04 FEET; THENCE LEAVING SAID EASTERLY BOUNDARY SOUTH 63 DEGREES 46' EAST 370.00 FEET; THENCE SOUTH 79 DEGREES 39' EAST, 670.81 FEET; THENCE NORTH 10 DEGREES 21' EAST, 18.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 79 DEGREES 39' WEST 110.00 FEET; THENCE NORTH 10 DEGREES 21' EAST, 170.00 FEET; THENCE SOUTH 79 DEGREES 39' EAST, 120.00 FEET, SOUTH 10 DEGREES 21' WEST 170.00 FEET; THENCE NORTH 79 DEGREES 39' WEST, 10.00 FEET TO THE TRUE POINT OF BEGINNING.

ALSO EXCEPTING FROM SAID LOT 8, ALL THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT THAT BEARS NORTH 17 DEGREES 36' EAST, 2280.63 FEET FROM THE INTERSECTION OF THE CENTERLINE OF SYLMASST BOULEVARD WITH THE CENTERLINE OF CARLTON HILLS BOULEVARD AS SAID CENTERLINES ARE SHOWN ON MAP NO. 4364, A COPY OF WHICH IS ON FILE IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN DIEGO COUNTY THENCE SOUTH 75 DEGREES 57'15" EAST, 276.00 FEET; THENCE NORTH 14 DEGREES 02'45" EAST 295.00 FEET; THENCE NORTH 75 DEGREES 57'15" WEST, 355.00 FEET; THENCE SOUTH 14 DEGREES 02'45" WEST, 295.00 FEET; THENCE SOUTH 75 DEGREES 57'15" EAST 79.00 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN PARCELS 1-A AND 1-B AS CONDEMNED AND TAKEN BY THE PADRE DAM MUNICIPAL WATER DISTRICT BY FINAL ORDER OF CONDEMNATION CASE NO. 658159-1 AND FILED FEBRUARY 18, 1994 BY THE CLERK OF THE SUPERIOR COURT OF THE STATE OF CALIFORNIA, A CERTIFIED COPY OF WHICH WAS RECORDED FEBRUARY 24, 1994 AS FILE NO. 1994-0124825 OF OFFICIAL RECORDS OF SAID SAN DIEGO COUNTY.

ALSO EXCEPTING FROM SAID LOT 8, ALL THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERLY LINE OF THE LAND CONVEYED TO SANTEE COUNTY WATER DISTRICT RECORDED JUNE 27, 1962 AS FILE NO. 109476 OF OFFICIAL RECORDS, SAID POINT BEARS NORTH 17 DEGREES 39'17" EAST (NORTH 17 DEGREES 36'00" EAST PER SAID DEED) 2,280.63 FEET FROM THE INTERSECTION OF THE CENTERLINE OF SYLMASST BOULEVARD WITH THE CENTERLINE OF CARLTON HILLS BOULEVARD AS SAID CENTERLINES ARE SHOWN ON MAP NO. 4364 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, THENCE EASTERLY ALONG SAID SOUTHERLY LINE SOUTH 75 DEGREES 53'58" EAST, 111.82 FEET TO AN ANGLE POINT IN THAT LAND DESCRIBED IN PARCEL 1-A OF THAT FINAL ORDER OF CONDEMNATION RECORDED FEBRUARY 24, 1994 AS FILE NO. 1994-0124825 OF OFFICIAL RECORDS; THENCE ALONG THE BOUNDARY OF SAID LAND DESCRIBED IN PARCEL 1-A, SOUTH 54 DEGREES 24'52" EAST, 107.06 FEET; THENCE SOUTH 77 DEGREES 09'15" EAST, 54.25 FEET; THENCE NORTH 59 DEGREES 03'17" EAST, 77.51 FEET; THENCE NORTH 12 DEGREES 19'23" EAST, 201.08 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 12 DEGREES 19'23" EAST, 15.00 FEET; THENCE NORTH 49 DEGREES 25'48" EAST, 68.71 FEET; THENCE LEAVING SAID BOUNDARY OF PARCEL 1-A, SOUTH 43 DEGREES 01'46" WEST, 81.18 FEET, TO THE TRUE POINT OF BEGINNING.

ALSO EXCEPTING FROM SAID LOT 8, ALL THAT PORTION THEREOF LYING WESTERLY OF THE EASTERLY LINE OF THE LAND CONVEYED TO THE PADRE DAM MUNICIPAL WATER DISTRICT BY DEED RECORDED APRIL 12, 1977 AS FILE NO. 77-132403 OF OFFICIAL RECORDS OF SAID SAN DIEGO COUNTY.

ALSO EXCEPTING FROM SAID LOT 8, ALL THAT PORTION THEREOF LYING WITHIN PARCEL 16 HEREINAFTER DESCRIBED.

PARCEL 9: (APN: 378-030-08-00)

LOT 7 OF RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28, 1918.

EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN CARLTON ESTATES, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 8796, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON FEBRUARY 9, 1978 AS FILE NO. 78-054692 OF OFFICIAL RECORDS.

ALSO EXCEPTING FROM SAID LOT 7, THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF WOODGLENN ESTATES, ACCORDING TO MAP THEREOF NO. 7560, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 21, 1973; THENCE ON A LINE PARALLEL WITH THE WESTERLY PROLONGATION OF THE CENTER LINE OF WOODGLEN VISTA DRIVE, AS SHOWN ON MAP, NORTH 89 DEGREES 51'10" WEST, 687.38 FEET TO A POINT ON THE EASTERLY LINE OF SAID LOT 7; THENCE ALONG SAID EASTERLY LINE, NORTH 00 DEGREES 12'05" EAST, 42.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 51'10" WEST, 230.00 FEET TO THE BEGINNING OF A TANGENT 458.00 FOOT RADIUS CURVE, CONCAVE NORTHEASTERLY; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 36 DEGREES 06'36" A DISTANCE OF 288.65 FEET; THENCE NORTH 00 DEGREES 12'05" EAST, 522.49 FEET; THENCE NORTH 89 DEGREES 49'55" EAST, 500.00 FEET TO THE EASTERLY LINE OF THE SAID LOT 7; THENCE ALONG SAID EASTERLY LINE SOUTH 00 DEGREES 12'05" WEST, 610.00 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN PARCELS A, B AND C AS SET OUT IN EXHIBIT "A" IN CERTIFICATE OF COMPLIANCE RECORDED JULY 3, 1995 AS FILE NO. 1995-0282020 OF OFFICIAL RECORDS OF SAID SAN DIEGO COUNTY.

PARCEL 10: (APN'S: 378-392-61-00 AND 378-392-62-00)

LOTS A AND B OF COUNTY OF SAN DIEGO TRACT NO. 3675-1, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 9902, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, NOVEMBER 25, 1980.

PARCEL 11: (APN: 378-391-59-00)

LOT D OF COUNTY OF SAN DIEGO TRACT NO. 3675-2, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 9903, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, NOVEMBER 25, 1980.

PARCEL 12: (APN: 378-382-58-00)



LOT F COUNTY OF SAN DIEGO TRACT NO. 3675-3, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 9904, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, NOVEMBER 25, 1980.

PARCEL 13: (APN: 378-381-49-00)

LOT G OF COUNTY OF SAN DIEGO TRACT NO. 3675-4, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 9905, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, NOVEMBER 25, 1980.

PARCEL 14:

INTENTIONALLY DELETED

PARCEL 15: (APN: 380-031-18-00, 378-020-46-00 AND 378-020-50-00)

PARCEL A AS SHOWN ON CERTIFICATE OF COMPLIANCE RECORDED MAY 22, 2019 AS INSTRUMENT NO. 2019-0193705 DESCRIBED AS FOLLOWS:

THOSE PORTIONS OF LOTS 5 AND 8 OF RESUBDIVISION OF FANITA RANCHO, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28, 1918, BEING MORE PARTICULARLY DESCRIBED AS PARCEL 15 AND PARCEL 16 PER THAT CERTAIN TRUSTEE'S DEED UPON SALE RECORDED IN THE OFFICE OF SAID COUNTY RECORDER FEBRUARY 2, 2011 AS DOCUMENT NO. 2011-0063943, OF OFFICIAL RECORDS

EXCEPTING THEREFROM THAT PORTION OF SAID PARCEL 15 LYING EASTERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE EASTERLY LINE OF SAID PARCEL 15, BEING THE MOST WESTERLY CORNER OF LOT 995 OF CARLTON HILLS UNIT NO. 5, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 4364, FILED IN THE OFFICE OF SAID COUNTY RECORDER OCTOBER 14, 1959; THENCE SOUTH 20°51'29" EAST, 69.65 FEET; THENCE SOUTH 08°54'14" EAST, 450.00 FEET TO SAID EASTERLY LINE OF PARCEL 15, BEING ALSO THE NORTHERLY LINE OF LOT 759 OF SAID MAP NO. 4196, SAID POINT ALSO BEING THE POINT OF TERMINUS.

PARCEL 16:

INTENTIONALLY DELETED

PARCEL 17:

INTENTIONALLY DELETED

PARCEL 18:

INTENTIONALLY DELETED

PARCEL 19: (APN'S: 378-210-01-00, 378-210-10-00, 378-210-11-00 AND 378-220-01-00)

LOTS 4, 5, 12 AND 13 IN BLOCK 20 OF CAJON PARK, ACCORDING TO THE MAP THEREOF NO.

767, FILED IN THE OFFICE OF THE RECORDER OF SAID SAN DIEGO COUNTY, NOVEMBER 27, 1893.

EXCEPT THAT PORTION FROM LOT 13 THAT WAS CONVEYED TO SANTEE COUNTY WATER DISTRICT BY DEED RECORDED FEBRUARY 9, 1960 INSTRUMENT NO. 26895 OF OFFICIAL RECORDS DESCRIBED AS FOLLOWS:

A PORTION OF LOT 13, BLOCK 20, CAJON PARK IN THE SAN DIEGO COUNTY, STATE OF CALIFORNIA, AS SHOWN ON RECORD OF SURVEY MAP NO. 4049, FILED OCTOBER 19, 1956 IN THE OFFICE OF THE RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WEST LINE OF SAID LOT 13, BLOCK 20, DISTANT THEREON 225 FEET SOUTH OF THE NORTHWEST CORNER THEREOF; THENCE EASTERLY PARALLEL TO THE NORTH LINE OF SAID LOT 13, BLOCK 20, A DISTANCE OF 300 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING EASTERLY PARALLEL WITH SAID NORTH LINE 125 FEET; THENCE SOUTHERLY PARALLEL WITH SAID WEST LINE 125 FEET; THENCE WESTERLY PARALLEL WITH SAID NORTH LINE 125 FEET; THENCE NORTHERLY PARALLEL WITH SAID WEST LINE 125 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL 19A:

EASEMENTS FOR ROAD AND PUBLIC UTILITY PURPOSES OVER, UNDER, UPON AND ACROSS THAT PORTION OF SAID CAJON PARK, DESCRIBED IN PARCELS A. THROUGH J. AS FOLLOWS:

A. THAT PORTION OF SUMMIT AVENUE, LYING SOUTHERLY OF THE EASTERLY PROLONGATION OF THE NORTHERLY LINE OF THE SOUTHERLY 30.00 FEET OF LOT 9 IN BLOCK 20 OF SAID CAJON PARK.

B. THAT PORTION OF 6TH STREET, LYING WESTERLY OF THE NORTHERLY PROLONGATION OF THE EASTERLY LINE OF LOT 3 IN BLOCK 18 OF SAID CAJON PARK.

C. THAT PORTION OF THE NORTH HALF OF 6TH STREET, LYING BETWEEN THE NORTHERLY PROLONGATION OF THE EASTERLY LINE OF LOT 3 IN BLOCK 18 OF SAID CAJON PARK AND THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF THE WEST 50.00 FEET OF LOT 28 IN BLOCK 17 OF SAID CAJON PARK.

D. THAT PORTION OF THE SOUTH HALF OF 6TH STREET, LYING BETWEEN THE NORTHERLY PROLONGATION OF THE CENTER LINE OF CENTRAL AVENUE AND THE NORTHERLY PROLONGATION OF THE WESTERLY LINE OF LOT 4 IN BLOCK 16 OF SAID CAJON PARK.

E. THAT PORTION OF THE EAST HALF OF CENTRAL AVENUE, LYING WESTERLY OF AND ADJOINING LOTS 4, 5, AND 12 IN BLOCK 16 OF SAID CAJON PARK.

ALL OF THE AFOREMENTIONED PORTIONS OF SAID STREET AND AVENUES BEING SHOWN ON SAID MAP NO. 767 AND HAVING BEEN VACATED AND CLOSED TO PUBLIC USE ON OCTOBER 3, 1900 BY AN ORDER OF THE BOARD OF SUPERVISORS OF SAID SAN DIEGO COUNTY, AND BEING RECORDED IN BOOK 3, PAGE 95 OF THE SUPERVISORS RECORDS.

F. THAT PORTION OF THE NORTHERLY 30.00 FEET OF LOT 19 IN BLOCK 20 OF SAID CAJON PARK, LYING WESTERLY OF THE EASTERLY 30.00 FEET THEREOF.

G. THAT PORTION OF THE SOUTHERLY 30.00 FEET OF LOT 14 IN BLOCK 20 OF SAID CAJON PARK, LYING WESTERLY OF THE EASTERLY 30.00 FEET THEREOF.

H. A STRIP OF LAND 60.00 FEET OF EVEN WIDTH THE CENTER LINE OF WHICH IS DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 14 IN SAID BLOCK 20; THENCE NORTH 0° 01' 14" WEST ALONG THE EASTERN LINE OF SAID LOT, A DISTANCE OF 652.78 FEET TO THE SOUTHWEST CORNER OF LOT 10 IN SAID BLOCK 20; THENCE ALONG THE SOUTHERLY AND EASTERLY LINE OF SAID LOT, SOUTH 89° 56' 20" EAST 658.45 FEET AND NORTH 0° 01' 38" WEST 653.01 FEET TO THE NORTHEAST CORNER OF LOT 10 IN SAID BLOCK 20.

I. A STRIP OF LAND 60.00 FEET OF EVEN WIDTH, THE CENTER LINE OF WHICH IS DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 6 IN BLOCK 20 OF SAID CAJON PARK; THENCE SOUTH 0° 00' 50" ALONG THE WESTERLY LINE OF SAID LOT, A DISTANCE OF 652.55 FEET; THENCE SOUTH 24° 23' 10" EAST 175.75 FEET TO THE BEGINNING OF A TANGENT 100.00 FOOT RADIUS CURVE CONCAVE NORTHEASTERLY; THENCE SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 17° 07' 50" A DISTANCE OF 29.90 FEET THENCE TANGENT TO SAID CURVE, SOUTH 41° 31' 00" EAST 281.73 FEET TO THE BEGINNING OF A TANGENT 90.00 FOOT RADIUS CURVE CONCAVE WESTERLY; THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 92° 39' A DISTANCE OF 145.53 FEET; THENCE TANGENT TO SAID CURVE, SOUTH 51° 08' WEST 183.26 FEET TO THE BEGINNING OF A TANGENT 35.00 FOOT RADIUS CURVE CONCAVE EASTERLY; THENCE SOUTHERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 95° 24' A DISTANCE OF 58.28 FEET; THENCE TANGENT TO SAID CURVE, SOUTH 44° 16' EAST 0.58 FEET TO THE NORTHERLY LINE OF LOT 14 IN SAID BLOCK 20; THENCE SOUTH 64° 42' 20" EAST 592.96 FEET TO THE EASTERLY LINE OF SAID LOT 14.

EXCEPTING FROM THE ABOVE DESCRIBED 60.00 FOOT STRIP, THAT PORTION INCLUDED WITHIN THE EAST 30.00 FEET OF LOT 14 IN SAID BLOCK 20.

J. A STRIP OF LAND 60.00 FEET OF EVEN WIDTH, THE CENTER LINE OF WHICH IS DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERLY LINE OF LOT 11 IN BLOCK 20 OF SAID CAJON PARK, DISTANT THEREON SOUTH 89° 56' 20" EAST 122.43 FEET FROM THE SOUTHWEST CORNER THEREOF; THENCE SOUTH 89° 56' 20" EAST ALONG SAID SOUTHERLY LINE 249.95 FEET; THENCE NORTH 30° 02' 30" EAST 186.65 FEET TO THE BEGINNING OF A TANGENT 50.00 FOOT RADIUS CURVE CONCAVE WESTERLY; THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 40° 35' A DISTANCE OF 35.42 FEET; THENCE TANGENT TO SAID CURVE, NORTH 10° 32' 30" WEST 151.74 FEET TO THE BEGINNING OF A TANGENT 200.00 FOOT RADIUS CURVE CONCAVE EASTERLY; THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 46° 43' 30" A DISTANCE OF 163.10 FEET; THENCE TANGENT TO SAID CURVE NORTH 36° 11' EAST 189.46 FEET TO THE NORTHERLY LINE OF LOT 11 IN SAID BLOCK 20; THENCE SOUTH 89° 57' 33" EAST ALONG SAID NORTHERLY LINE 32.39 FEET; THENCE SOUTH 31° 94' 48" EAST 762.71 FEET TO THE SOUTHERLY LINE OF LOT 10 IN SAID BLOCK 20.

EXCEPTING FROM THE ABOVE DESCRIBED 60.00 FOOT STRIP OF LAND, THAT PORTION INCLUDED WITHIN THE SOUTHERLY 30.00 FEET OF SAID LOT 10 AND WITHIN THE BOUNDARIES OF THE 60.00 FOOT STRIP OF LAND DESCRIBED IN PARCEL I ABOVE.

THE SIDELINES OF THE 50.00 FOOT STRIPS OF LAND DESCRIBED IN PARCELS "I" AND "J"

ABOVE, SHALL BE PROLONGED OR SHORTENED AS IS NECESSARY TO FORM A CONTINUOUS STRIP OF LAND.

SAID EASEMENT IS FOR THE BENEFIT OF AND APPURTENANT TO THE PROPERTY DESCRIBED IN PARCEL 1 ABOVE AND SHALL INURE TO THE BENEFIT OF AND MAY BE USED BY ALL PERSONS WHO MAY HEREAFTER BECOME THE OWNERS OF SAID APPURTENANT PROPERTY OR ANY PARTS OR PORTIONS THEREOF.

PARCEL 20: (APN: 378-210-04-00)

LOT 2, IN BLOCK 20 OF CAJON PARK, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 767, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, NOVEMBER 27, 1893.

PARCEL 20A:

AN EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER, UNDER, UPON AND ACROSS:

A. THE WEST HALF OF SUMMIT AVENUE LYING EASTERLY OF AND ADJOINING LOTS 8, 9, 16 AND 17 IN SAID BLOCK 20.

B. THAT PORTION OF THE NORTH HALF OF 6TH STREET, LYING BETWEEN THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF LOT 17 IN SAID BLOCK 20 AND THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF THE WEST 50.00 FEET OF LOT 28 IN BLOCK 17 OF SAID CAJON PARK.

ALL THE AFOREMENTIONED STREETS AND AVENUES HAVING BEEN VACATED AND CLOSED TO PUBLIC USE ON OCTOBER 3, 1900 BY ORDER OF THE BOARD OF SUPERVISORS OF SAID SAN DIEGO COUNTY AND BEING RECORDED IN BOOK, PAGE 95 OF SUPERVISORS OF RECORD.

PARCEL 21: (APN: 378-210-03-00)

THE EAST 1/2 OF LOT 3, IN BLOCK 20 OF CAJON PARK, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 767, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN DIEGO COUNTY, NOVEMBER 27, 1893.

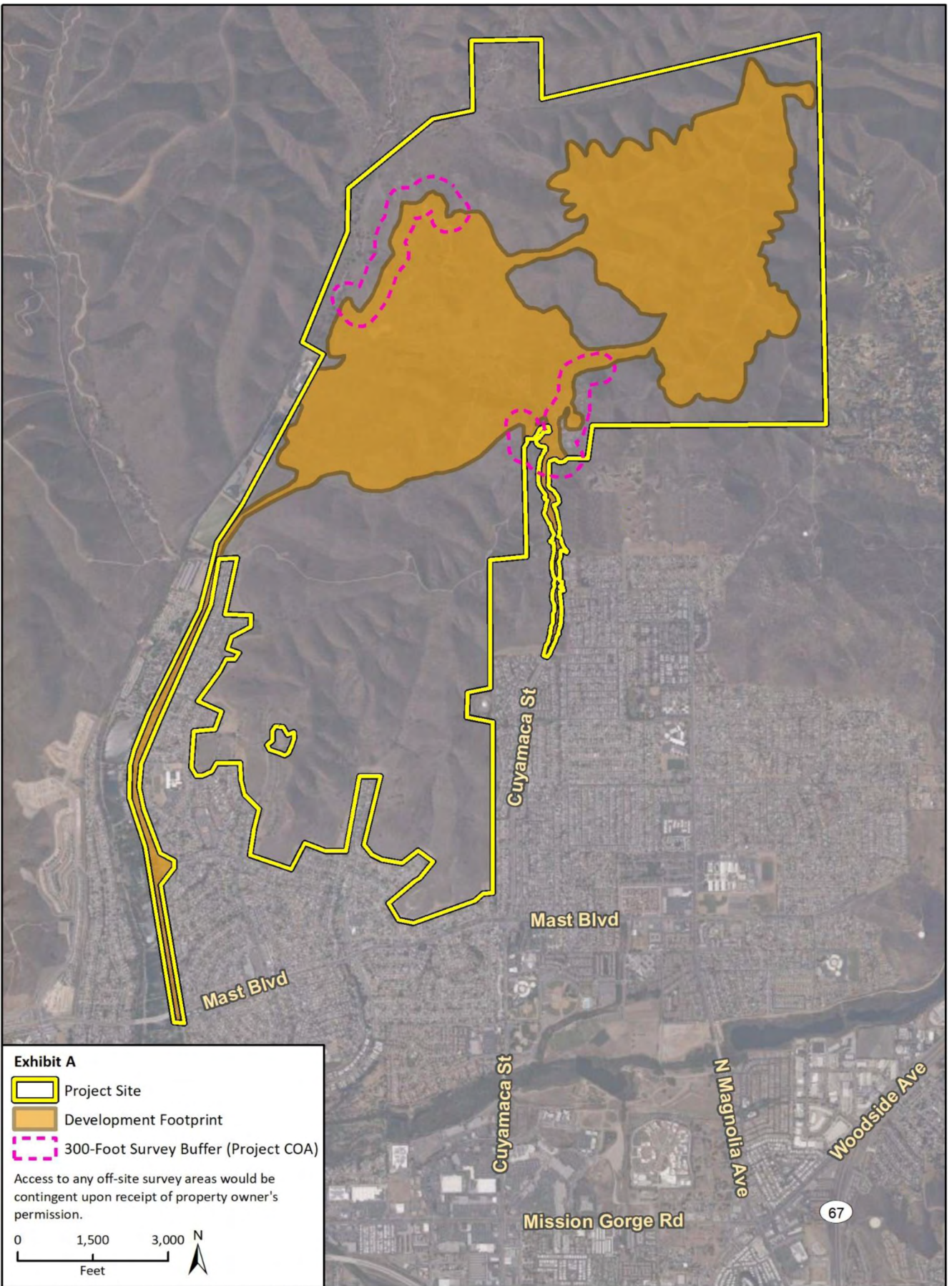
PARCEL 21A:

AN EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER, UNDER, UPON AND ACROSS:

A. THE WEST 1/2 OF SUMMIT AVENUE LYING EASTERLY OF AND ADJOINING LOTS 8, 9, 16 AND 17 IN SAID BLOCK 20.

B. THAT PORTION OF THE NORTH 1/2 OF 6TH STREET, LYING BETWEEN THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF LOT 17 IN SAID BLOCK 20 AND THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF THE WEST 50.00 FEET OF LOT 28 IN BLOCK 17 OF SAID CAJON PARK. ALL THE AFOREMENTIONED STREETS AND AVENUES HAVING BEEN VACATED AND CLOSED TO PUBLIC USE ON OCTOBER 3, 1900 BY ORDER OF THE BOARD OF SUPERVISORS OF SAID SAN DIEGO COUNTY AND BEING RECORDED IN BOOK 3, PAGE 95 OF SUPERVISORS OF RECORD.

# Exhibit B: Surface Areas Inventory



**RESOLUTION NO. 097-2020**

**FANITA RANCH COMMUNITY PARK**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA  
APPROVING THE APPLICATION OF HOMEFED FANITA RANCHO LLC FOR A  
CONDITIONAL USE PERMIT (P2017-5) FOR A NEW 31.2-ACRE PUBLIC  
COMMUNITY PARK LOCATED IN THE FANITA COMMONS VILLAGE SHOWN ON  
LOT CP-1 OF FANITA RANCH VESTING TENTATIVE MAP TM2017-3**

**APN'S: 374-030-02; 374-050-02; 374-060-01; 376-010-06; 376-020-03; 376-030-  
01; 378-020-46, 50, 54; 378-030-08; 378-210-01; 378-210-03, 04; 378-210-10, 11;  
378-220-01; 378-381-49; 378-382-58; 378-391-59; 378-392-61, 62; 380-031-18;  
380-040-43, 44**

**(RELATED TO PROJECT NUMBERS: GPA2017-2, SP2017-1,  
R2017-1, TM2017-3, P2020-2, DR2017-4; AEIS2017-11)**

**APPLICANT: HOMEFED FANITA RANCHO LLC**

**WHEREAS**, in 2017 and 2020, HomeFed and HomeFed Fanita Rancho LLC filed applications for the subdivision and development of approximately 2,638 acres of property located in the northern portion of the City as part of a proposed Fanita Ranch Specific Plan; and

**WHEREAS**, the subdivision and Specific Plan creates 1,467 lots, including a public Community Park within the Fanita Commons Village of the Fanita Ranch Specific Plan area; and

**WHEREAS**, the Santee General Plan has been amended by City Council Resolution 094-2020 to include the Fanita Ranch Specific Plan, including certain General Plan text, graphics and tables to reflect external and internal consistency of said plans; and

**WHEREAS**, a duly noticed public workshop to review the proposed parks, trails and open space concepts of the Fanita Ranch Specific Plan was held on October 23, 2019, in the City Council Chambers; and

**WHEREAS**, pursuant to the Development Agreement between HomeFed Fanita Rancho LLC and the City ("Development Agreement") and other development approvals for the proposed project, the Applicant shall construct and dedicate to the City for public use certain park facilities and related amenities including the Fanita Ranch Community Park; and

**WHEREAS**, the Fanita Ranch Specific Plan requires that public parks be subject to the approval of conditional use permits (CUPs) in accordance with the procedures set forth in Santee Municipal Code section 13.06.020; and

**WHEREAS**, the requirement of the Fanita Ranch Specific Plan that public parks be subject to the approval of CUPs is consistent with Santee Municipal Code Table

## RESOLUTION NO. 097-2020

13.16.020-A which requires approval of CUPs for parks, picnic areas and playgrounds in the City's P / OS Zone, and

**WHEREAS**, Conditional Use Permit P2017-5 would allow the development of a 31.2-acre public Community Park, located adjacent to a proposed 15-acre school site shown on **Exhibit A**, which may include multi-purpose, flexible spaces featuring a community center, off-street parking, playground, community plaza, picnic area, open play areas, trails and AgMeander stations; and

**WHEREAS**, the draft Fanita Ranch Specific Plan, Exhibit 7.2: Community Park Concept Plan, illustrates one potential layout for the Community Park, including:

- i) Two multi-purpose ballfields, sport courts, restrooms, parking, tot lots, open play areas, and passive picnicking areas;
- ii) The potential to include an aquatic element, community gathering plaza and dog park;
- iii) A 7,000 – 10,000 square-foot community center to provide multi-purpose, flexible spaces to support recreation, learning, arts and crafts, social and service functions, and support spaces for staff offices, reception area, restroom and storage areas;
- iv) Trails meandering throughout the park, including the passive eastern knoll containing natural rock formations and panoramic views, seating and interpretive elements;
- v) Overlooks and interpretive elements along the north side of the park;
- vi) Connections between the park and 15-acre school site to the south; and

**WHEREAS**, active use areas including lighted sports fields would be concentrated in the southwestern portion of the park, adjacent to a proposed school; and

**WHEREAS**, a Draft Environmental Impact Report (EIR) was prepared and circulated for public review from May 29, 2020 to July 13, 2020 in accordance with the provisions of the California Environmental Quality Act; and

**WHEREAS**, on September 11, 2020 the Director of Development Services published a notice of public hearing on Conditional Use Permit P2017-5 and related case files GPA2017-2, R2017-1, TM2017-3, SP-2017-1, P2020-2, DR2017-4 and AEIS2017-11, to be held on September 23, 2020, in accordance with Section 13.04.100 of the Santee Municipal Code; and

**WHEREAS**, on September 23, 2020, the City Council held a duly advertised and noticed public hearing on Conditional Use Permit P2017-5 and other applications related to the Fanita Ranch Specific Plan; and

**WHEREAS**, the City Council considered the staff report, all recommendations by staff, the Final Revised EIR, the entire record and all public testimony.

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

## RESOLUTION NO. 097-2020

**SECTION 1:** The City Council has certified the Final Revised Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act and adopted Findings of Fact, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program for the Fanita Ranch project. The City Council hereby incorporates by reference, as if fully set forth herein, the Resolution certifying the Final Revised EIR and adopting the Findings of Fact, and Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program for the Fanita Ranch project.

**SECTION 2:** The findings in accordance with Sections 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 because:
1. The Community Park envisioned by the Fanita Ranch Specific Plan meets the intent of the General Plan Recreation Element goal of providing a system of public parks and recreational facilities which serve the citizens of Santee. Further, upon approval of the proposed General Plan Amendment to implement the Fanita Ranch Specific Plan, the project will be consistent with all objectives and policies of the General Plan.
  2. The Community Park meets the objectives of the Zoning Ordinance because:
    - i) It is included in the proposed Fanita Ranch Specific Plan which includes site-specific land uses and Community Park illustrative development designs;
    - ii) Community Park would be designated in accordance with the Fanita Ranch Specific Plan land use map;
    - iii) The Fanita Ranch Specific Plan and conceptual design of the proposed Community Park are consistent with the broad purposes of the City's zoning ordinance (Title 13 of the Santee Municipal Code), which are to a) implement the goals and objectives of the General Plan and to guide and manage the future growth of the City in accordance with such plan; b) to protect the physical, social, and economic stability for residential, commercial, industrial and other land uses within the City to assure its orderly and beneficial development; c) to reduce hazards to the public resulting from the inappropriate location, use, or design of buildings and other improvements; and d) to attain the physical, social and economic advantages resulting from comprehensive and orderly land use and resource planning. (Santee Muni. Code § 13.04.010(C).)
  3. The Specific Plan land use designation permits the Fanita Ranch Specific Plan and the proposed land uses and zoning therein, including recreational uses and park sites. The Community Park will be consistent with the General Plan as amended and the purposes of the Fanita Ranch



## RESOLUTION NO. 097-2020

Specific Plan because both plans propose park sites and park amenities to serve the citizens of Santee.

- 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 because:
1. The Community Park site is separated from existing developments in the vicinity. The site is proposed within the interior of the specific plan area, generally in the northwest portion of the property, with natural habitat areas located to the north and west beyond the project boundary.
  2. Once developed, the Community Park will be separated from residential uses by open space to the north, proposed local streets to the south and east, and the extension of Fanita Parkway to the west.
  3. All Community Park site improvements are envisioned to enhance future surrounding uses including the Active Adult area to the north, the proposed school and Neighborhood Park NP-8 to the south, Village Center to the east and habitat preserve to the west. Outdoor site lighting will generally be shielded to avoid glare or illumination impacts to surrounding properties such as the habitat preserve. Pedestrian-scaled lighting will be a design element to visually unify the community in accordance with Specific Plan Chapter 5, the Landscape Architecture, Community Design and Outdoor Lighting Design Plan. Lighting impacts from evening sports field use at the Community Park are reduced due to the distance, from the nearest existing residences on Strathmore Drive located more than 6,000 feet away.
  4. Active use areas of the Community Park concept design are located to the west of the Village Center, and a passive park knoll is proposed closer to the uses in the Village Center. Noise impacts from sports field use at Community Park are reduced due to distance, to below an audible level at the nearest existing residences on Strathmore Drive located more than 6,000 feet away. Activities that require permitted amplified noise would be limited to normal park operation hours in compliance with the Santee Municipal Code section 8.08.150.
- C. That the proposed use complies with each of the applicable provisions of the zoning ordinance because:
1. The subject property will be located in the "Specific Plan (SP)" zone district of the City's zoning map upon adoption of site rezoning (Case file R2017-1). This zone district implements the proposed Fanita Ranch Specific Plan which includes the 31.2-acre Community Park site.
  2. The Fanita Ranch Specific Plan establishes use regulations and illustrative design concepts for the various land uses, including recreational uses and park sites. Where specific zoning criteria is not

## RESOLUTION NO. 097-2020

established, the Fanita Ranch Specific Plan defers to the City's Municipal Code standards.

3. For uses allowed pursuant to Santee Municipal Code Table 13.19.030A, such as park use, all development standards are established by a development review permit, minor conditional use permit or a conditional use permit. This Conditional Use Permit (P2017-5) grants the uses, standards, and designs envisioned by the Fanita Ranch Specific Plan for the Community Park site.

**SECTION 3:** The application for Conditional Use Permit P2017-5, to establish a public Community Park within the Fanita Ranch Specific Plan illustrated on **Exhibit A**, is hereby approved subject to the following conditions:

The Applicant shall construct and dedicate to the City the Community Park.

The Applicant shall commence design of the Community Park when it files its first Final Map within the Project. The Applicant shall prepare all necessary building, grading, landscaping and other relevant plans, reports and specifications for review and approval by the City of Santee, including any required revisions, as-built drawings or other standard documentation required for plan-check and inspection purposes.

The Applicant shall submit all required City applications, forms and documents with Community Park construction plans to the Department of Development Services, and pay all applicable fees related to the plan check, inspection and improvement of the park.

The Applicant shall commence construction of the Community Park at the time of application for the first building permit within the project. Construction of the park shall be in substantial conformance with the approved Fanita Ranch Specific Plan and any subsequent amendments.

All construction activities related to the Community Park shall require prior approval by the Community Services & Recreation Director and Director of Development Services, or their designee(s).

The Applicant shall comply with all applicable sections of the Municipal Code, Land Development Manual and Public Works Standards of the City of Santee unless otherwise superseded by the Fanita Ranch Specific Plan or other authorization.

The Applicant shall complete construction of the Community Park no later than thirty-six (36) months from commencement of construction. Following the City's acceptance of the park, the Applicant shall maintain the Community Park and the Community Center at no expense to the City for two (2) years. All maintenance shall be performed consistent with, or exceed, City standards. After the termination of this two (2) year maintenance period, the Applicant shall convey the Community Park to the City and thereafter have no maintenance obligations.

## RESOLUTION NO. 097-2020

The Community Park shall be designed and constructed, in accordance with the Development Agreement, to include the following amenities:

- i) The Applicant shall either fund the expansion of the City's existing aquatic facility in the City's Town Center Community Park, or construct as part of the Project a publicly-accessible aquatic center, consisting, at a minimum, of a splash pad/play area of approximately 3,000 to 5,000 square feet. This splash pad/play area shall be located either in the Project's Community Park or in the Project's adjacent Village Center. If the Applicant elects to construct the splash pad/play area in the Community Park, the splash pad/play area shall be dedicated to the City, programmed and maintained in the same manner as the Community Park and Community Center. Specifically, upon acceptance by the City, City will assume programming responsibility for the splash pad/play area, but the Applicant shall maintain the facility for an additional two (2) year period. At the end of that maintenance period, City shall be responsible for maintenance; provided, however, that the Applicant shall be solely responsible for all maintenance and operation costs for the aquatic facility improvements that exceed the splash pad/play area minimum. In the event the Applicant elects to provide the aquatic facility improvements in the Project's Community Park, such improvements may be installed in a separate phase from the Community Park construction and completed not later than 36 months from the application for the first building permit within the Project. The date for completion of the aquatic facility improvements may be extended up to two (2) years with written approval of the City Manager. If the Applicant elects to construct the splash pad/play area in the adjacent Village Center, the facility will be owned, operated and maintained by Applicant, but shall be open to the general public.
- A. The following minimum baseline amenities shall be provided, consistent with City of Santee standards except where specific sizes or other components are noted, subject to future public input into the actual park designs which may require the modification of amenities:
- i) Two multi-purpose lighted, sports fields to support adult, recreational soccer, baseball and softball (approximately 2.0 acres), located on the southwest portion of the park site, consisting of natural turf and including appropriate safety fencing, drinking fountains, backstops, dugouts with benches, and viewing stands (to accommodate approximately 60 people, two 4-row bleachers), and warm up areas, in accordance with City Park and Recreation Department standards.
  - ii) Comfort Station/Concession building (approximately 1,200 square feet total) and off-street parking lot to accommodate approximately 50 vehicles, to support programmed recreational uses on multi-purpose sports fields.
  - iii) A publicly accessible Community Center (7,000 – 10,000 square feet) to include multi-purpose flexible spaces to support recreation activities (e.g.,

## RESOLUTION NO. 097-2020

learning, arts and crafts, social and service functions, after-school children's programs, public restrooms), staff offices with support spaces (e.g., reception area, restrooms, storage, etc.), and off-street parking lot to accommodate approximately 40 vehicles.

- iv) Large-scale, Children's Play Area with universal access for older age group, ages 5-12 (appropriately sized for a community park), equipped with age-appropriate play elements, and resilient surfacing beneath.
- v) Community gathering plaza which functions as in identifiable, central gathering space that signals a point of arrival at the park and enhanced with an identity element and/or focal point (e.g., public art, kiosk, significant landscaping with specimen tree, etc.).
- vi) Children's Play Area for younger age group, ages 2-5 (appropriately sized for a community park) equipped with age-appropriate play elements, with resilient surfacing beneath, shade structures and protective barriers, where necessary.
- vii) Three lighted and fenced hardcourts to accommodate basketball and pickleball (two courts specifically designed for eight simultaneous pickleball games) with shade structure and benches for player's queuing; lighting to be shielded as necessary to avoid glare or illumination impacts to the adjacent habitat preserve.
- viii) Multi-purpose turf areas for open, unstructured play (several locations, approximately ¼-acre minimum, each), including trees for shade, strategically placed to avoid deterrence of recreational activities, but enhance passive uses.
- ix) Off-leash dog areas, sized to accommodate small and large dogs, each enclosed by fencing and including seating areas, shade trees, and/or structures, and dog drinking fountain at entry.
- x) Group picnic area (minimum grouping of five tables and three barbeques), one hot coals receptacle, with overhead, impervious shade structure, and paved surfacing to accommodate group functions; 5,000 – 10,000 square feet natural turf area adjacent to picnic area for overflow use.
- xi) Individual picnic areas strategically placed within park, quantity as necessary, including concrete pads, shaded by tree canopies and shade structures.
- xii) Paved pedestrian pathways a minimum of six (6) feet in width to interconnect park areas and amenities within the park and to the school site; Incorporate paved pathway to accommodate small children's wheeled activities, such as tricycles, skates, etc. near children's play area.

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- xiii) Larger paved paths to support maintenance and emergency vehicles, nine (9) feet to twelve (12) feet in width, as required.
  - xiv) Paved and unpaved (decomposed granite) trails meandering throughout park which interconnect to provide access to the passive eastern knoll (containing natural rock formations and panoramic views), as well as to the riparian area on north side of park; observation/overlook viewing areas, including seating and interpretive signage, and AgMeander Stations, where appropriate, accessible to people with disabilities, as required by law.
  - xv) Pedestrian-scaled security lighting, consistent with Chapter 5 of the Specific Plan, along primary pathways within the park, shielded as necessary to avoid glare or illumination impacts to surrounding habitat preserves.
  - xvi) Three drinking fountains with jug fillers, strategically placed within the park.
  - xvii) Trash and recycling receptacles, strategically placed, quantity as necessary.
  - xviii) Wayfinding signage.
  - xix) Park furnishings, such as benches and tables (both picnic and game tables) for miscellaneous use, bicycle racks and bicycle repair station, quantity as necessary.
  - xx) Low maintenance landscaping in accordance with Chapter 5 of the Specific Plan, to enhance the park experience for users.
- B. Park design, construction and maintenance shall be consistent with, or exceed, City standards and practice; construction documents must be reviewed and approved by the City Engineer and Director of Community Services.
- C. The Applicant shall implement, to the satisfaction of the Director of Development Services, the Sustainable Santee Plan (SSP), including but not limited to:
- i) Constructing new public park buildings and facilities to meet or exceed California Green Building Code Tier 2 Standards.
  - ii) Reducing the urban heat island effect by planting trees in all park parking lots.
  - iii) Installing energy efficient equipment, lighting, and cool roofs.
  - iv) Installing a rooftop photovoltaic solar system.

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- v) Installing a minimum of four (4) E-Vehicle charging stations within parking areas.
- D. The Applicant shall implement, to the satisfaction of the Director of Development Services, all environmental impact mitigation measures identified in the Fanita Ranch Revised Environmental Impact Report (SCH No. 2005061118), the CEQA Findings of Fact and Mitigation, Monitoring and Reporting Program (MMRP) within the timeframe specified in the MMRP.
- E. Minor Revisions to the Conditional Use Permit, such as changes to the conceptual site design and improvements identified in the Specific Plan, shall be approved by the Director of Development Services. Major Revisions shall be reviewed and approved by the City Council.

**SECTION 4:** The terms and conditions of this Conditional Use Permit (P2017-5) 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 September 23, 2020.

**SECTION 7:** This Conditional Use Permit (P2017-5) shall remain valid in accordance with the provisions of the Development Agreement and Vesting Tentative Map.

**SECTION 8:** In the event of any inconsistency between the terms and conditions contained in this Conditional Use Permit and the terms and conditions of the Development Agreement, the Development Agreement shall control.

**RESOLUTION NO. 097-2020**

**ADOPTED** by the City Council of the City of Santee, California, at a regular meeting thereof held this 23<sup>rd</sup> day of September, 2020, by the following roll call vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

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**JOHN W. MINTO, MAYOR**

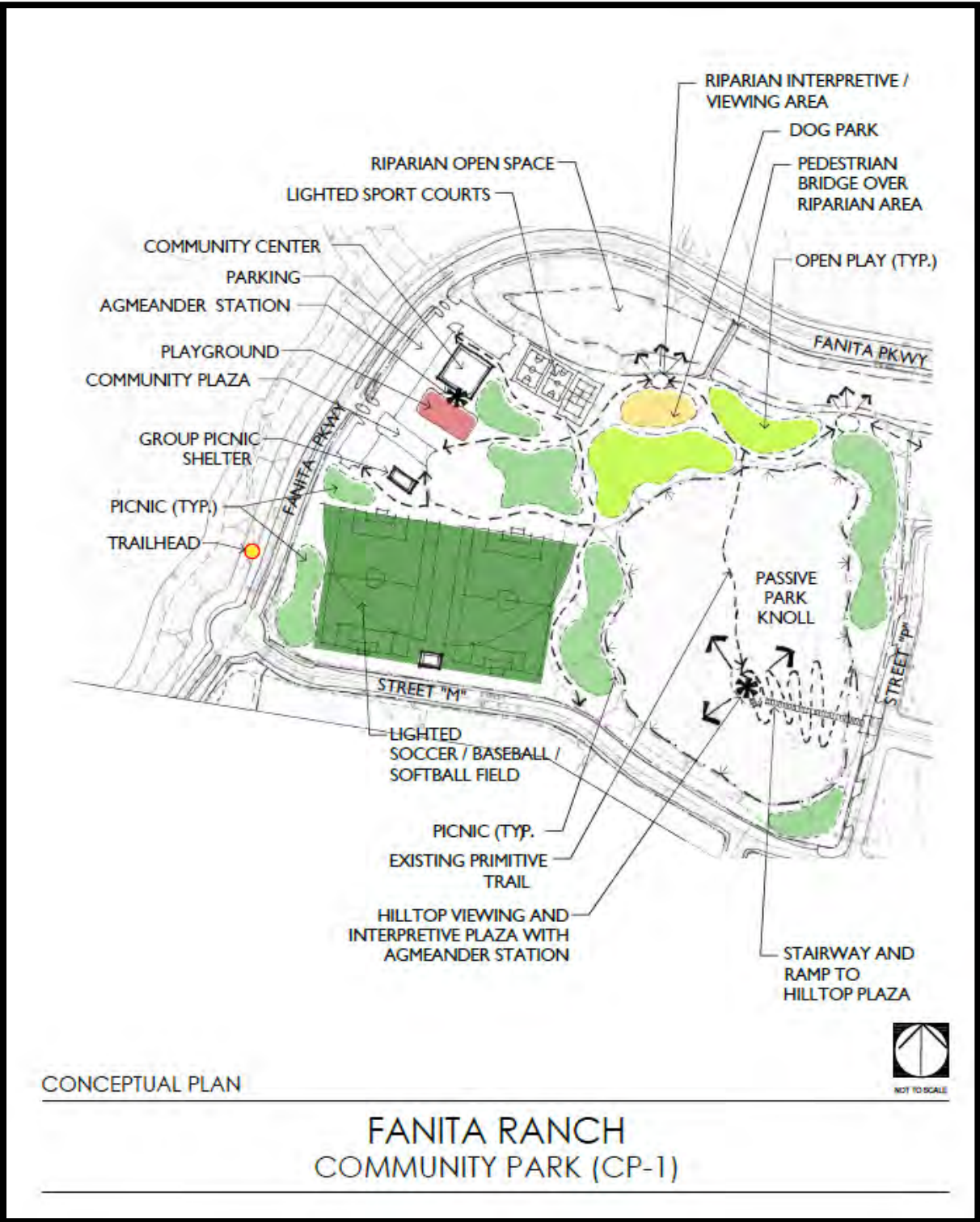
**ATTEST:**

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**ANNETTE ORTIZ, CMC, CITY CLERK**

**Exhibit A:** Community Park Conceptual Plan

**EXHIBIT A**  
**Community Park Concept Plan**



CONCEPTUAL PLAN

**FANITA RANCH**  
**COMMUNITY PARK (CP-1)**



**RESOLUTION NO. 098-2020**

**FANITA RANCH NEIGHBORHOOD PARK 8**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA  
APPROVING THE APPLICATION OF HOMEFED FANITA RANCHO LLC FOR A  
CONDITIONAL USE PERMIT (P2020-2) FOR A NEW 4.2-ACRE PUBLIC  
NEIGHBORHOOD PARK LOCATED IN THE FANITA COMMONS VILLAGE SHOWN  
ON LOT NP-8 OF FANITA RANCH VESTING TENTATIVE MAP TM2017-3**

**APN'S: 374-030-02; 374-050-02; 374-060-01; 376-010-06; 376-020-03; 376-030-01; 378-020-46, 50, 54; 378-030-08; 378-210-01; 378-210-03, 04; 378-210-10, 11; 378-220-01; 378-381-49; 378-382-58; 378-391-59; 378-392-61, 62; 380-031-18; 380-040-43, 44**

**(RELATED TO PROJECT NUMBERS: GPA2017-2, SP2017-1,  
R2017-1, TM2017-3, P2017-5, DR2017-4; AEIS2017-11)**

**APPLICANT: HOMEFED FANITA RANCHO LLC**

**WHEREAS**, in 2017 and 2020, HomeFed and HomeFed Fanita Rancho LLC filed applications for the subdivision and development of approximately 2,638 acres of property located in the northern portion of the City of Santee ("City") as part of a proposed Fanita Ranch Specific Plan; and

**WHEREAS**, the subdivision and Specific Plan would create 1,467 lots, including a public neighborhood park within the Fanita Commons Village of the Fanita Ranch Specific Plan area; and

**WHEREAS**, the Santee General Plan has been amended by City Council Resolution 094-2020 to include the Fanita Ranch Specific Plan, and certain General Plan text, graphics and tables would be amended such that both plans would be consistent; and

**WHEREAS**, a duly noticed public workshop to review the proposed parks, trails and open space concepts of the Fanita Ranch Specific Plan was held on October 23, 2019, in the City Council Chambers; and

**WHEREAS**, pursuant to the Development Agreement between HomeFed Fanita Rancho LLC and the City ("Development Agreement") and other development approvals for the proposed project, the Applicant shall construct and dedicate to the City of Santee for public use certain park facilities and related amenities including the Fanita Ranch Neighborhood Park NP-8; and

**WHEREAS**, the Fanita Ranch Specific Plan requires that public parks be subject to the approval of conditional use permits (CUPs) in accordance with the procedures set forth in Santee Municipal Code section 13.06.020; and

## RESOLUTION NO. 098-2020

**WHEREAS**, the requirement of the Fanita Ranch Specific Plan that public parks be subject to the approval of CUPs is consistent with Santee Municipal Code Table 13.16.030-A which requires approval of CUPs for parks, picnic areas and playgrounds in the City's P / OS Zone, and

**WHEREAS**, Conditional Use Permit P2020-2 would allow the development of a 4.2-acre public Neighborhood Park, located adjacent to a proposed 15-acre school site shown on **Exhibit A**, which may include play fields, open play areas, and other amenities; and

**WHEREAS**, the draft Fanita Ranch Specific Plan, Exhibit 7.2: Community Park Concept Plan, illustrates one potential layout for the Community Park and Neighborhood Park NP-8, including two youth soccer fields; and

**WHEREAS**, a Draft Environmental Impact Report (EIR) was prepared and circulated for public review from May 29, 2020 to July 13, 2020 in accordance with the provisions of the California Environmental Quality Act; and

**WHEREAS**, on September 11, 2020, the Director of Development Services published a notice of public hearing on Conditional Use Permit P2020-2 and related case files GPA2017-2, R2017-1, TM2017-3, SP-2017-1, P2017-5, DR2017-4 and AEIS2017-11, to be held on September 23, 2020, in accordance with Section 13.04.100 of the Santee Municipal Code; and

**WHEREAS**, on September 23, 2020, the City Council held a duly advertised and noticed public hearing on Conditional Use Permit P2020-2 and other applications related to the Fanita Ranch Specific Plan; and

**WHEREAS**, the City Council considered the staff report, all recommendations by staff, the Final Revised Environmental Impact Report (EIR), the entire record and all public testimony.

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

**SECTION 1:** The City Council has certified the Final Revised Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act and adopted Findings of Fact, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program for the Fanita Ranch project. The City Council hereby incorporates by reference, as if fully set forth herein, the Resolution certifying the Final Revised EIR and adopting the Findings of Fact, and Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program for the Fanita Ranch project.

**SECTION 2:** The findings in accordance with Sections 13.06.030.E of the Santee Municipal Code for a Conditional Use Permit are made as follows:

## RESOLUTION NO. 098-2020

- 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 because:
1. The neighborhood park envisioned by the Fanita Ranch Specific Plan meets the intent of the General Plan Recreation Element goal of providing a system of public parks and recreational facilities which serve the citizens of Santee. Further, upon approval of the proposed General Plan Amendment to implement the Fanita Ranch Specific Plan, the project will be consistent with all objectives and policies of the General Plan.
  2. The neighborhood park meets the objectives of the Zoning Ordinance because:
    - i) It is included in the proposed Fanita Ranch Specific Plan which includes site-specific land uses and neighborhood park illustrative development designs;
    - ii) Neighborhood Park NP-8 would be designated in accordance with the Fanita Ranch Specific Plan land use map;
    - iii) The Fanita Ranch Specific Plan and conceptual design of the proposed Community Park are consistent with the broad purposes of the City's zoning ordinance (Title 13 of the Santee Municipal Code), which are to a) implement the goals and objectives of the General Plan and to guide and manage the future growth of the City in accordance with such plan; b) to protect the physical, social, and economic stability for residential, commercial, industrial and other land uses within the City to assure its orderly and beneficial development; c) to reduce hazards to the public resulting from the inappropriate location, use, or design of buildings and other improvements; and d) to attain the physical, social and economic advantages resulting from comprehensive and orderly land use and resource planning. (Santee Muni. Code § 13.04.010(C).)
  3. The Specific Plan land use designation permits the Fanita Ranch Specific Plan and the proposed land uses and zoning therein, including recreational uses and neighborhood parks. The neighborhood park will be consistent with the General Plan as amended and the purposes of the Fanita Ranch Specific Plan because both plans propose park sites and park amenities to serve the citizens of Santee.
- 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 because:
1. The neighborhood park site is separated from existing developments in the vicinity. The site is proposed within the interior of the specific plan area, generally in the northwest portion of the property, with natural habitat

## RESOLUTION NO. 098-2020

areas and open space located to the north, south and west beyond the park boundary.

2. Once developed, the neighborhood park will be separated from residential uses by a street and open space to the south, a school site to the east, and the extension of Fanita Parkway to the west.
  3. The neighborhood park site improvements are envisioned to enhance future surrounding uses including the proposed Community Park to the northeast and school and Village Center to the east. Outdoor site lighting will be shielded to avoid glare or illumination impacts to surrounding properties, and pedestrian-scaled lighting will be a design element to visually unify the community in accordance with Specific Plan Chapter 5, the Landscape Architecture, Community Design and Outdoor Lighting Design Plan.
  4. In accordance with the Final Revised EIR, Section 4.12 (Noise), potential noise from the use of Neighborhood Park NP-8 would not be audible off-site due to distance.
- C. That the proposed use complies with each of the applicable provisions of the zoning ordinance because:
1. The subject property will be located in the “Specific Plan (SP)” zone district of the City’s zoning map upon adoption of site rezoning (Case file R2017-1). This zone district implements the proposed Fanita Ranch Specific Plan which includes the 4.2-acre Neighborhood Park NP-8 site.
  2. The Fanita Ranch Specific Plan establishes use regulations and illustrative design concepts for the various land uses, including recreational uses and park sites. Where specific zoning criteria is not established, the Fanita Ranch Specific Plan defers to the City’s Municipal Code standards.
  3. For uses allowed pursuant to Santee Municipal Code Table 13.19.030A, such as park use, all development standards are established by a development review permit, minor conditional use permit or a conditional use permit. This Conditional Use Permit (P2020-2) grants the uses, standards, and designs envisioned by the Fanita Ranch Specific Plan for the Neighborhood Park NP-8 site.

**SECTION 3:** The application for Conditional Use Permit P2020-2, to establish a public neighborhood park within the Fanita Ranch Specific Plan illustrated on **Exhibit A**, is hereby approved subject to the following conditions:

- A. The Applicant shall commence design of Neighborhood Park NP-8 when it files its first Final Map within the Project. The Applicant shall prepare all necessary building, grading, landscaping and other relevant plans, reports and

## RESOLUTION NO. 098-2020

specifications for review and approval by the City of Santee, including any required revisions, as-built drawings or other standard documentation required for plan-check and inspection purposes.

- B. The Applicant shall submit all required City applications, forms and documents with Neighborhood Park NP-8 construction plans to the Department of Development Services, and pay all applicable fees related to the plan check, inspection and improvement of the park.
- C. The Applicant shall commence construction of the neighborhood park at the time of application of the first building permit within the project. Construction of the park shall be in substantial conformance with the approved Fanita Ranch Specific Plan and any subsequent amendments.
- D. All construction activities related to the neighborhood park shall require prior approval by the Community Services & Recreation Director and Director of Development Services, or their designee(s).
- E. The Applicant shall comply with all applicable sections of the Municipal Code, Land Development Manual and Public Works Standards of the City of Santee unless otherwise superseded by the Fanita Ranch Specific Plan or other authorization.
- F. The Applicant shall complete construction of Neighborhood Park NP-8 no later than thirty-six (36) months from commencement of construction. Following the City's acceptance of the park, the Applicant shall maintain the neighborhood park at no expense to the City for two (2) years. All maintenance shall be performed consistent with, or exceed, City standards. After the termination of this two (2) year maintenance period, the Applicant shall convey Neighborhood Park NP-8 to the City and thereafter have no maintenance obligations. The date for the completion of Neighborhood Park NP-8 may be extended by up to two (2) years with written approval of the City Manager.
- G. Neighborhood Park NP-8 shall be designed and constructed, in accordance with the Development Agreement between the City and the Applicant, to include publicly accessible play fields such as youth soccer, open play areas, and other amenities within the park to serve the public.
- H. The following minimum baseline amenities shall be provided, consistent with City of Santee standards except where specific sizes or other components are noted, subject to future public input into the actual park designs which may require the modification of amenities:
  - i) Multi-purpose turf areas for open, unstructured play (several locations, approximately 1/4-acre minimum each), including trees for shade, strategically placed to avoid deterrence of recreational activities, but enhance passive uses.

## RESOLUTION NO. 098-2020

- ii) Two multi-purpose natural turf sports fields to support organized youth soccer (one U-12 size minimum, and one U-10 size minimum).
  - iii) Off-street, pull-through, drop-off area to accommodate sports field uses; Off-street parking lot to accommodate 10 vehicles, including parking per ADA requirements, and on-street parking to accommodate a minimum of 20 vehicles.
  - iv) Children's Play Area for younger age group, ages 2-5 (appropriately sized for a neighborhood park) equipped with age-appropriate play elements, with resilient surfacing beneath, shade structures and protective barriers, where necessary.
  - v) Shaded (tree canopy and impervious structure), picnic area to accommodate individual and group gatherings (minimum of five tables and three barbeques), one hot coals receptacle, with paved or decomposed granite surfacing.
  - vi) Central gathering space that signals the point of arrival at the park and enhanced with an identity element and/or focal point (e.g., public art, kiosk, significant landscaping with specimen tree, etc.).
  - vii) Paved pedestrian pathways, a minimum of six (6) feet in width, to interconnect park areas and amenities; Incorporate paved pathway to accommodate small children's wheeled activities, such as tricycles, skates, etc.
  - viii) Pedestrian-scaled security lighting, consistent with Chapter 5 of the Specific Plan, along primary pathways within the park, shielded as necessary to avoid glare or illumination impacts to surrounding habitat preserves.
  - ix) Two drinking fountains with jug fillers, strategically placed.
  - x) Trash and recycling receptacles, strategically placed, quantity as necessary.
  - xi) Wayfinding signage.
  - xii) Low maintenance landscaping in accordance with Chapter 5 of the Specific Plan, to enhance the park experience for users.
  - xiii) Vinyl-coated fencing where necessary to protect park users and adjacent properties from recreational activities.
- I. Park design, construction and maintenance shall be consistent with, or exceed, City standards and practice; construction documents must be reviewed and approved by the City Engineer and Director of Community Services; and park design shall undergo the City's public input process.
- J. The Applicant shall implement, to the satisfaction of the Director of Development Services, the Sustainable Santee Plan (SSP), including but not limited to:
- i) Constructing new public park buildings and facilities to meet or exceed California Green Building Code Tier 2 Standards;
  - ii) Reducing the urban heat island effect by planting trees in all park parking lots;
  - iii) Installing energy efficient equipment, lighting, and cool roofs; and

## RESOLUTION NO. 098-2020

- iv) Installing one (1) E-Vehicle charging station if parking is provided on-site (refer to Condition H iii).
- K. The Applicant shall implement, to the satisfaction of the Director of Development Services, all environmental impact mitigation measures identified in the Fanita Ranch Final Revised EIR (SCH No. 2005061118), the CEQA Findings of Fact and Mitigation, Monitoring and Reporting Program (MMRP) within the timeframe specified in the MMRP.
- L. Minor Revisions to the Conditional Use Permit, such as changes to the conceptual site design and improvements identified in the Specific Plan, shall be approved by the Director of Development Services. Major Revisions shall be reviewed and approved by the City Council.

**SECTION 4:** The terms and conditions of this Conditional Use Permit (P2020-2) 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 September 23, 2020.

**SECTION 7:** This Conditional Use Permit (P2020-2) shall remain valid in accordance with the provisions of the Development Agreement and Vesting Tentative Map.

**SECTION 8:** In the event of any inconsistency between the terms and conditions contained in this Conditional Use Permit and the terms and conditions of the Development Agreement, the Development Agreement shall control.

**RESOLUTION NO. 098-2020**

**ADOPTED** by the City Council of the City of Santee, California, at a regular meeting thereof held this 23rd day of September, 2020, by the following roll call vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

**APPROVED:**

---

**JOHN W. MINTO, MAYOR**

**ATTEST:**

---

**ANNETTE ORTIZ, CMC, CITY CLERK**

**Exhibit A:** Neighborhood Park NP-8 Conceptual Plan



RESOLUTION NO. 098-2020

EXHIBIT A

Neighborhood Park NP-8 Conceptual Plan



CONCEPTUAL PLAN



FANITA RANCH  
NEIGHBORHOOD PARK 8 (NP-8)

**ORDINANCE NO. 581**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SANTEE,  
CALIFORNIA, APPROVING AND AUTHORIZING EXECUTION OF A  
DEVELOPMENT AGREEMENT BY AND AMONG THE CITY OF SANTEE AND  
HOMEFED FANITA RANCHO, LLC**

**WHEREAS**, the City of Santee (“City”) is authorized by Government Code section 65864 et seq. and Santee Municipal Code Chapter 13.09 to enter into a development agreement with any person having a legal or equitable interest in real property for the development of that property; and

**WHEREAS**, the City and HomeFed Fanita Rancho, LLC (“Developer”) have negotiated the terms of a Development Agreement (“Agreement”); and

**WHEREAS**, the City Council has determined that execution of the Agreement is in the best interest of the City and the public interest and desires to authorize the City to enter into the Agreement.

**NOW, THEREFORE**, the City Council of the City of Santee, California, does ordain as follows:

**Section 1.** The City Council hereby incorporates the findings and recitals set forth in Section 1.0 of the Agreement, a copy of which is attached hereto as **Exhibit “A”** and incorporated herein by this reference.

**Section 2.** Based on the entire record before the City Council (“Council”) and all written and oral evidence presented to the Council, the Council finds the Agreement is consistent with and implements the goals and objectives of the General Plan of the City of Santee, the general principles and guidelines of the Draft Santee Multiple Species Conservation Program (“MSCP”) Subarea Plan, Chapter 13.09 of the Santee Municipal Code, as well as all other applicable ordinances, plans, policies, and regulations of City.

(a) The Agreement is consistent with the objectives, general land uses, and programs specified in the General Plan because:

(i) The Agreement is consistent with the General Plan and will not be detrimental to the health, safety, and general welfare of persons residing in the immediate area of the development nor will the Agreement be detrimental or injurious to the general welfare of the residents of the City as a whole.

(ii) The Agreement will not adversely affect the orderly development of property or the preservation of property values; and

(iii) The Agreement is consistent with the provisions of Government Code sections 65864 through 65869.5 and Chapter 13.09 of the City of Santee Municipal Code.

**ORDINANCE NO. 581**

**Section 3.** Based on the entire record before the Council and all written and oral evidence presented to the Council, the Council finds the Agreement complies with CEQA for the following reasons:

(a) The Council has adopted Resolution No 093-2020, adopting Findings of Fact and a Statement of Overriding Considerations, certifying the Final Revised Environmental Impact Report (“Final Revised EIR”) (SCH # 2005061118), adopting a mitigation monitoring and reporting program, and approving the proposed project, in accordance with the provisions of the California Environmental Quality Act, Public Resources Code § 21000 et seq. (“CEQA”), the State CEQA Guidelines at 14 CCR 15000 et seq., and the City of Santee’s procedures for implementing CEQA.

(b) Prior to approving the Agreement, the City Council considered the Final Revised EIR, and all related documents, as well as any comments received during the environmental document’s public review period.

**Section 4.** The Council hereby approves the Agreement in substantially the form presented to the Council, together with such non-substantive amendments as may be approved by both the City Manager and the City Attorney to effect execution of the Agreement.

**Section 5.** The Council hereby authorizes the City Manager to execute the Agreement on behalf of the City and City staff is authorized to take any action and execute any and all necessary documents to implement the Agreement.

**Section 6.** The City Clerk is directed to publish a summary of this Ordinance in the manner required by law, and to record the Agreement with the County of San Diego Office of the Recorder within ten (10) days after the Agreement is fully executed.

**Section 7.** This Ordinance shall be in full force and effect thirty (30) days after its passage.

**INTRODUCED AND FIRST READ** at a Regular Meeting of the City Council of the City of Santee, California, on the 23<sup>rd</sup> day of September, 2020, and thereafter **ADOPTED** at a Regular Meeting of said City Council held on the 14<sup>th</sup> day of October, 2020, by the following vote to wit:

**AYES:**

**NOES:**

**ABSENT:**

**ORDINANCE NO. 581**

**APPROVED**

---

**JOHN W. MINTO, MAYOR**

**ATTEST**

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**ANNETTE ORTIZ, CMC, CITY CLERK**

Exhibit A: Development Agreement by and among the City of Santee and HomeFed  
Fanita Rancho, LLC

**ORDINANCE NO. 581**

**EXHIBIT "A"**

**DEVELOPMENT AGREEMENT BY AND AMONG THE CITY OF SANTEE AND  
HOMEFED FANITA RANCHO, LLC**

**[Attached behind this cover page]**

RECORDED AT REQUEST OF  
AND WHEN RECORDED RETURN TO:

City of Santee  
10601 Magnolia Avenue  
Santee, CA 92071-1222  
Attn: City Clerk

Fee Exempt – Gov't Code §6103

(Space above for Recorder's Use)

**DEVELOPMENT AGREEMENT**

**among**

**THE CITY OF SANTEE,  
a municipal corporation and charter law city**

**and**

**HOMEFED FANITA RANCHO LLC,  
a Delaware limited liability company**

THIS DEVELOPMENT AGREEMENT (“Agreement”) is entered into as of the Effective Date (as defined below) by and among **THE CITY OF SANTEE**, a municipal corporation and charter law city (“City”), and **HOMEFED FANITA RANCHO LLC**, a Delaware limited liability company (“Owner”). The City or the Owner are sometimes individually referred to in this Agreement as a “Party” and are collectively referred to as the “Parties”.

1. RECITALS. This Agreement is entered into with reference to the following recited facts (each a “Recital”):

1.1 Code Authorizations and Acknowledgments. As a charter law city, City is authorized pursuant to its Charter, California Government Code sections 65864 through 65869.5 and Santee Municipal Code Chapter 13.09 to enter into development agreements with persons having legal or equitable interests in real property for the purpose of establishing predictability for both City and Owner in the development process. The City enters into this Agreement pursuant to and consistent with the provisions of its Charter, the California Government Code, the City’s General Plan, the City’s Municipal Code, and applicable City policies. The City and Owner acknowledge that:

1.1.1 This Agreement assures adequate public facilities in advance of or at the time of need generated by the development of the Property, as the Property is defined in paragraph 2.16 of this Agreement.

1.1.2 This Agreement assures development of the Project, as the Project is defined in paragraph 2.15 of this Agreement.

1.1.3 This Agreement constitutes a current exercise of the City’s police powers to provide predictability to Owner in the development approval process by vesting the permitted uses, density, intensity of use, and timing and phasing of development consistent with the Project in exchange for Owner’s commitment to provide the significant public benefits to the City required by this Agreement.

1.1.4 This Agreement allows the City to realize significant economic, recreational, park, open space, social, and public facilities benefits, as more fully set forth in Section 4 of this Agreement.

1.1.5 Because of the interrelationships among the financing of the Project infrastructure, the provision of open space, the construction and dedication of community facilities and infrastructure, and the significant nature of such facilities and infrastructure, providing certainty in the development process to Owner is necessary. The phasing, timing, and development of public infrastructure necessitate a significant commitment of resources, planning, and effort by Owner for the public facilities financing, construction, and dedication to be successfully completed. In return for Owner’s participation and commitment to these significant contributions of private resources for public purposes, the City is willing to exercise its authority to enter into this Agreement and to make a commitment of predictability for the development process for the Property. Absent the City’s willingness to make such a commitment, Owner would be unwilling to enter into this Agreement or make the significant investment of resources required for the planning, financing, construction, and dedication of the

public facilities and infrastructure identified in this Agreement. Similarly, absent Owner's willingness to provide the public facilities, public infrastructure and other public benefits provided for in this Agreement, the City would be unwilling to provide the assurances contained in this Agreement.

1.2 Owner. Owner hereby represents that it has a legal or equitable interest in the Property, located in the City of Santee and the County of San Diego, California. The Property consists of approximately 2,600 acres within the City. Specifically, HomeFed Fanita Rancho, LLC holds fee simple absolute title to the Property.

1.3 City Council Hearings. On September 23, 2020, the City Council, after providing notice as required by law, held a public hearing to consider Owner's application for this Agreement.

1.4 Council Findings.

1.4.1 The Council finds that this Agreement and the Development Approvals for the Project are consistent with City's General Plan, including as amended by the Development Approvals, the general principles and guidelines of the Multiple Species Habitat Conservation Program ("MSCP") and the City's most recent draft of the MSCP Santee Subarea Plan (December 2018), the Santee Municipal Code, as well as all other applicable ordinances, plans, policies, and regulations of the City.

1.4.2 The Council finds that this Agreement provides for an efficient use of resources, moderates the cost of housing and other development to the consumer, and encourages investment in and a commitment to comprehensive planning that makes maximum efficient utilization of resources.

1.4.3 The Council finds that this Agreement strengthens the public planning process, encourages private participation in comprehensive planning, particularly with respect to the implementation of the City's General Plan, including as amended by the Development Approvals, and the MSCP, and reduces the economic costs of development and government.

1.4.4 The Council finds that this Agreement ensures that substantial public facilities will be built to meet the needs of Santee residents and the new residents within the Project, including, but not limited to, streets, wastewater, transportation, water, stormwater, fire station, parks, open space, and recreation facilities. These substantial public facilities include, but are not limited to, the State Route 52 Improvements as defined in paragraph 2.24 of this Agreement.

1.4.5 The Council finds that this Agreement complies with the California Environmental Quality Act ("CEQA") in that an Initial Study and Revised Environmental Impact Report ("EIR") have been prepared and certified for the Project, including for this Agreement and associated discretionary approvals, in accordance with the provisions of CEQA, the State CEQA Guidelines, and the City's procedures for implementing CEQA. Prior to approving this Agreement, the City Council considered the Initial Study, the Revised EIR, and all related



documents, as well as any comments received during the public review period for the Revised EIR.

1.5 City Ordinance. On September 23, 2020, the Council introduced and conducted the first reading of Ordinance 581 and on October 14, 2020, the Council adopted Ordinance No. 581, approving this Agreement, which becomes effective on November 13, 2020.

2. DEFINITIONS. In this Agreement, unless the context otherwise requires:

2.1 “Ad Valorem Property Tax Revenue” shall have the meaning provided in paragraph 4.3.6 of this Agreement.

2.2 “Annual Review” shall have the meaning provided in paragraph 6.1 of this Agreement.

2.3 “City Impact Fees” mean the City’s development impact fees that are applicable to the Project, as specified in paragraph 4.11 of this Agreement.

2.4 “City Municipal Code” means the City of Santee Municipal Code.

2.5 “Certificate of Occupancy” or “COO” means documentation authorizing the occupancy of habitable space in the form customarily used by the City.

2.6 “Community Center” means the 7,000 to 10,000 square foot facility to be constructed in the Community Park as described in paragraph 4.4.2.1 of this Agreement.

2.7 “Community Park” means the community park to be constructed and dedicated to the City as described in paragraph 4.4.2.1 of this Agreement.

2.8 “Development Approvals” means the discretionary approvals (including the Revised EIR certification and any CEQA mitigation, monitoring and reporting requirements) for the Project, subject to the Reservation of Authority, issued by the City, including, but not limited to, General Plan Amendment GPA 2017-2, Specific Plan SP2017-1, Zoning Ordinance Amendment/Rezone R2017-1, Vesting Tentative Map TM 2017-3, Development Review DR2017-4, Conditional Use Permits P2017-5 and P2020-2 and Environmental Assessment AEIS2017-1, all of which were approved by the City on September 23, 2020 pursuant to Resolution Nos. 093-2020, 094-2020, 095-2020, 096-2020, 097-2020, and 098-2020, and Ordinance No. 580. The Development Approvals are incorporated into this Agreement by this reference as if fully set forth at this point.

2.9 “Equivalent Dwelling Unit” or “EDU” means any land use in the Project that generates 8.91 daily traffic trips, as identified in the Traffic Study included in the EIR certified as part of the Development Approvals.

2.10 “Effective Date” means the date on which each of the following events has occurred: (a) the City approves the Development Approvals; (b) Ordinance No. 581 is effective; (c) Owner returns a signed copy of this Agreement to the City; and (d) the City, through the City Manager, signs this Agreement.

2.11 “Fire Station Annual Estimate” shall have the meaning provided in paragraph 4.3.7 of this Agreement.

2.12 “Fire Station Revenue Neutrality” shall have the meaning provided in paragraph 4.3.6 of this Agreement.

2.13 “Funding Mechanism” shall have the meaning provided in paragraph 4.2 of this Agreement.

2.14 “Land Use Regulations” means all ordinances, resolutions, codes, rules, regulations and official policies of the City governing the development and use of land, including, without limitation, the permitted use of land, the density or intensity of use, subdivision requirements, timing and phasing of development, the maximum height and size of buildings, the provisions for reservation or dedication of land for public purposes, and the design, improvement and construction and initial occupancy standards and specifications applicable to the Project. “Land Use Regulations” do not include any City ordinance, resolution, code, rule, regulation or official policy governing the following:

2.14.1 The conduct or taxation of businesses, professions, or occupations;

2.14.2 Other than as provided in this Agreement, taxes and assessments of general application upon all residents of the City, provided that the taxes and assessments are not imposed for the purpose of taxing the right, power or privilege of developing or improving land (e.g., excise tax) or to directly finance the acquisition or dedication of open space or any other public improvement in respect of which the Owner is paying any fee or providing any improvement pursuant to this Agreement;

2.14.3 The control and abatement of nuisances;

2.14.4 The granting of encroachment permits and the conveyance of rights and interests providing for the use of or the entry upon public property;

2.14.5 The exercise of the power of eminent domain.

2.15 “Project” means the development of the Property as set forth in the Development Approvals. A general depiction of the Project and key aspects of the Project is attached as Exhibit “A” hereto and incorporated herein.

2.16 “Property” means the real property described in Exhibit “B,” attached hereto and incorporated herein.

2.17 “Public Works Standards” shall have the meaning provided in paragraph 3.4.4.4 of this Agreement.

2.18 “Owner” means HomeFed Fanita Rancho LLC, a Delaware limited liability company, the person, persons, or entity having legal title to the Property or parts thereof and includes Owner’s successors in interest.

2.19 “Owner’s Vested Right” means the right of the Owner to develop the Project on the Property in accordance with the Development Approvals and subject to the Reservation of Authority, as provided in Section 3 of this Agreement.

2.20 “Quarterly Advance” shall have the meaning provided in paragraph 4.37 of this Agreement.

2.21 “Reimbursement Mechanism” shall having the meaning provided in paragraph 4.2 of this Agreement.

2.22 “Reservation of Authority” means the rights and authority specifically excepted in this Agreement from the assurances and rights provided to the Owner under this Agreement and reserved to the City, including, without implied limitation, the right to require Subsequent Development Approvals consistent with the Land Use Regulations or the Subsequent Land Use Regulations.

2.23 “Roadway Substantial Completion” means the construction of a roadway and related facilities as shown on the Development Approvals, including associated traffic mitigation measures and water quality facilities, to the satisfaction of the Director of Development Services, such that the roadway is safe for public use, notwithstanding that landscaping or other aspects of the roadway not essential to public health and safety are not yet completed.

2.24 “State Route 52 Improvements” means improvements by the California Department of Transportation (“Caltrans”) to State Route 52 (“SR-52”) intended to improve operational use and thereby reduce congestion. The State Route 52 Improvements include the following: (i) converting the existing bike path on the north side of the freeway to a westbound auxiliary lane from Mast Boulevard to Santo Road; (ii) extending the westbound auxiliary lane from the Santo Road off-ramp to the Santo Road on-ramp (including a retaining wall under the Santo Road Overcrossing); (iii) relocating the existing 4.6 mile long bike path on the north side of the freeway to the south side of the freeway, including one 10-foot wide light-weight cantilevered separated bike path on two existing bridges; (iv) adding an eastbound auxiliary lane from I-15 to Santo Road; (v) restriping eastbound SR-52 from two lanes to three lanes from Mast Boulevard to just east of the San Diego River Bridge; and (vi) widening the westbound on-ramp from Mast Boulevard to SR 52 to a two lane-ramp. The Parties recognize the improvements described above are presently under consideration, but that the improvements ultimately approved and implemented by Caltrans may vary from those described herein. Nevertheless, for the purposes of this Agreement, and for the material conditions related to the State Route 52 Improvements contained in this Agreement, the State Route 52 Improvements shall be those described above, or similar improvements approved and implemented by Caltrans which achieve a comparable reduction in congestion to State Route 52.

2.25 “Subsequent Development Approvals” mean approvals and permits required by the Land Use Regulations and Subsequent Land Use Regulations subsequent to the Vesting

Effective Date in connection with development of the Property, including without implied limitation, all development review approvals required under Chapter 13.09 of the City Municipal Code, excavation, grading, building, construction, encroachment or street improvement permits, Certificates of Occupancy, utility connection authorizations, or other permits or approvals necessary for the grading, construction, marketing, use and occupancy of the Project. ·

2.26 “Subsequent Land Use Regulations” means any Land Use Regulations adopted and effective after the Vesting Effective Date, provided such Land Use Regulations are consistent with the Reservation of Authority.

2.27 “Term”, “Initial Term”, “Extended Term” and “Second Extended Term” shall all have the meanings provided in paragraph 5.1 of this Agreement.

2.28 “Vesting Effective Date” means August 29, 2018, the date on which the Owner’s application for Vesting Tentative Map TM 2017-3 was deemed complete by the City.

### 3. DEVELOPMENT OF THE PROPERTY.

3.1 Rules, Regulations and Policies. Owner shall have the vested right, to the fullest extent allowed under the California Development Agreement Legislation, California Government Code sections 65864 *et seq.*, the currently existing provisions of Santee Municipal Code Chapter 13.09 and subject to the Reservation of Authority and as otherwise expressly restricted in this Agreement, to develop the Property in accordance with the Development Approvals and the Land Use Regulations applicable to and governing development of the Property in effect as of the Vesting Effective Date. Owner and the City may mutually agree that the Project will be subject to later enacted or amended Land Use Regulations governing development of the Property adopted after the Vesting Effective Date, provided that the Owner shall at all times comply with all of the conditions in the Development Approvals. The vested rights granted pursuant to this Section 3 shall be referred to as “Owner’s Vested Rights.”

3.2 Permitted Use, Density, Intensity of Use, Phasing. This Agreement shall vest Owner with the right to develop the Property pursuant to the Development Approvals, subject to the Reservation of Authority and except as expressly restricted in this Agreement, with respect to the permitted use(s) of land, density, and intensity of use(s), and timing and phasing of development as described in the Development Approvals and this Agreement. It is the express intention of the parties that Owner has the right to develop the Property in accordance with the Development Approvals and this Agreement. Owner shall have the right to develop the Property in such order, and at such a rate, and at such times as Owner deems appropriate subject only to the provisions of the Project and this Agreement. Unless this Agreement is amended pursuant to paragraph 10.5 of this Agreement, or unless by order of a court of competent jurisdiction, the Property shall not be subject to any subsequently enacted amendment of the General Plan, zoning, or subdivision ordinances by the City Council or by the initiative process that alters, or is in conflict with, the Project or this Agreement.

3.3 Maximum Height and Size of Structures. The maximum height and size for all structures shall be as provided in the City’s zoning ordinances as of the Vesting Effective Date, unless otherwise provided in the Development Approvals.

3.4 Reservation of Authority. The following Land Use Regulations, Subsequent Land Use Regulations or other requirements shall apply to the Property and the Project:

3.4.1 Processing fees and charges imposed by the City to cover the City's estimated or actual costs of reviewing and processing applications for the Project, providing inspections, conducting annual reviews, providing environmental analysis, or for monitoring compliance with this Agreement or any Development or Subsequent Development Approvals granted or issued, provided such fees and charges are in force and effect on a general basis on the date of filing such applications with the City. This paragraph shall not be construed to limit the authority of the City to charge its then-current, normal and customary application, processing, and permit fees for Project or Subsequent Development Approvals, building permits and other similar permits, which fees are designed to reimburse City's expenses attributable to such application, processing, and permitting and are in force and effect on a City-wide basis on the date of filing such applications with City, notwithstanding the fact that such fees may have been increased by City subsequent to the Effective Date.

3.4.2 Except as otherwise provided in this Agreement, City Impact Fees, monetary exactions or other mitigation requirements imposed by the City as a condition precedent to the issuance of any permit or approval to cover the impacts associated with the development of the Project, as required by the Development Approvals or Subsequent Development Approvals, provided such fees or other mitigation requirements are in force and effect on a general basis on the date of filing for such permit or approval with the City. This paragraph shall not be construed to limit the authority of the City to charge its then-current, normal and customary impact fees or other mitigation requirements in place at the time of the application for the permit or approval, notwithstanding the fact that such fees may have been increased by the City subsequent to the Effective Date.

3.4.3 Procedural regulations relating to hearing bodies, petitions, applications, notices, findings, records, hearings, reports, recommendations, appeals, and any other matter of procedure.

3.4.4 The following, provided that they are uniformly applied to all development projects within the City:

3.4.4.1 Uniform codes governing engineering and construction standards and specifications adopted by the City pursuant to state law. Such codes include, without limitation, the City's adopted version of the Uniform Administrative Code, California Building Code, California Plumbing Code, California Mechanical Code, California Electrical Code, and California Fire Code.

3.4.4.2 Local amendments to those uniform codes which are adopted by the City pursuant to state law, provided they pertain exclusively to the preservation of life and safety.

3.4.4.3 The City's standards and procedures regarding the granting of encroachment permits and the conveyance of rights and interests which provides for the use of or the entry upon public property.

3.4.4.4 The City's public improvement engineering ordinances, policies, rules, regulations and standards ("Public Works Standards") in effect on the Vesting Effective Date, subject to paragraphs 3.4.4.1, 3.4.4.2, 3.4.5 and 3.4.6 of this Agreement, and consistent with the Development Approvals.

3.4.5 Regulations which may be in conflict with this Agreement, but which are objectively required to protect the public health and safety.

3.4.6 State or federal laws or regulations which preempt local regulations or mandate local regulations or conditions that conflict with the development of the Project. This expressly includes mandates imposed through the Clean Water Act or the Porter-Cologne Water Quality Control Act.

3.4.7 Prior to exercising the Reservation of Authority provided in paragraphs 3.4.5 and 3.4.6, the City shall provide Owner with written notice of the state or federal law or regulation, or the regulation required to protect the public health and safety that conflicts with this Agreement, and a written explanation of the conflict created. Within ten (10) days of the City's written notice, City and Owner shall meet and confer in good faith in a reasonable attempt to apply the state or federal law, or the regulation required to protect the public health and safety, in a manner that is most consistent with this Agreement, best preserves the terms of this Agreement and that protects rights of Owner as derived from this Agreement, to the extent reasonably possible, while still following the applicable law or regulation. Failure of the City to provide this notice shall not relieve Owner of its obligation to comply with such law or regulation.

3.4.8 Owner shall be issued building permits for the Project after permit applications are reviewed and approved by City in the City's customary fashion for such review and approval.

3.4.9 The exercise of the power of eminent domain.

3.5 Vested Rights Upon Termination. Owner acknowledges that following termination of this Agreement, except as to any Development Approval or Subsequent Development Approval that has vested under state law without reliance on this Agreement, this Agreement shall no longer provide vested rights to the Project.

3.6 Compliance with CEQA. The City Council has found that the environmental impacts of the Project have been addressed in the Final Revised Environmental Impact Report for the Project ("Final Revised EIR") (SCH # 2005061118), including addenda to Final Revised EIR. Where the California Environmental Quality Act requires that an additional environmental analysis be performed in connection with a Subsequent Development Approval or other future discretionary approval granted by the City for the Project, the Owner shall pay all of the City's reasonable costs to perform that additional analysis.

3.7 Timing of Development. Because the California Supreme Court held in *Pardee Construction Co. v. City of Camarillo*, 37 Cal. 3d 465 (1984), that the failure of the parties in that case to provide for the timing of development resulted in a later-adopted initiative restricting

the timing of development to prevail over the parties' agreement, it is the specific intent of the Parties to provide for the timing of the Project in this Agreement. To do so, the Parties acknowledge and provide that, subject to express terms of this Agreement including, without limitation, the City's Reservation of Authority, Owner shall have the right, but not the obligation, to complete the Project in such order, at such rate, at such times, and in as many development phases and sub-phases as Owner deems appropriate in its sole subjective business judgment. An initial conceptual phasing plan for the Project is attached hereto as Exhibit "C" and incorporated herein.

3.8 Cooperation in Securing Other Governmental Approvals and Permits. The City agrees to make its staff reasonably available at Owner's expense to assist Owner in securing permits and approvals required by other governmental agencies relating to the Project. The City makes no representation that City staff assistance will, in fact, secure such permits and approvals and Owner acknowledges that City staff's assistance does not mean such permits and approvals shall be obtained.

3.9 MSCP Compliance and Mitigation Obligations. The Parties acknowledge that the City presently is processing the MSCP Santee Subarea Plan, which the parties acknowledge has not been adopted by the City as of the Effective Date. Once the City's MSCP Santee Subarea Plan is adopted and the City obtains its take authorization from the United States Fish and Wildlife Service ("USFWS") and the California Department of Fish and Wildlife ("CDFW"), the Project may obtain its take authorization from the City. Pending City take authorization, the Owner may seek take authorization through existing legal means (including Endangered Species Act Section 7 or Section 10).

#### 4. OWNER'S OBLIGATIONS AND PROVISION OF PUBLIC BENEFITS.

4.1 Significant Benefits. The City acknowledges that Owner is providing, through this Agreement, a number of significant public benefits to the City, including, but not limited to, the State Route 52 Improvements. Such significant public benefits shall be provided in the type and manner described in the Project and as set forth in this Agreement. Owner acknowledges that in exchange for these significant public benefits, the City has granted Owner the assurances set forth in this Agreement.

4.2 Assessment, Community Facilities, and Reimbursement Districts. Owner has, as part of its application for the Development Approvals, informed the City that it may request that the City form assessment districts or other community facilities financing districts to provide for funding of the facilities and/or services in the Project (the "Funding Mechanisms"). The City agrees (at Owner's expense and subject to Owner's entry into a Reimbursement Agreement acceptable to the City) to prepare for and conduct hearings to form the Funding Mechanisms, consistent with state law and the City's ordinances and policies, to provide for funding for the facilities and/or services in the Project. The City also agrees, if appropriate and consistent with Chapter 11.42 of the Santee Municipal Code, to prepare for and conduct hearings to form a reimbursement district or approve a reimbursement agreement, which will require subsequent developers/owners of property benefited by the construction of certain off-site facilities, as specified in the Development Approvals, to reimburse Owner in a legal and equitable manner (the "Reimbursement Mechanisms"). Owner acknowledges and agrees, however, that the

decision of the City Council to form or approve the Funding Mechanisms or the Reimbursement Mechanisms is an exercise of the legislative authority of the City Council, and that the City may not enter into a contract to obligate the City Council to exercise its legislative discretion in a particular manner. This Agreement does not, therefore, in any way create a contractual, legal or equitable obligation of or commitment by the City to approve any such Funding Mechanisms or Reimbursement Mechanisms. In the event that, prior to the issuance of a mass grading permit, the City Council, in accordance with the applicable discretionary standard, denies an application by Owner for the Funding Mechanisms or Reimbursement Mechanisms, or approves such applications on terms that differ from the City Council's adopted Goals and Policies or the applicable reimbursement provisions of the Santee Municipal Code for the Funding Mechanisms or Reimbursement Mechanisms as they existed as of the Effective Date, the Owner may, in its sole discretion, terminate this Agreement and the Development Approvals by providing the City with ninety (90) days written notice.

#### 4.3 Fire Station.

4.3.1 Owner shall be solely responsible for the costs of constructing, equipping, staffing, outfitting, maintaining, operating and dedicating to the City a permanent fire station (including, but not limited to, utilities, water and sewer) necessary and sufficient to provide fire and life safety services to the Project, in accordance with the terms of this paragraph 4.3 and the Development Approvals. Owner may elect first to construct, equip, staff, outfit, maintain and dedicate to the City a temporary fire station and then subsequently a permanent fire station, or Owner may elect to construct the permanent fire station only. Construction of either the temporary or the permanent station must be completed before issuance of the first COO for a dwelling unit (not including model homes) for the Project. If Owner elects to construct the temporary station, the construction of the permanent fire station must commence prior to the 750th COO for a dwelling unit and must be completed by the 1,250th COO for a dwelling unit, or within two (2) years of commencement of construction, whichever is earliest. Despite anything in this Agreement to the contrary, the permanent fire station must be completed no later than five (5) years from the lumber drop for the framing of the first dwelling unit in the Project.

4.3.2 The permanent fire station shall meet all of the specifications described in Exhibit "D" to this Agreement, as well as any additional requirements set forth in the Development Approvals. If the Owner elects to first construct the temporary fire station, the temporary fire station shall meet all the specifications described in Exhibit "E" to this Agreement, as well as any additional requirements set forth in the Development Approvals.

4.3.3 Both the permanent fire station and, if any, the temporary fire station shall be fully staffed twenty-four (24) hours a day, seven (7) days a week. Full staffing means a total of three (3) captains, three (3) engineers and three (3) firefighter/paramedics. Mandatory apparatus for the fire stations include one (1) Type I Fire Engine and one (1) type III wildland fire engine.

4.3.4 If Owner elects to first construct the temporary fire station, the temporary fire station must be located in an area which will meet a response time maximum of six (6) minutes to all areas of the Project. The final location of the temporary fire station must be approved by the Santee Fire Chief.



4.3.5 If the Owner elects to construct a temporary fire station, after completion of the permanent fire station, the City, at its sole election, may maintain ownership and use of the temporary fire station. If the City elects to maintain ownership and use of the temporary fire station, the City may continue to occupy the property on which the temporary fire station is located at its sole cost and expense, but without paying rent, for three (3) years prior to vacating the site, or, at its sole election and cost, to move the temporary fire station to a different location outside of the Property or within the Property with the Owner's consent. If the City elects not to maintain ownership and use of the temporary fire station, Owner shall be solely responsible for the temporary fire station.

4.3.6 Owner shall be and shall remain responsible for all recurring costs related to the fire station (both temporary or permanent), exclusive of subsequent one-time capital expenditures, as described in this paragraph 4.3, or a portion thereof, as set forth below, until such time as the ad valorem property tax revenue derived from the Property, and actually received by the City ("Ad Valorem Property Tax Revenue"), is sufficient to fund such recurring costs ("Fire Station Revenue Neutrality"). The City shall apply Ad Valorem Property Tax Revenue in excess of recurring costs to recurring costs incurred in subsequent years until such surplus is exhausted. In the event the Owner believes that Fire Station Revenue Neutrality is achieved, Owner shall provide the City with a Fire Station Revenue Neutrality report prepared by an independent third-party expert that documents the achievement of Fire Station Revenue Neutrality. The City shall cooperate with the expert and promptly provide any and all documents reasonably requested by the expert. The City shall have sixty (60) days to review the Fire Station Revenue Neutrality report and to provide Owner with a written response to the report. Moreover, Owner may conduct an audit, at its own expense, of the costs which the City claims to have incurred in connection with the fire station, and the City will cooperate with such audit by promptly providing documentation reasonably requested. If the Parties disagree that Fire Station Revenue Neutrality has been achieved, the Parties shall meet and confer to attempt to resolve the dispute. If the Parties cannot agree, the Parties may pursue remedies provided in this Agreement. Until a final determination is made regarding the achievement of Fire Station Revenue Neutrality, Owner shall remain responsible for its share of the recurring costs associated with the fire stations as calculated pursuant to this paragraph 4.3.

4.3.7 Until achievement of Fire Station Revenue Neutrality, the City shall annually notify Owner of the estimated costs associated with the temporary or permanent fire stations for the next fiscal year, after deducting therefrom any surplus Ad Valorem Property Tax Revenue remaining from prior years ("Fire Station Annual Estimate"). Owner shall quarterly advance to the City, starting July 1 of each year, one-fourth (1/4th) of the Fire Station Annual Estimate (the "Quarterly Advance"). City shall use the Quarterly Advance to pay for the costs of the temporary or permanent fire stations for each subsequent quarter of the fiscal year. If the Quarterly Advance is insufficient to pay for the City's actual costs for the temporary or permanent fire stations for that quarter, the City shall provide notice to Owner of the deficiency, setting forth, with appropriate backup documentation, the basis for the deficiency. Owner shall pay to the City the deficiency within thirty (30) days of receiving the notice of deficiency. If the City's actual costs are less than the Quarterly Advance for that quarter, the remaining balance in the Quarterly Advance will be used to offset the amount of the Quarterly Advance for the next quarter. The City shall provide Owner with a final annual report regarding actual costs and

associated Ad Valorem Property Tax Revenues, identifying any surplus or deficit, within ninety (90) days from the end of each fiscal year. Recurring fire station costs shall be limited to the categories and descriptions set forth in Exhibit "F" attached hereto.

#### 4.4 Public Facilities Construction and Maintenance.

4.4.1 General Obligations. Owner shall construct and dedicate to City certain park facilities and public amenities as provided for and as phased in the Development Approvals and in this Agreement. Other parks and amenities, as set forth in the Development Approvals, shall be constructed by Owner and public access will be granted by easement or other recorded document mutually acceptable to the Parties acknowledging that Owner shall maintain fee title and maintenance responsibilities for such parks and related amenities.

#### 4.4.2 The Community Park, Community Center, Aquatic Facility and Neighborhood Park #8.

4.4.2.1 Owner shall construct and dedicate to the City the Community Park. The Community Park shall include a publicly accessible Community Center at a size determined by the Owner, but in no event less than 7,000 or more than 10,000 square feet. Restrooms must be provided for in both the Community Park and the Community Center.

4.4.2.2 Owner shall commence design of the Community Park when it files its first final map for the Project. Owner shall commence construction of the Community Park at the time of its application for the first building permit within the Project. Owner shall complete construction of the Community Park no later than thirty-six (36) months from commencement of construction.

4.4.2.3 Following the City's acceptance of the Community Park, the City shall be solely responsible for programming of the activities in the Community Park and the Community Center. However, Owner shall maintain the Community Park and the Community Center at no expense to the City for two (2) years after acceptance by the City. All maintenance shall be performed consistent with, or exceed, City standards. After the termination of this two (2) year maintenance period, Owner shall convey the Community Park to the City and thereafter have no maintenance, expense or other obligation with regard thereto, which shall be the sole responsibility of the City.

4.4.2.4 The Community Park shall be designed and constructed in accordance with the Development Approvals, including, but not limited to, the conditional use permit for the Park.

4.4.2.5 The City's existing aquatics facility located in the City's Town Center Community Park is at capacity. In order to provide residents of the Project with access to an aquatics facility, Owner shall either fund the expansion of the City's existing aquatics facility or construct as part of the Project a publicly-accessible aquatic center, consisting, at a minimum, of a splash pad/play area of approximately 3,000 to 5,000 square feet. This splash pad/play area shall be located in either the Community Park or in Project's adjacent Village Center. If the Owner elects to construct the splash pad/play area in the Community Park,

the splash pad/play area shall be dedicated to the City, programed and maintained in the same manner as the Community Park and Community Center. Specifically, upon acceptance by the City, City will assume programming responsibility for the splash pad/play area, but Owner shall maintain the facility for an additional two (2) year period. At the end of that maintenance period, City shall be responsible for maintenance; provided, however, that Owner shall be solely responsible for all maintenance and operation costs for the aquatic facility improvements that exceed the splash pad/play area minimum. In the event Owner elects to provide the aquatic facility improvements in the Community Park, such improvements may be installed in a separate phase from the Community Park construction and completed not later than thirty-six (36) months from the application for the first building permit within the Project. The date for completion of the aquatic facility improvements may be extended up to two (2) years with the written approval of the City Manager. If the Owner elects to construct the splash pad/play area in the adjacent Village Center, the facility will be owned, operated and maintained by Owner, but shall be open to the general public.

4.4.2.6 Owner shall construct and dedicate to the City Neighborhood Park # 8 as described in the Development Approvals. Owner shall design, construct, maintain and deliver Neighborhood Park # 8 on the same schedule, and under the same conditions, as apply to the adjacent Community Park. The date for the completion of Neighborhood Park # 8 may be extended by up to two (2) years with the written approval of the City Manager.

4.4.3 Neighborhood Parks # 1 and # 5.

4.4.3.1 Owner shall commence design of Neighborhood Park #1 in Orchard Village upon the filing of the final map for that Village. Owner shall commence construction of Neighborhood Park #1 in Orchard Village upon application for the 500<sup>th</sup> building permit within that Village. Park construction shall be completed not more than twenty-four (24) months after commencement of construction. Park facilities shall be open and accessible to all residents of Santee on a first-come, first-served basis through an equitable and transparent reservation system. All programming and scheduling of City-sponsored recreation activities and private/public recreational activities within Neighborhood Park #1 shall be managed by the homeowners' association ("HOA") at no cost to the City. Specific scheduling and management of the recreational programming shall be negotiated and agreed to prior to final acceptance of the Park. Upon completion of Neighborhood Park #1, Owner shall grant public access in a form mutually acceptable to the Parties and recorded against said facilities in perpetuity. Owner, and the successor HOA, shall own, maintain and program Neighborhood Park #1 at no cost to the City. Neighborhood Park #1 will generate no revenue to the City through programming.

4.4.3.2 Owner shall commence design of Neighborhood Park # 5 in Vineyard Village upon the filing of the final map for that Village. Owner shall commence construction of Neighborhood Park #5 in Vineyard Village upon the application for the first building permit within that Village. Park construction shall be completed not more than twenty-four (24) months after commencement of construction. Park facilities shall be open and accessible to all residents of Santee on a first-come, first-served basis through an equitable and transparent reservation system. All programming and scheduling of City-sponsored recreation activities and private/public recreational activities within Neighborhood Park #5 shall be

managed by the HOA at no cost to the City. Specific scheduling and management of the recreational programming shall be negotiated and agreed to prior to final acceptance of the Park. Upon completion of Neighborhood Park #5, Owner shall grant public access in a form mutually acceptable to the Parties and recorded against said facilities in perpetuity. Owner, and the successor HOA, shall own, maintain and program Neighborhood Park #5 at no cost to the City. Neighborhood Park #5 will generate no revenue to the City through programming.

4.4.3.3 Neighborhood Park # 1 in Orchard Village and Neighborhood Park # 5 in Vineyard Village shall be designed and constructed pursuant to the Development Approvals. Restrooms are an essential element within these neighborhood parks.

4.4.4 Cost Recovery for Programming of Neighborhood Parks #1-#7. Owner or HOA may charge users availing themselves of any of the HOA or Owner maintained Neighborhood Parks (Parks #1-#7) a recreational programming fee necessary to cover expenses reasonably incurred by Owner or HOA in connection with the programming of those Neighborhood Parks.

4.4.5 Owner shall receive a credit against the payment of park fees because Owner is meeting its park acreage requirements on-site with the provision of approximately 46-48 acres of completed parkland and associated Community Center. Owner shall be credited up to 33.3% of the required public facilities fee for the cost incurred in construction of the Community Center and the splash pad/play area.

#### 4.5 SR-52 Improvements.

4.5.1 Prior to the Effective Date of this Agreement, Owner has expended approximately \$5,000,000 to fund feasibility studies and other efforts related to the State Route 52 Improvements. Owner shall expend approximately \$5,000,000 in addition to fund the State Route 52 Improvements pursuant to an agreement with Caltrans dated June 30, 2020. Owner shall, in its sole discretion, provide additional support during the Term to facilitate the funding and construction of future phases of improvements to State Route 52.

4.5.2 The Parties acknowledge and agree that the State Route 52 Improvements are of critical importance to the residents of Santee and the future residents of Fanita Ranch. Therefore, in addition to the funding obligations set forth in paragraph 4.5.1, the Parties agree that the City will not issue, and Owner will not request, certificates of occupancy for any residential dwelling units within the Project until the State Route 52 Improvements are substantially complete.

4.5.3 In addition to the above, Owner shall pay to the City the sum of \$5,000,000 in four (4) equal installments of \$1,250,000 upon the issuance of the 500th, 1,000th, 1,500th and 2,000th EDU to be used by the City to fund State Route 52 Improvements, or other transportation infrastructure of significant importance intended to ease traffic congestion as determined by the City Council.

#### 4.6 Major Roadway Improvements.

4.6.1 Owner shall construct Fanita Parkway from Mast Boulevard to Ganley Road and extend Fanita Parkway into the Project as identified in the Development Approvals (specifically VTM 2017-3 and traffic mitigation measures, as applicable) such that the facilities achieve Roadway Substantial Completion prior to the issuance of the first certification of occupancy for the Project. The City shall accept the dedication of the full length of Fanita Parkway; provided, however, that the City will not accept nor be responsible for excess land outside the dedicated right-of-way.

4.6.2 Owner shall construct Cuyamaca Street from Mast Boulevard to Chaparral Drive and extend Cuyamaca Street into the Project as identified in the Development Approvals (specifically VTM 2017-3 and traffic mitigation measures, as applicable, including measures contained in the Mitigation, Monitoring and Reporting Program) such that the facilities achieve Roadway Substantial Completion prior to the issuance of the 500th EDU for the Project. Prior to the issuance of the certificate of occupancy for the 30th EDU for the Project, Owner shall ensure two points of access to the Project consistent with the Development Approvals by installing an all-weather access road into the Project at this location to the satisfaction of the Fire Chief.

#### 4.7 Advancement of Funds for MSCP Santee Subarea Plan and Related Documents.

By separate agreement, Owner has committed to pay for, and has in fact paid, the City's costs incurred in connection with the processing of environmental documents for the City's MSCP Subarea Plan. This contribution by Owner provides a significant public benefit and is acknowledged by the City as a basis for providing the assurances of this Agreement.

4.8 Open Space Dedications and Habitat Management. Owner shall make the open space dedications required by the Development Approvals and shall, at no cost to City, identify a funding source, in perpetuity, for the management of the MSCP preserve areas within the Project, and specified mitigation areas, in a manner consistent with the Development Approvals. The Owner's dedication of open space and identification of funding, in perpetuity, for the management provides a significant public benefit and is acknowledged by the City as a basis for providing the assurances of this Agreement.

4.9 Offsite Landscape Maintenance Responsibilities and Funding. The Project includes the extension of Cuyamaca Street and Fanita Parkway into the Property, and the construction of median and parkway landscaping, sidewalks, bioswales and related improvements. Owner agrees to hold the City harmless from and be fully responsible for the actual costs of the landscape maintenance associated with the Cuyamaca Street and Fanita Parkway landscape improvements for a period of five (5) years following City Council acceptance of the public right-of-way and improvements. Owner has the right, but not the obligation, to extend its maintenance of these facilities for five (5) additional separate one (1) year periods, by giving written notice to the City ninety (90) days before the end date of the current maintenance period. If the Owner does not extend the maintenance period, the City shall thereafter be responsible for all maintenance (except bioswales) and the cost thereof. The cost of the maintenance will be provided by either a landscape maintenance district, community services or facilities district or other funding source identified by the Owner. Owner may apply to the

City and the City agrees to consider the creation of a community services district, community facilities district or landscape maintenance district to fund, among other things, the costs of maintaining the landscaping specified in this paragraph. The City's consideration of such a Funding Mechanism is governed by the provision of this Agreement.

4.10 Allocation of Maintenance Responsibilities for the Project. Ongoing maintenance for onsite and offsite improvements associated with the Project will vary over time as described in this Agreement and in the Development Approvals. Responsibility for maintenance may first be with the Owner, but may later transfer to the HOA or the City. A chart depicting the long-term maintenance obligations of the Owner, the HOA and the City is attached hereto as Exhibit "G".

4.11 Payment of City Impact Fees Generally. In addition to all other fees required by the Development Approvals, Owner shall pay the City the City Impact Fees and all processing fees, per unit, in effect at the time the City issues a building permit for the unit(s) in accordance with this paragraph 4.11. As used in this Agreement, the City's Impact Fees mean (i) traffic impact fees, (ii) traffic signal fees, (iii) public facilities fees, and (iv) regional traffic impact fees created through the SANDAG Transnet Extension. The City has determined that drainage fees are inapplicable to the Project given the drainage infrastructure to be installed by Owner as a condition of approval and the reduction in drainage flows to the City's public stormwater system from the Property as a result of the Project. Subject to the terms of this Agreement, Owner agrees to pay these City Impact Fees, and all processing fees, in the amounts in effect at the time the City issues a building permit for the unit(s). Owner waives and releases (including a waiver of Civil Code section 1542) the City from any legal or equitable challenge to the City Impact Fees, as they currently exist or as they may be periodically adjusted by the City through the City's CPI adjustment process existing as of the Vesting Effective Date. With regard to the regional traffic fee, Owner waives and releases (including a Civil Code Section 1542 waiver) the City from any legal or equitable challenge to the regional traffic impact fee as long as the City's adopted fee is equal to or less than the SANDAG nexus fee study fee amount. With regard to all other future adjustments to the City Impact Fees, Owner retains all legal rights and remedies with regard to such increases. Due to the significant dedication of public park lands within the Project, City shall not charge the Owner any otherwise applicable park in lieu fee (Quimby Act fee). The Parties anticipate that Owner will qualify for certain credits against the City Impact Fees, given the extensive public infrastructure and facilities required for the Project. Owner shall make application for fee credits to the City pursuant to the City's current reimbursement policy, including Legislative Policy Memorandum 93-1. The City may consider future adjustments to its traffic impact fee program, and upon request by Owner will in good faith consider sponsoring proposed amendments to SANDAG regarding the use of regional traffic fees, that may permit Owner to apply for fee credits for the offsite roadway improvements being constructed as part of the Project, or to allow the City to use regional traffic fees to help fund those improvements. The estimated City Impact Fees as of the Effective Date of this Development Agreement are set forth in Exhibit "H" to this Agreement for reference purposes only.

4.12 Other Significant Public Benefits Provided by Owner. In addition to the significant public benefits provided by Owner above, and beyond any obligations required in the Development Approval, Owner shall provide the following four additional significant public benefits:

4.12.1 Funding for Affordable Housing. Owner shall pay to the City the sum of Two Million Six Hundred Thousand Dollars (\$2,600,000.00) to be used by the City to fund the construction within the City of affordable housing. The City shall place these funds in a separate account and shall only use these funds for the purposes of funding or supporting affordable housing consistent with the City's Housing Element and state law. Owner shall make this payment in three equal installments. The first payment shall be due on or before the issuance of the first COO for the Project; the second payment shall be due on or before the issuance of the 500th COO for the Project; and the third payment shall be due on or before the issuance of the 750th COO for the Project.

4.12.2 Funding of Off-Site Infrastructure Improvement Project. Owner shall pay to the City the sum of Two Million Six Hundred Thousand Dollars (\$2,600,000.00) to be used by the City to fund an off-site infrastructure improvement project identified in the City Capital Improvement Program. Owner shall make this payment not later than the date on which the City issues the first grading permit for the Project.

4.12.3 Fiber Optics. Owner shall install as part of its new construction work on the Project a fiber optics interconnect system that includes a minimum of 3-inch conduit, pull boxes and pull rope. The alignment of the conduit shall follow the utility joint trench or street light conduit routing for the Project. The conduit shall be provided to serve the new Fire Station, Community Park and Neighborhood Park # 8. Owner shall provide that all new traffic signals be connected with this fiber optic interconnect system at the closest existing connection point. Owner's obligation regarding fiber optics only extends to new construction work that is being done as part of the Project.

## 5. TERMS AND TERMINATION.

5.1 Term of Agreement. The term shall commence on the Effective Date. The initial term shall continue for a period of twenty (20) years from the Effective Date (the "Initial Term"). The Initial Term shall automatically be extended for an additional five (5) years (the "Extended Term") if, prior to the end of the Initial Term, Owner receives certificates of occupancy for one thousand (1,000) residential units within the Project. The Initial Term and the Extended Term may thereafter be extended again for an additional five (5) years (the "Second Extended Term") if, prior to the end of the Extended Term, Owner receives certificates of occupancy for two thousand (2,000) residential dwelling units within the Project. The combined time periods of the Initial Term, Extended Term and Second Extended Term are referred to herein as the "Term," subject to the following:

5.1.1 The Term shall be extended for periods equal to the time during which:

5.1.1.1 Litigation is pending which challenges any matter, including without limitation compliance with CEQA or any other local, state, or federal law,

related in any way to the approval or implementation of all or any part of the Development Approvals. Any such extension shall be equal to the time between the filing of litigation, on the one hand, and the entry of final judgment or dismissal, on the other.

5.1.1.2 Any other delay occurs which is beyond the control of the Parties, as described in paragraph 10.16.

5.1.2 During the Term, certain portions of the Property may be released from this Agreement as provided elsewhere in this Agreement.

5.1.3 As provided in paragraph 5.2 and elsewhere within this Agreement, the Term may end earlier than the end of the Term as specified in this Agreement.

5.2 Termination. This Agreement shall be deemed terminated and of no further effect upon the earlier occurrence of any of the following events:

5.2.1 Expiration of the Term as set forth in paragraph 5.1;

5.2.2 Entry of a final judgment setting aside, voiding, or annulling the adoption of the ordinance by which this Agreement was approved;

5.2.3 The adoption of a referendum measure overriding or repealing the ordinance by which this Agreement was approved;

5.2.4 Completion of the Project in accordance with the terms of this Agreement, including issuance of all required occupancy permits and acceptance, as required by state law, by City, or the applicable public agency, of all required dedications and the satisfaction of all of Owner's obligations under this Agreement; and

5.2.5 As may be provided by other specific provisions of this Agreement.

5.3 Effect of Termination. Unless as otherwise expressly provided in this Agreement, upon any termination of this Agreement, the only rights or obligations under this Agreement which either Party shall have are:

5.3.1 The completion of obligations which were to have been performed prior to termination, other than those which are separately addressed by this Agreement;

5.3.2 The performance and cure rights set forth in paragraph 8.3; and

5.3.3 Those obligations that are specifically set forth as surviving this Agreement, such as those described in Section 7 of this Agreement.

5.4 Release of Obligations With Respect to Individual Lots Upon Certification of Occupancy. Notwithstanding any other provision of this Agreement:



5.4.1 When any individual lot has been finally subdivided and sold, leased, or made available for lease to a member of the public or any other ultimate user, and a certificate of occupancy has been obtained for the building(s) on the lot, that lot and its owner shall have no further obligations under and shall be released from this Agreement.

5.4.2 Upon the conveyance of any lot, parcel, or other property, whether residential, commercial, or open space, to a homeowners' association, property owners' association, or public or quasi-public entity, that lot, parcel, or property and its owner shall have no further obligations under and shall be released from this Agreement, except as it relates to ongoing maintenance or other HOA obligations identified in this Agreement as remaining with the HOA.

5.4.3 No formal action by the City is required to effect this release, but, upon Owner's request, City shall sign an estoppel certificate or other document to evidence the release.

#### 5.5 Term of Map(s) and Other Development Approvals.

5.5.1 Subdivision Maps. Pursuant to Government Code Section 66452.6, the term of all subdivision or parcel maps that are approved for all or any portion of the Project on the Property shall be automatically extended to a date coincident with the Term and, where not prohibited by State law, with any extension of the Term.

5.5.2 Other Development Approvals. Pursuant to Government Code Section 65863.9, the Development Approvals shall automatically be extended for a term ending concurrently with the applicable subdivision maps for the Project.

### 6. ANNUAL REVIEW.

6.1 Timing of Annual Review. Pursuant to Government Code Section 65865.1, at least once during every twelve (12) month period of the Term, City shall review the good faith compliance of Owner with the terms of this Agreement ("Annual Review").

6.2 Standards for Annual Review. During the Annual Review, Owner shall be required to demonstrate good faith compliance with the terms of this Agreement. "Good faith compliance" shall be established if Owner is in compliance with the terms and conditions of this Agreement. If the City Council or its designee finds and determines that Owner is not in good faith compliance, then City may proceed in accordance with paragraph 8.1 pertaining to the potential default of Owner and the opportunities for cure. Owner shall pay the City's reasonable fees and costs incurred in connection with the Annual Review.

6.3 Procedures for Annual Review. The Annual Review shall be conducted by the City Manager or designee. Owner shall be given a minimum of sixty (60) days' notice of any date scheduled for an Annual Review.

6.4 Certificate of Compliance. At any time during any year that the City Manager or designee finds that Owner is not in default under this Agreement, City shall, upon written request

by Owner, provide Owner with a written certificate of good faith compliance within fifteen (15) days of City's receipt of that request.

## 7. THIRD PARTY LITIGATION.

7.1 No Liability for Development Approvals. City shall not have any liability, whether through equitable or legal arguments, under this Agreement or the associated Development Approvals, for any failure of City to perform under this Agreement, or for the inability of Owner to develop the Property as contemplated by the Development Approvals or this Agreement, if such failure or inability is the result of a judicial determination directing the rescission of the Development Approvals at issue.

7.2 Third Party Litigation Concerning Project or Agreement. Owner shall, at Owner's expense, defend, indemnify, and hold City, its officers, employees and independent contractors engaged in Project planning, approval or implementation, harmless from any third-party claim, action or proceeding against City, its agents, officers or employees to attack, set aside, void, or annul the Development Approvals, Subsequent Development Approvals or this Agreement, including without limitation claims based upon the California Environmental Quality Act, zoning and planning law or the asserted applicability of initiative(s). City shall promptly notify Owner of any such claim, action or proceeding, and City shall reasonably cooperate in the defense. City may in its discretion participate in the defense of any such claim, action or proceeding. If the City uses its discretion to participate in the defense of any such claim, action or proceeding, the Owner shall pay the City's attorneys' fees and litigation costs reasonably incurred in that defense.

7.3 Indemnity. In addition to the other provisions of Section 7 of this Agreement, Owner shall indemnify, defend and hold City, its officers, agents, employees and independent contractors, engaged in Project planning or implementation, free and harmless from any third-party liability or claims based or alleged upon any act or omission of Owner, its officers, agents, employees, subcontractors and independent contractors, for property damage, bodily injury or death (Owner's employees included) or any other element of damage of any kind or nature, relating to or arising from development of the Project, except for claims for damages arising through the negligence or willful misconduct of City, its officers, agents, employees and independent contractors. Owner shall defend, at Owner's expense, including attorneys' fees, City, its officers, agents, employees and independent contractors in any legal action based upon such alleged acts or omissions of Owner. City may in its discretion participate in the defense of any such legal claim, action, or proceeding. If the City uses its discretion to participate in the defense of any such claim, action or proceeding, the Owner shall pay the City's attorneys' fees and litigation costs reasonably incurred in that defense.

7.4 Environmental Contamination. Owner shall indemnify and hold City, its officers, agents, and employees free and harmless from any liability, based or alleged, upon any act or omission of Owner, its officers, agents, employees, subcontractors, predecessors in interest, successors, assigns, and independent contractors, resulting in any violation of any federal, state or local law, ordinance or regulation relating to industrial hygiene or to environmental conditions on, under, or about the Property, including, but not limited to, soil and groundwater conditions, and Owner shall defend, at its expense, including attorneys' fees, City, its officers, agents and

employees in any action based or asserted upon any such alleged act or omission. City may in its discretion participate in the defense of any such claim, action, or proceeding. If the City uses its discretion to participate in the defense of any such claim, action or proceeding, Owner shall pay the City's reasonable attorneys' fees and litigation costs reasonably incurred in that defense.

7.5 City to Approve Counsel. With respect to this Section 7, , the City reserves the right to approve the attorney(s) that Owner selects, hires and otherwise engages to defend the City hereunder, which approval shall not be unreasonably withheld.

7.6 Survival. The provisions of this Section 7 shall survive the termination, cancellation, or expiration of this Agreement for a period of five (5) years.

## 8. DEFAULTS AND REMEDIES.

8.1 Default by Owner. Owner shall be in default of this Agreement if it does any or any combination of the following:

8.1.1 Willfully violates any order, ruling or decision of any administrative or judicial body having jurisdiction over the Property or the Project. Owner may contest any such order, ruling or decision by appropriate proceedings conducted in good faith, in which event no default of this Agreement shall be deemed to have occurred until there is a final, non-appealable judicial decision that Owner willfully violated such obligation.

8.1.2 Fails to cure a material breach of this Agreement within the time set forth in a written notice of default from the City.

8.2 Default by City. The City shall be in default of this Agreement only if it fails to cure a material breach of this Agreement within the time set forth in a written notice of default from the Owner to the City.

8.3 Notice and Termination. A Party alleging a default by any other Party shall serve written notice thereof. Each such notice shall state with specificity all of the following:

8.3.1 The nature of the alleged default, with reference to the specific paragraphs of the Agreement that are alleged to have been breached and the specific facts supporting those allegations;

8.3.2 The manner in which the alleged default may be satisfactorily cured.

8.3.3 A period of time in which the default may be cured. The notice of default shall allow at least sixty (60) days to cure the default. If the default is of such a nature as not to be susceptible of cure within sixty (60) days using diligent efforts, then the defaulting Party shall only be deemed to have failed to cure the default if it fails diligently to commence such cure within sixty (60) days or if it fails diligently to prosecute such cure to its conclusion.

8.4 Default Remedies. A Party who complies with the notice of default and opportunity to cure requirements of paragraph 8.3 may, at its option, institute legal action to cure, correct, or remedy the alleged default as provided in this Agreement.

8.5 Owner's Remedy. The Owner acknowledges that the City would not have entered into this Agreement if it were to be liable in damages under or with respect to all or any part of the development of the Project on the Property. Accordingly, Owner shall not sue the City for damages or monetary relief for any matter related to the development of the Project on the Property. Owner's litigation remedies shall be limited to declaratory and injunctive relief, mandate, and specific performance.

8.6 City's Remedy. In the event of an uncured default by Owner, the City may pursue any and all available legal or equity remedies for the default, with the exception of damages or monetary relief related to the failure of the Owner to develop the Project on the Property.

8.7 Waiver; Remedies Cumulative. All waivers of performance must be in a writing signed by the Party granting the waiver. There are no implied waivers. Failure by City or Owner to insist upon the strict performance of any provision of this Agreement, irrespective of the length of time for which such failure continues, shall not constitute a waiver of the right to demand strict compliance with this Agreement in the future. A written waiver affects only the specific matter waived and defines the performance waived and the duration of the waiver. Unless expressly stated in a written waiver, future performance of the same or any other condition is not waived. A Party who complies with the notice of default and opportunity to cure requirements of paragraph 8.3, where applicable, and elects to pursue a legal or equitable remedy available under this Agreement does not waive its right to pursue any other remedy available under this Agreement, unless prohibited by statute, court rules, or judicial precedent. Delays, tolling, and other actions arising under paragraph 10.16 shall not be considered waivers subject to this paragraph 8.7.

8.8 Alternative Dispute Resolution. Any dispute between the Parties may, upon the mutual agreement of the Parties, may be submitted to mediation, binding arbitration, or any other mutually agreeable form of alternative dispute resolution. Neither Party shall be obligated to consent to such alternative dispute resolution. While an alternative dispute process is pending, the statute of limitation shall be tolled for any claim or cause of action which either of the Parties may have against the other.

## 9. ENCUMBRANCES, ASSIGNMENTS, AND RELEASES.

9.1 Discretion to Encumber. This Agreement shall not prevent or limit Owner, in any manner, at Owner's sole discretion, from encumbering some or all of the Property or any improvement on the Property by any mortgage, deed of trust, or other security device to secure financing related to the Property or the Project. Notwithstanding the foregoing, any project or property shall be free and clear of all liens and encumbrances other than those previously approved in writing by the City prior to transfer to the City.

9.2 Mortgagee Protection. City acknowledges that the lender(s) providing financing secured by the Property and/or its improvements may require certain Agreement interpretations and modifications. City shall, at any time requested by Owner or the lender, meet with Owner and representatives of such lender(s) to negotiate in good faith any such interpretation or modification. City will not unreasonably withhold or delay its consent to any requested

interpretation or modification provided such interpretation or modification is consistent with the intent and purposes of this Agreement. Any mortgagee of the Property shall be entitled to the following rights and privileges:

9.2.1 Neither entering into this Agreement nor a breach of this Agreement shall defeat, render invalid, diminish, or impair the lien of any mortgage or deed of trust on the Property made in good faith and for value.

9.2.2 If City timely receives a request from a mortgagee requesting a copy of any notice of default given to Owner under the terms of this Agreement, City shall provide a copy of that notice to the mortgagee within ten (10) days of sending the notice of default to Owner. The mortgagee shall have the right, but not the obligation, to cure the default during the remaining cure period allowed Owner under paragraph 8.3.3 of this Agreement.

9.2.3 Except as otherwise provided within this Agreement, any mortgagee who comes into possession of some or all of the Property pursuant to foreclosure of a mortgage or deed of trust, or deed in lieu of such foreclosure or otherwise, shall:

9.2.3.1 Take that property subject to the terms of this Agreement and as Owner's successor;

9.2.3.2 Have the rights and obligations of an assignee as set forth in paragraphs 9.4 and 9.5;

9.2.3.3 Have the right to rely on the provisions of paragraph 9.5 of this Agreement, provided that any development proposed by the mortgagee is in substantial conformance with the terms of this Agreement; and

9.2.3.4 Not be liable for any defaults, whether material or immaterial, or monetary obligations of Owner arising prior to acquisition of title to the Property by the mortgagee, except that the mortgagee may not pursue development pursuant to this Agreement until all delinquent and current fees and other monetary obligations due under this Agreement for the portions of the Property acquired by the mortgagee have been paid to City.

9.3 Estoppel Certificate. Within ten (10) business days following a written request by either of the Parties, the other Party shall execute and deliver to the requesting Party a statement certifying that (i) either this Agreement is unmodified and in full force and effect or there have been specified (date and nature) modifications to the Agreement, but it remains in full force and effect as modified; and (ii) either there are no known current uncured defaults under this Agreement or that the responding Party alleges that specified (date and nature) defaults exist. The statement shall also provide any other reasonable information requested. The failure to timely deliver this statement shall constitute a conclusive presumption that this Agreement is in full force and effect without modification, except as may be represented by the requesting Party and that there are no uncured defaults in the performance of the requesting Party, except as may be represented by the requesting Party. Owner shall pay to City all reasonable administrative costs incurred by City in connection with the issuance of estoppel certificates under this paragraph prior to City's issuance of such certificates.

9.4 Transfer or Assignment. Subject to paragraphs 9.5 and 9.6, Owner shall have the right to sell, transfer, or assign its rights and obligations under this Agreement in connection with a transfer of Owner's interest in all, any portion of, or any interest in the Property. No assignment shall be made unless made together with the sale, transfer, or assignment of all or any portion of Owner's interest in the Property. At least thirty (30) business days prior to the effective date of any assignment, Owner shall notify City in writing of the proposed assignment and provide City with an Assignment and Assumption Agreement, in a form substantially similar to Exhibit "T", executed by the purchaser, transferee, or assignee to expressly and unconditionally assume all duties and obligations of Owner under this Agreement remaining to be performed at the time of the assignment.

9.5 Effect of Assignment. Subject to paragraph 9.6 and unless otherwise stated within the assignment, upon an assignment:

9.5.1 The assignee shall be liable for the performance of all obligations of Owner with respect to transferred property, but shall have no obligations with respect to the portions of the Property, if any, not transferred.

9.5.2 The owner of the remaining Property shall be liable for the performance of all obligations of Owner with respect to remaining Property, but shall have no further obligations with respect to the portion of the Property transferred.

9.5.3 The assignee's exercise, use, and enjoyment of the transferred Property shall be subject to the terms of this Agreement and the assignee shall have all of the rights under this Agreement to the same extent as if the assignee were the Owner.

9.6 City's Consent. An Owner shall not be released from its obligations with respect to the transferred Property until it has obtained the City's reasonable consent to the transfer or assignment of all or a portion of this Agreement, which consent shall not be unreasonably withheld, conditioned or delayed.

## 10. MISCELLANEOUS PROVISIONS.

10.1 Rules of Construction. The singular includes the plural; the masculine gender includes the feminine; "shall" is mandatory; "may" is permissive.

10.2 Binding Effect of Agreement. This Agreement shall be recorded against the Property and shall run with the land. Until released or terminated pursuant to the provisions of this Agreement or until Owner has fully performed its obligations arising out of this Agreement, no portion of the Property shall be released from this Agreement.

10.3 Entire Agreement. This Agreement constitutes the entire understanding and agreement of City and Owner with respect to the matters set forth in this Agreement. This Agreement supersedes all negotiations or previous agreements between City and Owner respecting the subject matter of this Agreement.

10.4 Recorded Statement Upon Termination. Upon the completion of performance of this Agreement or its cancellation or termination, a statement evidencing completion,

cancellation, or termination signed by the appropriate agents of City, shall be recorded in the Official Records of San Diego County, California.

10.5 Amendment or Cancellation of Agreement. This Agreement may be amended from time to time or canceled only by the written consent of both City and Owner in the same manner as its adoption, as set forth in California Government Code Section 65868. Any amendment or cancellation shall be in a form suitable for recording in the Official Records of San Diego County, California. An amendment or other modification of this Agreement will continue to relate back to the Effective Date of this Agreement (as opposed to the effective date of the amendment or modification), unless the amendment or modification expressly states otherwise.

10.6 Minor Changes/Operating Memorandum. The provisions of this Agreement require a close degree of cooperation between the Parties. It is anticipated that minor changes to the Project may be required from time to time to accommodate design changes, engineering changes, and other refinements related to the details of the Parties' performance. Minor changes are those changes to the Project that are otherwise consistent with the Development Approvals, and which do not result in the introduction of a new use, an overall increase in project density, significant new or an increase in the severity of previously identified significant environmental impacts that cannot be mitigated, or violations of any applicable health and safety regulations in effect on the Effective Date. Accordingly, the Parties may mutually consent to adopting minor changes through their signing of an operating memorandum reflecting the minor changes. Neither the minor changes nor any operating memorandum shall require public notice or hearing. The City Attorney and City Manager shall be authorized to determine whether proposed modifications and refinements are minor changes subject to this paragraph or more significant changes requiring amendment of this Agreement. The City Manager may execute any operating memorandum for minor changes without City Council action. Minor changes would include, without limitation, minor boundary or lot line adjustments necessary to properly reflect the applicability of this Agreement in the chain of title.

10.7 Project as a Private Undertaking. It is specifically understood by City and Owner that (i) the Project is a private development; (ii) City has no interest in or responsibilities for or duty to third parties concerning any improvements to the Property unless City accepts the improvements pursuant to the provisions of this Agreement or in connection with subdivision map approvals; and (iii) Owner shall have the full power and exclusive control of the Property, subject to the obligations of Owner set forth in this Agreement.

10.8 Incorporation of Recitals. Each of the Recitals set forth at the beginning of this Agreement are part of this Agreement.

10.9 Captions. The captions of this Agreement are for convenience and reference only and shall not define, explain, modify, construe, limit, amplify, or aid in the interpretation, construction, or meaning of any of the provisions of this Agreement.

10.10 Consent. Where the consent or approval of City or Owner is needed to implement Development under this Agreement, the consent or approval shall not be unreasonably withheld, delayed, or conditioned.

10.11 Covenant of Cooperation. City and Owner shall cooperate and deal with each other in good faith and assist each other in the performance of the provisions of this Agreement.

10.12 Execution and Recording. The City Clerk shall cause a copy of this Agreement to be signed by the appropriate representatives of the City and recorded with the Office of the County Recorder of San Diego County, California, within ten (10) days following the Effective Date. The failure of the City to sign and/or record this Agreement or notice thereof shall not affect the validity of and binding obligations set forth within this Agreement.

10.13 Relationship of City and Owner. The contractual relationship between City and Owner arising out of this Agreement is one of independent contractor and not agency. This Agreement does not create any third-party beneficiary rights.

10.14 Notices. All notices, demands, and correspondence required or permitted by this Agreement shall be in writing and delivered in person, sent by electronic mail, or mailed by first class or certified mail, postage prepaid, addressed as follows:

If to City, to:	City of Santee Attn: City Manager 10601 Magnolia Avenue Santee, CA 92071-1222
With a copy to:	Shawn Hagerty, Esq. City Attorney Best Best & Krieger LLP 655 West Broadway, Suite 1500 San Diego, CA 92101
If to Owner, to:	HomeFed Fanita Rancho LLC Attn: General Manager 1903 Wright Place, Suite 220 Carlsbad, CA 92008-6584
With a copy to:	Jeffrey A. Chine, Esq. Allen Matkins Leck Gamble Mallory & Natsis LLP 600 West Broadway, 27 <sup>th</sup> Floor San Diego, CA 92101

City or Owner may change its address by giving notice in writing to each of the other names and addresses listed above. Thereafter, notices, demands, and correspondence shall be addressed and transmitted to the new address. Notice shall be deemed given upon personal delivery, the date of actual receipt or, if mailed, not later than two (2) business days following deposit in the United States mail.

10.15 Waiver of Right to Protest. Execution of this Agreement is made by Owner without protest. Owner knowingly and willingly waives any rights it may have under Government Code section 66020 or any other provision of law to protest the imposition of any



fees, dedications, reservations, or other exactions imposed on the Project as authorized by this Agreement and the Development Approvals.

10.16 Delay for Events Beyond the Parties' Control. Delay of performance by either Party of its obligations under this Agreement shall not be deemed a breach of the Agreement and the Term shall be extended, for periods equal to the time during which:

10.16.1 Litigation is pending which challenges any matter, including compliance with CEQA or any other local, state, or federal law, related in any way to the approval or implementation of all or any part of the Development Approvals or Subsequent Development Approvals. Any such extension shall be equal to the time between the filing of litigation, on the one hand, and the entry of final judgment or dismissal, on the other.

10.16.2 A delay is caused by reason of any event that cannot reasonably be anticipated or controlled by the City or Owner which prevents or delays performance by City or Owner of obligations under this Agreement. Such events shall include, by way of example and not limitation, acts of nature, riots, strikes, pandemics or damage to work in process by reason of fire, mud, rain, floods, earthquake, or other such casualties. Such an event does not include a market or business downturn, recession or other change in the business cycle.

10.16.3 All extensions shall be cumulative. If City or Owner seeks excuse from performance for the period of a delay, it shall provide written notice of such delay to the other within ninety (90) days of the commencement of such delay. If the delay or default, whether material or immaterial, is due to an event that cannot be reasonably anticipated or controlled by City or Owner it shall be excused, and an extension of time for such cause shall be granted in writing for the period of the enforced delay, or longer as may be mutually agreed upon. In the event of a disagreement between the Parties with respect to whether this paragraph applies to a particular delay, a Party may file an action for judicial review of the matter, including requests for declaratory and/or injunctive relief. The right to seek judicial review shall not limit any other remedies, whether legal or equitable, to which the Party may be entitled.

10.17 Interpretation and Governing Law. In any dispute regarding this Agreement, the Agreement shall be governed and interpreted in accordance with the laws of the State of California. Venue for any litigation concerning this Agreement shall be in San Diego County, California.

10.18 Time of Essence. Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.

10.19 Successors and Assigns. This Agreement shall be binding upon and inure to the benefit of the Parties and their respective successors and assigns.

10.20 Future Litigation Expenses.

10.20.1 Payment to Prevailing Party. If either Party brings a legal or equitable proceeding against the other Party which arises in any way out of this Agreement, the prevailing

Party shall be entitled to recover its reasonable attorneys' fees and all other reasonable costs and expenses incurred in that proceeding.

10.20.2 Scope of Fees. Attorneys' fees under this paragraph shall include attorneys' fees on any appeal and in any post-judgment proceedings to collect or enforce the judgment. This provision is separate and several and shall survive the termination of this Agreement.

10.21 Performance and Release. The parties agree that upon written request of Owner and payment of all fees and performance of the requirements and conditions required of Owner by this Agreement with respect to the Property, or any portion thereof, the City shall execute and deliver to Owner appropriate releases(s) of further obligations imposed by this Agreement in form and substance acceptable to the San Diego County Recorder and the main title insurance company being used by Owner regarding the Planned Development, if any, or as may otherwise be necessary to effect the release. The City shall not unreasonably withhold approval of such release(s). Upon the Effective Date, the Parties waive, relinquish and release any and all claims or obligations arising out of or relating to the Development Agreement By And Among the City of Santee, Fanita Ranch, L.P. and Barratt American Incorporated recorded in the Office of the San Diego County Recorder on January 29, 2008, as Document Number 2008-0042203, and the processing and approval of the development project described therein.

10.22 Obligation to Modify. The City acknowledges that the lenders providing financing for the Project may require certain modifications to this Agreement and City agrees, upon request from time to time, to meet with Owner and/or representatives of such lenders to negotiate in good faith any such requirement for modification. The City will not unreasonably withhold its consent to any such requested modification.

10.23 Termination For Non-Economic Development. Subject to Owner's unilateral right to terminate this Agreement set forth in paragraph 4.2, and as provided below, if, at any time during the Term of this Agreement, Owner determines that it is no longer economically feasible to develop the Property as a result of new federal or state laws that require substantial amendments to this Agreement, changes in market conditions or economic conditions, increased development costs, financing requirements for public improvements, or as a result of other changed circumstances occurring after the Effective Date, Owner shall be entitled to request termination of this Agreement. Owner shall provide the City with a letter containing the request for termination and supporting evidence demonstrating that the development of the Property in accordance with this Agreement is no longer economically feasible. The termination request shall be considered by the City Council at its first regular meeting following receipt of the request, unless the City Council finds, based upon substantial evidence, that development of the Property remains economically feasible. In the event that the City Council declines to grant Owner's request for termination in accordance with this paragraph 10.23, Owner shall be entitled to challenge this decision in court consistent with paragraph 8.5 of this Agreement.

10.24 Exhibits. All exhibits attached to this Agreement are incorporated as a part of this Agreement. Those exhibits are:

Exhibit	Description
"A"	Site Utilization Plan for Project
"B"	Legal Description and Depiction of Property
"C"	Conceptual Phasing Plan for Project
"D"	Permanent Fire Station Specifications
"E"	Temporary Fire Station Specifications
"F"	Categories of Recurring Fire Operational Costs
"G"	Chart of Maintenance Obligations
"H"	Estimated Impact Fees
"I"	Assignment and Assumption Agreement

**[Signatures on following page]**

Owner and City have executed this Agreement on the dates set forth below.

CITY

OWNER

**CITY OF SANTEE,**  
a municipal corporation and charter law city

**HOMEFED FANITA RANCHO LLC,**  
a Delaware limited liability company

By: \_\_\_\_\_  
Marlene D. Best  
City Manager

By: \_\_\_\_\_  
Kent Aden  
Senior Vice President

Date: \_\_\_\_\_

Date: \_\_\_\_\_

ATTEST:

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Annette Ortiz  
City Clerk

By: \_\_\_\_\_  
Jeffrey A. Chine, Esq.

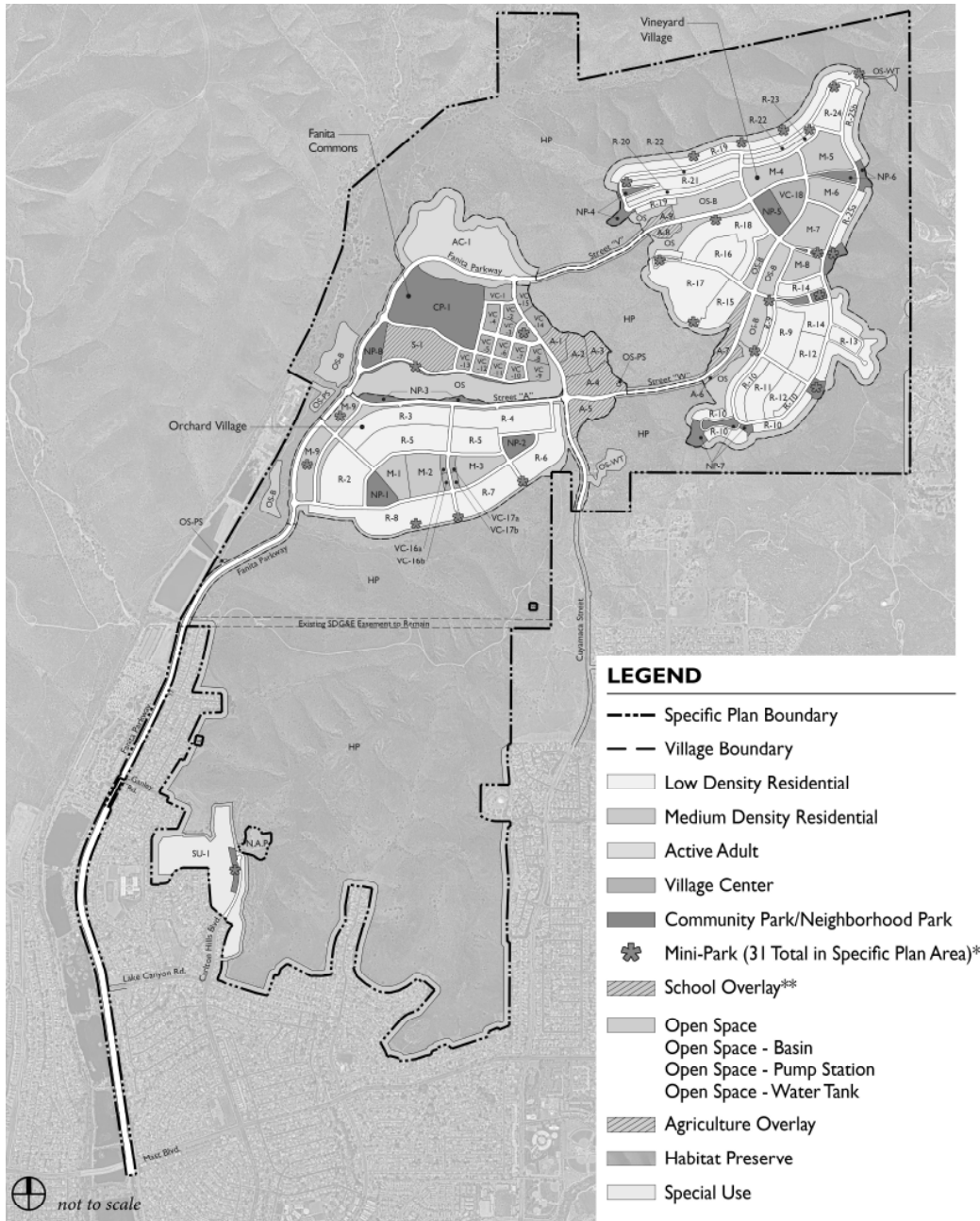
APPROVED AS TO FORM:

By: \_\_\_\_\_  
Shawn Hagerty  
City Attorney

\* Company signature authorization must be provided upon document execution.

# EXHIBIT A

## SITE UTILIZATION PLAN FOR PROJECT



\*There is a total of 8 mini-parks in M-9.

\*\*The underlying land use for the S overlay site is MDR. If the S overlay site is not acquired for school use within 2 years of approval of the final map containing the S overlay site, the MDR land use may be implemented on the S overlay site pursuant to Fanita Ranch Specific Plan Section 3.2.5: School (S) Overlay and Section 10.7.1: Administrative Amendments (Minor Modifications).

# EXHIBIT A

**EXHIBIT B**

**LEGAL DESCRIPTION AND DEPICTION OF PROPERTY**

EXHIBIT B-1

## LEGAL DESCRIPTION

Real property in the City of Santee, County of San Diego, State of California, described as follows:

PARCEL 1: (APN'S: 380-040-43-00 AND 380-040-44-00)

THOSE PORTIONS OF LOTS 5 AND 6 OF THE RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO OFFICIAL PLAT THEREOF NO. 1703 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY AND RECORDED FEBRUARY 28, 1918, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWESTERLY CORNER OF LOT 1463 CARLTON HILLS, UNIT NO. 10 ACCORDING TO OFFICIAL PLAT THEREOF NO. 6866, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY AND RECORDED FEBRUARY 26, 1971; THENCE ALONG THE NORTHERLY LINE OF SAID LOT 1463, SOUTH 73 DEGREES 21'45" EAST, 47.06 FEET TO AN ANGLE POINT THEREIN, BEING ALSO AN ANGLE POINT IN THE BOUNDARY OF OAK HILLS UNIT NO. 134 ACCORDING TO OFFICIAL PLAT THEREOF NO. 6542, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY AND RECORDED NOVEMBER 18, 1969, BEING THE TRUE POINT OF BEGINNING; THENCE ALONG THE BOUNDARY OF SAID MAP NO. 6542 AS FOLLOWS:

NORTH 20 DEGREES 54'40" EAST, 145.18 FEET; NORTH 12 DEGREES 38'48" EAST, 84.58 FEET; NORTH 03 DEGREES 38'15" EAST, 222.90 FEET AND NORTH 12 DEGREES 38'48" EAST, 206.54 FEET TO THE NORTHERLY LINE OF SAID LOT 5; THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID LOTS 5 AND 6 TO THE NORTHEAST CORNER OF SAID LOT 6; THENCE ALONG THE EASTERLY LINE OF SAID LOT 6, SOUTH 00 DEGREES 06'17" WEST 1393.06 FEET TO THE NORTHEASTERLY CORNER OF CARLTON HILLS UNIT NO. 8, ACCORDING TO OFFICIAL PLAT THEREOF NO. 6216, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY AND RECORDED OCTOBER 23, 1968; THENCE ALONG THE BOUNDARY OF SAID MAP NO. 6216 AS FOLLOWS:

SOUTH 67 DEGREES 20'30" WEST, 184.81 FEET; NORTH 22 DEGREES 39'30" WEST, 40.00 FEET; SOUTH 67 DEGREES 20'30" WEST, 170.00 FEET; SOUTH 06 DEGREES 57'10" WEST, 84.32 FEET; SOUTH 71 DEGREES 43'00" WEST, 639.50 FEET; NORTH 47 DEGREES 57'58" WEST, 110.50 FEET; SOUTH 71 DEGREES 43'00" WEST, 161.00 FEET; SOUTHERLY ALONG THE ARC OF A 228.00 FOOT RADIUS CURVE, CONCAVE NORTHEASTERLY THROUGH A CENTRAL ANGLE OF 07 DEGREES 15'42", A DISTANCE OF 28.90 FEET; SOUTH 73 DEGREES 43'00" WEST, 108.00 FEET; SOUTH 20 DEGREES 39'45" WEST, 70.09 FEET; SOUTH 81 DEGREES 03'14" WEST, 71.64 FEET; SOUTH 71 DEGREES 43'00" WEST, 192.00 FEET; SOUTH 61 DEGREES 56'34" WEST, 121.77 FEET; NORTH 71 DEGREES 20'30" WEST, 87.71 FEET; NORTH 89 DEGREES 54'00" WEST 110.00 FEET; NORTH 15 DEGREES 06'00" EAST, 48.97 FEET; NORTH 74 DEGREES 54'00" WEST, 149.00 FEET; SOUTH 67 DEGREES 43'57" WEST, 43.97 FEET; NORTH 19 DEGREES 56'59" WEST, 93.45 FEET; NORTH 29 DEGREES 31'37" WEST, 163.69 FEET; AND NORTH 39 DEGREES 42'11" EAST, 93.45 FEET TO THE MOST EASTERLY CORNER OF LOT 1280 OF SAID MAP NO. 6216, BEING ALSO THE MOST SOUTHERLY CORNER OF LOT 1376 OF CARLTON HILLS UNIT NO. 9, ACCORDING TO MAP THEREOF NO. 6429, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JULY 23, 1969; THENCE ALONG THE BOUNDARY OF SAID MAP NO. 6429, AS FOLLOWS:

NORTH 41 DEGREES 32'59" EAST, 196.98 FEET; NORTH 41 DEGREES 33'14" EAST 261.00 FEET;

EXHIBIT B-2

NORTH 53 DEGREES 14'57" EAST, 97.91 FEET; NORTH 68 DEGREES 28'56" EAST, 187.76 FEET; NORTH 40 DEGREES 36'00" EAST, 442.08 FEET; NORTH 49 DEGREES 24'00" WEST, 231.00 FEET; SOUTH 40 DEGREES 36'00" WEST, 38.00 FEET; NORTH 49 DEGREES 24'00" WEST, 115.00 FEET; SOUTH 51 DEGREES 54'36" WEST, 219.26 FEET; SOUTH 63 DEGREES 42'14" WEST, 165.28 FEET; SOUTH 75 DEGREES 58'20" WEST, 136.09 FEET; NORTH 88 DEGREES 40'00" WEST, 137.22 FEET; NORTH 69 DEGREES 41'44" WEST, 116.27 FEET; NORTH 57 DEGREES 20'00" WEST, 197.00 FEET; NORTH 49 DEGREES 02'30" WEST, 197.39 FEET; NORTH 21 DEGREES 34'40" WEST, 162.25 FEET; NORTH 82 DEGREES 30'00" WEST, 364.38 FEET; SOUTH 07 DEGREES 30'00" WEST, 75.49 FEET; AND SOUTH 08 DEGREES 09'22" EAST, 97.22 FEET TO THE NORTHEASTERLY CORNER OF CARLTON HILLS UNIT NO. 11, ACCORDING TO OFFICIAL PLAT THEREOF NO. 7133 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, RECORDED DECEMBER 8, 1971; THENCE ALONG THE BOUNDARY OF SAID MAP NO. 7133 AS FOLLOWS:

SOUTH 81 DEGREES 50'38" WEST, 180.09 FEET; NORTH 87 DEGREES 19'12" WEST, 121.09 FEET; SOUTH 82 DEGREES 20'00" WEST, 50.00 FEET; NORTH 62 DEGREES 05'00" WEST, 449.01 FEET; SOUTH 51 DEGREES 20'00" WEST, 142.88 FEET; SOUTH 17 DEGREES 54'00" WEST, 113.72 FEET TO A POINT ON THE ARC OF A NON-TANGENT 215.00 FOOT RADIUS CURVE, CONCAVE NORTHERLY, A RADIAL LINE OF SAID CURVE, BEARING SOUTH 00 DEGREES 46'00" EAST TO SAID POINT; WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18 DEGREES 40'00", A DISTANCE OF 70.05 FEET; AND NON-TANGENT TO SAID CURVE SOUTH 17 DEGREES 54'00" WEST, 369.48 FEET TO THE ANGLE POINT IN THE NORTHERLY BOUNDARY OF LOT 1477 OF SAID MAP NO. 6866; THENCE ALONG THE NORTHERLY BOUNDARY OF SAID MAP NO. 6866 AS FOLLOWS:

NORTH 77 DEGREES 13'30" WEST, 187.20 FEET; NORTH 72 DEGREES 30'00" WEST, 544.64 FEET; NORTH 59 DEGREES 56'00" WEST, 72.57 FEET; AND NORTH 72 DEGREES 30'00" WEST, 78.99 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN CARLTON ESTATES, ACCORDING TO MAP NO. 8796, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON FEBRUARY 9, 1978 AS FILE NO. 78-054692 OF OFFICIAL RECORDS.

PARCEL 2: (APN: 376-020-03-00)

THAT PORTION OF LOT 12 OF RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28, 1918, LYING WITHIN THE BOUNDARIES OF RECORD OF SURVEY MAP NO. 8279 RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN DIEGO COUNTY, MAY 4, 1978 AS FILE NO. 78-181648 OF OFFICIAL RECORDS.

PARCEL 3: (APN: 374-030-02-00)

THE SOUTH HALF OF LOT 1 AND ALL OF LOT 8 IN SECTION 4, TOWNSHIP 15 SOUTH, RANGE 1 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO OFFICIAL PLAT THEREOF.

PARCEL 4: (APN: 374-050-02-00)

THAT PORTION OF LOT 15 OF RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28,

EXHIBIT B-3



1918, LYING WITHIN THE BOUNDARIES OF RECORD OF SURVEY MAP NO. 8279, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN DIEGO COUNTY, MAY 4, 1978 AS FILE NO. 78-181648 OF OFFICIAL RECORDS.

PARCEL 5: (APN: 374-060-01-00)

LOT 14 OF RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28, 1918.

PARCEL 6: (APN: 376-010-06-00)

ALL THAT PORTION OF LOT 11 OF RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28, 1918. LYING WITHIN THE BOUNDARIES OF RECORD OF SURVEY MAP NO. 8279, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN DIEGO COUNTY, MAY 4, 1978 AS FILE NO. 78-181648 OF OFFICIAL RECORDS.

PARCEL 7: (APN: 376-030-01-00)

LOT 13 OF RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28, 1918.

PARCEL 8: (APN: 378-020-54-00)

ALL THAT PORTION OF LOT 8 OF THE RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY FEBRUARY 28, 1918 LYING WITHIN THE BOUNDARIES OF RECORD OF SURVEY MAP NO. 8279, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MAY 4, 1978 AS FILE NO. 78-181648 OF OFFICIAL RECORDS.

EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN COUNTY OF SAN DIEGO TRACT NO. 3675-1, ACCORDING TO MAP NO. 9902, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON NOVEMBER 25, 1980 AS FILE NO. 80-398660 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN COUNTY OF SAN DIEGO TRACT NO. 3675-2, ACCORDING TO MAP NO. 9903, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON NOVEMBER 25, 1980 AS FILE NO. 80-398661 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN COUNTY OF SAN DIEGO TRACT NO. 3675-3, ACCORDING TO MAP NO. 9904, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON NOVEMBER 25, 1980 AS FILE NO. 80-398662 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN COUNTY OF SAN DIEGO TRACT NO. 3675-4, ACCORDING TO MAP THEREOF NO. 9905, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON NOVEMBER 25, 1980 AS FILE NO. 80-398663 OF OFFICIAL RECORDS.

EXHIBIT B-4

ALSO EXCEPTING FROM SAID LOT 8, ALL THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

COMMENCING AT AN ANGLE POINT ON THE EASTERLY BOUNDARY OF THAT CERTAIN STRIP OF LAND, BEING A 30 FOOT EASEMENT AS DESCRIBED IN DEED TO THE SANTEE COUNTY WATER DISTRICT FOR ROAD AND UTILITY PURPOSES, RECORDED AUGUST 19, 1966 AS FILE NO. 134771 OF OFFICIAL RECORDS, SAID ANGLE POINT BEING THE TERMINUS OF A COURSE HAVING A BEARING AND DISTANCE OF NORTH 27 DEGREES 54'57" EAST 568.16 FEET; THENCE CONTINUING ALONG SAID EASTERLY BOUNDARY NORTH 26 DEGREES 14' EAST 846.04 FEET; THENCE LEAVING SAID EASTERLY BOUNDARY SOUTH 63 DEGREES 46' EAST 370.00 FEET; THENCE SOUTH 79 DEGREES 39' EAST, 670.81 FEET; THENCE NORTH 10 DEGREES 21' EAST, 18.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 79 DEGREES 39' WEST 110.00 FEET; THENCE NORTH 10 DEGREES 21' EAST, 170.00 FEET; THENCE SOUTH 79 DEGREES 39' EAST, 120.00 FEET, SOUTH 10 DEGREES 21' WEST 170.00 FEET; THENCE NORTH 79 DEGREES 39' WEST, 10.00 FEET TO THE TRUE POINT OF BEGINNING.

ALSO EXCEPTING FROM SAID LOT 8, ALL THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT THAT BEARS NORTH 17 DEGREES 36' EAST, 2280.63 FEET FROM THE INTERSECTION OF THE CENTERLINE OF SYLMAST BOULEVARD WITH THE CENTERLINE OF CARLTON HILLS BOULEVARD AS SAID CENTERLINES ARE SHOWN ON MAP NO. 4364, A COPY OF WHICH IS ON FILE IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN DIEGO COUNTY THENCE SOUTH 75 DEGREES 57'15" EAST, 276.00 FEET; THENCE NORTH 14 DEGREES 02'45" EAST 295.00 FEET; THENCE NORTH 75 DEGREES 57'15" WEST, 355.00 FEET; THENCE SOUTH 14 DEGREES 02'45" WEST, 295.00 FEET; THENCE SOUTH 75 DEGREES 57'15" EAST 79.00 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN PARCELS 1-A AND 1-B AS CONDEMNED AND TAKEN BY THE PADRE DAM MUNICIPAL WATER DISTRICT BY FINAL ORDER OF CONDEMNATION CASE NO. 658159-1 AND FILED FEBRUARY 18, 1994 BY THE CLERK OF THE SUPERIOR COURT OF THE STATE OF CALIFORNIA, A CERTIFIED COPY OF WHICH WAS RECORDED FEBRUARY 24, 1994 AS FILE NO. 1994-0124825 OF OFFICIAL RECORDS OF SAID SAN DIEGO COUNTY.

ALSO EXCEPTING FROM SAID LOT 8, ALL THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERLY LINE OF THE LAND CONVEYED TO SANTEE COUNTY WATER DISTRICT RECORDED JUNE 27, 1962 AS FILE NO. 109476 OF OFFICIAL RECORDS, SAID POINT BEARS NORTH 17 DEGREES 39'17" EAST (NORTH 17 DEGREES 36'00" EAST PER SAID DEED) 2,280.63 FEET FROM THE INTERSECTION OF THE CENTERLINE OF SYLMAST BOULEVARD WITH THE CENTERLINE OF CARLTON HILLS BOULEVARD AS SAID CENTERLINES ARE SHOWN ON MAP NO. 4364 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, THENCE EASTERLY ALONG SAID SOUTHERLY LINE SOUTH 75 DEGREES 53'58" EAST, 111.82 FEET TO AN ANGLE POINT IN THAT LAND DESCRIBED IN PARCEL 1-A OF THAT FINAL ORDER OF CONDEMNATION RECORDED FEBRUARY 24, 1994 AS FILE NO. 1994-0124825 OF OFFICIAL RECORDS; THENCE ALONG THE BOUNDARY OF SAID LAND DESCRIBED IN PARCEL 1-A, SOUTH 54 DEGREES 24'52" EAST, 107.06 FEET; THENCE SOUTH 77 DEGREES 09'15" EAST, 54.25 FEET; THENCE NORTH 59 DEGREES 03'17" EAST, 77.51 FEET; THENCE NORTH 12 DEGREES 19'23" EAST, 201.08 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 12 DEGREES 19'23" EAST, 15.00 FEET; THENCE NORTH 49 DEGREES 25'48" EAST, 68.71 FEET; THENCE LEAVING SAID BOUNDARY OF PARCEL 1-A, SOUTH 43 DEGREES 01'46" WEST, 81.18 FEET, TO THE TRUE POINT OF BEGINNING.

## EXHIBIT B-5

ALSO EXCEPTING FROM SAID LOT 8, ALL THAT PORTION THEREOF LYING WESTERLY OF THE EASTERLY LINE OF THE LAND CONVEYED TO THE PADRE DAM MUNICIPAL WATER DISTRICT BY DEED RECORDED APRIL 12, 1977 AS FILE NO. 77-132403 OF OFFICIAL RECORDS OF SAID SAN DIEGO COUNTY.

ALSO EXCEPTING FROM SAID LOT 8, ALL THAT PORTION THEREOF LYING WITHIN PARCEL 16 HEREINAFTER DESCRIBED.

PARCEL 9: (APN: 378-030-08-00)

LOT 7 OF RESUBDIVISION OF FANITA RANCHO, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28, 1918.

EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN CARLTON ESTATES, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 8796, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON FEBRUARY 9, 1978 AS FILE NO. 78-054692 OF OFFICIAL RECORDS.

ALSO EXCEPTING FROM SAID LOT 7, THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF WOODGLENN ESTATES, ACCORDING TO MAP THEREOF NO. 7560, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 21, 1973; THENCE ON A LINE PARALLEL WITH THE WESTERLY PROLONGATION OF THE CENTER LINE OF WOODGLEN VISTA DRIVE, AS SHOWN ON MAP, NORTH 89 DEGREES 51'10" WEST, 687.38 FEET TO A POINT ON THE EASTERLY LINE OF SAID LOT 7; THENCE ALONG SAID EASTERLY LINE, NORTH 00 DEGREES 12'05" EAST, 42.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 51'10" WEST, 230.00 FEET TO THE BEGINNING OF A TANGENT 458.00 FOOT RADIUS CURVE, CONCAVE NORTHEASTERLY; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 36 DEGREES 06'36" A DISTANCE OF 288.65 FEET; THENCE NORTH 00 DEGREES 12'05" EAST, 522.49 FEET; THENCE NORTH 89 DEGREES 49'55" EAST, 500.00 FEET TO THE EASTERLY LINE OF THE SAID LOT 7; THENCE ALONG SAID EASTERLY LINE SOUTH 00 DEGREES 12'05" WEST, 610.00 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITHIN PARCELS A, B AND C AS SET OUT IN EXHIBIT "A" IN CERTIFICATE OF COMPLIANCE RECORDED JULY 3, 1995 AS FILE NO. 1995-0282020 OF OFFICIAL RECORDS OF SAID SAN DIEGO COUNTY.

PARCEL 10: (APN'S: 378-392-61-00 AND 378-392-62-00)

LOTS A AND B OF COUNTY OF SAN DIEGO TRACT NO. 3675-1, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 9902, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, NOVEMBER 25, 1980.

PARCEL 11: (APN: 378-391-59-00)

LOT D OF COUNTY OF SAN DIEGO TRACT NO. 3675-2, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 9903, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, NOVEMBER 25, 1980.

PARCEL 12: (APN: 378-382-58-00)

EXHIBIT B-6

LOT F COUNTY OF SAN DIEGO TRACT NO. 3675-3, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 9904, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, NOVEMBER 25, 1980.

PARCEL 13: (APN: 378-381-49-00)

LOT G OF COUNTY OF SAN DIEGO TRACT NO. 3675-4, IN THE CITY OF SANTEE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 9905, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, NOVEMBER 25, 1980.

PARCEL 14:

INTENTIONALLY DELETED

PARCEL 15: (APN: 380-031-18-00, 378-020-46-00 AND 378-020-50-00)

PARCEL A AS SHOWN ON CERTIFICATE OF COMPLIANCE RECORDED MAY 22, 2019 AS INSTRUMENT NO. 2019-0193705 DESCRIBED AS FOLLOWS:

THOSE PORTIONS OF LOTS 5 AND 8 OF RESUBDIVISION OF FANITA RANCHO, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 1703, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 28, 1918, BEING MORE PARTICULARLY DESCRIBED AS PARCEL 15 AND PARCEL 16 PER THAT CERTAIN TRUSTEE'S DEED UPON SALE RECORDED IN THE OFFICE OF SAID COUNTY RECORDER FEBRUARY 2, 2011 AS DOCUMENT NO. 2011-0063943, OF OFFICIAL RECORDS

EXCEPTING THEREFROM THAT PORTION OF SAID PARCEL 15 LYING EASTERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE EASTERLY LINE OF SAID PARCEL 15, BEING THE MOST WESTERLY CORNER OF LOT 995 OF CARLTON HILLS UNIT NO. 5, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 4364, FILED IN THE OFFICE OF SAID COUNTY RECORDER OCTOBER 14, 1959; THENCE SOUTH 20°51'29" EAST, 69.65 FEET; THENCE SOUTH 08°54'14" EAST, 450.00 FEET TO SAID EASTERLY LINE OF PARCEL 15, BEING ALSO THE NORTHERLY LINE OF LOT 759 OF SAID MAP NO. 4196, SAID POINT ALSO BEING THE POINT OF TERMINUS.

PARCEL 16:

INTENTIONALLY DELETED

PARCEL 17:

INTENTIONALLY DELETED

PARCEL 18:

INTENTIONALLY DELETED

PARCEL 19: (APN'S: 378-210-01-00, 378-210-10-00, 378-210-11-00 AND 378-220-01-00)

LOTS 4, 5, 12 AND 13 IN BLOCK 20 OF CAJON PARK, ACCORDING TO THE MAP THEREOF NO.

EXHIBIT B-7

767, FILED IN THE OFFICE OF THE RECORDER OF SAID SAN DIEGO COUNTY, NOVEMBER 27, 1893.

EXCEPT THAT PORTION FROM LOT 13 THAT WAS CONVEYED TO SANTEE COUNTY WATER DISTRICT BY DEED RECORDED FEBRUARY 9, 1960 INSTRUMENT NO. 26895 OF OFFICIAL RECORDS DESCRIBED AS FOLLOWS:

A PORTION OF LOT 13, BLOCK 20, CAJON PARK IN THE SAN DIEGO COUNTY, STATE OF CALIFORNIA, AS SHOWN ON RECORD OF SURVEY MAP NO. 4049, FILED OCTOBER 19, 1956 IN THE OFFICE OF THE RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WEST LINE OF SAID LOT 13, BLOCK 20, DISTANT THEREON 225 FEET SOUTH OF THE NORTHWEST CORNER THEREOF; THENCE EASTERLY PARALLEL TO THE NORTH LINE OF SAID LOT 13, BLOCK 20, A DISTANCE OF 300 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING EASTERLY PARALLEL WITH SAID NORTH LINE 125 FEET; THENCE SOUTHERLY PARALLEL WITH SAID WEST LINE 125 FEET; THENCE WESTERLY PARALLEL WITH SAID NORTH LINE 125 FEET; THENCE NORTHERLY PARALLEL WITH SAID WEST LINE 125 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL 19A:

EASEMENTS FOR ROAD AND PUBLIC UTILITY PURPOSES OVER, UNDER, UPON AND ACROSS THAT PORTION OF SAID CAJON PARK, DESCRIBED IN PARCELS A. THROUGH J. AS FOLLOWS:

A. THAT PORTION OF SUMMIT AVENUE, LYING SOUTHERLY OF THE EASTERLY PROLONGATION OF THE NORTHERLY LINE OF THE SOUTHERLY 30.00 FEET OF LOT 9 IN BLOCK 20 OF SAID CAJON PARK.

B. THAT PORTION OF 6TH STREET, LYING WESTERLY OF THE NORTHERLY PROLONGATION OF THE EASTERLY LINE OF LOT 3 IN BLOCK 18 OF SAID CAJON PARK.

C. THAT PORTION OF THE NORTH HALF OF 6TH STREET, LYING BETWEEN THE NORTHERLY PROLONGATION OF THE EASTERLY LINE OF LOT 3 IN BLOCK 18 OF SAID CAJON PARK AND THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF THE WEST 50.00 FEET OF LOT 28 IN BLOCK 17 OF SAID CAJON PARK.

D. THAT PORTION OF THE SOUTH HALF OF 6TH STREET, LYING BETWEEN THE NORTHERLY PROLONGATION OF THE CENTER LINE OF CENTRAL AVENUE AND THE NORTHERLY PROLONGATION OF THE WESTERLY LINE OF LOT 4 IN BLOCK 16 OF SAID CAJON PARK.

E. THAT PORTION OF THE EAST HALF OF CENTRAL AVENUE, LYING WESTERLY OF AND ADJOINING LOTS 4, 5, AND 12 IN BLOCK 16 OF SAID CAJON PARK.

ALL OF THE AFOREMENTIONED PORTIONS OF SAID STREET AND AVENUES BEING SHOWN ON SAID MAP NO. 767 AND HAVING BEEN VACATED AND CLOSED TO PUBLIC USE ON OCTOBER 3, 1900 BY AN ORDER OF THE BOARD OF SUPERVISORS OF SAID SAN DIEGO COUNTY, AND BEING RECORDED IN BOOK 3, PAGE 95 OF THE SUPERVISORS RECORDS.

F. THAT PORTION OF THE NORTHERLY 30.00 FEET OF LOT 19 IN BLOCK 20 OF SAID CAJON PARK, LYING WESTERLY OF THE EASTERLY 30.00 FEET THEREOF.

G. THAT PORTION OF THE SOUTHERLY 30.00 FEET OF LOT 14 IN BLOCK 20 OF SAID CAJON PARK, LYING WESTERLY OF THE EASTERLY 30.00 FEET THEREOF.

EXHIBIT B-8

H. A STRIP OF LAND 60.00 FEET OF EVEN WIDTH THE CENTER LINE OF WHICH IS DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 14 IN SAID BLOCK 20; THENCE NORTH 0° 01' 14" WEST ALONG THE EASTERN LINE OF SAID LOT, A DISTANCE OF 652.78 FEET TO THE SOUTHWEST CORNER OF LOT 10 IN SAID BLOCK 20; THENCE ALONG THE SOUTHERLY AND EASTERLY LINE OF SAID LOT, SOUTH 89° 56' 20" EAST 658.45 FEET AND NORTH 0° 01' 38" WEST 653.01 FEET TO THE NORTHEAST CORNER OF LOT 10 IN SAID BLOCK 20.

I. A STRIP OF LAND 60.00 FEET OF EVEN WIDTH, THE CENTER LINE OF WHICH IS DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 6 IN BLOCK 20 OF SAID CAJON PARK; THENCE SOUTH 0° 00' 50" ALONG THE WESTERLY LINE OF SAID LOT, A DISTANCE OF 652.55 FEET; THENCE SOUTH 24° 23' 10" EAST 175.75 FEET TO THE BEGINNING OF A TANGENT 100.00 FOOT RADIUS CURVE CONCAVE NORTHEASTERLY; THENCE SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 17° 07' 50" A DISTANCE OF 29.90 FEET THENCE TANGENT TO SAID CURVE, SOUTH 41° 31' 00" EAST 281.73 FEET TO THE BEGINNING OF A TANGENT 90.00 FOOT RADIUS CURVE CONCAVE WESTERLY; THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 92° 39' A DISTANCE OF 145.53 FEET; THENCE TANGENT TO SAID CURVE, SOUTH 51° 08' WEST 183.26 FEET TO THE BEGINNING OF A TANGENT 35.00 FOOT RADIUS CURVE CONCAVE EASTERLY; THENCE SOUTHERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 95° 24' A DISTANCE OF 58.28 FEET; THENCE TANGENT TO SAID CURVE, SOUTH 44° 16' EAST 0.58 FEET TO THE NORTHERLY LINE OF LOT 14 IN SAID BLOCK 20; THENCE SOUTH 64° 42' 20" EAST 592.96 FEET TO THE EASTERLY LINE OF SAID LOT 14.

EXCEPTING FROM THE ABOVE DESCRIBED 60.00 FOOT STRIP, THAT PORTION INCLUDED WITHIN THE EAST 30.00 FEET OF LOT 14 IN SAID BLOCK 20.

J. A STRIP OF LAND 60.00 FEET OF EVEN WIDTH, THE CENTER LINE OF WHICH IS DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERLY LINE OF LOT 11 IN BLOCK 20 OF SAID CAJON PARK, DISTANT THEREON SOUTH 89° 56' 20" EAST 122.43 FEET FROM THE SOUTHWEST CORNER THEREOF; THENCE SOUTH 89° 56' 20" EAST ALONG SAID SOUTHERLY LINE 249.95 FEET; THENCE NORTH 30° 02' 30" EAST 186.65 FEET TO THE BEGINNING OF A TANGENT 50.00 FOOT RADIUS CURVE CONCAVE WESTERLY; THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 40° 35' A DISTANCE OF 35.42 FEET; THENCE TANGENT TO SAID CURVE, NORTH 10° 32' 30" WEST 151.74 FEET TO THE BEGINNING OF A TANGENT 200.00 FOOT RADIUS CURVE CONCAVE EASTERLY; THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 46° 43' 30" A DISTANCE OF 163.10 FEET; THENCE TANGENT TO SAID CURVE NORTH 36° 11' EAST 189.46 FEET TO THE NORTHERLY LINE OF LOT 11 IN SAID BLOCK 20; THENCE SOUTH 89° 57' 33" EAST ALONG SAID NORTHERLY LINE 32.39 FEET; THENCE SOUTH 31° 94' 48" EAST 762.71 FEET TO THE SOUTHERLY LINE OF LOT 10 IN SAID BLOCK 20.

EXCEPTING FROM THE ABOVE DESCRIBED 60.00 FOOT STRIP OF LAND, THAT PORTION INCLUDED WITHIN THE SOUTHERLY 30.00 FEET OF SAID LOT 10 AND WITHIN THE BOUNDARIES OF THE 60.00 FOOT STRIP OF LAND DESCRIBED IN PARCEL I ABOVE.

THE SIDELINES OF THE 50.00 FOOT STRIPS OF LAND DESCRIBED IN PARCELS "I" AND "J"

EXHIBIT B-9

ABOVE, SHALL BE PROLONGED OR SHORTENED AS IS NECESSARY TO FORM A CONTINUOUS STRIP OF LAND.

SAID EASEMENT IS FOR THE BENEFIT OF AND APPURTENANT TO THE PROPERTY DESCRIBED IN PARCEL 1 ABOVE AND SHALL INURE TO THE BENEFIT OF AND MAY BE USED BY ALL PERSONS WHO MAY HEREAFTER BECOME THE OWNERS OF SAID APPURTENANT PROPERTY OR ANY PARTS OR PORTIONS THEREOF.

PARCEL 20: (APN: 378-210-04-00)

LOT 2, IN BLOCK 20 OF CAJON PARK, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 767, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, NOVEMBER 27, 1893.

PARCEL 20A:

AN EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER, UNDER, UPON AND ACROSS:

A. THE WEST HALF OF SUMMIT AVENUE LYING EASTERLY OF AND ADJOINING LOTS 8, 9, 16 AND 17 IN SAID BLOCK 20.

B. THAT PORTION OF THE NORTH HALF OF 6TH STREET, LYING BETWEEN THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF LOT 17 IN SAID BLOCK 20 AND THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF THE WEST 50.00 FEET OF LOT 28 IN BLOCK 17 OF SAID CAJON PARK.

ALL THE AFOREMENTIONED STREETS AND AVENUES HAVING BEEN VACATED AND CLOSED TO PUBLIC USE ON OCTOBER 3, 1900 BY ORDER OF THE BOARD OF SUPERVISORS OF SAID SAN DIEGO COUNTY AND BEING RECORDED IN BOOK, PAGE 95 OF SUPERVISORS OF RECORD.

PARCEL 21: (APN: 378-210-03-00)

THE EAST 1/2 OF LOT 3, IN BLOCK 20 OF CAJON PARK, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 767, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN DIEGO COUNTY, NOVEMBER 27, 1893.

PARCEL 21A:

AN EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER, UNDER, UPON AND ACROSS:

A. THE WEST 1/2 OF SUMMIT AVENUE LYING EASTERLY OF AND ADJOINING LOTS 8, 9, 16 AND 17 IN SAID BLOCK 20.

B. THAT PORTION OF THE NORTH 1/2 OF 6TH STREET, LYING BETWEEN THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF LOT 17 IN SAID BLOCK 20 AND THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF THE WEST 50.00 FEET OF LOT 28 IN BLOCK 17 OF SAID CAJON PARK. ALL THE AFOREMENTIONED STREETS AND AVENUES HAVING BEEN VACATED AND CLOSED TO PUBLIC USE ON OCTOBER 3, 1900 BY ORDER OF THE BOARD OF SUPERVISORS OF SAID SAN DIEGO COUNTY AND BEING RECORDED IN BOOK 3, PAGE 95 OF SUPERVISORS OF RECORD.

EXHIBIT B-10

DEPICTION OF PROPERTY

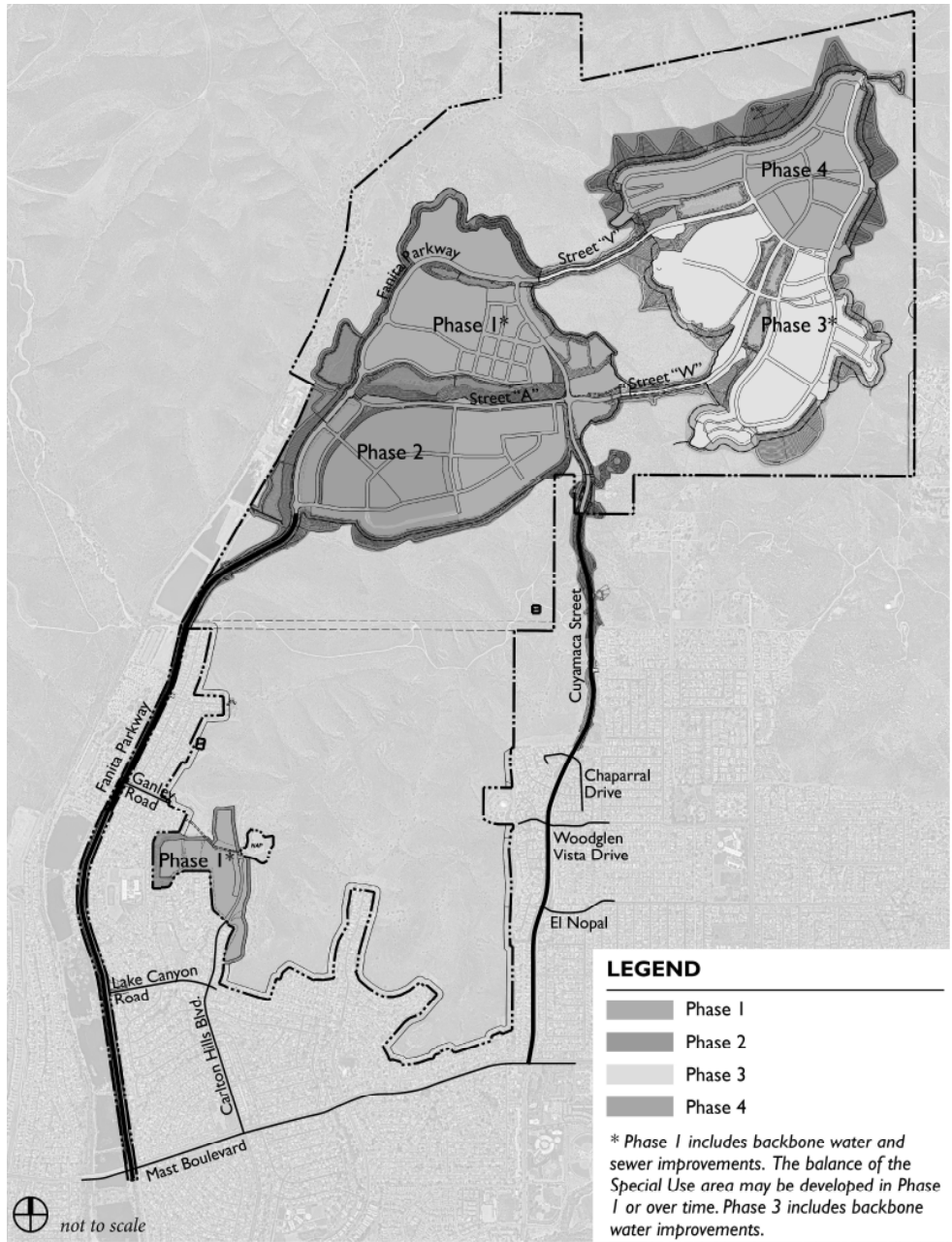


EXHIBIT B-11



# EXHIBIT C

## CONCEPTUAL PHASING PLAN FOR PROJECT



Conceptual phasing shown only; subject to future phasing refinements.

# EXHIBIT C

## **EXHIBIT D**

### **PERMANENT FIRE STATION SPECIFICATIONS**

#### **Overview**

A Permanent fire station must be located in an area which will meet a response time maximum of six minutes to all areas of the proposed project. Design shall meet standards and features to accommodate Firefighters twenty-four hours a day, seven days a week. Components of the fire station include:

#### **Approximate Square Footage 10,000**

##### **Public Areas**

- Lobby / Foyer
- Offices (3)
- Community / Training Room (40)
- A/V Storage
- Restrooms
- Visitor Parking

##### **Private Areas**

- Dayroom
- Kitchen
- Dining Room
- Dorms (10)
- Restrooms (6 individual)
- Exercise Room
- Employee Parking
- Patio

##### **Support Areas**

- Apparatus Room (3 wide, 2 deep)
- Turnout Storage
- Hose Storage
- SCBA Storage
- Equipment Storage
- Medical Storage
- Comms / Server Room
- Shop / Tool Room
- Mechanical Room
- Electrical Room
- Laundry (turnout and regular)
- Hose Tower
- Decontamination Shower
- Fuel Station
- Emergency Generator

EXHIBIT D-1

Dumpster / Trash  
Janitorial Storage  
Air Compressor Room  
Ice Machine  
Electric, Air and Exhaust for all apparatus locations  
Station Monument Sign  
Flagpole  
Solar Power Generation

EXHIBIT D-2

## EXHIBIT E

### TEMPORARY FIRE STATION SPECIFICATIONS

#### **Overview**

A temporary fire station must be located in an area which will meet a response time maximum of six minutes to all areas of the proposed project. Design shall meet standards and features to accommodate three Firefighters twenty-four hours a day, seven days a week. Components of the fire station include: crew quarters, apparatus, apparatus storage, employee parking, physical training area, and all-weather sur face.

**Crew Quarters:** Adequate for three personnel (approx. 28'X60')

- Three Individual bunk rooms (approx. 10X14)
  - Three (3) lockers in each room
  - Desk in each room
  - One (1) Bed
- Restrooms
  - Two restrooms each with shower
- Kitchen (8'X19')
  - Full-size oven with cooktop
  - Microwave
  - Three refrigerators
  - Large sink
  - Food preparation countertop
- Living area
  - Three recliners
  - Carpeted living space
  - Commercial grade linoleum or equivalent

**Apparatus:** One fully-equipped Type I fire engine and one fully-equipped Type III wildland fire engine

- Must be consistent with current fleet, Pierce Manufacturing
- Both units must be fully equipped with hose, tools, etc.

**Apparatus Storage:** Covered and secured structure

- Steel, or conventional structure
- Two apparatus side by side (individual doors or one large double door)
- Adequate storage for miscellaneous equipment and supplies with shelving

- Exhaust removal system, consistent with current brand used

**Employee parking:** Secure for eight (8) employee vehicles

**Location:** Response time to all areas of project within 6 minutes

- Adequate egress from station out of project

**Physical Training:** May be an extension of the apparatus bay

- Separated from apparatus with barrier wall
- Air conditioned

**Surface:** Concrete for entire station site

EXHIBIT E-2

## **EXHIBIT F**

### **RECURRING FIRE OPERATIONAL COSTS**

Fanita Ranch Fire Station  
Summary of Fire Station Staffing and Operating Costs

Personnel Costs for the Nine (9) Positions Listed in Paragraph 4.3.3:

Wages (including required FLSA adjustment)

Overtime

Uniform allowance

Stipends paid in accordance with the MOU between the City of Santee and the Santee Firefighters' Association

City-paid portion of direct benefits including:

Medical insurance

Dental insurance

CalPERS retirement contribution (normal cost only)

Retiree health savings account contribution

Medicare

Long-term disability

Workers' compensation

Life insurance/AD&D

Employee assistance program

Operating Costs:

Fuel - pumper

Fuel - brush rig

Electricity and gas

Water and sewer

Telephone

Copier

Station supplies

Repairs & maintenance-vehicles and equipment

EXHIBIT F

**EXHIBIT G**

**CHART OF MAINTENANCE OBLIGATIONS**

EXHIBIT G-1

**Fanita Ranch Maintenance Obligations**

<b>City</b>	<b>HOA/HomeFed</b>	<b>In Tract Improvements (Area within development footprint)</b>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Pavement, curb and gutter
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Street Lights if per Public Works Standards
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Striping and signage
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sidewalks per Public Works Standards
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Median landscaping
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Storm Water collection systems
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Storm Water Quality Basins
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Storm Drain improvements MS-4 (treated water and bi-pass systems)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Access roads and associated improvements for MS-4 storm drain maintenance access
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Community Park
<input checked="" type="checkbox"/>	<input type="checkbox"/>	NP-8 Park
<input type="checkbox"/>	<input checked="" type="checkbox"/>	All other neighborhood parks
<b>City</b>	<b>HOA/HomeFed</b>	<b>Preserve Areas (Area within the MSCP/Subarea Plan footprint)</b>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Brush management
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Trail access from right-of-way
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Trail maintenance

**EXHIBIT G-2**



### Fanita Ranch Maintenance Obligations

<input type="checkbox"/>	<input checked="" type="checkbox"/>	Wildlife crossings
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fence maintenance
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fire Access-gates
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Drainage basins
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Habitat/Species management
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Brow ditches

City	HOA/HomeFed	Fanita Parkway Mast Boulevard to Ganley Road
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Traffic Signals- Lake Canyon Road and Ganley Road
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Pavement, curb and gutter
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Street Lights
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sidewalks per Public Works Standards
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Striping and signage
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Median Landscaping
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Street drainage improvements
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Parkway Landscaping Improvements
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sound walls
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Tree wells for water quality
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Brow ditches at contact points
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Excess property outside of right-of-way west side
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Excess property outside of right-of-way east side
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Roadside Fuel Modification Zone -Irrigated

### EXHIBIT G-3

### Fanita Ranch Maintenance Obligations

City	HOA/HomeFed	<b>Cuyamaca Street Mast Boulevard to El Nopal Street</b>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Traffic Signal - Beck Drive
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Striping and signage
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Median Landscaping
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Tree wells for water quality
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential street drainage improvements
		<b>El Nopal to Chaparral Street</b>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Traffic Signals- El Nopal Street and Woodglen Vista Drive
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Striping and signage
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Median Landscaping
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Tree wells for water quality
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential street drainage improvements
		<b>Chaparral Street to subdivision boundary</b>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Pavement, curb and gutter
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Street Lights
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Striping and signage
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Median Landscaping
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Street drainage improvements
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Parkway Landscaping Improvements
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sidewalks per Public Works standards
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Brow ditches at contact points
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Slope landscape and irrigation outside of right-of-way west side, east side
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Various basins outside of right-of-way
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Storm Drain vaults in right-of-way
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Roadside Fuel Modification Zone -Irrigated

### EXHIBIT G-4

**EXHIBIT H**

**ESTIMATED IMPACT FEES**

EXHIBIT H-1

**Fanita Ranch Development Agreement**  
**Estimated Development Impact Fees and Fee Credits**  
**Based on Fees Effective July 1, 2020 - 2,949 Residential Units**  
**(Actual Fees to be Based on Fees in Effect at Building Permit Issuance)**

<b>Traffic Mitigation Fee:</b>			
SF Residential	1,203 units	\$3,896/unit	\$ 4,686,888
MF Residential	1,746 units	\$2,435/unit	4,251,510
Commercial	80,000 sq. ft.	\$8,326/1,000 sq. ft.	666,080
<b>Total fees</b>			<u><b>9,604,478</b></u>
<b>Total credits</b>			<u>-</u>
<b>Net amount of fees to be paid</b>			<u><b>\$ 9,604,478</b></u>
<b>Traffic Signal Fee:</b>			
SF Residential	1,203 units	\$402/unit	\$ 483,606
MF Residential	1,746 units	\$252/unit	439,992
Commercial	80,000 sq. ft.	\$1,343/1,000 sq. ft.	107,440
<b>Total fees</b>			<u><b>1,031,038</b></u>
<b>Total credits</b>			<u>-</u>
<b>Net amount of fees to be paid</b>			<u><b>\$ 1,031,038</b></u>
<b>Park-in-Lieu Fee:</b>			
SF Residential	1,203 units	\$8,334/unit	\$ 10,025,802
MF Residential	1,746 units	\$7,598/unit	13,266,108
<b>Total fees</b>			<u><b>23,291,910</b></u>
Credits for:			
Approx. 46 - 48 acres of completed parkland and recreational facilities			<u>(23,291,910)</u>
<b>Total credits</b>			<u><b>(23,291,910)</b></u>
<b>Net amount of fees to be paid</b>			<u><u><b>\$ -</b></u></u>
<b>Public Facilities Fee:</b>			
SF Residential	1,203 units	\$6,923/unit	\$ 8,328,369
MF Residential	1,746 units	\$6,243/unit	10,900,278
<b>Total fees</b>			<u><b>19,228,647</b></u>
Credits for:			
Community center and splash pad/play area (@ 33.3% of total fees)			<u>(6,409,549)</u>
<b>Total credits</b>			<u><b>(6,409,549)</b></u>
<b>Net amount of fees to be paid</b>			<u><u><b>\$ 12,819,098</b></u></u>

**EXHIBIT H-2**

**Fanita Ranch Development Agreement**  
**Estimated Development Impact Fees and Fee Credits**  
**Based on Fees Effective July 1, 2020 - 2,949 Residential Units**  
**(Actual Fees to be Based on Fees in Effect at Building Permit Issuance)**

<b>Regional Transportation Congestion Improvement Program Fee:</b>			
SF Residential	1,203 units	\$2,583.82/unit	\$ 3,108,335
MF Residential	1,746 units	\$2,583.82/unit	<u>4,511,350</u>
<b>Total fees</b>			<u><b>7,619,685</b></u>
<b>Total credits</b>			<u>-</u>
<b>Net amount of fees to be paid</b>			<u><b>\$ 7,619,685</b></u>
<b>Totals:</b>			
<b>Total fees</b>			<b>\$ 60,775,758</b>
<b>Total credits</b>			<u><b>(29,701,459)</b></u>
<b>Net amount of fees to be paid</b>			<u><b>\$ 31,074,299</b></u>

EXHIBIT H-3

**Fanita Ranch Development Agreement**  
**Estimated Development Impact Fees and Fee Credits**  
**Based on Fees Effective July 1, 2020 - 3,008 Residential Units**  
**(Actual Fees to be Based on Fees in Effect at Building Permit Issuance)**

<b>Traffic Mitigation Fee:</b>			
SF Residential	1,203 units	\$3,896/unit	\$ 4,686,888
MF Residential	1,805 units	\$2,435/unit	4,395,175
Commercial	80,000 sq. ft.	\$8,326/1,000 sq. ft.	666,080
<b>Total fees</b>			<u><b>9,748,143</b></u>
<b>Total credits</b>			<u>-</u>
<b>Net amount of fees to be paid</b>			<u><b>\$ 9,748,143</b></u>
<b>Traffic Signal Fee:</b>			
SF Residential	1,203 units	\$402/unit	\$ 483,606
MF Residential	1,805 units	\$252/unit	454,860
Commercial	80,000 sq. ft.	\$1,343/1,000 sq. ft.	107,440
<b>Total fees</b>			<u><b>1,045,906</b></u>
<b>Total credits</b>			<u>-</u>
<b>Net amount of fees to be paid</b>			<u><b>\$ 1,045,906</b></u>
<b>Park-in-Lieu Fee:</b>			
SF Residential	1,203 units	\$8,334/unit	\$ 10,025,802
MF Residential	1,805 units	\$7,598/unit	13,714,390
<b>Total fees</b>			<u><b>23,740,192</b></u>
Credits for:			
Approx. 46 - 48 acres of completed parkland and recreational facilities			<u>(23,740,192)</u>
<b>Total credits</b>			<u><b>(23,740,192)</b></u>
<b>Net amount of fees to be paid</b>			<u><u><b>\$ -</b></u></u>
<b>Public Facilities Fee:</b>			
SF Residential	1,203 units	\$6,923/unit	\$ 8,328,369
MF Residential	1,805 units	\$6,243/unit	11,268,615
<b>Total fees</b>			<u><b>19,596,984</b></u>
Credits for:			
Community center and splash pad/play area (@ 33.3% of total fees)			<u>(6,532,328)</u>
<b>Total credits</b>			<u><b>(6,532,328)</b></u>
<b>Net amount of fees to be paid</b>			<u><u><b>\$ 13,064,656</b></u></u>

**EXHIBIT H-4**

**Fanita Ranch Development Agreement**  
**Estimated Development Impact Fees and Fee Credits**  
**Based on Fees Effective July 1, 2020 - 3,008 Residential Units**  
**(Actual Fees to be Based on Fees in Effect at Building Permit Issuance)**

<b>Regional Transportation Congestion Improvement Program Fee:</b>			
SF Residential	1,203 units	\$2,583.82/unit	\$ 3,108,335
MF Residential	1,805 units	\$2,583.82/unit	4,663,795
<b>Total fees</b>			<u><b>7,772,131</b></u>
<b>Total credits</b>			<u>-</u>
<b>Net amount of fees to be paid</b>			<u><b>\$ 7,772,131</b></u>
<b>Totals:</b>			
<b>Total fees</b>			<b>\$ 61,903,356</b>
<b>Total credits</b>			<u><b>(30,272,520)</b></u>
<b>Net amount of fees to be paid</b>			<u><b>\$ 31,630,836</b></u>

**EXHIBIT H-5**

## EXHIBIT I

### ASSIGNMENT AND ASSUMPTION AGREEMENT

THIS ASSIGNMENT AND ASSUMPTION OF DEVELOPMENT AGREEMENT (“Assignment”) is made as of the \_\_\_ day of \_\_\_\_\_, 20\_\_ (“**Effective Date**”), by and among the \_\_\_\_\_ (“**Owner**”) and \_\_\_\_\_ (“**Assignee**”) with reference to the following facts:

#### RECITALS

A. Owner has entered into that certain Development Agreement, dated \_\_\_\_\_, \_\_\_\_\_ by and between the City of \_\_\_\_\_ on the one hand, and \_\_\_\_\_ the other hand (“**Agreement**”) for certain real property consisting of approximately \_\_\_\_\_ acres of land located in the City, more particularly described in Exhibit “A” (“**Property**”).

B. Owner desires to assign and delegate, and Assignee desires to accept and assume, all of Owner’s rights and obligations under the Agreement in accordance with the terms and conditions set forth herein.

C. By signing this Assignment, the City approves the Assignment in accordance with the terms and conditions set forth herein and in the Agreement.

#### **AGREEMENT**

**NOW, THEREFORE**, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Owner and Assignee do hereby agree as follows:

1. Assignment and Assumption. Effective as of the Effective Date, Owner hereby assigns, transfers, and conveys to Assignee all of Owner’s rights, interest, duties, liabilities, and obligations in, to, and under the Agreement, and Assignee hereby accepts and assumes all such rights, interests, duties, liabilities, and obligations under the Agreement from Owner for [the Property or a portion of the Property] (“Assigned Property”) [, except to the extent Owner has retained a portion of the Property (the “Retained Property”)].

2. City Consent to Assignment. Effective as of the Effective Date, City hereby consents to the Assignment and hereby fully releases and forever discharges Owner from any and all obligations to City under the Agreement for the Assigned Property, [except Owner’s obligations with respect to the Retained Property].

3. Entire Agreement. This Agreement represents the final and entire agreement between the parties in connection with the subject matter hereof, and may not be modified except by a written agreement signed by both Owner and Assignee.

4. Governing Law. This Agreement has been prepared, negotiated, and executed in, and shall be construed in accordance with, the laws of the State of California, without regard to conflict of law rules.

EXHIBIT I-1



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

**Owner:**

By: \_\_\_\_\_

**Assignee:**

\_\_\_\_\_

By: \_\_\_\_\_

Name: \_\_\_\_\_

Its: \_\_\_\_\_

**City:**

City of \_\_\_\_\_ a \_\_\_\_\_

\_\_\_\_\_

By: \_\_\_\_\_

Name: \_\_\_\_\_

Its: \_\_\_\_\_

EXHIBIT I-2